

**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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

Listed VLR: 6/16/2016 NRHP: 8/15/2016

1. Name of Property

Historic name: Blair Tobacco Storage Warehouse Complex Historic District

Other names/site number: VDHR File #127-6802

Name of related multiple property listing:

Tobacco Warehouses in Richmond, Virginia 1874-1963

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

2. Location

Street & number: 2601 Maury Street

City or town: Richmond State: VA County: Independent City

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

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

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

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

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

<p>_____ Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>28</u>	<u>3</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>29</u>	<u>5</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: Warehouse

AGRICULTURE/SUBSISTENCE: Processing

AGRICULTURE/SUBSISTENCE: Storage

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE: Warehouse

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL; CONCRETE; BRICK

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Blair Tobacco Storage Warehouse Historic District is a large industrial complex located at 2601 Maury Street in Richmond, Virginia. The surrounding area is a mix of industrial development to the north and south and residential development to the west. The roughly 26-acre historic district contains 26 large warehouse buildings in addition to a number of smaller ancillary and support buildings, including an office, garage, sheds, pump houses, and a water tank. The district was initially developed as a tobacco storage facility in 1939 and expanded multiple times between the 1940s and 1980s. The warehouses within the district represent the evolution of tobacco storage in the mid-twentieth century from the multiple-story “vertical-type” warehouse buildings common in the Shockoe Bottom area of Richmond to multiple large, “horizontal-type” one-story buildings more prevalent in Richmond south side, as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Documentation Form. These modern horizontal-type warehouses facilitated more abundant and readily-available storage while minimizing cost and risk of fire. The Blair Tobacco Storage Warehouses include both the earlier “open” and later “closed” horizontal-type buildings prevalent during the twentieth century. Of the resources within the historic district boundaries, there are 28 contributing buildings (26 warehouses, an office building, and garage) and 1 contributing structure (pump house); 3 non-contributing buildings (2 non-historic sheds and a gatehouse); and 2 non-contributing structures (a water tank and pump house). The contributing resources all retain a moderate to high level of historic integrity; while the noncontributing resources date to after the period of significance.

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Narrative Description

The Blair Tobacco Storage Warehouse Historic District is located in the south side of Richmond, Virginia. The historic district comprises a portion of a 38-acre industrial property located at 2601 Maury Street, which is generally bound by Maury Street to the south, East Clopton Street to the east, Decatur Street to the north, and E 29th Street to the west. The historic district occupies the eastern portion of the block and property, but excludes roughly 13 acres at the west end occupied by larger and later warehouse buildings that differ from the historic character of the older eastern part of the block's in size, scale, and layout. Additionally, just north of these larger warehouses, in the northwest corner of the block are three small, unassociated parcels currently occupied by non-historic industrial buildings that are also excluded from the district boundary.

The Blair complex is set on a slight rise with a grassy berm along the perimeter against both Maury Street and East Clopton Street. The complex is surrounded by a tall, chain link fence. As a utilitarian, industrial complex, not intended for public access, there is not a formal "front" to the complex; however the primary entrance and gate house are located off of Maury Street in the eastern corner of the property near East Clopton Street. Several additional entrances are located around the property including one on East 29th Street, and four on Decatur Street near the northwest corner of the property.

Inside the complex, the various warehouses and other buildings that comprise the historic district are organized along an internal grid aligned with a system of driveways and alleys that parallel the city street pattern. The warehouses are arranged and generally numbered according to the order in which they were constructed (with some variation). The primary entrance off Maury Street leads to a long driveway and parking area along the east side of the property. Just inside the main entrance and non-contributing gatehouse are a garage, office building, and pump house (all contributing resources). Further along the driveway, along the eastern edge of the property, are an open-sided shed, a metal storage building, a cylindrical water tank and an adjacent shed/pump house (all non-contributing resources). This main driveway connects to a series of inner alleys that extend between the rows of storage warehouses (all contributing). The majority of the warehouse buildings are aligned in five parallel rows of five warehouses each, with one additional warehouse in the northernmost row. Although owned by the Blair Storage Company as of 1948, the western portion of the property remained undeveloped and relatively unimproved until 1968, when two warehouses based on the plans of the older warehouses were built there. During the 1980s, the area was further developed with four substantially larger warehouses. These newer buildings differ in row patterning and orientation due to their increased size and configuration, and postdate the historic districts period of significance; thus they are excluded from the historic district boundaries.

Architectural Analysis

The initial construction in the complex occurred in 1939 and included two tobacco storage warehouses in addition to a personnel/support area with an office and workshop building, a

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vehicular garage, and an oil house all located in the southeastern corner of the property adjacent to Maury Street and the main entrance. As opposed to many of the other contemporary tobacco storage warehouse complexes in the area, including those constructed up through the previous decade, the Blair complex did not rely on rail spurs for transportation but from the beginning were instead designed around truck transportation. As such, the complex was served by a gravel driveway off of Maury Street, with a garage, shop, and oil house built specifically for storing and servicing tobacco transport trucks. Each of the warehouses had a truck loading dock appended to its primary façade.

As constructed, the office and shop building (VDHR #127-6802-0002) consisted of a two-story main block for offices and one-story garage/shop wing to the side. The truck garage (VDHR #127-6802-0001) is located adjacent to the office building and consists of a partially enclosed, open-front building with space for fourteen trucks. A large gravel pad that extended off the main complex driveway occupied the space in front of both of these buildings. A small oil house was located centrally within the pad in front of the garage, however this building no longer remains. The first two warehouses are located uphill and to the rear of the office/garage complex. These two warehouses (currently numbered #2 and #11 and recorded as VDHR #127-6802-0004 and -0006) were built facing each other with a gravel alley off the driveway extending between them. Each of the warehouses built were wood frame with iron cladding and measured approximately 120-foot wide and 170-foot long. Typical to their time of construction, both of these warehouses were constructed as “open” type warehouses with large louvers open to the bottom extending along the exterior walls. Concrete loading docks (that in more recent years have since been expanded in both width and height) were attached to the front of each building to allow trucks to pull up and load/unload their holds.

The complex was expanded multiple times in the following years. In 1941, two additional warehouses (#3 and #10; VDHR #127-6802-0007 and -0014) were added adjacent to the earlier buildings. These warehouses were set roughly 40 feet from the side of the earlier buildings and generally conformed to the same size and design although they were constructed as “closed” type buildings, with flush, completely paneled exterior walls. Four years later in 1945, another four warehouses (#4, #5, #8, and #9; VDHR #127-6802-0008/0009 and -0012/0013) were added, again adjacent to and adhering to the grid set by the earlier buildings. In 1950, two more warehouses (#6 and #7; VDHR #127-6802-0010 and -0011) were built bringing each of the two rows of buildings to a total of five warehouses. All of these additional warehouses conformed to the same size and spacing as the earlier buildings and were built as “open” warehouses with large louvered sides. Each had their own concrete loading dock along their front wall. It is unclear if the gravel road between these two rows of warehouses was simply extended as each warehouse was built or if it was in place prior to their existence. The area between the warehouses consisted of grassy culverts that ensured drainage away from the walls of the buildings.

Throughout the 1950s, ten additional storage warehouses were constructed within two parallel rows of five that were set along the same grid but to the north of the existing ten warehouses. An alley also extended between these two rows and a grassy culvert stretched between the back of

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the new row (the third row) and the back of the earlier row (second row). A paved path also extended from the rear entrance of each warehouse in the third row to the rear entrance of each in the second row. Each of the ten additional warehouses constructed throughout the 1950s (VDHR #127-6802-0015 through -0024) followed the same general form, size, and spacing of the earlier buildings, but were all built as “closed” type facilities with flush paneled exterior walls. At an unknown date in the 1950s, the eight earlier warehouses that had been built as “open” type buildings were subsequently closed by applying paneling to the open underneath side of the exterior louvers.

Also built at the complex in the 1950s was a new pump house building (VDHR #127-6802-0031) that powered an upgraded sprinkler/fire suppression system within each of the warehouses. This building was located between the office and garage building in the personnel/support area of the complex.

Between 1960 and 1965, six additional warehouses (VDHR #127-6802-0025 through -0030) were built within a fifth row along the north edge of the property. Once again, these warehouses conformed to the form, size, and spacing of the earlier previous warehouses and were served by a front alley. It also appears that many of the individual loading docks in front of the warehouses had been connected with poured concrete ramps extending the length of the warehouse rows by this time. In 1968, the final two warehouses adhering to the form and design of the earlier buildings were built just to the west of the main warehouse cluster along an extension of the third driveway/alley. These last two warehouses remain extant but are not included within the district boundaries due to age and location outside of the original development arrangement. An “employee assistance building” and truck/cargo storage building were also constructed at this time across the street from the personnel/support area in the southeast corner of the complex on a parcel across Clopton Street. This building also remains but is excluded from the district boundaries as it postdates the period of significance and is physically separate from the main complex.

Throughout the 1970s, construction within the historic district appears to have been limited to renovations and upgrades to the existing facilities. New roofing was installed on many of the warehouses and new mechanical systems were installed in the office and shop. In 1979, the complex was purchased by Phillip Morris, Inc., which led to divergences in later development patterns.

In 1981 a variety of construction took place, including additions to the office/shop building, a gatehouse, and six massive new warehouse buildings. The office/shop additions included additional workspace on the main level adjacent to the workshop as well as additional office space and a cafeteria on the second floor. The new warehouses were located to the west of the original complex and were substantially larger than the earlier warehouses, measuring roughly 150-feet by 235-feet in size. The new warehouses also strayed from the original grid and configuration set by the complex and were spaced unevenly and in opposing orientations, although the paved alleys wrapping around the buildings were tied into the original street grid.

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These large buildings remain extant but have been excluded from the district boundaries as they are not yet fifty years old, differ in form, and are physically separate from the original complex.

During the 1990s, several new storage sheds, and a large above-ground water suction tank and pump house were added to the complex and all of the loading docks were overlaid with new concrete and in some case expanded with metal ramps. The new storage sheds included a small, general purpose, open-sided shed (VDHR #127-6802-0032) as well as a larger, enclosed metal storage building (VDHR #127-6802-0033) used to hold Kabat Methorpene, the chemical used in fumigation of the tobacco storage warehouses. The 200,000-gallon suction tank and pump house (VDHR #127-6802-0005) worked with an upgraded plumbing system that tied into the Kabat Methoprene storage building and connected to each warehouse through the addition of small supplemental pump and valve enclosures in order to supply the chemical to each building.

Property Types

The tobacco warehouses within the Blair Tobacco Storage Warehouse Complex include two property types and two sub-types as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Listing. All of the warehouses constructed between 1939 and 1965 that contribute to the district are representative of the “Modern Horizontally-Arranged Warehouse Facilities” property type as defined by the MPD. Within this type, the warehouses reflect both the earlier “open” sub-type as well as the later “closed” sub-type; the “open” buildings were subsequently adapted in the 1950s into the “closed” type.

As defined by the MPD:

The Modern Horizontally-Arranged Warehouse Facilities were usually a single tall story in height, eliminating the need for elevators and the resulting extra personnel necessitated by all of the additional handling (as was required at the older multi-story tobacco warehouses north of the James in Richmond). Their enormous capacity and ease of access are the essential characteristics of their design. The buildings are constructed with sawn timber framing. Interior spaces are open and utilitarian in nature, constructed to allow flexibility for moving and storage of the large hogsheads (barrels) of tobacco kept in the warehouses. Typically, the floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles. The buildings usually have roofs that are tar and gravel; sometimes these roofs are punctuated by large skylights which light the interior. The buildings had electric lighting from the beginning, but it was minimal, and the skylights were the main source of light. The warehouses were usually designed in sets or multiples and constructed with brick firewalls separating the individual warehouses. The buildings were originally clad in either wood or galvanized metal that possessed louvers, to allow air circulation within the warehouses.

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The storage warehouses at the Blair Tobacco Storage Warehouse Complex were originally constructed with all of the typical characteristics of this type. The interior of each of the multiple, one-story warehouse buildings consisted of unfinished, open spaces divided only by timber framing and appear to originally have had concrete floor aisles; however the entire floor surface has since been paved. The buildings all also originally had skylights that pierced the low-pitch tar and gravel roofs; in later years, these skylights were covered with replacement roofing. Of the warehouses within the complex, eight of the earliest buildings were clad in corrugated metal siding with two large louvers on each side.

Beginning in the 1950s, all of the new storage warehouses were built and the older warehouses converted to the later closed design. According to the MPD:

Due to the ventilation properties of these warehouses, tobacco beetles, which are insects that are drawn to tobacco, were able to infiltrate the hogshead of stored tobacco, destroying the product, as well as creating a significant monetary loss. In order to extinguish the tobacco beetles, many of the open warehouses were converted into “closed” warehouses or fumitoriums. The warehouses were re-skinned with flat-seamed sheet metal or steel “R”-panels. Metal skins can be gasketed and covered with impermeable coatings which reduce the majority of preparation necessary to control gases in these warehouse fumitoriums, therefore accomplishing its function without interruption or posing a real danger out of doors.

When the older warehouses were enclosed in the 1950s, the original louvered walls were retained; however the open undersides were sealed shut with sheet metal. Leaving the louvers intact was likely simply done for cost purposes, although this cannot be determined conclusively. All of the later buildings were constructed with flush paneled walls that enabled sealing of the interior.

Inventory

The following inventory identifies the buildings and structures within the historic district. The contributing status was determined based upon the function and use of each in support of Criterion A (Industry) as well as its design and style in support of Criterion C (Architecture) according to the context and significance as defined by the *Tobacco Warehouses in Richmond, 1874-1963* Multiple Property Listing. Additionally, the retention of integrity was considered for each resource and its ability to convey historic significance. The resources are keyed to the attached Sketch Map and identified by the last two digits of their inventory number.

Contributing

Maury Street

2601 Maury Street 127-6802-0001 *Other DHR Id#:*

Primary Resource: **Garage (Building), Stories 1, Style: No discernible style, 1939**

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Contributing Total: 1

The truck garage was constructed in 1939. The long rectangular building is one story tall, and fourteen bays wide. The masonry building has a brick structural system laid in a 5:1 American bond that rests on a continuous brick foundation and is topped by a low-pitched, rear-sloping shed roof. The parapet end walls are capped with metal coping. The exterior block walls are painted, and some areas are spalling. Because of the grading of the site, the side and rear walls begin at near street-grade; however the paved parking lot that abuts the front wall of the building and the garage bays is set nearly five feet up on a built-up berm. The building is split between open and enclosed garage space, with the southern seven bays open to the front and the northern seven bays enclosed with concrete block walls; although this enclosure appears to be a later modification. Each of the bays are divided by metal posts that support the main roof structure. A full-width pent roof extends along the front of the building supported with knee braces off the metal posts. Five of the enclosed bays are pierced by garage doors, while one has a single-width pedestrian door and one is left blank. The rear wall of the building is pierced by seven historic industrial type 15-light windows set on brick sills. The interior area of the garage is utilitarian and unfinished. There are concrete slab floors, unpainted brick walls, and exposed roofing trusses.

2601 Maury Street 127-6802-0002 Other DHR Id#:

Primary Resource: Office/Office Building (Building), Stories 2, Style: No discernible style, 1939

Contributing Total: 1

The office building was first constructed in 1939 and enlarged in the 1980s. The building is composed of both one- and two-story sections. The masonry building has a brick structural system laid in a 5:1 American bond that rests on a continuous brick foundation and is topped by a system of flat roofs behind parapet walls. The primary façade of the building is divided into three blocks of varying heights and massing. The western block is two stories tall with a window and pedestrian door on the first level and two windows on the second. The first-story window has a historic, industrial-type 15-pane with a central awning sash, while the second-story windows have non-historic metal single-hung, one-over-one replacement sash. The pedestrian door is metal with a single light and appears to be historic. The central block is a tall, one-story mass with two large garage bays that nearly stretch the full width. Each bay is filled by a wood paneled, roll-up garage door with a cut-through pedestrian door. The eastern block is a shorter, one-story mass with two single pedestrian doors flanking a central window. Both the metal doors and this fixed-light window appear to be non-historic replacements. Attached to the rear of the building is a later addition, which is one-story tall but aligns with the second floor of the western block due to the slope of the property. The addition is built of similar brick to the front of the building and topped by a flat roof. There are entrances to the side and rear of this block from the parking lot, both of which consist of single pedestrian doors sheltered by modern glass enclosures. There are also two non-historic metal single-hung sash, one-over-one replacement

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windows on the side and one on the rear; all are set on brick sills. With the exception of two glass-and-wood overhead doors and one industrial metal sash, existing windows and doors are non-historic replacements. According to the City of Richmond's property card, the office was built ca. 1950 and expanded in subsequent decades.

2601 Maury Street 127-6802-0031 *Other DHR Id#:*

Primary Resource: **Pump House (Structure), Stories 1 , Style: No discernible style, Ca 1950**
Contributing Total: 1

The pump house was constructed in the 1950s. It is a small, one-story rectangular building. The painted brick structural system is laid in a 6:1 American bond, rests on a concrete slab foundation and is topped by a flat roof covered with built-up materials. The building has a single metal door located centrally on the primary (west) façade and single replacement windows set on brick sills located centrally on each side.

2601 Maury Street 127-6802-0004; 127-6802-0006; 127-6802-0008 through 127-6802-0013

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Other, 1939; 1941; 1945; 1950**
Contributing Total: 8

Warehouses #2, #4-9, and #11 are the eight earliest tobacco storage warehouses constructed at the Blair Tobacco Warehouse Storage Complex and exhibit the "open" type warehouse design, as defined in the MPD for Tobacco Warehouses in Richmond, Virginia, 1874-1963. Each of these one-story rectangular buildings measures 120-feet wide by 170-feet deep. The buildings have a wood frame structural system that rests on a continuous concrete footer foundation and is topped by a low-pitch front-gable roof covered with corrugated metal. Attached to the exterior walls of each building is a small, corrugated metal-sided fire suppression pump house added at a later date. Reflective of their "open" type construction, the walls of the buildings flare with two continuous, wraparound louvers that were originally open mesh on the underneath side to allow free flow of air in and out of the building. The lower walls of the buildings were likewise open mesh.

All of these warehouse buildings were later adapted into "closed" type warehouses when their exteriors were re-clad in galvanized sheet metal that covered all the open vents. A single window, also covered with sheet metal, is located at each end of each building above the central entry, which has a set of large, sliding doors. Each end had two doors; one of solid sheet metal paneling and one of open mesh that could be used dependent on the need to vent or seal the interior. Located centrally along the roof ridge of each is a series of skylights that have also all been infilled and covered by the replacement roof sheathing. The interior of the buildings are typical of contemporary tobacco storage facilities. The space is a large, open and undivided room broken up only by the exposed wood timber framing. The timber posts are set on a regular grid at 10-foot intervals across the width of the building and 17 feet along the length. The interior space

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is approximately 15 feet tall. A network of fire suppression pipes and sprinklers is suspended from the roof framing, as is a series of pendant lights. Originally, the floors of the center aisle in the buildings were paved with concrete from door to door while the surrounding floors were covered with cinders. The cinder areas have since been paved to create a continuous paved floor throughout the buildings.

**2601 Maury Street 127-6802-0007; 127-6802-0014 through 127-6802-0030 Other DHR Id#:
Primary Resource: Warehouse (Building), Stories 1, Style: No Discernable Style, 1941; 1951;
1952; 1957; 1959; 1960; 1963; 1965**

Contributing Total: 18

Warehouses #3, #10, and #13-29 include two of the early and sixteen later warehouse buildings constructed at the Blair Tobacco Storage complex that exhibit the “closed” type warehouse design according to the MPD for Tobacco Warehouses in Richmond, Virginia, 1874-1963. The one-story rectangular buildings measure 120-feet wide by 170-feet deep. The buildings have a wood frame structural system that rests on a continuous concrete footer foundation and are topped by a low-pitch front-gable roof covered with corrugated metal. Attached to the exterior walls of each building is a small, corrugated metal-sided fire suppression pump house added at a later date. Reflective of their “closed” type construction, the walls of the building are flat and clad with diagonally laid wood planking covered by smooth sheet metal, as opposed to the earlier “open” type warehouses in the complex that featured louvered exterior walls with open mesh on the underside to permit flow of air. There are small window openings spaced along the lower and upper edges of the exterior walls of each building that contain wire mesh under an awning sash that could be opened to permit airflow. Most of these have been clad with sheet metal. There is also a single window located at each end of the buildings above the central door, although these openings have been covered over with sheet metal. The door at each end of the buildings is centrally located and consists of a set of large, sliding doors. Each end had two doors; one of solid sheet metal paneling and one of open mesh that could be used dependent on the need to vent or seal the interior. The door on the front end is sheltered by a shallow-pitched, gable roof covered with corrugated metal that is supported by two angled tie-rods. The door on the rear is sheltered by a short pent roof. Located centrally along the ridge of each building’s roof are a series of skylights that have also been infilled and covered by the replacement roof sheathing. The interior of the buildings is typical of contemporary tobacco storage facilities. The space is a large, open and undivided room broken up only by the exposed wood timber framing. The timber posts are set on a regular grid at 10-foot intervals across the width of the building and 17-feet along the length. The interior space is approximately 15-feet tall. A network of fire suppression pipes and sprinklers is suspended from the roof framing, as is a series of pendant lights. Originally, the floor of the center aisle in the buildings was paved with concrete from door to door while the surrounding floors were covered with cinders. The cinder areas have since been paved to create a continuous paved floor throughout the buildings.

Noncontributing

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2601 Maury Street 127-6802-0003 Other DHR Id#:

Primary Resource: **Gatehouse/Guard House (Building), Stories 1, Style: No discernible style, Ca 1980**

Non-contributing Total: 1

The gatehouse was constructed in 1980. The small building has a stuccoed concrete block structural system that rests on a concrete slab foundation and is topped by a flat roof with wide overhangs. Each side of the building has nearly full-width aluminum frame sliding windows set above the concrete knee walls with the door located on the east side.

2601 Maury Street 127-6802-0032 Other DHR Id#:

Primary Resource: **Shed (Building), Stories 1, Style: No discernible style, Ca 1990**

Non-contributing Total: 1

The wood shed was constructed circa 1990. This small open-sided shelter is covered by a flat roof supported by wood posts. The roof is clad with standing seam metal and the rear (east) side has been infilled with concrete block. Bare earth is exposed within the structure although a small concrete pad is located just outside the shelter to the front.

2601 Maury Street 127-6802-0033 Other DHR Id#:

Primary Resource: **Storage (Building), Stories 1, Style: No discernible style, 1990**

Non-contributing Total: 1

The metal Kabat Methoprene storage building was constructed in 1990. The one-story rectangular building has a metal frame structural system clad with corrugated metal siding. It rests on a concrete slab foundation and is topped by a low-pitch gable roof covered with corrugated metal. The primary (west) façade of the building is pierced by an offset large, roll-up garage door set adjacent to a single pedestrian door.

2601 Maury Street 127-6802-0005 Other DHR Id#:

Primary Resource: **Water Tank/Tower (Structure), Stories 4 , Style: No discernible style, Ca 1980**

Non-contributing Total: 1

The water tank was constructed in 1980. The structure consists of an upright cylindrical tank that measures approximately 35-feet wide by four-stories tall. It is clad by riveted steel panels and is topped by a metal-clad dome roof. A single ladder extends up the outside of the tank's south side. An associated concrete block pump house is located immediately to the west of the tank.

Secondary Resource : **Pump House (Structure) Non-contributing Total: 1**

The pump house is located immediately west of the water tank. It is a simple metal building with metal siding and a low-pitch gable roof clad with corrugated metal.

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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.)

- 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

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

ARCHITECTURE

Period of Significance

1939-1965

Significant Dates

1939

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

E. L. Bass and Bros. – Contractors

Blair Tobacco Storage Warehouse Complex
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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Blair Tobacco Storage Warehouse Historic District is being nominated for inclusion in the NRHP under the *Tobacco Warehouses in Richmond, Virginia, 1874-1963 Multiple Property Documentation Form (MPD)*. Within the context of the MPD, the Blair Tobacco Storage Warehouse Historic District is locally significant under Criteria A (Industry) and C (Architecture) with a period of significance of 1939-1965. The period of significance begins with the initial construction at the property in 1939 and ends in 1965, when the last warehouse that adhered to the earlier patterning and arrangement of warehouses was constructed. After 1965, additional warehouse construction occurred outside of the original warehouse block, on property purchased by Blair later but that at present-day is a separate parcel. Further, these later buildings generally exhibited a different size, scale, and orientation. The historic district is illustrative when compared against other historic tobacco warehouse properties in Richmond, in that the extant buildings were constructed at various times throughout the mid-twentieth century and thus reflect the evolving resource types as well as attempts to update and adapt the earlier buildings. The Blair complex also is significant for its intentional design around truck transportation due to Blair's subsidiary tobacco trucking company, the Blair Transit Company.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD, notes that a variety of advances in tobacco storage and production facilities occurred throughout the twentieth century as a result of large-scale marketing, faster production, and the need to maintain proprietary blends. Throughout the early- to mid-twentieth century, tobacco storage transitioned from vertically designed, all-in-one storage and production facilities common in the Shockoe Bottom area of Richmond, to separate, horizontally arranged storage and production facilities, often spread out over larger areas, such as those at the Blair Tobacco Storage Warehouse Complex Historic District. As opposed to many of the first facilities to employ the horizontal warehouse design that were built and owned by the tobacco processing and manufacturing companies themselves, the Blair complex represents the establishment of independently-owned storage facilities that evolved to serve as a middleman between tobacco growers and the cigarette manufacturing companies. In this system, facilities such as Blair maintained a large capacity of various types of tobacco that could be sold to one or many processors depending on their current needs to maintain their blend. Without the storage and delivery capacity of these new warehouses, high-speed, consistent-blend cigarette manufacturing would not have been possible.

Historical Background

The historic context of tobacco storage in Richmond under which the significance of the Blair Tobacco Storage Warehouse Complex is derived is well documented in the *Tobacco Warehouses*

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in Richmond, Virginia, 1874-1963 MPD. Therefore, only a brief summary of the general historical background related to tobacco storage during the late-nineteenth and twentieth centuries is provided in this nomination for reference. For a detailed discussion of tobacco storage and the resources related to it in Richmond, please see the MPD package.

To supplement this summary, a detailed and more comprehensive history related specifically to the Blair Tobacco Storage Warehouse Complex and its background, development, and operation is provided herein.

Tobacco Storage and Processing in Richmond during the 19th and early 20th Centuries *Paraphrased from the Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD*

Throughout the nineteenth century, most tobacco processing occurred at a local scale, with independent producers maintaining their own supply of tobacco and process for marketing it. As tobacco production centralized near the end of the nineteenth century, producers became increasingly concerned with the need for quality control, in order to ensure that the taste sought by the consumer was at least somewhat consistent throughout a given brand's production. This was the beginning of the concept known as the "blend;" the combination of tobaccos (and, later, fillers) used to create a reliable particular flavor profile for a given brand of tobacco products. The idea of the blend became particularly critical when "ready rolled" tobacco – the mass-produced cigarette – became popular with the general public, and the maintenance of consistent flavor across a given brand became critical. At the same time, new, high-speed cigarette manufacturing equipment was also being developed to increase cigarette production to keep up with the growing national demand.

The advent of maintaining a consistent blend and increasing production speed brought about challenges for older production facilities, including those in Richmond mostly clustered in the Shockoe Valley area. Most of these facilities were multi-story, elevator-serviced warehouse buildings that could contain an adequate supply of tobacco on-hand to keep up with the older, slower, cigarette-manufacturing equipment. However, as newer high-speed cigarette-manufacturing machines increased in speed and efficiency, and proprietary blends required a much larger cache of tobacco, including multiple varieties and stages of aging to be on hand, cigarette manufacturers found that their facilities were incapable of holding enough supplies of processed tobacco to maintain production.

In order to facilitate growth of the tobacco industry and lure additional companies to the area, the city of Richmond annexed the city of Manchester just across the James River in 1910, and encouraged industrial development. Manchester had better access to the James, with far less building density and a much more accessible set of rail spurs. Over the following decades, a number of companies involved in the production and storage of tobacco opened in South Richmond, including the Blair Tobacco Storage Company in 1939.

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Blair Transit Company

The history of the Blair Tobacco Storage Company began in 1939 when John Durburrow Blair, Jr., built his first two tobacco storage warehouses in the Blair Tobacco Storage Company Complex of South Richmond. Blair's entry into the tobacco industry began seven years earlier in 1932, but his roots in the business began two decades earlier still. In 1911, at just 18 years of age, Blair began operation of a small shipping and hauling business out of his family home in Richmond, Virginia, called the Madison Transfer Company. There is little record available of the early operation of the company; although it appears that much of the business may have been related to and done for his family's wholesale grocery business, Adolphus Blair and Sons, located in Manchester. The types of goods that Blair moved on his company's horse-drawn wagons likely included a variety of foods, truck crops, and other items.

Blair went to France during World War I, however the transfer company remained in operation during his absence (City Directory 1918). Upon his return, Blair expanded his fleet to include trucks, no doubt in conjunction with his father's assumption of the management of the Richmond Auto Clearing House in 1917 (City Directory 1917). The firm remained in business through the 1920s with no major changes documented in available historic records.

During the Great Depression of the 1930s, Blair diversified his business interests and in 1932, entered the burgeoning tobacco industry with a new enterprise, the Blair Transit Company. While he continued to operate the Madison Transfer Company, presumably as a general purpose hauler, the Blair Transit Company focused on the movement of tobacco and related accouterments. During this time, large tobacco companies were having difficulty maintaining adequate supplies of tobacco on-hand to keep up with new and faster machinery for producing the increasing demand for cigarettes.

As a savvy businessman, Blair saw the opportunity to capitalize on the tobacco manufacturers' increased demand for tobacco through his familiarity with and resources related to running a transport company. Blair crafted his transit company not to purchase, process, or manufacture tobacco as these larger companies did; but rather to transport unmanufactured tobacco in bags, baskets, hogsheads or other containers; uncrated tobacco, working machinery and containers for moving unprocessed tobacco between all leaf tobacco markets and warehousing points and between all tobacco manufacturing points and plants by contract to the tobacco companies. At first, Blair operated the company just within Virginia, but soon expanded to neighboring North Carolina as well. Blair found immediate success with this venture, gaining contracts with several of the largest tobacco companies at the time including both the American Tobacco Company and American Suppliers, Inc. In a testimony to apply for a permanent license in the state of North Carolina, G. C. Newcomb, the District Traffic Manager for the American Tobacco Company stated that "the services offered by the Blair Transit Company were greatly needed by his companies and others, and that the demand for this type of transportation service is much greater than the present available supply" (NC Utilities Commission 1944). While the total number of such transit companies located throughout the region is not clear, a review of newspapers and

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business directories reveals that Blair's Transit Company was the largest and most prominent in Richmond.

Blair Storage Company

In 1939, Blair expanded his interest in the tobacco industry when he purchased a small, roughly 10-acre property on the corner of Maury and Clopton Streets in Richmond's south side to serve as a headquarters and operations center for the transit company, but also as a tobacco holding and storage facility. Similar to how Blair ran his transit company, and also following the business model of fellow Richmond tobacconist J.O.W. Gravely, owner of the nearby Chesapeake Warehouse complex, Blair's storage property was to serve as a centralized warehouse facility; not selling tobacco or a finished product on the retail market, but rather holding it and distributing it on contract for the large tobacco and cigarette producers. The advantage that Blair offered was that not only could he store and distribute the tobacco from his warehouses, but his firm offered the ability also to transport the crop from the farmers to the warehouses, and from the warehouses to the manufacturers with his own transit company. Blair chose South Richmond for the location of his business due to its proximity to a variety of tobacco manufactures and producers.

At first, construction included an office in which to manage both the storage and transit divisions of the company, a garage in which to store company trucks, and two large storage warehouses enclosing 20,400 square feet each. The "open"-type warehouses were designed according to the current trend in tobacco storage and built by E. L. Bass and Brothers contractors of Richmond, who also constructed a number of warehouses for other tobacco companies in Virginia and North Carolina. Each of the warehouses was one-story in height with a single, large open space in the interior, eliminating the need for elevators and the resulting extra personnel necessitated by all of the additional handling. Their enormous capacity of 2,760 hogsheads of tobacco each and ease of access were the essential characteristics of their design. The wood frame of each building was clad with galvanized iron siding with large louvers open on the bottom to permit circulation of air throughout the interior. The floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles. The roofs were tar and gravel, punctuated by large skylights which lit the interior. The buildings had electric lighting from the beginning, but it was minimal, and the skylights were the main source of light (City of Richmond Property Card).

Because Blair relied on his own trucks for transportation, the warehouses were built alongside a central driveway/alley with truck-height loading docks; this was a notable design element as opposed to the rail spurs that other storage warehouses at the time relied on. From the loading dock on the front of each warehouse, hogsheads could be rolled in and chocked into place. After filling the floor, another round of dunnage and another layer of hogsheads could be placed on the first, continuing until three layers, or beds, of hogsheads were stacked (a method known as horizontal bed-style stacking). This method allowed for air to circulate freely around the hogsheads.

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Expansion and Adaptation

Blair met with immediate success and was forced quickly to expand his operation. In 1942, he added two additional warehouses of identical size and scale to the complex. These warehouses were set adjacent to, but at an adequate distance for fire safety from the original warehouses. As opposed to the “open” design of the first two warehouses, the next two were “closed” design buildings. The reason for the use of closed buildings at this time is unclear as the tobacco beetle and the industry’s need to fumigate warehouses to combat it was not yet a concern. Perhaps the closed warehouses were used to store or age tobacco at a specific stage in its holding.

The Blair Transit Company grew along with the storage company, transporting over 750,000 pounds of tobacco and associated tonnage in North Carolina with similar quantities in Virginia per year by 1944. Clients of the transit and storage company at that time included American Tobacco Company, American Suppliers, Inc., J. P. Taylor Tobacco Company, Universal Leaf Tobacco Company, K. H. Edwards, Central Leaf Tobacco Company, and Eastern Leaf Tobacco Company (NC Utilities Commission 1944).

Success continued, and Blair expanded several times further over the ensuing years, including in 1945, when four additional warehouses were built, and in 1950, when two more were built. Each expansion followed the grid and pattern set by the initial two warehouses, resulting in two rows of five warehouses each. The warehouses in each row were set roughly 50 feet apart from one another and faced in towards a central truck driveway.

In order to make way for expansion throughout the 1950s, Blair purchased a large additional property adjacent to his original holding in 1948. Called “Buck Hall,” after the name of the eighteenth century estate once located there, the 30-acre property, purchased for \$28,000, resulted in Blair owning the entire 40-acre block bounded by Maury Street, Clopton Street, 29th Street, and Decatur Street; a massive property for a tobacco storage complex at the time (Richmond Times Dispatch May 29, 1948). As Decatur Street was considered a residential thoroughfare, Blair requested a rezoning to allow for industrial rezoning and additional warehouse construction, a request that was initially rejected by the city planning commission (Richmond Times Dispatch January 4, 1949).

After several more attempts and subsequent city council and planning commission hearings, Blair was successful at rezoning the property and embarked on a continued warehouse construction program. Over the course of the 1950s, two more warehouses were built in 1951, three in 1952, three in 1957, and two in 1959 (Richmond Times Dispatch July 25, 1956). All ten of these warehouses were built as “closed” design warehouses and maintained the established grid and spacing, but formed two new rows of five, set along a new central alley. While all new warehouses from the 1950s forward were constructed as closed design buildings, the earlier “open” louvered warehouses were also converted into “closed” facilities in the 1950s as well.

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The shift to closed buildings at this time was a result of the rising risk of tobacco beetle infestation. The large volume of tobacco stored in modern warehouses such as those at the Blair Tobacco Storage Company complex and the time spent aging within those warehouses made them particularly vulnerable to tobacco beetles that could gain access to the tobacco through gaps in hogsheads and subsequently eat the leaves, lay eggs, and otherwise damage or destroy the crop. Fumigation, in which oxygen is removed from the insects' permeable environment and replaced with gas, was the preferred method to combat the beetles. Fumigation of tobacco had been practiced as early as the 1930s, but by the 1950s, it became apparent that architectural changes to the warehouse spaces themselves were necessary in order for fumigation to prove most effective. To work properly, the building in which the fumigation was to be performed must be able to be completely sealed and hold a steady, oxygen-less environment for up to 96 hours. By the mid-1950s most bulk tobacco storage buildings in the region were built as "closed" facilities in order to accommodate large-scale and regular fumigation. The typical fumigation process at that time was done with smoke via "smudge pots" although by the 1960s various chemicals in the form of concentrated antioxidant gas were used (Green 2013).

Between 1960 and 1965, the Blair Tobacco Storage Company continued to grow with six additional warehouses built within a fifth row of buildings fronting another driveway and backing up to Decatur Street. This brought the total number of storage warehouses within the complex to 26, with the capability to store 71,760 hogsheads, or nearly 36 tons, of tobacco.

By this time, changes were coming to the tobacco industry as a result of the growing awareness of the health-related hazards of smoking. By the mid-1960s, the causal link between smoking and lung cancer was widely acknowledged and accepted. Various laws and procedures were put in place throughout the 1960s and 1970s that limited the tobacco industry's ability to advertise their products, forced them to use warning labels, and restricted people's ability to smoke in public places. As a result, the tobacco industry began to decline both financially and in public perception, resulting in impacts at all levels of the industry from the cigarette producers, to the storage companies, and down to the farmers who grew the crops.

Growth at the Blair Storage Company complex slowed, and in 1968, the final two warehouses that generally conformed to the size and scale of the earlier warehouses were built, although these two were located outside of the main and original cluster of buildings on a later property acquisition that today is a separate property with a different owner. It appears that John D. Blair Jr. felt his company and property were near capacity at that time, as two years later, he sold off an undeveloped, two-and-a-quarter-acre parcel in the northwest corner of the property at the corner of Decatur Street and 29th Street to the Chesapeake and Potomac Telephone Company (Richmond Times Dispatch July 5, 1970).

Throughout the 1970s, no new construction took place within the complex and development was limited to updates and improvements to the existing building stock. In 1976, at the age of 83, John D. Blair, Jr., founder and president of the Blair Tobacco Storage Company and Blair

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Transit Company, passed away, leaving the operation to his son, John D. Blair III (Richmond Times Dispatch, May 31, 1976).

Philip Morris Acquisition

Soon after Blair's death, the Blair Storage Company and property were sold to Philip Morris Inc. The acquisition took place in June 1979 for a sale price of \$2.4 million (City of Richmond 1979). Under management of Philip Morris, extensive changes were made to the operation of and physical stock at the Blair complex. Operationally, the complex no longer functioned as a storage place for tobacco to be distributed to multiple client tobacco producers but instead functioned solely as a storage facility for Philip Morris. Despite the overall decline of the tobacco industry in the 1960s and 1970s, Philip Morris continued to grow and emerged as a leader in cigarette manufacturing. When the Marlboro Man had made his debut as the face of the company's flagship brand, Philip Morris was barely included in the top ten tobacco companies in the United States; however five years later it was #6, and by 1983 it rose to #1, retaining half of the market share (Green 2013).

In support of their growth, Philip Morris acquired the Blair complex to supply additional storage for their large-scale production facility located just blocks away on Stockton Street. To increase the storage capacity of the complex, the company built six massive new warehouse buildings in the undeveloped western portion of the complex, adding nearly 233,000 square feet of tobacco storage space in 1981. These buildings differed substantially from their older counterparts in that they had twice as large a footprint, were nearly 10-feet taller, and disrupted the original gridded layout. Other improvements made at that time included a new gatehouse at the entrance to the complex, an addition to the office building, and a new fire-suppression system that included a 200,000-gallon water tank and sprinkler system throughout the complex.

In the early 1990s, Philip Morris made additional improvements to the complex that included the construction of a new metal storage building for Kabat Methoprene, the chemical used for the fumigation of the warehouses. This storage building was connected to an underground fire-suppression plumbing system so that it could be used to distribute the chemical to each warehouse through a new pump house attached to the exterior of each building (City of Richmond n.d.).

Operation of the Blair complex as part of Philip Morris continued into the new millennium until various changes once again began to take place in the tobacco industry. Beginning in the early 2000s, Philip Morris changed its system from storing tobacco in centralized warehouses near production facilities to one that encouraged individual farmers to use surplus overseas steel shipping containers to store and fumigate tobacco on their individual farms until it was processed. The trend continues to the present day, and now, most tobacco that arrives at centralized warehouse facilities has been aged on individual farms and is not stored at those facilities until it has been processed. As a result, the need for extensive large-scale, single-story,

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high-bay tobacco warehouses such as those at the Blair complex are no longer needed for tobacco storage on a large scale, and many have fallen into disuse (Green 2013).

In recent years, the Blair complex became surplus property for Philip Morris and the property was sold to Modern Warehouse LLC for general industrial storage in 2014 (City of Richmond Deed ID2014-20784).

Significance: Industry/Architecture

The Blair Tobacco Storage Warehouse Complex is being nominated to the National Register under the *Tobacco Warehouses in Richmond, Virginia, 1874-1963* MPD. The MPD notes that a variety of advances in tobacco storage and production facilities occurred throughout the twentieth century as a result of large-scale marketing, faster production, and the need to maintain proprietary blends. The Blair Tobacco Storage Warehouse Complex is significant for its representation of the evolution of tobacco storage and processing facilities in Richmond through its original construction as well as later additions and modifications. Until the first decade of the twentieth century, tobacco storage and processing in Richmond was largely confined to the Shockoe Bottom area of Richmond that took advantage of the older industrial infrastructure and transportation routes, including the canal and railroad. The dense development pattern of the area coupled with the contemporary industry methods resulted in most tobacco facilities consisting of tall, multi-story warehouses that functioned as both tobacco storage and processing plants. With the advent of newer and quicker cigarette rolling machines, wide-spread marketing and distribution, and the rising demand for product consistency, tobacco companies were forced to revise their production models.

Businessman John D. Blair, Jr. understood this ongoing evolution and saw an opportunity to capitalize on the tobacco manufacturers need for large caches of tobacco to be on-hand and readily available in order to maintain their proprietary blends. In 1932, Blair founded the Blair Transit Company to serve as a middleman that specialized in hauling tobacco and associated equipment between growers, suppliers, and manufacturers throughout the region of Virginia and North Carolina. Quickly understanding that opportunities were available not just to transport the tobacco, but to store and age the tobacco in a centralized warehouse facility under contract to the manufacturers, Blair founded the Blair Tobacco Storage Company in 1939. While Blair was not the first or only such businessman to capitalize on the tobacco industry need for storage partnerships, Blair was able to build his company into the largest and most successful middleman operations, fueled in large part by the joint *transit* and *storage* abilities he offered.

Between 1939 and 1968, Blair created a complex of 28 modern, one-story, horizontally-arranged warehouses built along a network of gridded streets and alleys to accommodate his trucks, and designed for large-scale tobacco storage and distribution to tobacco manufacturers throughout Richmond. Throughout the years of development at the complex, the design of tobacco storage warehouses evolved, and thus the Blair Complex includes both the earlier “open”-type, louvered wall design; as well as the later “closed”-type buildings. Even when the earlier “open” buildings

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were modified and “closed” (as they were across the industry in the 1950s in an effort to counter the rise of the tobacco beetle and the need to fumigate warehouse space on a regular basis), the louvered walls on the earlier warehouses were retained and simply infilled. Thus, even though all the warehouses became functionally “closed,” a number of buildings retain the appearance of the “open”-type design. In this regard, the Blair Complex is significant for its representation of both sub-types of the modern horizontally-arranged storage facilities resource type as identified in the *Tobacco Warehouses in Richmond, Virginia, 1874-1963* MPD. The Blair Tobacco Storage Warehouse Complex Historic District is thereby nominated to the National Register under the MPD under Criterion A in the area of Industry for its role in the evolution of large-scale cigarette production in Richmond, and under Criterion C for the architecture that illustrates the evolution of warehouse design to address evolving industry concerns, first to provide sufficient storage space for large-scale manufacturers and later to prevent economic losses by tobacco beetle infestation.

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9. Major Bibliographical References

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

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“Blair Company to Build Three Storage Warehouses.” *Richmond Times Dispatch*. July 25, 1956.

“Buck Hall Estate Sold to J.D. Blair, Jr.” *Richmond Times Dispatch*. May 29, 1948.

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https://archive.org/stream/reportofutilitie1946nort/reportofutilitie1946nort_djvu.txt.

United States Geological Service. Single Frame Aerial Photography. 1952, 1968.

Blair Tobacco Storage Warehouse Complex
Historic District
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United States Geological Service. Topographical Quadrangles. Various Dates.

“Warehouse Plan Rejected.” *Richmond Times Dispatch*. January 4, 1949.

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: City of Richmond, VA; Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): VDHR File #127-6802

10. Geographical Data

Acreage of Property ~26 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 37.510680 | Longitude: -77.457870 |
| 2. Latitude: 37.512450 | Longitude: -77.455080 |
| 3. Latitude: 37.510060 | Longitude: -77.452720 |
| 4. Latitude: 37.508320 | Longitude: -77.455520 |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic district is composed of a portion of one tax parcel (identified by the City of Richmond as S0001221006) and contains approximately 26 acres of land. The property is

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located at 2601 Maury Street and is generally bound by Maury Street to the south, East Clopton Street to the east, and Decatur Street to the north. The eastern boundary is a line paralleling East Clopton Street that cuts through the property at the west edge of the historic warehouse complex, approximately 1,000 feet from Maury Street.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the historic are drawn to include all development associated with the Blair Storage Company complex built through 1965. The western portion of the complex has been excluded as it was not developed until after the end of the period of significance, in a substantially different development pattern, size, and scale after it was acquired by the Philip Morris, Inc., and is now a separate tax parcel with a different owner.

11. Form Prepared By

name/title: Robert J. Taylor, Jr.
organization: Dutton & Associates, LLC.
street & number: 1115 Crowder Drive
city or town: Midlothian state: VA zip code: 23313
telephone: 804-897-1960
date: February 2016

Additional Documentation

Submit the following items with the completed form:

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

Photograph Log

Name of Property: Blair Tobacco Storage Warehouse Complex Historic District
City or Vicinity: Richmond
State: Virginia
Photographer: Dara Friedberg (unless otherwise noted)
Date: December 2015

Photo 1 of 11: Office/Workshop
Front Facade, Facing North

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Photo 2 of 11: Truck Garage
Facade, Facing Southeast

Photo 3 of 11: Representative Early Open Warehouses (#2 and #11 in foreground)
General View, Facing Southwest

Photo 4 of 11: Warehouse Loading Docks (#3 in foreground)
General View, Facing Northeast

Photo 5 of 11: Rear of Closed Warehouses
General View, Facing West

Photo 6 of 11: Side of Closed Warehouses (#14 in foreground)
General View, Facing Northwest

Photo 7 of 11: Representative Warehouse Interior (#13)
Central Aisle and Doorway, Facing Northwest

Photo 8 of 11: Representative Warehouse Interior (#11)
Timber Framing, Facing Northwest

Photo 9 of 11: Detail of Open Warehouse Design
Louver Framing, Facing Northwest

Photo 10 of 11: Representative Streetscape
Driveway and Parking at Eastern Edge, Facing Northwest

Photo 11 of 11: Representative Noncontributing Resources
Water Tank and Storage Buildings, Facing North/Northeast

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.



LOCATION MAP

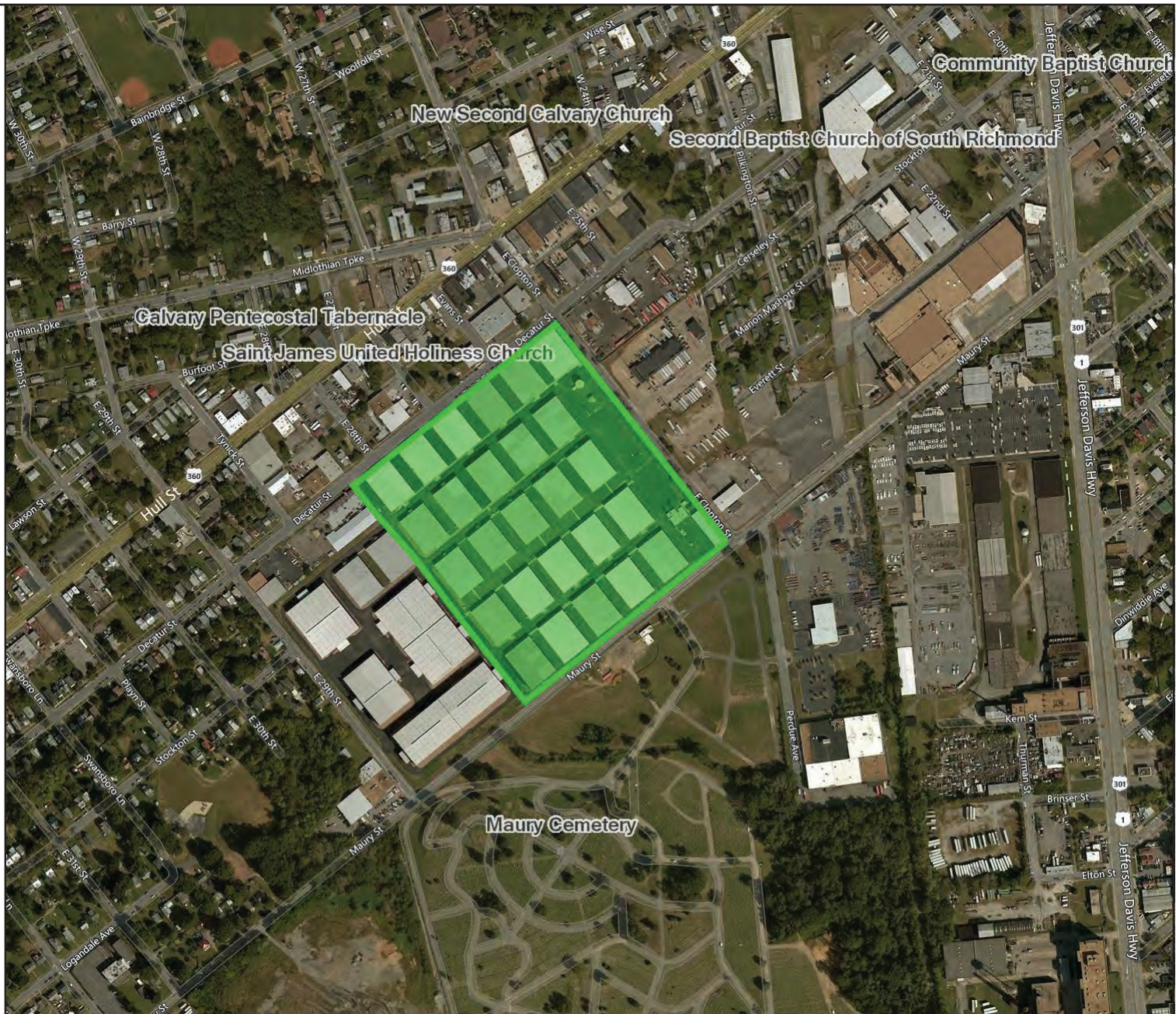
Blair Tobacco Storage Warehouse Complex Historic District

Richmond, VA

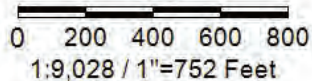
DHR No. 127-6802

Latitude/Longitude Coordinates

- 1. Latitude: 37.510680
- Longitude: -77.457870
- 2. Latitude: 37.512450
- Longitude: -77.455080
- 3. Latitude: 37.510060
- Longitude: -77.452720
- 4. Latitude: 37.508320
- Longitude: -77.455520



Feet



Title: Blair Tobacco Storage Warehouse Complex

Date: 4/25/2016

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.




Non-Contributing
 Gatehouse -0003
 Shed -0032
 Storage Building -0033
 Water Tank -0005
 Pump House -0005

Sketch Map

Contributing
 Garage -0001
 Office Bldg -0002
 Pump House -0031
 Warehouse -0004
 Warehouse -0006
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 Warehouse -0030



**Blair Tobacco Storage Warehouse Complex
 Historic District
 Richmond, VA, DHR #127-6802**

-  Historic District Boundary
-  Contributing
-  Noncontributing

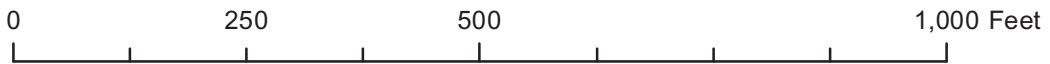






Photo Key

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**Blair Tobacco Storage Warehouse Complex
Historic District**

Richmond, VA, DHR #127-6802

-  Historic District Boundary
-  Photo Location and Direction

