NPS Form 10-900 OMB No. 1024-0018

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 ON:	
VLR	09/19/2013
NRHP	04/05/2014

1. Name of Property

Historic name: The Chesapeake Warehouses
Other names/site number: VDHR File No. 127-6720
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: 1100 Dinwiddie Avenue
City or town: Richmond State: VA County: NA
Not For Publication: n/a Vicinity: n/a

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**

Julie V. Langan 2/21/14
Signature of certifying official/Title: ACTING DIRECTOR SHPO **Date**
Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ 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: [X]

Public – Local [ ]

Public – State [ ]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [X]

District [ ]

Site [ ]

Structure [ ]

Object [ ]

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

Contributing	Noncontributing	
9	1	buildings
0	0	sites
0	0	structures
0	0	objects
9	1	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

Current Functions
(Enter categories from instructions.)
COMMERCE/TRADE: Warehouse

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: Industrial / No style
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival

Materials: (enter categories from instructions.)
Principal exterior materials of the property: CONCRETE (foundation), METAL (cladding), WOOD (frame)

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 Chesapeake Warehouses are a series of eight industrial tobacco buildings that were used historically for the storing and aging of tobacco for use in Richmond's many tobacco processing complexes, especially the nearby Philip Morris Stockton Street plant, but also R.J. Reynolds, Liggett-Meyers, American Tobacco, and others. A site manager's building also is in the complex, as well as a non-contributing storage building. The warehouses were integral to the tobacco industry as part of the manufacturing process of various tobacco products. The complex currently consists of three pairs of warehouses and two single warehouses. Each warehouse is one story and encloses approximately 20,000 square feet. The warehouses are constructed of timber frame, clad in metal, and largely lit by skylights. The complex (which originally consisted of fourteen warehouses) was organized around rail spurs that flanked the site on the east and the west, from which hogsheads of tobacco could be unloaded into the warehouses by way of loading docks along the eastern and western bounds of the site. Extending through the center of the site (running roughly north to south) was an access road that allowed trucks to pull up to interior loading docks. Hogsheads of tobacco were generally delivered to the warehouse complex by rail, and were removed by truck for delivery to processing plants (after which they were returned to the warehouse for storage), and a final trip to cigarette manufacturing plants (after

which they would be distributed and sold to consumers), the two times that the tobacco would be removed from the warehouse on its journey from farm to finished cigarette. The site is presently enclosed by a chain link fence. There is no historic landscaping or parking areas associated with the warehouses. The property continues to be used for warehouse storage.

Narrative Description

The Chesapeake Warehouses are a series of industrial tobacco buildings that were used historically for the storing and aging of tobacco for use in Philip Morris's tobacco products. These warehouses were integral to the tobacco industry as part of the manufacturing process of various tobacco products. Currently there are three pairs of warehouses and two single warehouses. Each warehouse is one story and encloses approximately 20,000 square feet.

The Chesapeake Warehouses are located approximately 2 miles south of downtown Richmond, across the James River in the industrial neighborhood east of Manchester. The edge of the site is defined by Dinwiddie Avenue to the north, East 12th Street to the west, Gordon Avenue to the south, and the property line approximately half-way through the block to the east. The site is elevated a few feet above the street level. A chain-link fence with barbed wire encompasses the entire site. Tobacco was historically transported to the site by rail from all over the world for use at the Philip Morris plant located approximately one-half mile northwest of the complex. The rail lines are still visible on the north and east boundaries of the site. The site is not regularly planted, although grass is located around and between the warehouses. Small trees, shrubs, and brush line the chain link fence that demarcates the property line to the north.

The site was previously home to 14 large warehouses, some freestanding and some joined together. Six warehouses located on the eastern portion of the site have since been demolished as a result of termite infestation. The area where those warehouses once stood is now gravel, with a portion of this area serving as storage for various equipment and materials.

The eight remaining warehouses are located on the western portion of the property. The warehouses, whose numbers correlate to the order in which they were built, are situated on the site from north to south as follows: warehouses 13 and14 (joined), warehouse 12, warehouses 1 and 2 (joined), warehouses 3 and 4 (joined), and warehouse 5.

A low concrete loading dock, which is located on the interior (eastern) side of the warehouses, curves from warehouse 13 and warehouse 14 to warehouse 12, where the dock then straightens out and continues to warehouse 5. A concrete loading dock is also located along the west edge of the warehouses.

The Chesapeake Warehouses are constructed of sawn timber framing. Rows of large, solid wooden columns with block capitals support the beams, which in turn support the ceiling joists.

"X" cross bracing is found between the joists. All of the warehouses are clad in hand-seamed galvanized sheet metal siding. The buildings lack windows but instead have vents which are covered in metal and screened with chicken wire. Centrally-located skylights, which are the ridge type with gable ends, allow natural light to penetrate into the open, 20,000 square foot interiors. The skylights are supplemented by large, industrial light fixtures suspended from the ceiling joists, and which provide the only artificial lighting. Each warehouse is accessed by at least one non-historic overhead coiling door as well as a standard hollow-core metal door. The interior space is approximately fifteen feet high. The ceiling is comprised of hardwood planks with no gaps between them. Additional support for the columns is provided by the addition of lumber in a "Y" formation to the columns. The floors would have historically been soil covered by 4-6 inches of cinders, with concrete aisles. Currently, the floors are entirely comprised of poured concrete. 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.

The northernmost warehouses, 13 and 14, are joined as a pair and are a modified trapezoid in plan. A large, thick firewall runs north to south and divides the pair of warehouses. The buildings are primarily accessed through large roll-up doors to the south and southeast, but have secondary entrances to the north. Historically, the entrances were located on the north and would have had direct access to the railroad cars. Gable roofs are cantilevered above the south entrances to both warehouses to provide shelter from the elements. A larger shed roof is supported by steel columns and an "I" beam above the southeastern entrances to warehouses 13 and 14.

Warehouse 12 is a single warehouse and is rectangular in plan. This warehouse is primarily accessed by a large roll-up door to the east but has secondary entrances to the west. Historically, these west entrances would have provided access to the railroad cars while the east entrances would have provided access to trucks.

Warehouses 1 and 2 and Warehouses 3 and 4 are joined pairs of warehouses. The two pairs, which are located between warehouse 12 to the north and warehouse 5 to the south, are identical to each other. Thick, structural brick firewalls divide the pairs of warehouses and extend approximately two feet beyond the edges of the warehouses. Roll-up doors, which are located on the firewall, grant access between the pairs of warehouses. An open-air concrete walkway with a flat roof supported by four square steel columns and "I" beams, which originally joined warehouse 3 to one of the demolished warehouses to the east of the site, is still intact.

The southernmost warehouse, Warehouses 5, is a single warehouse and is identical to warehouse 12. The building is rectangular in plan and is primarily accessed by a large roll-up door to the east but also has a secondary entrance to the west. As with warehouse 12, the west entrances would historically have provided access to the railroad cars while the east entrances would have provided access to trucks.

The site manager's office is located toward the northeastern corner of the site, west of the trucking entrance. Its primary entrance faces Dinwiddie Avenue. The building is a three bay, one-story, Colonial Revival building, dating to ca. 1929. A small gable-roof porch with a dentil molding is centered in the primary elevation of the building and is supported by triple columns.

A set of concrete stairs provide access from the site manager's office to Dinwiddie Avenue, which is accessed through a gate in the chain link and barbed wire perimeter fence. The building is constructed of brick laid in a common bond with a seventh course header. The roof is cross-gabled, with the exception of the additions which have a shed roof. The windows have been covered over with plywood or metal grates. The floor plan would have historically been a "T" but has had two additions to the western elevation through the course of its history, rendering it an irregular plan. The construction date for these additions is unknown, and the brick coursing of the additions does not line up with the brick coursing of the original building.

A small, one-story storage building is located between warehouses 2 and 3. The approximately 256 square feet building is constructed with concrete block. The building previously had a garage door on the east elevation, which has since been removed. There are no other openings in the building. The building has a stepped parapet wall and a slightly sloping ethylene propylene diene monomer (EPDM) roof.

The contributing or non-contributing status of each building was determined based on the use of each building in support of Criterion A (Industry) and the style of each building in support of Criterion C (Architecture & Engineering) within the Period of Significance of 1929-1968. Another determining factor was the integrity of each building.

Name	Date	Status
Warehouses 13&14	Circa 1929	Contributing
Warehouse 12	Circa 1929	Contributing
Warehouses 1&2	Circa 1929	Contributing
Warehouses 3&4	Circa 1929	Contributing
Warehouse 5	Circa 1929	Contributing
Site Manager's Office	Circa 1929	Contributing
Storage Building	Circa 1968	Non-contributing

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.)

[x] 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.

[x] 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

Areas of Significance
(Enter categories from instructions.)
INDUSTRY
ARCHITECTURE

Period of Significance
1929-1963

Significant Dates
1954-59 (converted to closed warehouse)

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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 Chesapeake Warehouse complex is being nominated under the Tobacco Warehouses in Richmond, Virginia, 1874-1963 Multiple Property Documentation Form (MPD). The Chesapeake Warehouse is significant under Criteria A (Industry) and C (Architecture) at the local level of significance with a period of significance of 1929-1963. The period of significance begins with construction in 1929, and ends in 1963, with the beginnings of the consolidation of the cigarette manufacturing process away from the use of independent warehouses. As discussed in the Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD, modern horizontally-arranged storage facilities, such as Chesapeake Warehouse, significant under Criterion A (Industry) for their critical role in support of the newly-transformed high-speed cigarette manufacturing industry in Richmond, an industry that was an integral part of the industrial landscape of Richmond. Without the storage and delivery capacity of these new warehouses, high-speed cigarette manufacturing would not have been possible. The Chesapeake Warehouse complex also is significant under Criterion C (Architecture) for its pioneering role as one of the first of the new architectural form of single-story, high-bay frame, rail and truck fed warehouse complexes built in Richmond to serve the new high-speed cigarette manufacturing plants during the 1920s, as described in the Tobacco Warehouses MPD. The buildings' construction and modifications over time reflect changes in the technology of the tobacco industry, and the buildings themselves retain a high level of integrity for their period of significance.

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

Early Gravely Family Tobacco Cultivation and Production

The James Gravely family emigrated to Virginia ca. 1700, settling in Henry County. The family established themselves as farmers, and soon began producing tobacco, a family tradition that continues to the present day. The Gravely family remained in Henry County through the 1890s, cultivating tobacco all the while. In the late 19th century, John Witcher Graveley's brother Peyton Benjamin Franklin Gravely produced and sold "B.F. Gravely's SUPERIOR chewing tobacco", advertised as having a "widely known reputation of sixty years standing with chewers ....." John Witcher Gravely's son, John Oglesby Winston Gravely, also born in Henry County, was to take the family tobacco business to places his forbearers could scarcely dream of. John Oglesby Winston Gravely started out as a tobacco farmer, but soon discovered a far more lucrative way to make a living.

John Oglesby Winston Gravely moved his family to Rocky Mount, North Carolina, in 1890 and shifted from tobacco cultivation into tobacco brokerage. There, taking advantage of the physical confluence of road and rail lines and the economic confluence of a burgeoning modern banking system, J.O.W. Gravely built and managed a centralized tobacco brokerage and warehouse business. The enterprise, named J.O.W. Gravely and Co., became very successful. With that

success came a new name that reflected its geographic breadth: the China America Tobacco Company. The China America Tobacco Company (CATCO) became a premier international tobacco brokerage house in the 20th century, utilizing inexpensive Asian tobaccos that could be blended with distinctive Virginia Bright Leaf tobaccos to produce a tobacco with the desired flavor profile, at a much lower cost. As bulk and seed production of tobacco in the United States centralized in nearby South Boston, J.O.W. Gravely's overseas connection and his central location in Rocky Mount created a powerful global presence.

Throughout the 19th century in the United States, leaf tobacco products were mainly "plug" products (e.g. tobacco that is chewed), though snuff was also popular. Smoked tobacco was generally taken in the form of cigars or pipes. Cigarettes were not mass-produced but rather were individually rolled by the user. Tobacco production was localized: cultivation, curing, and production into its ultimate form all occurred at a local level, with limited distribution. Because of this, quality and taste varied greatly between producers. Even within individual producers, quality varied by year and batch. As tobacco production centralized at the end of the 19th century, producers became increasingly concerned with the need to insure consistency across a given brand's production, to ensure that the taste sought by the consumer was at least somewhat consistent. This was the beginning of the concept known as the "blend," the combination of tobaccos (and, later, fillers) used to insure a particular flavor profile for a given brand of tobacco products.

J.O.W. Gravely closely observed developments in the idea of the "blend," and used his growing connections in China (maintained through the family business which imported aggressively from China) to import large amounts of Chinese tobacco, and to use the profiles of tobacco he imported and brokered domestically to sell to tobacco producers to develop and maintain particular flavor profiles. The idea of the "blend" became critical during World War I, when "ready rolled" tobacco – the mass-produced cigarette – became popular with the general public (far surpassing small-scale, locally-produced tobacco products), and the maintenance of consistent flavor across a given brand became critical. International tobacco importation and processing became a significant concern for the tobacco industry in the early 20th century.

The Influence of the American Tobacco Company

James "Buck" Duke of the American Tobacco Company followed developments in the mass market production of cigarettes and the maintenance of the "blend" closer than nearly anyone. Duke controlled a large segment of the United States tobacco market by 1900, when he turned his attention abroad, making aggressive moves into the European tobacco market. In response, several European firms responded with the creation of Imperial Tobacco, a conglomerate of thirteen smaller, independent European firms determined to resist the onslaught of the American Tobacco Company. In retaliation for the American Tobacco Company's incursions into the European market, Imperial Tobacco retaliated by moving into the American market, making capital investments in cooperating companies. The focus of their strategy was the establishment of a strong presence in the heart of tobacco-producing America. Examining the American market, they selected a site for their warehouse and auction center in a community that had a long-established tobacco economy: Rocky Mount, North Carolina, next door to J.O.W. Gravely and Co.

Because of his extensive local, European, and Asian contacts, Imperial Tobacco selected J.O.W. Gravely as their American contact. American Tobacco, realizing the threat of this incursion, soon agreed to work with Imperial Tobacco to form the British American Tobacco Company, LTD. This monopoly soon acquired over 250 tobacco companies, attracting widespread criticism and eventual legal action by United States federal prosecutors. In 1907 the trust was challenged, and in 1911 the British American Tobacco Company was broken up by the U.S. Supreme Court.

In the wake of the break-up, dozens of smaller leaf buyers and processors saw an opportunity. In that year, J.O.W Gravely formalized J.O.W. Gravely and Co. and began purchasing, selling, warehousing, and processing tobacco for a variety of international customers including American, Imperial, Ligget Meyers, P. Lorillard, Nanyang Brothers Tobacco, and others. J.O.W. Gravely and Co. saw the business expand by 500% in a matter of months: the opportunities afforded by its international relationships and the convenience of its geographic location became assets and the idea of the "blend" became critical.[1] The rapidly growing company incorporated as the China American Tobacco Company (CATCO) in September 1918, as World War I came to a close. While in Rocky Mount, J.O.W. Gravely pioneered the construction of a centralized warehouse and production facility. Gravely would never sell tobacco on the retail market, preferring always to work as a supplier and warehouse for other tobacco companies who dealt directly with consumers. Gravely always maintained that the more lucrative and secure position was to market to multiple producers, rather than work only for one, or to enter that market themselves. Among CATCO's earliest business ventures was a trading relationship, financed by Chinese investors, by which CATCO exported Virginia Bright and Burley tobacco (distinctive tobaccos, primarily used for flavoring) to China, and importing Chinese tobacco for use as a bulk additive in cigarettes, which could be used to conserve use of the more expensive American-grown flavoring tobaccos. The handling of multiple strains and flavors of tobacco created the need to store large amounts of tobacco to create a desired "blend," which in turn led to the development of CATCO's interest in tobacco warehousing.

The Move to Richmond, Virginia

While these developments were taking place in North Carolina, the tobacco industry in Richmond, Virginia, was facing a problem. The only tobacco production and warehouse facilities in Richmond were multi-story masonry buildings located in the Shockoe Bottom neighborhood. In a crowded urban environment, these tobacco concerns were unable to expand, and often faced limited rail connections on the downtown spurs and poor access to the James River. In response, Richmond annexed the town of Manchester, south of the James River. Manchester had better access to the James, and with far less building density, and a much more accessible set of rail spurs. American Tobacco Company located its new facility in Manchester, and many other tobacco companies were soon to follow. J.O.W. Gravely noted that American Tobacco did not own its own storage facility, and he began making plans to move to Richmond.

While early cigarette manufacturing was a minor industry in Richmond (cigarette manufacturing was first introduced to Richmond by the P.H. Mayo & Bros. Tobacco Company in 1874), other companies soon followed, as an embrace of machine production transformed the industry. One of these companies was Philip Morris, which moved to Richmond in 1919. Incorporated in New

York City in 1903, by 1911 Philip Morris was one of approximately 300 small tobacco companies in the United States. After the conclusion of World War I cigarettes quickly grew in popularity, fueled in no small part by increasing social acceptance of women smoking in public. Hundreds of new brands emerged, each vying for the attention of the consumer. One of these new brands, patented in 1925 by Philip Morris, was Marlboro.

In the 1920s, advertising and marketing were critical components of the tobacco industry. Advertising – fueled by increasing literacy and a burgeoning market for newspapers and magazines – shifted from local advertising to a national audience. Production had to keep up with the new demand, and the new national audience demanded that a given cigarette (such as Marlboro) had to taste the same, no matter where it was purchased in the country. The industry understood that mass production was necessary to profitably keep up with demand, but that mass production also had to protect the characteristics of the "blend" of each cigarette brand. As Philip Morris prospered, the firm began to look outside of crowded and expensive New York City (with its successful and protective unions) to a more hospitable production site.

In 1926, J.O.W. Gravely, Jr., (the youngest son of J.O.W. Gravely) had relocated to Richmond, where he had become a successful tobacco operative. His family's CATCO sought a permanent presence in Richmond to address the growing tobacco interests there. J.O.W. Gravely, Jr., had already inherited the responsibility of frequent worldwide travel in 1922, when he became CATCO's lead tobacco broker. He was spending significant amounts of time in New York City, and by the time he turned 30 in 1925, he had traveled extensively on five continents. By this time, CATCO was an established worldwide presence, and had integrated itself throughout the international tobacco community. In 1928, J.O.W. Gravely, Jr. was elected President of the United Leaf Tobacco Company, a United States – British conglomerate formed to insure the cooperative efforts of European and American tobacco traders, just as Imperial and American had formed the British American Tobacco Company some 27 years earlier. Gravely understood that the new high-speed cigarette machines required mass bulk storage, and that storage had to be capacious enough for a producer to have enough tobacco on hand to maintain their blend.

Construction of the Chesapeake Warehouses

In 1928, CATCO funded the acquisition of Richmond's first rail-fed bulk leaf warehouse development at 1100 Dinwiddie Street in Richmond, through an interim holding company called Bright Leaf Storage Company. In 1929, while the complex was under construction, the Bright Leaf Storage Company was sold to the newly-formed Chesapeake Storage Corporation. The headquarters of the new company was located on site at 1102 Dinwiddie Avenue. J.O.W. Gravely, Jr., was the chief stockholder and Chairman of the Board of Directors. The first portion of the Chesapeake Warehouses was completed and the complex began use in 1929, operated by the Chesapeake Storage Corporation.[2]

The buildings of the Chesapeake Warehouses are very large, enclosing 20,000 square feet each, and consisting of a single tall story of open space on the interior. The warehouses were sited to make the most efficient use of rail access, with one rail spur, an on-site switch, and two parallel sidings. The warehouses were organized into two rows of elevated buildings which could be

unloaded at boxcar height from the sidings between them. Truck roads for wheeled traffic were built outside the rail lines, and were positioned at truck bed height to facilitate loading.

Two sets of architectural drawings for the Chesapeake Warehouses survive, both of which are located in the City of Richmond's Bureau of Permits and Inspections, Building permit architectural blueprints and specifications, 1907-1949, housed at the Library of Virginia.[3] No architect or engineer is identified on any of the plans. Both sets of plans reflect the ongoing construction at the Chesapeake Warehouses. The 1931 plans retain a single sheet of specifications, which are generally vague ("Excavate for all foundations to the required depth, and dirt to be hauled off").[4] The specifications do record that the building was to have platform foundations, that all lumber was to be Virginia Pine, and that the roof was to be covered "with a ten year guarantee slag roofing."[5] The specifications further note that "the sides of the building to be covered with Galv. Iron and Wire same as building on present site," indicating a continuation of the same model that began earlier on the site, for which drawings do not survive.[6] The galvanized metal is recorded in the elevation drawing in that set, which records the large louvers originally constructed on the building. The wire mentioned was most likely to keep rodents out of the building. The drawing also indicates that the building had a 9-inch continuous brick foundation, now obscured by the exterior metal cladding.

The individual buildings were 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 were the essential characteristics of their design. The floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles. The wood columns were embedded in deep bell-shaped concrete footers, from which they rose 15 feet to yoke blocks on which the roof structure rested. The yoke blocks bore the ends of large horizontal beams which supported the ceiling joists and the roof decking. 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. The warehouses were designed and constructed in pairs, with a brick firewall separating each pair. The buildings were originally clad in galvanized metal louvers, to allow air circulation within the warehouses.

The construction sequence began with the rail spur and the sidings; once those were in place, the building materials were delivered by rail. The warehouses on the northwest side – the high side of the site – were built first, and only after their completion were the corresponding warehouses on the southeast side built, presumably because construction debris and mud would wash downhill during construction. The high side of the site could be kept clean, and the low side cleaned after the first phase of construction was completed. After construction was complete, dunnage (lumber, usually inexpensive, often waste scrap materials, used to assist in the support and transfer of the hogsheads) was brought in and installed on the cinder floors.

Tobacco was originally shipped and stored in wooden hogsheads, or barrels, made up of four parts and an insert. Two parts are mats. One mat is a series of ship-lapped boards held together by steel bands which are bound by nails which are cleated and peened. They are fastened together with steel pins and the two mats become the sides of the barrel. The ends are capped

with two lids. These are round metal and wooden covers which fasten in place without being cooped. Each hogshead measured 48 inches long and 30 inches in diameter at the head, and weighed 1000 pounds when fully packed with tobacco. The hogsheads breathe as part of the aging processes, and can be emptied and broken down flat, or put together and filled in minutes by one skilled man. Broken down and flattened, they can be stored by the tens of thousands in preparation for return to service. At times, the Chesapeake Warehouse was full to capacity with these vessels.

Hogsheads were rolled in on the dunnage 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. Most of the 24 warehouses in the Chesapeake Warehouse complex had twelve rows of columns forming eleven bays; each square bay could hold 180 hogsheads, with each building's capacity about 3960 hogsheads, for a total of 3,960,000 pounds (or 1980 tons) of tobacco, and a total capacity for the warehouse complex of 55,440,000 pounds (27,720 tons, or 55,440 hogsheads). All movement of tobacco in the warehouse complex – loading, weighing, sampling, fumigating, inventorying, and unloading – was originally done by hand. Hogsheads of tobacco could remain in the Chesapeake Warehouse as long as five years.

In 1928, at the same time that the Chesapeake Warehouses were under construction, Philip Morris was looking around Richmond for a site for a new production facility. Philip Morris appears to have purchased and refitted an existing factory (now known as the Philip Morris Stockton Street Plant, 700 Stockton Street, DHR File #127-0457-0057) on the corner of Maury Street and Commerce Road in order to produce several blended cigarette brands, beginning operations in 1929.[7] The Chesapeake Warehouses and the new Philip Morris plant opened at the same time. Importantly, Philip Morris did not provide any warehouse space for itself. The two facilities were just four blocks apart, and the new Chesapeake Warehouses provided exactly the kind of high-capacity, easy-access warehouse space necessary for the kind of high-speed production Philip Morris undertook in their new, retrofitted facility. (Philip Morris and the Chesapeake Warehouses expanded in 1937, and the Philip Morris plant expanded again in 1945.)

It seems apparent that the Chesapeake Warehouses were conceived as a part of the new Philip Morris plant. Without them, the Philip Morris plant would not have been able to operate. Bulk leaf storage was critical to the ability of a cigarette company like Philip Morris to maintain the "blend" of their cigarettes. Not only did the requisite tobacco types have to be on hand to maintain the blend, they had to be close enough, and accessible enough, that specific tobacco types could be delivered at a moment's notice to the nearby cigarette production facilities.

Philip Morris was an important client of the Chesapeake Warehouses, but not the only one. An examination of the Chesapeake Warehouse account books between January 1929 and March 1933 reveal some 55 tobacco companies using their facilities, including:

Allegheny Warehouse Company
Alliance Tobacco Company
American Suppliers Incorporated

American Tobacco Company
Big Henderson Warehouses
Brown & Williamson Tobacco Company
C.L. Lee
Cameron Dunlop Company
Carrington & Company Tobacco Company
Chamberlayne Leaf Tobacco Company
China American Tobacco Company (RM)
China American Tobacco Company (RIC)
China American Tobacco Company (GA)
Cobb-Gwynn Tobacco Company
Commonwealth & Southern Corporation
Continental Tobacco Company
Dark Tobacco Company
Dibrell Brothers Tobacco Co.
Eastern Leaf Tobacco Company
Export Leaf Tobacco Company
Ferrel Brothers Tobacco Company
George W. Helms Company
H. A. Williford Company
International Planters Corporation
J.B. Johnson Company
J. H. Cheatam Tobacco Company
J.B. Moms Company
J.L. Ellis Company
James L. Miller Tobacco Company
John L Wingo & Company
John M. Taylor Company
JP Taylor & Company
Ligget-Meyers Tobacco Company
North Carolina Warehouse
P. Lorillard Company
Pemberton & Penn
Philip Morris & Company
R. L. Swam & Company
R. J. Reynolds Tobacco Company
Receivers Tobacco Growers Corporation
Reed Tobacco Company
S.B. Smith & Company
Simmons & Harris Tobacco Company
Stephano Brothers Company
Timmonsville Tobacco Company
Tobacco Trading Corporation
Tobacco Growers Cooperative Association
Tobacco Trading Corporation

Tuckett Tobacco Company
United Leaf Tobacco Company
Unites States Tobacco Company
Virginia Leaf Tobacco Company
Wiley & Schlade & Company
William B. Beach & Company
Y.L. Cheatam

Examination of the Chesapeake Warehouses ledgers reveal that the determining factor in how fast the business grew was the completion of new warehouses and the availability of the space. Construction seems to have slowed by April 1933, though the last set of known drawings is dated 1936. The 1936 plans were for a 200,000 square foot expansion onto the adjacent block to the east, across Dinwiddie and adjacent to Philip Morris's parking lot. These warehouses filled the entire block with more warehouses exactly like those already constructed. (This land, known as the Vaughn property, was always leased by the Chesapeake Storage Company, and never owned by them; the site had persistent drainage problems,[8] and the warehouses were demolished in the 1970s.) Company ledger entries reveal a few additional customer names after the warehouses reached capacity; expansion became a topic of conversation as early as 1934. Even with the addition of 200,000 square feet, land and space acquisition were regular items on the agenda for the Chesapeake Warehouses Board of Director's meetings through the 1970s. In 1970, Philip Morris alone averaged a monthly inventory of over 50,000 hogsheads of tobacco at the Chesapeake Warehouses. In 1955, when the Marlboro Man made his debut, Philip Morris was barely included in the top ten tobacco companies in the United States; five years later it was #6. In 1983, Philip Morris rose to #1, and remains there today, retaining half of the market share. Throughout its rise to market dominance, Philip Morris used the Chesapeake Warehouses to store the tobacco that made up its "blend," and used the facility as an integral part of its production process.

Insects and the "Closing" of the Facility

The Chesapeake Warehouses originally served Philip Morris, American, Reynolds, P. Lorillard, and other tobacco companies in its louvered, or "open", warehouses from 1929 through the 1940s. The warehouses were not open to the air, as the term implies, but rather were galvanized metal-clad and louvered buildings with no insulation, no interior finishes, and no impermeable weather barriers. This was the typical design of tobacco warehouses as they sprang up across Richmond's south side to serve the new high-speed cigarette production facilities. The high concentration of tobacco in these new, large warehouses, and the new process of aging it in bulk made the industry vulnerable to a new threat: the tobacco beetle.

The shift to large-scale warehousing meant that tobacco was left in storage for several years, creating an ideal environment for tobacco beetles, insects that are drawn to tobacco, and will live their entire lives in the leaves if left alone. They consume the leaves for food, and use them for shelter and breeding grounds, destroying the product. This occurs most often while they are undisturbed and undetected, which in the case of the Chesapeake Warehouses occurred while the tobacco was stored out of sight in massive hogshead barrels. The hogshead's design survived for

centuries due to its ventilating effects. This characteristic, unfortunately, also allowed access to the beetle, causing significant monetary loss.

The battle against the tobacco beetle was exactly the same as the treatment for insects that attacked and consumed rice, wheat, barley, chocolate, paper, coffee, tea, fruit and a host of other consumables. Fumigation, a method by which oxygen is removed from the insects' permeable environment and replaced with gas, effectively killed both insect and eggs. This is done best in buildings which are impermeable, and can hold asphyxiate gases for 96 hours, at levels where no egg or embryo could survive. The skin of choice for those buildings is metal. 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. Warehouse #5 at the Chesapeake Warehouses is just such a fumitorium.

Fumigation began as early as September 1930, but it soon became apparent that architectural changes – and more space – were necessary in order for fumigation to prove effective. By 1954 many other bulk tobacco storage buildings were being built to handle the demand for space. They were commonly skinned with flat-seamed sheet metal or steel "R"–panels and gasketed. In December 1953, the Chesapeake Storage Corporation first discussed the necessity of enclosing the warehouses, determining that enclosing then was critical to "maintain present business."[9] In January of 1954 the firm sought proposals for enclosing the warehouses, and work was underway by June 1954.[10] The Chesapeake Warehouse facility was retrofitted between June 1954 and September 1960, when the last of the warehouse retrofits was completed, becoming a "closed" facility.[11] Galvanized metal louvers were replaced with seamed steel panels, which remain in place today. The typical fumigation process was done with smoke via "smudge pots" at first. In the 1960s methyl bromide, a concentrated antioxidant gas, was used. It is still the gas of choice worldwide, but has been declared illegal in the US due to its greenhouse effect, and has been replaced by Phosphine. All are asphyxiates and dissipate when ventilated. Tobacco was fumigated when it arrived at the warehouse, when it was shipped out of the warehouse, and each year it remained in the warehouse.

The Chesapeake Warehouses did business as usual until the late 1970s when warehouse technology and liability concerns forced the abandonment of horizontal bed style-stacking on cinder floors (following multiple accidents in warehouses from stacked hogsheads falling on workers). By then vertical barrel stacking on hard surface floors was safer, more efficient and much faster. The first concrete floors were poured in 1969; these concrete floors were to trap moisture beneath the warehouses on the lower, eastern side of the site, which was to lead to termite infestation and rot.[12] In the 1970s, the Chesapeake Warehouses had been inherited by a generation of Gravelys who were absentee administrators and executives. Intimate business associations and reinvestment suffered while the facility fell out of favor with local production managers. The Chesapeake Warehouses were all but dormant for several years. In 1977, CATCO was sold to Eastern Processors and the Gravely family left the tobacco storage business, though the family retained ownership of the warehouses.

Recent History

During the 1980s, J.P. Taylor and Tom Cummings (an ex-Chesapeake Warehouse manager) leased space for storage of damaged wooden hogsheads, mats and lids in the east side warehouses (#6 - #10), utilizing the buildings and keeping them in use. However, time and the lack of a Gravely presence took its toll. Water came into those warehouses from above and below as they sat mostly idle. (The topographic situation, mentioned earlier, exacerbated the situation.) Concrete floors poured in an attempt to dry the buildings had the unintended impact of concealing water beneath them on the lower, northwest portion of the site, leading to a concealed and extensive termite infestation. Without emptying the warehouses completely, termite infestation was impossible to see or to treat. The non-resident owners were hesitant to change the status quo, and termites flourished as the facility declined.

In late 1993, Wingfield Construction Corporation was called to investigate and repair several buildings damaged by neglect, misuse and termites. After repairs and a close investigation of the market, the family's limited liability corporation (LLC), which replaced the defunct Chesapeake Storage Company, was advised to affect changes and to make investments sufficient to return the facility to proper service. The LLC members agreed and work began in phases in 1994. New concrete floors were poured in the warehouses. These southeast warehouses suffered from damage done due to roof leaks, but had far less termite damage than those with concrete floors. The repaired warehouses were #1, #2, #3, #4, #5, #12, #13, and #14, on the northwest side of the site. (Rail service had long been terminated, and it remains unavailable to the site – the only access now is by truck.). The roofs of all warehouses were repaired, including the skylights, and between 1994 and 1996 new EPDM roofs were added. A sprinkler system was added to the warehouses for the first time. These and other improvements returned the Chesapeake Warehouses to service, and Philip Morris once again began using the facility. Unfortunately, maintenance once again became a problem, and a massive termite infestation – encouraged by the moisture trapped beneath the concrete floors on the lower, southeast side of the site, became overwhelming. It was also discovered that terra cotta pipes were originally installed beneath the buildings (and the entire site), draining the site from northwest to southeast. Those terra cotta pipes had collapsed, and the subfloors of Warehouses #6-10 (the southeast warehouses) were holding water, fueling the termite problem. Since there was no regular process of inspection (and since the storage of mats and lids made it almost impossible to even see the floors), the termite damage was extensive and structural on the lower side of the site. All warehouses were emptied, and multiple comprehensive termite treatments were instituted. While the warehouses on the upper, northwest side of the site were not badly damaged (and the repairs there were limited to in-kind replacements of the lower portions of some wood members), it was determined that the warehouses on the lower portion of the site could not be saved. Beginning in 2007, those structurally compromised buildings were removed. The remaining Chesapeake Warehouses have been returned to use, and remain in excellent physical condition.

Tobacco was stored at the Chesapeake Warehouse as late as 2008, largely for Philip Morris. Around 2008, Philip Morris, citing insect damage, changed its production and storage processes. In response to restructured tobacco duties, most tobacco companies seem to have changed their warehousing procedures. Before this time, tobacco duties were paid when tobacco was processed; the new system called for tobacco duties to be paid when it was moved into

warehouses. Beginning around 2008, instead of storing tobacco in centralized warehouses near production facilities, Philip Morris changed its system to one that encouraged individual farmers to use surplus overseas steel shipping containers to store and fumigate tobacco on individual farms until it was processed. Now, most tobacco stored 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 large-scale, single-story, high-bay tobacco warehouses are no longer needed for tobacco storage on a large scale, and many of them are falling into disuse.

Criteria A and C

While the tobacco warehouse type as described herein may be reaching functional obsolescence, its historical significance remains in the areas of Industry and Architecture. The original construction and subsequent evolution of operation and design of the Chesapeake Warehouse complex is representative of the modern horizontally-arranged storage facilities resource type identified in the Tobacco Warehouses in Richmond, Virginia, 1874-1963 MPD. Such facilities are significant under Criterion A in the area of Industry for their role in large-scale cigarette production, especially the splitting of bulk storage facilities from manufacturing facilities. This change allowed a new business model to emerge in which a warehouse operator might serve multiple cigarette manufacturers, providing storage space for the tobaccos used in each firm's proprietary blend. Separating storage and production facilities became the standard across numerous industrial sectors during the mid-twentieth century (although in the case of cigarette production, the trend reversed to consolidation of storage and production by the last quarter of the twentieth century). Likewise, calculating the minimum inventory needed on hand to maintain consistent production while lessening overhead costs was then, and continues to be, a major concern of many successful manufacturing concerns. Horizontally-arranged storage facilities also are significant under Criterion C for their architecture and design characteristics that illustrate the evolution of warehouse design to address evolving production concerns, first to provide sufficient storage space for large-scale manufacturers and later to prevent economic losses by tobacco beetle infestation.

9. Major Bibliographical References

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

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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:

_X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
_X_ Other
Name of repository: Department of Historic Resources, Richmond, Virginia; Library of Virginia, Richmond

Historic Resources Survey Number (if assigned): VDHR #127-6720

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10. Geographical Data

Acreage of Property 11.124 acres_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

A. Latitude: 37.515463	Longitude: -77.437297
B. Latitude: 37.513262	Longitude: -77.435099
C. Latitude: 37.514616	Longitude: -77.438537
D. Latitude: 37.514669	Longitude: -77.438532
E. Latitude: 37.515463	Longitude: -77.437297

Verbal Boundary Description (Describe the boundaries of the property.)
The historic boundaries coincide with the current lot lines, defined by the City of Richmond as tax map reference number S0000389003. The Chesapeake Warehouses are located at 1100 Dinwiddie Avenue, at the intersection with East 12th Street, and extending the full block to the southeast to Gordon Avenue. The northwestern boundary of the parcel extends along Dinwiddie Avenue, until it turns to the southwest along East 12th Street. The southwestern boundary extends along East 12th Street until it turns northeast along Gordon Avenue. The southeastern boundary extends along Gordon Avenue until, at midblock (there is no alley), the property line turns northwest until it intersects with Dinwiddie Avenue. There is no alley along the midblock northeastern boundary between Gordon and Dinwiddie avenues.

Boundary Justification (Explain why the boundaries were selected.)
The boundaries of the Chesapeake Warehouses are those historically associated with the building and encompass the setting within which the warehousing processes were undertaken.

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11. Form Prepared By

name/title: Bryan Clark Green
organization: Commonwealth Architects
street & number: 101 Shockoe Slip, Third Floor
city or town: Richmond state: VA zip code: 23219
e-mail: bgreen@comarchs.com
telephone: 804.648-5040
date: 29 April 2013

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.)

Photographs

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

Photo Log

Name of Property: Chesapeake Warehouses

City or Vicinity: City of Richmond

State: VA

Photographer: Bryan Clark Green

Date Photographed: 12 November 2012

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

Photo 1 of 23: 127-6720, Chesapeake Warehouse, general view of complex to south.

Photo 2 of 23: 127-6720, Chesapeake Warehouse, site manager's office, view to south.

Photo 3 of 23: 127-6720, Chesapeake Warehouse, general view of complex to southwest.

Photo 4 of 23: 127-6720, Chesapeake Warehouse, general view of complex to west.

Photo 5 of 23: 127-6720, Chesapeake Warehouse, general view of complex to south.

Photo 6 of 23: 127-6720, Chesapeake Warehouse, storage building, view to southwest.

Photo 7 of 23: 127-6720, Chesapeake Warehouse, detail of metal seams, view to east.

Photo 8 of 23: 127-6720, Chesapeake Warehouse, interior, detail of skylight, view to north.

Photo 9 of 23: 127-6720, Chesapeake Warehouse, interior, detail of vent, view to north.

Photo 10 of 23: 127-6720, Chesapeake Warehouse, exterior, detail of vent, view to northeast.

Photo 11 of 23: 127-6720, Chesapeake Warehouse, site (view towards industrial buildings on adjacent site), view to northeast.

Photo 12 of 23: 127-6720, Chesapeake Warehouse, Warehouse #4, view to northwest.

Photo 13 of 23: 127-6720, Chesapeake Warehouse, Warehouse #3, view to northwest.

Photo 14 of 23: 127-6720, Chesapeake Warehouse, Warehouse #2-3, view to northeast.

Photo 15 of 23: 127-6720, Chesapeake Warehouse, interior, view to north.

Photo 16 of 23: 127-6720, Chesapeake Warehouse, interior, column detail.

Photo 17 of 23: 127-6720, Chesapeake Warehouse, interior, detail of center aisle, view to northeast.

Photo 18 of 23: 127-6720, Chesapeake Warehouse, interior, firewall, view to northwest.

Photo 19 of 23: 127-6720, Chesapeake Warehouse, interior, view to west.

Photo 20 of 23: 127-6720, Chesapeake Warehouse, exterior wall, view to south.

Photo 21 of 23: 127-6720, Chesapeake Warehouse, Warehouse #2, interior, view to east.

Photo 22 of 23: 127-6720, Chesapeake Warehouse, site, view to southeast.

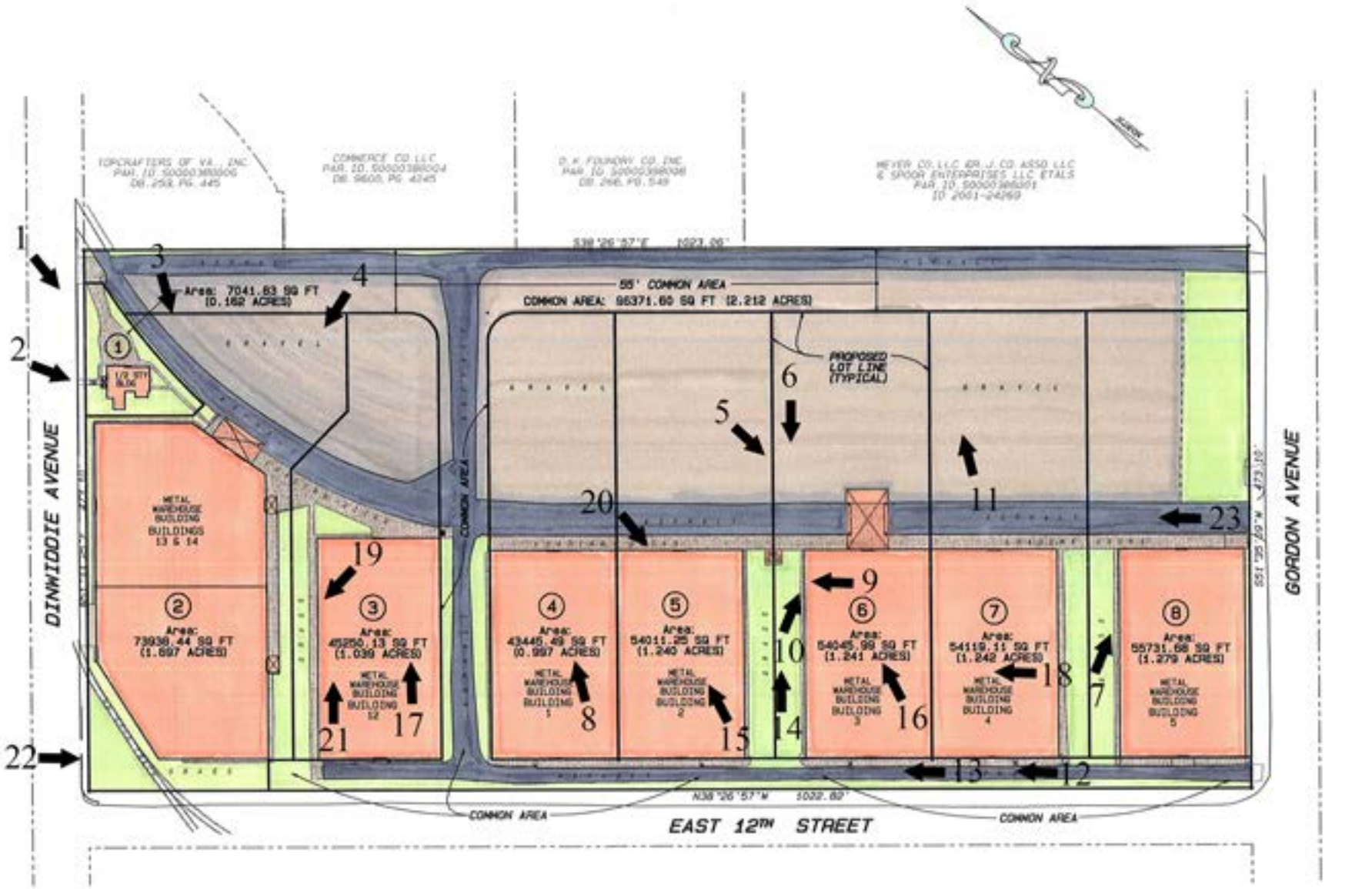
Photo 23 of 23: 127-6720, Chesapeake Warehouse, site, view to northwest.

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.

ENDNOTES

[1] Richmond Times-Dispatch Saturday, Sept. 4, 1926
[2] The first entry in the Chesapeake Storage Corporation ledger books was March 1929.
[3] Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp..
[4] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.
[5] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. The roofs were indeed ten-year roofs: the Chesapeake Storage Minute Book for January 1949 contains an entry indicating that the warehouses were re-roofed.
[6] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.
[7] The Philip Morris Stockton Street Plant is listed as a contributing resource in the Manchester Industrial Historic District. The date listed in that nomination for this resource – 1937 – is incorrect, and refers to an addition made to that building. The nomination lists the building as being built in 1937, with additions in ca. 1945 and 1982. The building was actually a pre-existing structure purchased by Philip Morris, onto which several additions were made. Three drawings for the Philip Morris Stockton Street plant survive at in the City of Richmond's Bureau of Permits and Inspections, Building permit architectural blueprints and specifications, 1907-1949 Collection at the Library of Virginia. Those drawings are: 1) Permit Number: 24268, Factory Building, Address: 700 Stockton St., 1937 Control Number: 1953, Drawn by: Francisco & Jacobus, Engineers & Architects, New York, Chicago; Contractor: N/A; Commissioned by: Philip Morris & Company, Ltd., Inc.; 2) Permit Number: 24368, Power House for Philip Morris & Co., Ltd., Address: Rear of 212 East 8th St., 1937 Control Number: 2014, Drawn by: Francisco & Jacobus, Engineers & Architects, New York and Chicago; Contractor: N/A; Commissioned by: Philip Morris & Co.; and 3) Permit Number: 26538 1/2, Commission Stemmery Building, Address: Everett & 8th Sts., 1941 Control Number: 2247, Drawn by: Baskervill & Son; Contractor: Laburnum Construction Co.; Commissioned by: Philip Morris & Co., Ltd., Inc.
[8] The drainage problems at the Vaughn property are mentioned as early as September 1962. See Chesapeake Storage Corporation, Minute Book, September 1962. See also Chesapeake Storage Corporation, Minute Book, September 1963.
[9] Chesapeake Storage Corporation, Minute Book, December 1953.
[10] Chesapeake Storage Corporation, Minute Books, January 1954 and June 1954.
[11] Chesapeake Storage Corporation, Minute Book, March 1958, December 1958, January 1969, July 1959, and September 1960.
[12] Chesapeake Storage Corporation, Minute Book, May 1969.



EDA
ENGINEERING DESIGN ASSOCIATES

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PHONE: 804-580-2227
FAX: 804-580-3334

REVISION		
NO.	DATE	DESCRIPTION

1100 DINWIDDIE AVENUE
CITY OF RICHMOND, VIRGINIA

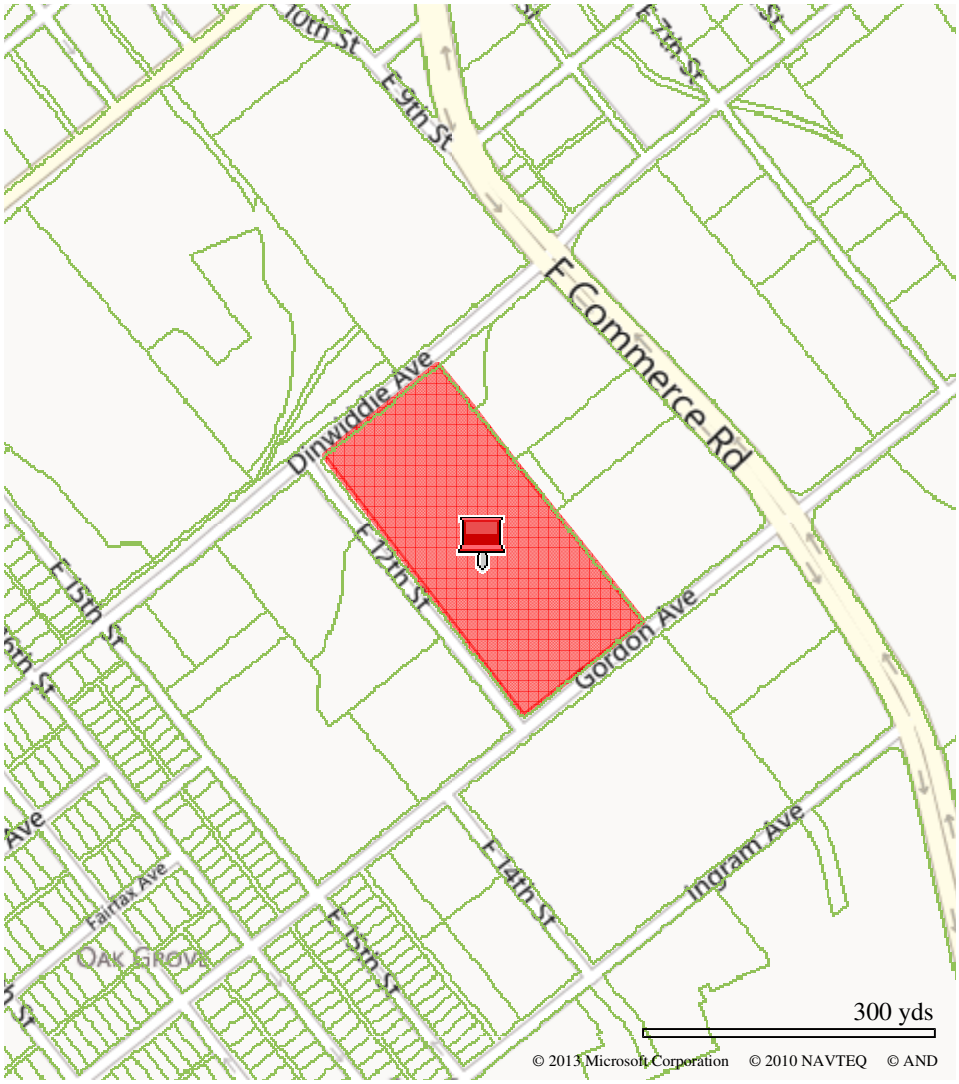
LOT LAYOUT PLAN

DRAWN BY: EDA | CHECKED BY: WFS
SCALE: 1" = 40' | DATE: JULY 11, 2012 | PROJECT NO: 12088

DRAWING NO. 1 of 1

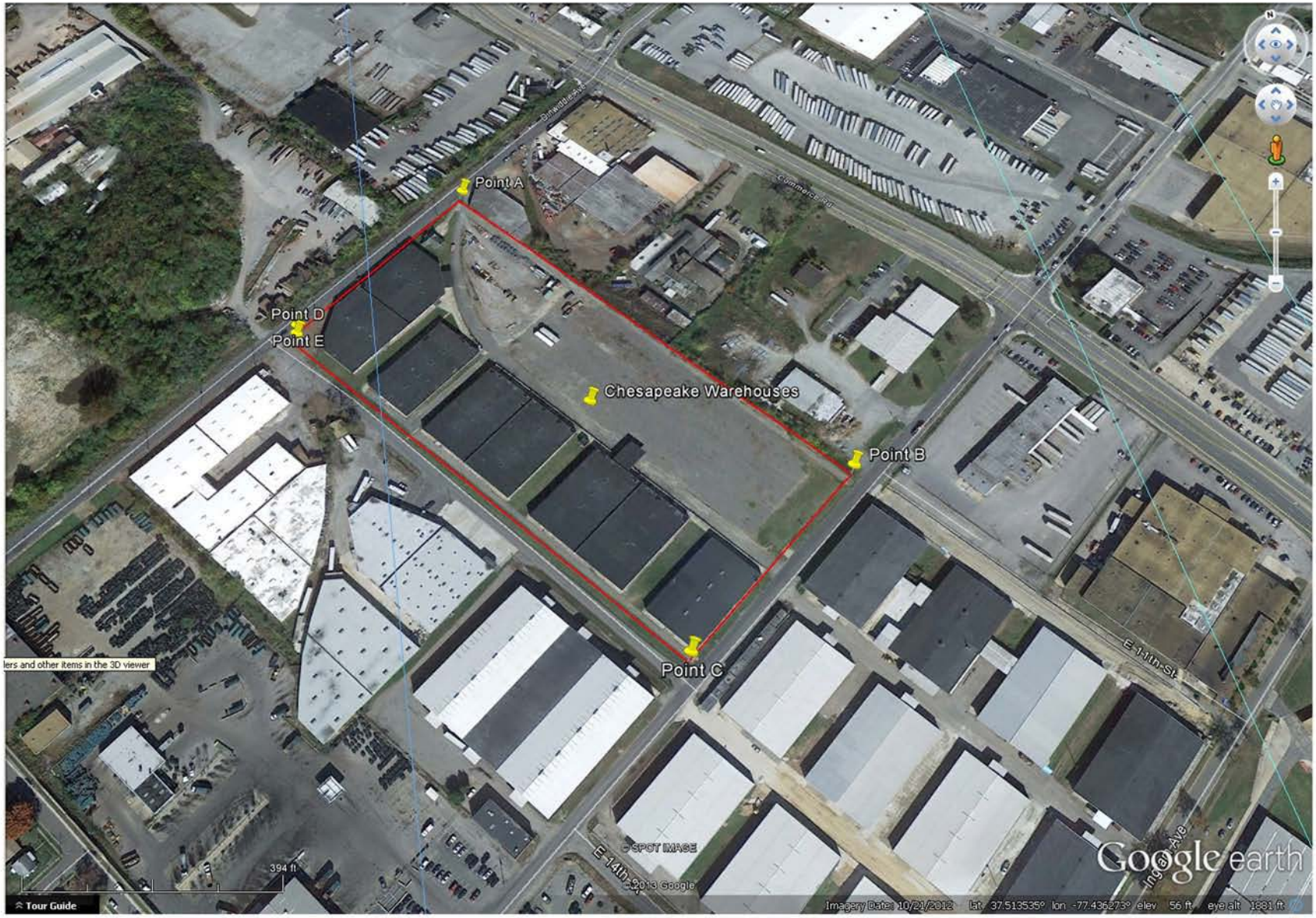
Richmond Parcel Mapper

S0000389003 (Chesapeake Partners)



Tax Parcel Map
Parcel #S0000389003
The Chesapeake Warehouses
Richmond, Virginia
DHR #127-6720

Chesapeake Warehouse, 1100 Dinwiddie Avenue, Richmond, VA



Location Coordinates:
Point A: 37.515463 -77.437297
Point B: 37.513262 -77.435099
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Location Coordinates:
Point D: 37.514669 -77.438532
Point E: 37.515463 -77.437297

N