

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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

Historic name Famous-Barr Warehouse  
Other names/site number Famous-Barr Service & Distribution Center  
Name of related Multiple Property Listing N/A

## 2. Location

Street & number 3728 Market St.

N/A	not for publication
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City or town St. Louis (Independent City)

N/A	vicinity
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State Missouri Code MO County St. Louis (Independent City) Code 510 Zip code 63110

## 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 \_\_\_ C \_\_\_ D  
Joni M. Drawe, Deputy SHPO 5/22/23  
Signature of certifying official/Title Date  
Missouri Department of Natural Resources  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ 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

Famous-Barr Warehouse  
Name of Property

St. Louis (Independent City), Missouri  
County and State

**5. Classification**

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

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

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

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

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

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

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

COMMERCE/TRADE: warehouse  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions.)

COMMERCE/TRADE: specialty store (thrift store)  
COMMERCE/TRADE: warehouse  
INDUSTRY: manufacturing facility  
VACANT  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

OTHER: Purpose-Built, Off-Site Department  
Store Service Building  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE  
walls: BRICK  
CONCRETE  
roof: SYNTHETIC: rubber membrane; tar/gravel  
other: \_\_\_\_\_

**NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Famous-Barr Warehouse  
Name of Property

St. Louis (Independent City), Missouri  
County and State

**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.

**Areas of Significance**

COMMERCE

**Period of Significance**

1925-1966

**Significant Dates**

1925, 1946-1947, circa 1962, 1966

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Levy, Will (architect)

Boaz-Kiel Construction Co.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

**9. Major Bibliographical References**

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

**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: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_ N/A

Famous-Barr Warehouse  
Name of Property

St. Louis (Independent City), Missouri  
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**10. Geographical Data**

**Acreage of Property** 11.1 acres

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

A	<u>38.632079</u>	<u>-90.242373</u>	B	<u>38.632410</u>	<u>-90.240353</u>
	Latitude:	Longitude:		Latitude:	Longitude:
C	<u>38.632115</u>	<u>-90.238404</u>	D	<u>38.631339</u>	<u>-90.238679</u>
	Latitude:	Longitude:		Latitude:	Longitude:
E	<u>38.631311</u>	<u>-90.238529</u>	F	<u>38.630359</u>	<u>-90.238873</u>
	Latitude:	Longitude:		Latitude:	Longitude:
G	<u>38.631739</u>	<u>-90.242496</u>		_____	_____
	Latitude:	Longitude:		Latitude:	Longitude:

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Rachel Alison/Historic Preservation Specialist & Amanda K. Loughlin/National Register Coordinator  
organization Rosin Preservation, LLC date July 2022-January 2023  
street & number 1712 Holmes St. telephone 816.472.4950  
city or town Kansas City state MO zip code 64108  
e-mail [amanda@rosinpreservation.com](mailto:amanda@rosinpreservation.com)

**Additional Documentation**

Submit the following items with the completed form:

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

**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 18 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.

**Famous-Barr Warehouse**

Name of Property

**St. Louis (Independent City), Missouri**

County and State

## 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: **Famous-Barr Warehouse**

City or Vicinity: **St. Louis (Independent City)**

County: **N/A**

State: **Missouri**

Photographer: **1-39, 41-42: Brad Finch, f-stop Photography; 40: Amanda Auer**

Date

Photographed: **1-39, 41-42: March 2022; 40: August 2022**

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

- 01 of 42.** West elevation of the 1962 addition and north façades of the 1925, 1946, and 1962 portions, view SE.
- 02 of 42.** North façade (left to right: 1925, 1946, 1962), view SE.
- 03 of 42.** North façade (1925, 1946, 1962), view SW.
- 04 of 42.** West elevation of 1946 northeast addition, view E.
- 05 of 42.** North façade and east elevation of 1946 northeast addition, view SW.
- 06 of 42.** East elevation, 1925 buildings, view W.
- 07 of 42.** East elevation (2016 loading docks), view SW.
- 08 of 42.** East and south elevations of 1925 building, view NW.
- 09 of 42.** South elevation, view NW.
- 10 of 42.** South elevation, view NE.
- 11 of 42.** South elevation (1946 & 1925 building), view NE.
- 12 of 42.** South & partial west elevations, view NE.
- 13 of 42.** South elevation of 1962 addition and partial 1946 addition, view N.
- 14 of 42.** South and west elevations of 1962 addition, view NE.
- 15 of 42.** West elevation of 1962 addition, view E.
- 16 of 42.** Site, view E.
- 17 of 42.** Interior, first floor, 1962 addition, view SW.
- 18 of 42.** Interior, first floor, 1946 west addition, view NE.
- 19 of 42.** Interior, first floor, 1925 building, view SW.
- 20 of 42.** Interior, first floor, 1925 east loading dock/delivery bays, view SE.
- 21 of 42.** Interior, first floor, 1925 east loading dock/delivery bays, view NW.
- 22 of 42.** Interior, first floor, 1946 northeast addition, view NE.
- 23 of 42.** Interior, first floor, 1946 northeast addition, stair, view E.
- 24 of 42.** Interior, second floor, 1925 building, former west exterior wall, view SW.
- 25 of 42.** Interior, second floor, 1925 south loading/delivery wing, view NW.
- 26 of 42.** Interior second floor, 1946 northeast addition, view NW.
- 27 of 42.** Interior, third floor, 1962 addition, view SW.
- 28 of 42.** Interior, fourth floor, 1946 west addition, view E.
- 29 of 42.** Interior, sixth floor, 1946 west addition, view SE.
- 30 of 42.** Interior, sixth floor, 1946 west addition, former west exterior wall of the 1925 building, view SE.
- 31 of 42.** Interior, sixth floor, 1925 building, view SW.
- 32 of 42.** Interior, seventh floor, 1946 west addition, view SW.
- 33 of 42.** Interior, seventh floor, 1946 west addition, view NE.
- 34 of 42.** Interior, seventh floor, 1925 building, view E.
- 35 of 42.** Interior, seventh floor, 1925 building, view NE at exterior wall.

Famous-Barr Warehouse

Name of Property

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- 36 of 42. Interior, basement, 1962 addition, view S.
- 37 of 42. Interior, basement, 1946 west addition, view SE.
- 38 of 42. Interior, basement, 1946 northeast addition, view NE.
- 39 of 42. Interior, basement, 1925 loading dock, view S.
- 40 of 42. Interior, basement, former store entrance, view N.
- 41 of 42. Interior, fifth floor, 1925 building, view N.
- 42 of 42. Interior, fifth floor, 1925 building, former west exterior wall, view SW.

**Figure Log:**

Include figures on continuation pages at the end of the nomination.

**Figure 1.** Contextual Map, showing 3728 Market Street (Famous-Barr Warehouse) within the city of St. Louis. Source: Google maps, 2022.

**Figure 2.** Boundary map. Dashed bold line represents the nominated boundary. Dotted line represents the current property boundary. Base map from the City of St. Louis Assessor GIS. Datum: WGS84.

**Figure 3.** Combined snippet of sheets 97 & 98 of the 1951 Sanborn, showing the approximate current parcel. Note the current boundary includes the former McQuay-Norris Building not historically associated with the Famous-Barr Warehouse. Dotted vertical line indicates location of historic west boundary of the Famous-Barr property.

**Figure 4.** Diagrammatic plan, showing dates of construction. The building is a contributing building to the nominated property. The paved area surrounding the building is a non-contributing structure.

**Figure 5.** Architect Will Levy's rendering of the 1925 Famous-Barr Warehouse, looking southwest at east and north elevations. Source: *St. Louis Post-Dispatch* (11 January 1925): 67.

**Figure 6.** Architect Will Levy's 1945 architectural drawing of the first story, showing the planned expansion of the Famous-Barr Warehouse. Source: St. Louis Jewish Community Archives.

**Figure 7.** North loading bays in 1925 warehouse, looking WNW. Source: Brad Finch, November 2022.

**Figure 8.** North loading bays in 1946 warehouse, looking ESE. Source: Brad Finch, November 2022.

**Figure 9.** The connection between the 1946 Warehouse and the 1962 addition. Top: north end, looking north; bottom: south end, looking south. Source: Brad Finch, November 2022.

**Figure 10.** West loading bay area in the 1962 addition, looking NW. Source: Brad Finch, November 2022.

**Figure 11.** Examples of extant historic dock edges (steel) and non-historic concrete infill in east delivery area. Top photos looking north at the former west edge of dock; bottom photo looking east at the former east edge of the dock. Source: Brad Finch, November 2022.

**Figure 12.** South driveway ramp in east delivery area, looking west. Source: Brad Finch, November 2022.

**Figure 13.** First floor of dock area to south of 1925 warehouse, looking NNW. Source: Brad Finch, November 2022.

**Figure 14.** West addition to south dock, first floor, looking NE. Source: Brad Finch, November 2022.

**Figure 15.** West loading dock addition, looking ESE. Source: Brad Finch, November 2022.

**Figure 16.** Location of former west paint rooms converted to basement access, looking NW. Source: Brad Finch, November 2002.

**Figure 17.** South loading bay addition, looking WSW. Source: Brad Finch, November 2022.

**Figure 18.** North end of the former north dock, looking NW. Source: Brad Finch, November 2022.

**Figure 19.** West addition to south dock, second floor, looking SW. Source: Brad Finch, November 2022.

**Figure 20.** Snippet of Sheet 98 of the 1962 Sanborn update, showing parking at the north side of the building, the west addition with its store in the basement, and enclosed loading bays on the north elevation. Source: Scan provided by the St. Louis Public Library, Special Collections.

Famous-Barr Warehouse

Name of Property

St. Louis (Independent City), Missouri

County and State

**Figure 21.** Railway Exchange Building at Olive, Locust, 6th, and 7th streets in St. Louis, MO. The building is still extant and is individually listed in the National Register of Historic Places. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 28.

**Figure 22.** First Famous-Barr Co. branch store, located in Clayton, MO. Still extant. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 105.

**Figure 23.** Railway Exchange Building (left) and the first off-site warehouse for the Famous-Barr Co. (right), located one block away from the Railway Exchange Building. This diagram from 1913 shows how the two buildings were connected through a system of underground tunnels and conveyor belts. The warehouse building is no longer extant. Source: Longstreth, *The American Department Store Transformed, 1920-1960*, 64.

**Figure 24.** Circa 1980s photograph showing the north elevation of the 1925 and mid-1940s seven-story portions, looking southeast. Source: State Historical Society of Missouri.

**Figure 25.** Image from Famous-Barr's 1960 "Make It a Take" campaign. Source: *Store Chat (Famous-Barr Co. Newsletter)* Vol. 23, Issue 25 (1960): 6. State Historical Society of Missouri Archives.

**Figure 26.** Rendering of the 1962 Famous-Barr Warehouse addition, looking southeast at north and west elevations. Source: *St. Louis Post-Dispatch* (20 November 1966): A17.

**Figure 27.** Circa 1978 photograph of the Famous-Barr Warehouse Store entrance, looking south. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 133.

**Figure 28.** Circa 1920s photograph showing trucks and sorting bins inside the Famous-Barr Warehouse delivery department. Source: Longstreth, *The American Department Store Transformed, 1920-1960*, 71.

**Figure 29.** The Scruggs-Vandervoort-Barney Warehouse, located at 917 Locust Street. Source: Google Street View, 2022.

**Figure 30.** The Stix, Baer & Fuller Dry Goods Company warehouse located at 3720 Laclede Avenue. Source: Google Street View, 2022.

**Figure 31.** The Stix, Baer & Fuller Dry Goods Company warehouse located at 1431 Kingsland Avenue in Pagedale, Missouri. Source: Google Street View, 2022.

**Figure 32.** Northwest corner of the second floor of the 1946 addition, looking southeast. Source: Brad Finch, November 2022 (F32 on Photo Map 3).

**Figure 33.** Second floor of the 1946 warehouse addition, looking southwest. Source: Brad Finch, November 2022 (F33 on Photo Map 3).

**Figure 34.** North end of the second floor of the 1962 addition, looking northeast. Source: Brad Finch, November 2022 (F34 on Photo Map 3).

**Figure 35.** Third floor of the 1946 addition, looking southwest. Source: Brad Finch, November 2022 (F35 on Photo Map 4).

**Figure 36.** Northwest circulation corner of third floor of 1946 addition, looking northeast. Source: Brad Finch, November 2022 (F36 on Photo Map 4).

**Figure 37.** Fifth floor of 1946 addition, looking east. Source: Brad Finch, November 2022 (F37 on Photo Map 6).

**Figure 38.** Sixth floor of 1946 addition, looking northwest. Source: Brad Finch, November 2022 (F38 on Photo Map 7).

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Famous-Barr Warehouse
Name of Property
St. Louis (Independent City), Missouri
County and State
N/A
Name of multiple listing (if applicable)

**SUMMARY**

The Famous-Barr Warehouse, located at 3728 Market Street in St. Louis (Independent City), Missouri, is a brick and concrete warehouse complex constructed between 1925 and 1962 specifically for the Famous-Barr Company. The property contains one contributing building (the warehouse), and one non-contributing structure. This latter structure is the hard surface surrounding the building, which has been altered several times since the end of the period of significance. Famous-Barr, a St. Louis-based company, operated their flagship department store in the Railway Exchange Building at 600 Locust Street and constructed the nominated building to both warehouse the goods sold in that store and act as a relay station to deliver goods to customers. As the company grew, the warehouse physically expanded to hold more goods for the growing numbers of retail stores and customers. The initial phase of construction, completed in 1925, included a seven-story rectangular warehouse with vehicle entries on the north and west elevations, as well as one-story loading docks for delivery vehicles to the east and south. The building's concrete structural system provides for expansive use of steel-frame windows with operational pivot sashes on all elevations and open floor plates characterized by grids of internal columns. The warehouse substantially expanded between 1946-1947. A seven-story warehouse addition to the west of the 1925 warehouse doubled the storage capacity. The design of this addition mimicked that of the original building. Additionally, the initial one-story loading docks to the east and south were modified and a three-story brick addition was constructed at the northeast corner of the property. Will Levy, a local architect, designed the 1925 and 1940s portions. The building received its final expansion in 1962 with the construction of the four-story concrete block west addition, which departed from the established architecture of the warehouse. This portion of the building also included a retail component at the north end of the basement. Paved circulation drives and parking areas surround the building to the north, west, and south. Architecturally, the building largely exhibits the utilitarian characteristics of early- and mid-twentieth century warehouses with exposed structural grids adorning the exterior and expansive use of steel sash windows for optimal daylighting. The 1940s northeast addition exhibits characteristics of the Moderne style with glass block windows, corner tower, and horizontal emphasis. The Famous-Barr Warehouse retains historic integrity from its period of significance, 1925-1966, communicating its significance under Criterion A: COMMERCE.



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Famous-Barr Warehouse
Name of Property
St. Louis (Independent City), Missouri
County and State
N/A
Name of multiple listing (if applicable)

## ELABORATION

### SETTING

The Famous-Barr Warehouse (Warehouse) property occupies eleven acres at 3728 Market Street, St. Louis, Missouri. The irregularly shaped parcel sits at the southwest corner of Market Street and South Spring Avenue, approximately 2.5 miles west of downtown (*Figures 1 & 2*). The double-decker I-64/US-40 Highway parallels Market Street to the north (*Photo 1*), and the north right-of-way of the substantial historic Wabash & Rock Island Railroad corridor forms the south boundary of the parcel. Contextually, the Warehouse sits within a mixed-use zone. Across the highway to the north is the Century Electric Foundry, constructed in 1929 and 1947, which has been rehabilitated into retail, restaurant, and coworking space.<sup>1</sup> The 1938 138<sup>th</sup> Infantry Missouri National Guard Armory sits directly east of the Warehouse across Spring Avenue, currently undergoing rehabilitation into a recreation center.<sup>2</sup> An electrical substation (circa 2016) fills the remainder of the block to the south of the armory. A two-story Streamlined former automobile station (currently vacant) anchors the corner of Market Street and South Vandeventer Avenue to the west of the Warehouse. The Wabash & Rock Island Railroad corridor and semi-trailer storage occupies the majority of the block south of the Warehouse to Chouteau Avenue.

Non-historic metal chain-link fences define the north (Market Street) side of the west parking lot, the south boundary (railroad right-of-way), and south portion of the east boundary of the nominated parcel (*Photo 1*). The north half of the Warehouse's east elevation forms a portion of the boundary (*Photo 5*), and the former filling station property to the west of the Warehouse forms the west boundary. Non-historic sidewalks outside the historic boundary line the north side of the property along Market Street and the east side of the property along South Spring Avenue between Market Street and Bernard Street. South Spring Avenue, once a through street to Chouteau Avenue, dead ends at Bernard Street and picks up on the south side of the rail yard (see *Figure 2* for the boundary map).<sup>3</sup>

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<sup>1</sup> Christina Clagett (The Lawrence Group), "Century Electric Foundry," National Register nomination (2016). Listed in the NRHP 2 November 2016.

<sup>2</sup> Michael Allen, "138<sup>th</sup> Infantry Missouri National Guard Armory," National Register nomination (2016). Listed in the NRHP 31 January 2017.

<sup>3</sup> According to available historic aerial images, the change to South Spring Avenue from a through street to a dead end occurred between 2007 and 2009 (Netronline, Historic Aerials, [historicaerials.com](http://historicaerials.com)).

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Famous-Barr Warehouse
Name of Property
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N/A
Name of multiple listing (if applicable)

SURROUNDING HARDSCAPE (NON-CONTRIBUTING STRUCTURE)

Pavement surrounds the Warehouse. An asphalt parking lot extends between Market Street and the north elevation of the Warehouse, while concrete surrounds the south and west elevations and the portion of the east elevation to the south of Bernard Street. The asphalt-paved area between Market Street and the Warehouse fits approximately one hundred vehicles within marked stalls (*Photos 2 to 4*).<sup>4</sup> Nine delivery truck stalls line the center of the north elevation of the Warehouse within this parking area. Near the center of the west half of the 1962 addition north elevation, a recessed portion of the parking area that provided access to what was a store in the basement level was infilled after the store closed in the early 1990s (the concrete patch in the asphalt is visible in *Photo 2*; *Figures 26 & 27* depict the historic store entrance). Two large curb cuts along Market Street provide vehicular access to the parking lot.

A large concrete parking/delivery area covers the remainder of the parcel to the west of the Warehouse (*Photos 15 & 16*). This portion of the parcel formerly contained rail sidings and the McQuay-Norris Manufacturing Company Plant 2, a two-story concrete and brick warehouse constructed in 1928 (*Figure 3*). The McQuay-Norris Manufacturing Company was not associated with the Famous-Barr Company. The rail sidings were removed circa 1955, and the plant was demolished circa 1990.<sup>5</sup> Sixty-six marked automobile stalls fill the center north of the entire area to the west of the Warehouse; delivery truck stalls line the west and south sides of the parking area as well as the west side of the warehouse. Two curb cuts along Market Street provide access to this parking area and from Market Street to the rear of the warehouse where trucks access loading bays along the south side of the Warehouse and within the Warehouse itself (*Photos 10 to 14*). A narrow driveway separates the rear (south) side of the Warehouse from the railroad corridor to the south and connects with the vacated south end of South Spring Avenue, which lines the east side of the Warehouse. Additional loading bays line the east side of the Warehouse along the vacated street (*Photos 7 to 9*). Alterations to hardscape since the end of the period of significance—including the removal of rail sidings, the expansion of the parcel and new asphalt—make it a non-contributing structure to the nominated property.

<sup>4</sup> This area was used for parking at least by 1962, according to the Sanborn from that year (see *Figure 20*).

<sup>5</sup> The plant and rail sidings are both extant on the 1951 Sanborn Map. According to available historic aerial images, the rail sidings were gone by 1958. The plant remained in 1985, and the parking lot was in place by 1996 (Netronline, Historic Aerials, [historicaerials.com](http://historicaerials.com)).

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Famous-Barr Warehouse
Name of Property
St. Louis (Independent City), Missouri
County and State
N/A
Name of multiple listing (if applicable)

**FAMOUS-BARR WAREHOUSE**

The Famous-Barr Warehouse is a masonry building constructed between 1925 and 1962 (*Figure 4*). Most of the building (including historic steel sash windows) is painted. The original construction phase included a seven-story (over full basement) rectangular warehouse building with a loading/delivery section wrapping the east and south sides of the seven-story warehouse (*Figure 5*). This section is one-story on the east (with a partial basement) and two-stories at the south (with full basement). The seven-story building features a concrete structural system comprised of an exposed external structural grid and internal column grids, floor slabs, and roof slabs.<sup>6</sup> A historic steel structure supports the wrap-around section. Historic brick fills the concrete grid to form the exterior shell. Large, historic steel-frame windows with operational pivot sashes pierce the brick infill. While a flat roof with a parapet covers the seven-story portion, the roof of the one-story section varies between a wooden barrel vault, sawtooth, and flat roofs. A construction campaign between 1946 and 1947 expanded and modified the 1925 building (*Figure 6*). A new seven-story warehouse, mimicking the structural system and design of the 1925 warehouse, was added to the west of the original building in 1946. The parapet of the addition rises approximately one foot higher than the original building, although the windows align on each story between the 1925 and 1947 portions. A new three-story (plus basement) brick addition to the north of the one-story loading bays on the east side opened in 1947. This addition has a brick exterior, concrete roof and floors, and steel structural system. To the south of the multi-story warehouses, a new truck loading dock was constructed. The building retained this form until 1962 with the construction of a four-story (plus basement) rectangular concrete block addition to the west of the 1946 seven-story warehouse. A flat roof without parapet covers this addition.

Unless noted otherwise, materials and conditions described below are to be considered historic. Dates of alterations are noted where known and are based on available building permits, available plans and Sanborn maps, on conditions noted in historic records, and on the age of the material and conditions themselves.

NORTH ELEVATIONS

The north elevation of the Famous-Barr Warehouse (Warehouse) faces Market Street. Excepting the 1947 east addition, the north elevations of the 1925 building and its west additions are within

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<sup>6</sup> Because the building is painted, the external concrete structural grid is more difficult to see, particularly in photographs. See *Figure 24* for a better idea of the grid.

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Famous-Barr Warehouse
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St. Louis (Independent City), Missouri
County and State
N/A
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a single wall plane (*Photos 2, 3, & 5*). The 1947 east addition extends 110' north from the north elevation of the 1925 warehouse. Nine bays organize this 3.5-story elevation with the half story created by a raised basement level (*Photo 5*). The east bay (bay 1) differs in design from the other eight bays, as it corresponds with the entry tower at the northeast corner of the addition. This brick bay features a pedestrian door (non-historic metal slab) within a historic masonry opening. A single concrete step provides access between the sidewalk (outside the nominated boundary) and the entrance. A concrete slab awning shelters the door. A historic three-story window opening filled with non-historic concrete block pierces the wall above the awning. Inset brick banding defines this window and door bay. The wall to the east of the entrance tower contains eight evenly spaced windows bays. The grooved, smooth concrete foundation wall—the raised basement story—emulates a rusticated stone base. Concrete panels fill the eight window bays of the foundation. Continuous concrete banding in the upper brick façade forms the windowsills in each of the three upper stories. Non-historic tripartite fixed windows with faux grids, dating to the 2011 remodel of this addition, fill the historic window masonry openings. Non-historic metal coping caps the parapet wall.

Eleven bays organize the north elevation of the 1925 warehouse (*Photos 2 & 3*). Historic steel-frame windows with operational pivot sashes (painted) fill each bay in the second through seventh stories unless noted otherwise. The end bays (bays 1 & 11) correspond to stairwells. The twelve-light windows in the east bay stagger a half-story with the internal stair landings. No windows fill the openings of the stair in the west bay (bay 11), creating a semi-exterior stairwell (a historic condition). Individual twenty-light windows fill bays 2 and 10. Masonry openings of this elevation have brick sills; their headers correspond with the concrete beams of the structural system separating each story. Paired twenty-four-light windows fill bays 3 through 9. Vents replace windows in bay 2 of the fourth story and bays 7 and 9 of the third story. A non-historic “Goodwill Outlet” sign covers the windows in bays 4 through 7 in the sixth story. The configuration of the first story differs from the upper stories. A concrete stair at the east end of the elevation provides access to covered entrances into both the 1925 warehouse and the 1947 northeast addition. This stair and canopy were added in 2011 and replaced a similar, though smaller, one shown on the 1951 Sanborn map (*Photo 4 & Figure 3*). A non-historic glazed metal sliding door in bay 1 covers the historic door opening of the easternmost bay of the first story. Bay 2 is blank. A non-historic tripartite fixed window with faux grids fills bay 3. Overhead garage doors fill historic loading docks in bays 4 through 10; the enclosure of the bays dates to circa 1962.<sup>7</sup> Historic concrete

<sup>7</sup> The 1962 Sanborn no longer calls out “open 1<sup>st</sup>” at this level (compare *Figures 3 & 20*).

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columns divide each of these loading bays. A non-historic shed roof awning (unknown date) with corrugated metal covers the loading bays in bays 4 through 11 on the 1925 building and extends across all bays of the 1946 addition and the east half of the 1962 addition. Non-historic concrete block surrounds each overhead door. Bay 5 contains a non-historic metal slab pedestrian door in addition to a garage door, and a non-historic metal slab door fills bay 11, corresponding to the egress stair at this location.

Seven bays organize the north elevation of the 1946 seven-story warehouse addition to the west of the 1925 building (*Photos 1 & 3*). Historic steel-frame windows with operational pivot sashes (painted) fill each bay in the second through seventh stories unless noted otherwise. In the second through seventh stories, the east bay (bay 1) contains an open egress stair like in bay 11 of the 1925 building. Paired historic twenty-light steel-frame windows with operational pivot sashes fill bay 2. Historic ganged steel-frame windows with operable pivot sashes fill bays 3 through 7. Concrete panels with end louvers fill bay 7 of the second through fourth stories; an applied sign covers bays 4 through 6 of the sixth story. Like the 1925 building, the window masonry openings have brick sills and concrete headers formed by the structural grid. On the first story, non-historic overhead garage doors fill historic loading dock openings in all bays except bay 6, and non-historic concrete block infill surrounds the doors, indicating these bays were enclosed at some unknown time after 1951. Like the 1925 building, historic concrete columns separate each bay; unlike the 1925 building, which contains one garage opening per bay, bays on the 1946 addition contain two garage openings, except for bay 2, which contains one non-historic pedestrian door and one non-historic garage door. Non-historic concrete block infill surrounds a non-historic aluminum door system in bay 6. The non-historic shed roof awning continues from the 1925 portion to this elevation, extending over all loading bays.

Few openings pierce the north elevation of the 1962 addition (*Photos 1 to 3*). The first story contains two fixed aluminum windows at the east end; a single metal slab pedestrian door pierces the wall to the west of these windows. The non-historic shed roof awning spanning the first story of the 1925 and 1946 buildings continues onto this elevation, terminating near the center of the elevation. An additional fixed aluminum window pierces the wall at the west end of this roof. Near the center of the west half, concrete block infills an historic entrance to what was a store in the basement level (the concrete lintel and infill is visible in *Photo 2*; *Figures 26 & 27* depict the original store entrance). The concrete block of the upper elevation is laid in a stacked bond. Three-story metal mesh grills cover three-story steel-frame windows, dividing the upper façade into seven evenly spaced bays.

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EAST (SPRING AVENUE) ELEVATIONS

The east elevation parallels South Spring Avenue (*Photos 5 to 8*). Forty bays organize the elevation closest to the street. The north nine bays correspond to the 1947 northeast addition (*Photo 5*). The north bay (bay 1) corresponds with the entry tower at the northeast corner of the addition. This is a 3.5-story brick structure with flat roof. Two pedestrian door openings pierce the ground level; non-historic concrete block fills the north opening, and a non-historic metal slab door fills the south opening. A historic concrete slab awning shelters the doors. Two three-story narrow glass block windows flank a brick panel in the upper façade, and like the north elevation, brick banding surrounds the doors and windows. The remainder of the 1947 elevation extending to the south of the tower is 2.5 stories tall. Bay 2 contains masonry openings at the ground and upper half stories. Non-historic concrete block fills the lower opening; a non-historic fixed window with faux grids fills the upper opening (circa 2014). Historic clerestory openings with brick sills span the upper story in bays 3 to 9; non-historic paired fixed windows with faux grids fill the openings (circa 2014). Historic rounded concrete columns divide the lower story in bays 3 to 9. Non-historic concrete fills the lower halves of each bay, while non-historic paired fixed windows with faux grids fill the upper portions. These bays were initially open, as shown on Levy's architectural drawing from the 1946-1947 expansion campaign (*Figure 6*). The bays were closed in circa 2014, according to permit records available from the city.<sup>8</sup>

The next twenty-eight bays date to 1925 with the end three dating to 1946. This portion is one story tall, and fourteen historic sawtooth monitors, covered with non-historic rubber roofing membrane, rise from the flat roof (*Photos 5 to 8*). From the north, rounded concrete columns divide the first five bays (bays 10-14) of this portion (*Photo 5*). Non-historic concrete and non-historic fixed windows with faux grids fill the bays. Like the 1947 elevation, these loading bays were initially open, according to Levy's 1925 rendering (*Figure 5*). These bays were infilled in circa 2014. Square brick piers divide the next ten bays (bays 15-24) above a concrete foundation (*Photo 6*). Alterations to this area of the building in the mid-1940s saw the infill of all but three bays to guide traffic from Spring Street. Enclosed bays featured windows. The open bays were found at the south, center, and north ends of the wall (*Figure 6*). Historic brick corbeling spans the tops of each bay, historic (circa 1946) inset brick panels adorn the lower portion of each bay, and the window openings have brick sills. The north bay (bay 15) is narrower than the other bays and contains a single window opening infilled with brick. Non-historic fixed windows with faux grids

<sup>8</sup> Photos provided with the 2011 Part 1 application indicate these loading bays had been closed off with wood slatting at the time of the application.

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fill historic window openings in bays 16 through 18 and 20 through 22. According to Levy's 1925 rendering and his mid-1940s architectural drawing, bay 16 contained a loading dock opening (*Figures 5 & 6*). Louvers fill historic window openings in bays 19 and 23. A non-historic trash chute pierces bay 24. The remaining bays to the south historically repeated the same design; in 2015, four angled concrete block docks were constructed along bays 24 through 35 (*Photo 7*).<sup>9</sup> Each contains an overhead door in the south elevation. Bays 36 through 40 retain their historic pattern (*Photo 8*). Bays 36, 39, and 40 each contain brick corbeling, inset brick panels, and window openings with brick sills; non-historic fixed windows with faux grids fill the window openings. The space between bays 37 and 38 lacks a dividing square brick pier; instead, continuous brick corbeling spans the top of both bays and a historic window opening, now infilled with brick, and a non-historic pedestrian opening with a metal slab door pierce the flat space between the bays. Each bay contains a loading opening with a non-historic overhead garage door. It is unknown if the present loading openings are their historic size or if they have been enlarged, but Levy's mid-1940s architectural drawing depicts loading doors at this location (*Figure 6*).

The east elevation of the 1925 seven-story portion rises above the one-story portions to the east. Seventeen bays organize this elevation. The north bay contains a single steel-frame window on each of the second through seventh stories. The remaining evenly spaced bays contain historic ganged steel-frame windows with operable pivot sashes on each story. As on the north elevation, all windows are painted. This elevation is partially visible in *Photo 6*.

### SOUTH ELEVATIONS

The south elevation of the Warehouse complex fronts the historic Wabash & Rock Island Railroad right-of-way. Beginning at the southeast corner of the building, the 1946 one-story brick wraparound section angles to align with the railroad. Eleven pairs of historic (unpainted) steel-frame windows with operable pivot sashes pierce this wall (*Photo 8*). These windows have brick sills and headers (*Photo 9*). At the eleventh bay, the wall steps to the south, and a former open loading bay is now infilled with concrete block and two pedestrian doors (*Photo 9*). The wall continues to angle with the railroad alignment; five pairs of historic steel windows pierce this wall, which then angles again (*Photos 9 & 10*). Three historic pairs of steel windows pierce the west end of the south elevation of the wrap around section (*Photo 10*). A small historic one-story portion

<sup>9</sup> "3728 Market St (Assessor Parcel Information)" (City of St. Louis Planning & Urban Design Agency, n.d.), Permit Record 41, accessed March 21, 2022.

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extends from the northwest corner of the wrap around section; its south elevation is blank with no openings.

The south elevation of the 1925 seven-story portion rises above the one-story portions to the south (*Photos 11 & 12*). Nine bays organize this elevation. Unlike most of the windows in the building, those of the upper three stories are unpainted. The center bay, which corresponds to a stair, is blank except for a narrow historic steel-frame window with operational pivot on each of the second through seventh stories. The remaining bays contain historic paired steel-frame windows with operational pivot sashes on each of the second through seventh stories. From the east, a louver pierces the window in bay 9 on the fourth story, and concrete panels with end louvers fill the window openings in bays 7 and 9 on the third story.

Eight bays organize the south elevation of the 1946 warehouse (*Photo 11*). A portion of the historic one-story section to the south covers the eastern four bays on the first story. Unlike most of the windows in the building, those of the upper three stories are unpainted. From the east, bay 1 contains historic ganged steel-frame windows with operational pivots on each of the second through seventh stories. A non-historic concrete panel with a louver fills the window opening on the fourth story. Bays 2 through 4 contain historic paired steel-frame windows with operational pivots on each of the second through seventh stories. Non-historic metal panels cover the window openings on the third and fourth stories of bay 2, and a non-historic metal chute partially covers the window openings on the second through fourth stories of bay 2. A non-historic concrete panel fills the window opening on the second story of bay 4. Bay 5 contains individual steel-frame windows with operational awning sashes on each of the second through seventh stories, while bay 6 contains a set of two individual steel-frame windows with operational awning sashes on each of the second through seventh stories. Brick infills historic loading dock openings in bays 5 and 6 on the first story. Bay 7 contains historic paired steel-frame windows with operational pivots on each of the second through seventh stories, and a non-historic overhead garage door and concrete block fills a non-historic opening on the first story. Bay 8 contains historic ganged steel-frame windows with operational pivots on each of the second through seventh stories. Concrete panels with louvers fill the window openings on the second and third stories, and a metal platform with a railing extends from the second story. A non-historic overhead garage door, metal slab pedestrian door, and concrete block fills an opening on the first story. A non-historic metal stair leads to the pedestrian door. The size of this opening appears to be non-historic.



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The south elevation of the 1962 addition projects two bays south of the 1946 warehouse (*Photos 13 & 14*). Loading dock openings organize the elevation into thirteen bays. From the east, the first and second stories of bays 1 and 2 are recessed flush with the plane of the seven-story warehouse, and two square concrete columns support the projecting upper stories. Bays 1 through 12 on the first story contain overhead garage doors in loading bay openings, which retain their original size. Bay 13 contains a metal slab pedestrian door on the first story. A metal stair leads to the pedestrian door, and a metal awning covers the pedestrian door and stair. Three two-story steel-frame windows pierce the upper elevation in bay 4, between bays 8 and 9, and in bay 12. A vent pierces each window and the elevation below each window.

WEST ELEVATIONS

Seven bays organize the three-story west elevation of the 1947 northeast addition (*Photo 4*). A non-historic concrete ramp with metal handrail spans the elevation, leading up to the non-historic covered entry at the south end of the elevation. This ramp and canopy were added in 2011; the canopy replaced a similar, though smaller, one shown on the 1951 Sanborn map (*Photo 4; Figure 3*).<sup>10</sup> At the first story, under the canopy, a non-historic glazed metal sliding door in bay 6 and a non-historic metal slab door in bay 7 provide entry into the building. Non-historic tripartite windows with faux grids fill regularly spaced historic window openings in bays 1 through 5 on the first story and in bays 1 through 7 on the second and third stories. A non-historic “Goodwill Outlet” sign hangs from the north side of the third story.

Like the north elevation of the 1962 addition, three-story mesh grills cover three-story steel-frame windows, dividing the upper elevation into six evenly spaced bays. A series of loading doors, pedestrian doors, and windows divides the first story and partially exposed basement into 30 bays (*Photo 15*). From the north, bay 1 contains two metal slab pedestrian doors that provide access to the basement, and bay 2 contains a vent. A projecting loading dock, constructed in 2011, spans bays 3 through 8; each bay contains an opening with an overhead garage door.<sup>11</sup> A concrete ramp with metal railings leads to the opening in bay 3. A metal slab pedestrian door pierces bay 9 directly to the south of the projecting loading dock. Aluminum-frame storefront systems fill the loading dock openings in bays 10 through 12, and a concrete stair and railing system with metal railings spans these bays. Bays 13 through 15 contain overhead doors in the loading dock openings. Bays

<sup>10</sup> “3728 Market St (Assessor Parcel Information),” Permit Records 54, 55.

<sup>11</sup> “3728 Market St (Assessor Parcel Information),” Permit Record 49.

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16 through 21 contain openings that provide access to the basement level of the building, with a concrete ramp leading down to the openings from the surface lot. The storefront systems, ramp, and basement-level openings were added in 2018.<sup>12</sup> Bays 16 and 21 each contain a metal slab pedestrian door, and bays 17 through 20 contain overhead garage doors. Above these basement-level openings, at the first story level, concrete block infills six evenly spaced loading dock openings. Back at the first story, bay 22 contains a metal slab pedestrian door. In bay 23, an overhead garage door fills an enlarged opening. Bays 24 through 28 contain overhead garage doors. Bays 29 and 30 are blank.

The west elevation of the 1946 seven-story warehouse rises three stories above the 1962 addition (partially visible in *Photos 2 & 16*). Seventeen bays organize this elevation. Historic ganged steel-frame windows with operable pivot-sashes pierce each bay on each story; bay 1 features four-ganged windows, while bays 2 through 17 feature three-ganged windows. From the north, non-historic concrete block and a metal slab pedestrian door fill the masonry opening in bay 2 of the fifth story, providing access to the roof of the 1962 addition. A historic stair tower rising from the north end of the 1946 warehouse roof and a historic elevator penthouse near the center of the building are visible from the west surface lot; neither have openings on their west elevation (*Photo 16*).

The west elevation of the south one-story 1946 portion features seven bays (*Photo 12*). A historic one-story appendage (former paint rooms) extends from the north bay (bay 1). Open delivery bays pierce bays 2 through 6. It is unknown when the openings were added; Levy's mid-1940s architectural drawing and the 1951 Sanborn map show this elevation with only windows (*Figures 3 & 6*). Between bays 5 and 6, a narrow square chimney protrudes from the wall. A non-historic metal slab pedestrian door pierces bay 7.

INTERIOR

Constructed in three phases, the interior of the Famous-Barr Warehouse is utilitarian throughout. Concrete floors, exposed concrete structural systems, and minimal (if any) finishes characterize the interior. Due to the complicated nature of the complex, the following interior discussion is divided into building sections, beginning with the seven-story warehouses, then the

<sup>12</sup> "3728 Market St (Assessor Parcel Information)," Permit Record 32.

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loading/delivery section that wraps the southeast corner, then the 1947 northeast addition, and finally ending with the 1962 addition to the west.

*1925 Warehouse & 1946 Warehouse (West) Addition*

The seven-story concrete and brick masses are the most prominent of the Warehouse complex. Pedestrian entrances into the building occur at the west end of the 1946 north wall and at the east end of the 1925 building's north wall. Loading areas fill the floor between the entrances (*Figures 7 & 8*). These areas were open loading bays until circa 1962 (*Figure 20*). The floor plates of each of the seven floors in the 1925 and 1946 warehouses contain non-historic partitioning in various locations throughout, as needed by various tenants (see *Photo Maps 2 through 9*). Grids of concrete columns organize each floor (*Photos 18-19, 28-29, 31, 33-34, 37, 41*); the columns reduce in size with each upper story. Square concrete columns divide the 1925 and 1946 portions of each floor from north the south. Brick and some extant steel windows fill the column spacing on some floors. This wall is the former west exterior wall of the 1925 building (*Photos 30 & 42*).

Vertical circulation between the seven floors and basement takes the form of elevators and stairs (*Photo Maps 2 through 9*). Three historic freight and one historic passenger elevator service the 1925 building. The clay-tile freight elevators occupy the second structural bay from the west wall; the brick passenger elevator and the north freight elevator access the north loading dock. It is currently unknown if any of these elevators remain functional. Two historic clay-tile freight elevators and one non-historic passenger elevator service the 1946 addition. The passenger elevator, located in the entry area, is functional, but the functionality of the freight elevators is unknown. Historic concrete switchback stairs are centered within the south walls of both the 1925 and 1946 buildings; an additional stair abuts the south wall of the center 1925 elevator and the west wall of the north 1946 elevator. All of these enclosed stairs provide access between all seven floors and basement and have metal railings. Historic egress stairs also occur within the northwest and northeast corners of the 1925 building and exit the building at the north wall of the first floor.

Yellow paint stripes on the concrete floors denotes circulation routes within each floor (*Photos 18, 19, 28, 41*). It is unknown if these paths follow historic routes, or if the paths frequently changed with the storage of merchandise. The paths generally connect the stairs and elevators and provide clear egress routes.

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First Floor

The primary entrance into the seven-story warehouse occurs at the northwest corner of the 1946 addition (*Photo Map 2*). Non-historic drywall partitions (typical) enclose an irregularly shaped entry vestibule in the northwest corner of the floor. A pedestrian door and garage door within the south wall lead into the larger warehouse space (*Photo 18*). A pair of doors in the east wall leads into the loading area along the north side of the 1946 addition (*Figure 8*). A non-historic partition separates the north and south halves of the first floor of the 1946 addition. A door at the west end of this wall leads into a small vestibule that provides access into the 1962 addition (discussed below). No partitions subdivide the south half of the 1946 first floor.

Drywall fills only the north six structural bays of the wall separating the 1925 warehouse and the 1946 addition. The bays to the south remain open to allow access between the original building and addition. The drywall extends into the 1925 building to enclose the central freight elevator and stair. An enclosed entry vestibule in the northeast corner of the floor provides secondary access into the building. No other partitions divide the space (*Photo 19*). Overhead doors cover the bays within the east wall, providing access between the warehouse and the one-story loading dock to the east. An overhead door and a pedestrian door in the south wall lead into the rear ell.

Second Floor

The second floor of the 1925 & 1946 warehouse remains relatively open (*Photo Map 3*). Drywall partitions subdivide the north sixth of the 1925 floor area with the remainder (majority) of the floor open to the south. Three doors in the south wall to the east of the south stair, lead into the rear ell (discussed below). On the 1946 side, drywall partitions to the north of the central freight elevator enclose a mechanical room. The north stair and adjacent elevators are also enclosed by drywall partitions potentially for fire code. A pair of doors at the north end of the west wall of the 1946 addition leads into the second floor of the 1962 addition. Most historic windows and bulkheads have been removed from the wall separating the 1925 and 1946 sides (*Photo 24*).

Third Floor

At the third floor of the 1925 warehouse, drywall partitions separate the east third of the floor, as well as enclose rooms along the north wall. The remainder of the floor is open (*Photo Map 4*). The 1946 addition also retains an open floor plan (*Figure 35*). Drywall partitions enclose the north

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elevators and stair (*Figure 36*). A pair of doors in the west wall of the 1946 addition within this enclosure provides access to the third floor of the 1962 addition to the west.

#### Fourth Floor

Drywall partitions enclose the north sixth of the fourth floor of the 1925 warehouse (*Photo Map 5*). At this floor, the north freight elevator shaft has been removed and the floor filled. No other partitions divide the floor area of either the 1925 east and 1946 west halves (*Photo 28*).

#### Fifth Floor

The fifth floor today houses a paper-goods manufacturer (*Photo Map 6*). Most partitions dividing the space, however, consist of plastic curtains. A small enclosure and closet sit at the center of the building on the 1946 side. No other drywall partitions divide any of the spaces (*Figure 37*). The fifth floor also retains historic steel windows and brick bulkheads along the center dividing wall (the former west exterior wall of the 1925 warehouse) (*Photo 42*). A door at the north end of the west wall of the 1946 addition provides access onto the roof of the 1962 addition.

#### Sixth Floor

Drywall partitions enclose the north stair, pedestrian elevator, and a portion of the freight elevator in the 1946 half of the sixth floor (*Photo Map 7*). A non-historic overhead door in the south wall of this area provides access to the remainder of the open floor (*Photo 29; Figure 38*). In the 1925 (east) half of the sixth floor, a drywall partition divides the floor area in half; the wall extends east and west from the center stair and elevator. The remainder of the floor remains open (*Photo 31*). Like the fifth floor, the sixth floor retains several historic steel windows and brick bulkheads along the dividing center wall (*Photo 30*).

#### Seventh Floor

The top floor continues the feel of the lower floors of the warehouse (*Photo Map 8*). No partitions subdivide the 1925 (east) half of the floor (*Photos 34 & 35*) except for a small enclosure in the southwest corner of the floor. In the 1946 (west) half, drywall partitions enclose the north stair, pedestrian elevator, and a portion of the freight elevator. A pedestrian door in the east partition provides access to the non-subdivided portion of the 1946 floor (*Photo 33*). A pedestrian door in

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the south partition wall opens into a larger partitioned space (*Photo 32*). A non-historic over-head door in the east wall of this space provided access to the remaining floor area (*Photo 33*).

### Basement

Full basements extend under both the 1925 building and the 1946 addition (*Photo Map 9*). Portions of the north side of both floors are unexcavated, corresponding with the loading docks on the north side of the first floor. Primary freight access into the basement is through a ramp in the south ell (*Figure 16*). The basement continues to be used as warehousing space with some non-historic drywall partitions in the northwest section of the 1946 floor (*Photo 37*) and around the center elevator and stair in the 1925 portion. A freight door in near the north end of the west wall provides access into the basement of the 1962 addition. The basement level of the east delivery/relay station is not accessible from this basement.

### *1925 Delivery/Relay Station & Loading Dock*

When constructed, the Famous-Barr Warehouse contained the seven-story storage building along with a one-story loading dock and delivery station to the east of the warehouse (*Figures 4 & 5; Photo Maps 2 & 3*). The delivery (relay) station filled the north seventy-five feet with loading bays along the north and east sides of the structure. This area today is part of the Goodwill store. Non-historic offices and restrooms fill most of the west side of this area; the east side remains open (*Figure 18*). A portion of the former north brick wall remains with an opening that formerly contained a window. The historic steel columns and beams continue to support the wood roof joists. A new concrete floor covers the space, filling the former loading area to the east to create a level floor for the retail space. Exposed brick and concrete columns remain along the perimeter.

The primary loading dock area of the Famous-Barr Warehouse spans to the south of the former relay station (*Photos 20 & 21; Figure 4*). Historically, a raised central concrete loading dock extended south from the north relay station, allowing delivery trucks to back into bays along the east wall of the warehouse as well as onto both the east and west sides of the concrete dock (*Figure 5*). The floor of this loading dock area was infilled at an unknown date before 2011 to create a level floor plate.<sup>13</sup> The historic loading dock form remains legible by joints in the concrete slab (*Figure 11*) and the spacing of the historic steel columns supporting the sawtooth monitor roof

<sup>13</sup> According to photographs accompanying the 2011 Part 1 application.

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over the east half of the dock area (*Photo 21*); the monitor windows are extant but covered on the exterior. The columns align with the edges of the historic dock. Arched steel trusses support wooden roof joists over the west half of the dock area. This half connects to the 1925 warehouse through overhead coiling doors that fill historic masonry bays along the west wall (visible in *Photo 20*). A ramped driveway lines the south side of the dock area (*Figure 12*). The historic 1925 south wall of the dock lines the south wall of the dock. In circa 1946, a small brick addition was constructed to the south of this ramp. This area was historically a driveway to allow access into the loading dock (*Figures 5 & 17*).

A full basement is under the relay area, while a narrow basement extends under the dock area (*Photo Map 9*). The narrow basement corresponds to the historic concrete loading dock platform on the first floor since the areas to its east and west would have historically been unexcavated to accommodate delivery trucks on the first floor. Square concrete mushroom columns support the concrete floor above (*Photo 39*).

#### *1925 & 1946 Rear Ell*

A two-story (with basement) brick ell extends to the south of the 1925 warehouse (*Figures 4 & 13; Photo Maps 2 & 3*). The first floor of this ell integrates with the east loading dock area. Materials and the available 1945 floor plan indicate this was part of the original construction and expanded west in 1946 (*Figures 14 & 19*). The east (1925) portion has brick perimeter walls with large masonry openings (*Photo 25; Figure 13*). Historic steel sash windows historically filled these openings; at least four remain at the north end of the west wall at the second floor. Plywood panels cover the remainder of the second-floor openings, and it is unknown if the historic windows remain. At the first floor of the 1925 (east) half, concrete columns support concrete beams and joist and clay tile blocking (*Figure 13*); the structure of the second floor consists of concrete floor, steel columns and beams, and a wood ceiling (*Photo 25*). The structural system of the first floor of the 1946 (west) portion includes concrete floor, columns, beams, and ceiling. Steel columns in the second story support a steel and concrete roof.

A one-story brick and concrete loading dock (1946) extends west from the west half of the ell (*Photos 10 & 12*). The dock continues to function as a loading dock where trucks pull directly into the building to on- and off-load goods (*Figure 15*). This brick section has a concrete internal structural system. According to the 1951 Sanborn (*Figure 3*), this area also included automobile and truck repair, as well as two paint rooms within a small appendage at the northwest (*Figures 3,*

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6, & 20). This appendage was modified in the 2010s to correspond with a down-ramp along the north side of the dock that provides access into the basement of the 1946 warehouse (*Figure 16; Photo Map 2*).

*1947 Northeast Relay/Delivery Addition*

In 1947, a new relay/delivery station was constructed to the north of the 1925 relay station (*Figure 4; Photo Maps 2 & 3*). Primary exterior access into this addition is through an entrance in its west wall and through the historic northeast brick stair tower (*Photo 23*). The primary area is a two-story open volume (historic) with exposed steel structural system and concrete floors (*Photo 22*). A loading platform historically spanned the east side of the floor and corresponded with the loading bays. The floor was infilled at an unknown date before 2011. A second floor spans the west half of the addition (*Photo 26*). In keeping with the utilitarian character of the building, this addition has an exposed interior steel structural system on both of its floors and exposed brick perimeter walls. The flat roof has a concrete substructure. Concrete floors are throughout. A switchback stair in the northeast corner of the floor provides access between the basement, first, and second floors (*Photo 23*). The basement extends under most of the addition (*Photo 38*), excepting that eastern portion historically corresponding to the loading dock on the first floor.

*1962 Warehouse Addition*

The final addition to the Famous-Barr Warehouse opened in circa 1962 (*Photo Maps 2 & 3*). This four-story warehouse addition corresponded with a modernization plan proposed by the company in 1960.<sup>14</sup> Switchback stairs in the northwest and southwest corners, as well as a freight elevator at the center of the north wall (*Figure 34*), provide vertical access between the floors. The 1962 west warehouse addition attaches to the west side of the 1946 Warehouse addition along a former rail-turned-truck loading dock. This two-story volume features concrete floor, concrete, brick, and gypsum board walls, and concrete ceiling and continues to act as a transition space between the two additions (*Figure 9*). The north quarter of the first floor of the main addition is subdivided into offices (*Figure 10*). The remainder of the open first floor is a two-story volume (*Photo 17*). The exposed structural system includes grids of concrete columns and waffle slab ceilings (*Photos 27 & 36*). Metal covers the slab ceilings on the first floor (*Photo 17*). The second floor of the addition only extends across the north quarter of the addition, as the south portion corresponds with the

<sup>14</sup> Stanley J. Goodman, "Modernization Plan Demonstrates Faith in Downtown St. Louis," *St Louis Globe-Democrat* (5 January 1960): 11X.



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open volume of the first floor. The third floor is also a two-story volume with a completely open floor plan (*Photo 27*). In 1966, a Famous-Barr retail store opened in the north end of the basement level (*Figure 20*). The store remained in the building through the early 1990s, but no evidence of the store remains except the location of the entrance (*Photo 40*).

## INTEGRITY

The Famous-Barr Warehouse retains historic integrity from its commercial associations with the department store from 1925 to 1966. Extant character-defining features of the Warehouse include the following:

- Large, blocky massing
- Exposed masonry exterior
- Structural grid pattern on the seven-story portions created by its concrete frame and brick construction
- Configuration of ground level garage bays
- Historic steel pivot windows and glass block
- Regular window fenestration patterns
- Flat elevations with restrained detailing
- Grids of concrete and steel columns
- Exposed concrete and brick walls, concrete ceilings, and concrete floors
- Exposed steel trusses
- Barrel-vaulted ceiling in the east loading dock

The Warehouse has naturally experienced alterations to suit differing uses and needs throughout the years since its construction. Alterations include:

- Infilled loading dock openings and bays on the north and east elevations both historically (circa 1962) and non-historically (pre-2011)
- Non-historic loading dock extensions on the east elevation (circa 2015).
- Painted exterior masonry and windows
- Non-historic replacement windows in the northeast and east additions
- Infilled loading docks to create level floors (pre-2011)
- Non-historic drywall partitioning throughout the building
- Removal of the 1966 store in the basement of the 1962 addition (unknown date)

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With the exception of the removal of the basement retail store, the alterations to the building over the years have been additive rather than subtractive. The building maintains indications of these alterations. On the north elevation, concrete block fills the loading bays; this material is not historically present anywhere within the 1925 or 1946 seven-story portion, which differentiates the infill from the surrounding historic materials and allows the historic bays to be discernible. On the east elevation, the round concrete piers with plain concrete infill are still clearly differentiated from the historically enclosed bays to the south, which are constructed of brick, contain decorative corbelling, and are separated by square brick piers. Inside, the joints where the floor infill meets the historic platform is visible. Additionally, while the delivery department no longer retains its platform or equipment, its one- and two-story form is clearly differentiated from the seven-story warehouse portions, signifying a difference in historic function. Non-historic interior partitioning is largely drywall, which is differentiated from the historic fire-proof masonry materials, and there are large expanses without non-historic partitioning that communicate the design intent of open floor plates. As a warehouse, merchandise historically (and currently) fills portions of the interior structural bays, inhibiting the open vistas within the building. Current drywall partitioning is not pervasive and does not detract from the utilitarian character of each floor.

The Famous-Barr Warehouse possesses integrity of *location* and *setting*. It remains in its historic location at the southwest corner of Market Street and South Spring Avenue within an early- to mid-twentieth century industrial area paralleling the historic Wabash & Rock Island Railroad corridor. The change to South Spring Avenue from a through street to a dead end is a minor change to the setting. Market Street and the railroad corridor served as the major transportation routes for the Warehouse and still express their historic significance and use. Large, historic steel-frame windows are still largely extant on the seven-story portion although mostly painted on the exterior and partly covered with non-historic drywall on the interior; their presence continues to convey the original design intent of the building to have ample interior daylighting. Interior non-historic partitioning is clearly differentiated from historic materials. Additionally, the massing of the seven-story warehouse portion, the one- and two-story delivery department portion, and the 1962 west addition remains intact, as does the window fenestration patterns throughout the building.

The Warehouse possesses integrity of *materials*. While painted on the exterior, the 1925 and mid-1940s portions of the building retain their original fire-proof and fire-resistant materials, including concrete and steel structural systems, masonry infill and walls, and concrete roofs and floors. On the 1925 and mid-1940s portions, replacement windows are extant only on the east and south one- and two-story portion, but the seven-story portion retains its large, historic steel-frame windows with operable pivots; while painted, the historic material remains. Additionally, the building

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possesses integrity of *feeling* and *association*. With its expansive site on the outskirts of downtown next to a main road and a rail yard, utilitarian design and materials, loading bays (though altered) surrounding the ground level, and open interior floor plates, the building effectively communicates its identity as an early- to mid-twentieth century warehouse.

The 1962 addition, completed at the end of the period of significance, differs in design and materials from the rest of the building. However, the addition does not adversely impact the historic integrity of *design*, *feeling*, and *association* of the larger Warehouse complex. The 1925 and 1940s portions of the building are the most prominent portions of the building overall, given their size and massing compared to the 1962 addition. Additionally, the 1962 addition is clearly differentiated in design from the 1925 and 1940s portions, which maintains the feeling and association of their historic context and age. The later addition does not overwhelm the historic Warehouse.

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**SUMMARY**

The Famous-Barr Warehouse, located at 3728 Market Street in St. Louis (Independent City), Missouri, is locally significant under National Register Criterion A in the area of COMMERCE. The Famous-Barr Warehouse played a major role in the rise and success of the Famous-Barr department store company from 1925 to 1966. Headquartered in St. Louis, the Famous-Barr Company incorporated in 1911 and quickly became the largest retailer in St. Louis and the surrounding area, a status it held for nearly a century. Warehousing was instrumental in the twentieth-century growth of department stores across the country. The Famous-Barr Warehouse served the Famous-Barr Company and helped facilitate its success, expansion, and dominance over the local retail market throughout the twentieth century. The period of significance begins in 1925 with the building's initial construction as a single seven-story warehouse with east loading dock and relay station. The period of significance continues into the 1940s, as the company continued to grow, necessitating the construction of additions between 1946-1947, which nearly doubled the usable warehousing space. The company continued to see significant growth in the 1950s, opening branch stores within the St. Louis area. In 1960, the company announced a modernization campaign to upgrade its flagship store in downtown and continue providing goods to customers via branch stores. The delivery function was reduced, but the need for additional warehouse space remained. Thus, a four-story addition opened in 1962 with anticipation of additional stories in future, though these never materialized. In 1966, Famous-Barr opened a retail store in the basement of the 1962 warehouse addition. This store remained into the late 1990s. The year 1966 is the logical end of the period of significance due to the lack of further expansion of the warehouse despite the opening of smaller branch stores in the 1970s and 1980s. The period of significance encompasses the most successful years of the company, as it directly supported the operation and success of the flagship department store within the Railway Exchange Building in downtown St. Louis and its large branch stores to the north, west, and south of downtown. The warehouse made possible the greater distribution and access to goods sold by the Famous-Barr Company. The period of significance, 1925 to 1966, includes the years of construction of the initial warehouse and its additions.

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## ELABORATION

### BACKGROUND: FAMOUS-BARR COMPANY DEPARTMENT STORES

Department stores first emerged in the United States in the mid-1800s. As mass production increased and the population of urban centers expanded, dry goods stores began offering a wider assortment of goods and eventually organized their stores into different divisions and departments, each with its own supervisor or manager.<sup>15</sup> The department store was revolutionary, both for retailing and for society as a whole. As it transformed businesses into empires, it simultaneously democratized shopping by exposing broader society to goods previously enjoyed mostly by the very wealthy.<sup>16</sup> The department store also facilitated the culture of consumption that continues to dominate society in the United States today.<sup>17</sup>

Formed from the merger of two older St. Louis department stores, William Barr & Company and Famous Dry Goods and Clothing Company, the Famous-Barr Company traces its origins to the early days of department stores in the United States. William Barr & Company, credited as the first department store in St. Louis, opened as a dry goods store on Fourth Street between St. Charles and Vine in 1849.<sup>18</sup> It grew rapidly, and by 1876 it contained thirty-two individual departments, including notions, millinery goods, and ladies' shoes, and offered both in-house and mail-order shopping.<sup>19</sup> By 1880, it outgrew its original location and moved to a larger building at the corner of Sixth and Olive streets, where it remained until the 1911 merger.<sup>20</sup> Famous Dry Goods and Clothing Company, opened in 1874 on Franklin Avenue as a small shoe store, enjoyed similar growth and success. By 1876 it occupied a larger building across Franklin Avenue and offered civil and army clothing, boots, shoes, millinery goods, and related merchandise, and by the early

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<sup>15</sup> Robert D. Tamilya, "The Wonderful World of the Department Store in Historical Perspective: A Comprehensive International Bibliography, Partially Annotated" (Montreal: University of Quebec at Montreal, July 2011), 6.

<sup>16</sup> Tamilya, "The Wonderful World of the Department Store in Historical Perspective," 12.

<sup>17</sup> Tamilya, 8.

<sup>18</sup> Edna Campos Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest* (Charleston, SC: The History Press, 2014), 17.

<sup>19</sup> Julie Ann LaMouria, "Railway Exchange Building," National Register nomination (27 April 2009): 8:6; Campos Gravenhorst, *Famous-Barr*, 18.

<sup>20</sup> LaMouria, "Railway Exchange Building," 8:6.

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1880s, it occupied its third store on North Broadway between Morgan Street and Lucas Avenue.<sup>21</sup> In 1892, businessman and retailer David May purchased Famous Dry Goods and Clothing Company and moved the store to a larger building at the corner of North Broadway and Morgan, where it remained until the 1911 merger. In 1910, May purchased William Barr & Company, and in 1911, he merged the two companies to form the Famous-Barr Company.<sup>22</sup>

David May was born in Germany in 1848. Shortly after immigrating to New York at the age of fifteen, he moved to Cincinnati, where he worked at a clothing factory and attended school at a local college. In 1868, he began his retail career as a clerk at a clothing store in Hartford City, Indiana, and became partner two years later. Following his success in Hartford City, May built an empire largely through acquiring and revitalizing struggling or failing retail businesses. After heading businesses in Leadville and Denver in Colorado, May moved his family to St. Louis and established the May Department Stores Company headquarters there in 1905.<sup>23</sup> With the creation of the Famous-Barr Company in 1911, May continued to grow his empire. By the time of his death in 1927, the May Department Stores Company had retail locations in five metro areas, including Famous-Barr in St. Louis, a total of 14,000 employees, and yearly gross profits of over \$100 million.<sup>24</sup> The May Department Stores Company remained in the May family until 1972, when David May's grandson, Buster May, retired.<sup>25</sup>

May's 1911 Famous-Barr merger made headlines, primarily because of plans to build a massive new building in downtown St. Louis to house the newly formed company headquarters and store. In 1913, construction completed on the Railway Exchange Building (extant), a \$6 million, twenty-one-story structure completely clad in white terra cotta tile and with a footprint of an entire city block (*Figure 21*).<sup>26</sup> Bound by Sixth, Seventh, Olive, and Locust streets, it replaced the former William Barr & Company building, as well as a number of others on the block.<sup>27</sup> In addition to the

<sup>21</sup> Campos Gravenhorst, *Famous-Barr*, 27–28.

<sup>22</sup> Campos Gravenhorst, *Famous-Barr*, 18, 27, 30, 32.

<sup>23</sup> Campos Gravenhorst, 30–34.

<sup>24</sup> “David May Rites Will Be Tuesday at Temple Israel,” *St. Louis Post-Dispatch* (23 July 1927): 1.

<sup>25</sup> Campos Gravenhorst, *Famous-Barr*, 34.

<sup>26</sup> The Railway Exchange Building, located at 600 Locust Street in St. Louis, was listed in the National Register of Historic Places under Criteria A and C in the areas of Commerce, Engineering, and Architecture, with a period of significance extending to 1959. See LaMouria, “Railway Exchange Building.”

<sup>27</sup> “Famous and Barr’s Merge,” *St. Louis Globe-Democrat*, (27 December 1911): 3; “22-Story Home for Barrs If May Firm Buys Store,” *St. Louis Post-Dispatch* (16 February 1911): 3; “New Building, 21 Stories, to Cover Barr

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Famous-Barr department store and headquarters for the Famous-Barr Company and the May Department Stores Company, the Railway Exchange Building housed more than twenty-four railway company offices, which gave the building its name, as well as a myriad of professional offices and businesses, including doctors, lawyers, dentists, dress makers, landscape gardeners, construction companies, insurance companies, dry cleaners, real estate agents, and hair dressers.<sup>28</sup> The Railway Exchange Building was considered the largest office building in the world well into the 1920s; the Famous-Barr Company, occupying over 400,000 square feet across the first seven stories, was easily the largest department store in square footage in the city.<sup>29</sup>

### CRITERION A: COMMERCIAL SIGNIFICANCE

The Famous-Barr Company was already the largest department store retailer in St. Louis by the time the initial 1925 portion of the Warehouse completed construction. The National Register nomination for the Railway Exchange Building, the flagship store for Famous-Barr, discusses the commercial importance of the company, but Famous-Barr's success would not have been possible without the nominated Famous-Barr Warehouse. The store in the Railway Exchange Building, as well as the suburban branch stores, demonstrate the success of the company in a more formal, public-facing capacity while the Famous-Barr Warehouse provided the utilitarian, backend support necessary for the stores to successfully function. Serving as the primary storage facility with delivery department and distribution center, the Famous-Barr Warehouse facilitated and contributed to the twentieth-century growth of the Famous-Barr empire.

Most early department store companies in the nineteenth and early twentieth centuries kept their stock and their delivery departments in the same location as their retail stores, with loading stations located along secondary streets or alleyways. However, as department stores grew in both physical size and volume of sales, and as street traffic became more congested in downtown areas, this method quickly became infeasible, leading department store companies to seek solutions off-site.<sup>30</sup> With principal elevations on all four sides, leaving no accommodations for unsightly, space-

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Store Block," *St. Louis Post-Dispatch* (20 May 1911): 1; "St. Louis Store in \$20,000,000 Retail Combine," *St. Louis Post-Dispatch* (5 June 1910): A5.

<sup>28</sup> LaMouria, "Railway Exchange Building," 8:9.

<sup>29</sup> LaMouria, 8:7, 8:14.

<sup>30</sup> Richard Longstreth, *The American Department Store Transformed, 1920-1960* (New Haven, CT: Yale University Press, 2010), 63-64.

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consuming loading stations for delivery wagons, the downtown Railway Exchange Building further necessitated an off-site solution.

Prior to construction of the nominated property, the Famous-Barr Company constructed the Kingston Building (no longer extant) concurrently with the Railway Exchange Building in 1913 (*Figure 23*). The Kingston Building served as an off-site delivery and warehouse building for Famous-Barr on St. Charles Street between Sixth and Seventh streets, one block away from its downtown store and connected via underground tunnel. The Famous-Barr Company was “revolutionary” for their plan to relocate delivery functions and warehousing away from the main store to a separate site, and other retail companies followed suit, which led to the creation of the purpose-built, off-site department store service building property type beginning in the 1920s.<sup>31</sup> The Kingston Building provided an improvement over maintaining warehousing functions within the same building as the department store, but the Famous-Barr Company soon required an improved solution. With business booming, the company had already reorganized its floors in the Railway Exchange Building twice by the mid-1920s to maximize space, and the company required new and improved warehouse space to keep pace with business.<sup>32</sup>

Like earlier warehouses, the Kingston Building is located within the commercial center along with the flagship store.<sup>33</sup> Large horizontal expanses of windows is also a character-defining feature of the property type; as shown in *Figure 23*, the Kingston Building does have a number of windows, but they follow the traditional vertical bay fenestration pattern and their size is smaller than windows typical of purpose-built, off-site department store service building property type.<sup>34</sup>

The purpose-built, off-site department store service building solidified as a property type in the 1920s as best practices for off-site warehouses emerged. Best practices encouraged locations farther out from city centers, where real estate came at a premium and an increasing number of vehicles created congested streets. Companies began to favor locations outside of downtowns, where real estate was less costly, there was more room for expansion, and delivery functions were closer to residential areas and customers’ homes. Locations along main roads and with access to

<sup>31</sup> Longstreth, *The American Department Store Transformed*, 65.

<sup>32</sup> LaMouria, “Railway Exchange Building,” 8:6.

<sup>33</sup> Longstreth, *The American Department Store Transformed*, 70.

<sup>34</sup> Longstreth, 69.



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railroad spurs were also advantageous.<sup>35</sup> Prior to 1920, only a few large, comprehensive warehouses that were purpose-built to serve department stores existed in the United States; between 1922 and 1931, the period during which the initial portion of the Famous-Barr Warehouse was constructed, nearly forty were constructed for department stores across the country.<sup>36</sup>

The Famous-Barr Company, following industry best practices, chose to build a new, larger warehouse and delivery center on the outskirts of downtown, located on a parcel between Market Street, a major roadway, and the Wabash & Rock Island railroad corridor. In 1925, the first portion of the nominated warehouse building completed construction on the southwest corner of Market Street and South Spring Avenue in the Midtown area of St. Louis. Designed by local architect William (Will) M. Levy and built at a cost of \$1 million, the 1925 portion constitutes the east half of the current overall seven-story portion as well as the one-story portions wrapping the east and south sides (*Figure 5*).<sup>37</sup> According to available historic photographs and Levy's architectural drawings, the first story of the seven-story portion was dedicated to receiving goods and loading bulk items, while the east side of the one-story portion contained the delivery department, with paired ranges of bins, sorting tables, conveyor belts, and loading platforms that ran the center length of the building on a north-south axis, around which vehicles circulated (*Figures 5, 6, & 28*). The west section of the one-story portion to the south was dedicated to a machine shop and paint rooms to service delivery vehicles.<sup>38</sup> The organization of the upper warehouse stories is unknown for certain, but the upper stories of typical warehouses were dedicated to sorting areas, storage, and packing departments.<sup>39</sup>

By the mid-1940s, the Famous-Barr Company enjoyed a higher sales volume than both of its direct competitors at that time (Scruggs, Vandervoort & Barney, and Stix, Baer & Fuller Dry Goods Company) combined, and it only continued to expand.<sup>40</sup> The company initiated an extensive expansion campaign, which included expanding its warehouse and opening its first three branch

<sup>35</sup> Longstreth, 63-64, 69-70.

<sup>36</sup> Longstreth, *The American Department Store Transformed*, 68.

<sup>37</sup> "New Famous-Barr General Warehouse," *St. Louis Post-Dispatch* (11 January 1925): 67.

<sup>38</sup> Longstreth, *The American Department Store Transformed*, 70-71; Will Levy, "Addition to Famous-Barr Warehouse (Architectural Drawings)," August 1945, St. Louis Jewish Community Archives.

<sup>39</sup> Longstreth, *The American Department Store Transformed*, 70.

<sup>40</sup> LaMouria, "Railway Exchange Building," 8:16.

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stores.<sup>41</sup> The Famous-Barr Company initiated a \$1 million construction campaign between 1946 and 1947 to expand the 1925 warehouse building. Plans for expansion came as early as 1936 when the company purchased more land around its 1925 warehouse to eventually construct additional warehouse space, which the company anticipated would be needed due to increased growth of the company.<sup>42</sup> Additional land was purchased in 1945, as the company anticipated the need for additional warehouse space.<sup>43</sup> Architect Will Levy's drawings from 1945 indicate the Famous-Barr company was in earnest to complete an expansion. In its 1946 announcement of the warehouse expansion project, the company emphasized the necessity of additional warehousing capacity to the success of its slated branch stores and expanding retail empire.<sup>44</sup> Levy returned to design the west half of the overall seven-story portion as well as the two-story portion at the northeast corner of the complex and expansions of the south ell (*Figures 6 & 10*).<sup>45</sup> The exterior design and interior spatial layout of the seven-story west addition generally mirrors the 1925 seven-story portion and doubled the capacity for receiving, sorting, and storing goods, a necessity for the addition of branch stores, which had little capacity to store on-site reserve stock.<sup>46</sup> The northeast corner addition provided space for a large parcel post department as well as additional relay concourses to facilitate the outward flow of goods.<sup>47</sup>

In 1948, the company opened its first suburban branch in Clayton, Missouri at 7425 Forsyth Boulevard (still extant, *Figure 22*). Costing \$2.75 million, the free-standing Clayton branch contained 111 different sales and service departments and over 200,000 square feet of retail space.<sup>48</sup> Southtown Famous-Barr opened in 1951, located at South Kingshighway and Chippewa (no longer extant).<sup>49</sup> Northland Famous-Barr followed in 1954. At 350,000 square feet, it was larger than the Southtown and Clayton branches, and it was the first Famous-Barr branch to locate within a mall setting. The Famous-Barr Company was the first store to contract with the Northland

<sup>41</sup> Longstreth, *The American Department Store Transformed*, 77.

<sup>42</sup> Berry Moore, "May Co. Buys Ground Next to Warehouse," *St. Louis Post Dispatch* (6 December 1936): 31.

<sup>43</sup> "Famous Barr Buys Site for New Warehouse," *St. Louis Post-Dispatch* (29 July 1945): 19.

<sup>44</sup> Longstreth, *The American Department Store Transformed*, 77.

<sup>45</sup> Levy, "Addition to Famous-Barr Warehouse (Architectural Drawings)."

<sup>46</sup> Longstreth, *The American Department Store Transformed*, 77.

<sup>47</sup> Levy, "Addition to Famous-Barr Warehouse (Architectural Drawings)."

<sup>48</sup> Campos Gravenhorst, *Famous-Barr*, 103.

<sup>49</sup> Campos Gravenhorst, 107.

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Shopping Center, located at West Florissant and Lucas Hunt Road (no longer extant), and acted as an anchor store for the complex.<sup>50</sup> The additions and alterations completed at the Warehouse in the 1940s came as a direct result of increased business, which meant the need for additional warehouse space and delivery service. The Famous-Barr Company celebrated the company's growth in a 1954 article:

The start of construction of our Northland store marks the fourth major step in Famous-Barr's expansion program which was initiated in 1944. Our Spring Avenue warehouse was doubled in size in 1947. In 1948, the Clayton store was completed. In 1951, the Southtown store opened. During this entire period, several floors and many departments of the Downtown store have been modernized, the most recently completed project in the Downtown store being our two new restaurants.<sup>51</sup>

President David May claimed that the Famous-Barr Company pioneered the idea of the branch store in St. Louis. The company's three major branch stores remained active throughout the next four decades.

In the 1950s and 1960s, department stores like Famous-Barr began to focus more on the storage and distribution aspects of warehousing as opposed to the delivery function. The Famous-Barr Company's 1960 advertisement campaign called "Make It a Take," which directly aimed to guide customers away from their reliance on the customer delivery function of warehousing, is an example of this shift (*Figure 25*). From the early days of the department store, customers typically selected and ordered goods based on samples within the store, after which the company would package and deliver ordered goods to customers' homes, first in horse-drawn delivery wagons and later in motor trucks.<sup>52</sup> By the mid-1950s, increased car ownership and road improvements had already caused most customers to shift away from reliance on delivery, since they could more easily transport items themselves.<sup>53</sup>

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<sup>50</sup> Campos Gravenhorst, 109-110.

<sup>51</sup> Untitled article announcing the Northland branch store, *Store Chat* [Famous-Barr Company newsletter] (Undated 1954): 3. May Company Department Store Records, State Historical Society of Missouri Archives (Collection S1130, Box 6).

<sup>52</sup> Longstreth, *The American Department Store Transformed*, 62, 68.

<sup>53</sup> Longstreth, 78.

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With the final addition to the Famous-Barr Warehouse in 1962, the building reached its current footprint of over one million square feet. The addition came as part of a modernization plan advertised by the company in 1960. During this campaign, the downtown store also received some upgrades. The first and second stories of this addition appear to have been dedicated primarily to additional storage of goods and distribution to retail stores, both to serve existing stores and to facilitate the expansion of more branches.<sup>54</sup> Additionally, a smaller retail store opened in 1966 within the 1962 addition itself called the Famous-Barr Warehouse Store (*Figures 26 & 27*).<sup>55</sup> Located in the basement level, a depression in the paved surface lot provided access to the store at the west end of the north elevation (both the depression in the lot and the entrance are now infilled). Stanley Goodman, General Manager of the company, believed the opening of the store reflected “the company’s confidence in the continued growth of the St. Louis area.”<sup>56</sup> This store primarily sold large and bulky items that were cumbersome to maneuver between the warehouse and the stores and that were still delivered to customers’ homes, including furniture, mattresses, and bedding.<sup>57</sup> The addition still prioritized the warehousing function, however. With a location partially below grade, the store was not given prominence in the building’s design. Furthermore, the building was structurally designed to allow for the construction of additional floors in the event that the Famous-Barr Company required more warehousing space.<sup>58</sup>

By the late 1990s, in addition to its flagship store in downtown St. Louis, the Famous-Barr Company operated close to twenty branch stores. The majority were in the surrounding St. Louis suburbs, but the company had also expanded to Springfield and Peoria in Illinois and Evansville, Indiana.<sup>59</sup> In the early 2000s, however, the May Department Stores Company, the parent of the Famous-Barr Company, faced a sharp decline with the rise of big box retail stores like Wal-Mart,

<sup>54</sup> The architect for the 1966 addition is unknown. “Famous-Barr Adds to Service Building,” *St. Louis Post-Dispatch*, April 17, 1966.

<sup>55</sup> The Famous-Barr Warehouse Store last appears in the 1991-92 Yellow Pages for St. Louis. Since the Warehouse itself continues to appear in the Yellow Pages, it is assumed that the store closed around this time. Campos Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 132; “Famous-Barr Adds to Service Building”; “[Advertisement] Famous-Barr’s Brand New, Grand New Warehouse Store,” *St. Louis Post-Dispatch*, November 20, 1966; *Yellow Pages for Greater St. Louis* (St. Louis, MO: Southwestern Bell, 1991).

<sup>56</sup> “New Famous-Barr Warehouse Store,” *St. Louis Post-Dispatch* (20 November 1966): 17.

<sup>57</sup> “[Advertisement] Famous-Barr’s Brand New, Grand New Warehouse Store,” A16-17.

<sup>58</sup> “Famous-Barr Adds to Service Building,” A22.

<sup>59</sup> It is unknown if additional warehouses serviced these out-of-state branches or if the nominated property serviced the entire network of Famous-Barr stores. Campos Gravenhorst, *Famous-Barr*, 103-123.

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Target, and Kohl's. In 2005, Federated Department Stores acquired the May Department Stores Company. Famous-Barr stores were rebranded as Macy's, including the flagship store in downtown St. Louis, while others consolidated and closed.<sup>60</sup> In 2013, Federated Department Stores closed the downtown store.<sup>61</sup>

The Famous-Barr Company continued to use the Famous-Barr Warehouse until Federated Department Stores acquired May Department Stores Company in 2005. Following the acquisition, Macy's used the Famous-Barr Warehouse until Federated Department Stores sold the building in 2007.<sup>62</sup> A scattering of tenants currently occupies the Famous-Barr Warehouse, including Goodwill. Much of the building is used for commercial storage.

The Famous-Barr Warehouse continues to physically communicate its commercial significance. The massing of the complex retains its historic proportions. The seven-story warehouse structures continue to be the dominant forms without non-historic additions of substantial alteration. The historic loading docks/relay stations to the east and south retain their historic heights, roof structures, and relationship with the warehouse and site. No substantial alterations have affected the later west addition, either. On the interior, the seven-story structures continue to overwhelmingly communicate their historic warehouse function through the retention of historic materials, exposed structural systems, and large areas of open, non-partitioned floors. Merchandise continues to fill structural bays throughout each floor. The east loading docks/relay stations have seen more alterations in recent years than the warehouse structures. However, the spaces continue to retain their unobstructed volumes, and the locations of the former dock structures remain legible in the concrete floors. The form of the building and the relative openness of the whole interior communicate the historic associations of the Famous-Barr Warehouse as a substantial storage facility for the company that is significant to the commercial history of St. Louis, specifically to the history of department store development.

WILLIAM M. LEVY, ARCHITECT

William (Will) M. Levy, a local Jewish architect, designed the original 1925 portion of the Famous-Barr Warehouse as well as the mid-1940s additions. Born in New Orleans in 1866, Levy moved to St. Louis and began practicing architecture by the age of twenty-one, and in 1892, he

<sup>60</sup> Bill Finnie, "The 5 P's," *St. Louis Post-Dispatch*, September 24, 2006.

<sup>61</sup> Campos Gravenhorst, *Famous-Barr*, 140.

<sup>62</sup> Christopher Boyce, "Sold! Undisclosed Buyer Gets Facility," *St. Louis Post-Dispatch*, September 5, 2008.

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opened his own practice. Over the course of his career, which spanned over six decades, Levy designed hundreds of buildings with a variety of uses in the St. Louis area. Levy designed many Jewish institutions in St. Louis, including the Home for Aged and Infirm Israelites (1899, at Jefferson and Winnebago), the chapel at the New Mt. Sinai Cemetery (1904, on Gravois), the Jewish Sanatorium (1914, on Fee Fee Road), and four buildings at the Jewish Orphans Home (1927, on Oakland). He also worked on residential projects, downtown commercial projects, and baseball parks. Levy developed relationships with many people in the St. Louis business community, and in addition to commercial buildings, he designed homes for several prominent local businessmen, including Thomas May, David May's son.<sup>63</sup>

COMPARABLE COMPANIES IN ST. LOUIS

The Famous-Barr Company held its title as the largest commercial retailer in St. Louis in both square footage and volume of sales throughout the period of significance.<sup>64</sup> After the Railway Exchange Building opened, Famous-Barr quickly became the largest department store in the city, and by the mid-1940s, the company was making double the profits of any other department store company in St. Louis.<sup>65</sup> Throughout this time, it was one of three main local department store companies in St. Louis. Its competitors were Scruggs, Vandervoort & Barney and Stix, Baer & Fuller Dry Goods Company, which was eventually absorbed by Dillard's.

The following discusses these two primary competitors to Famous-Barr, with a focus on their warehouses. All three companies, Famous-Barr included, trace their roots to the mid-to-late-1800s, and as each grew, their warehousing needs grew. The warehouses directly supported the commercial success of the companies, whose retail sides became the public face of each business. The warehouses share similarities of locations, building materials and design, and eras of construction. One primary difference between the nominated Famous-Barr Warehouse and the competition is that the land Famous-Barr purchased on Market Street allowed for its last addition in 1962. Scruggs, Vandervoort & Barney and Stix, Baer & Fuller had to construct new warehouses in the 1950s in other locations.

<sup>63</sup> Diane Everman, "St. Louis Architect William M. Levy," *Landmarks Association of Saint Louis: Landmarks Letter* 49, no. 3 (Fall 2014): 1, 3-4; "List of Levy Buildings in St. Louis, MO," St. Louis Jewish Community Archives, accessed April 21, 2022.

<sup>64</sup> Julie Doering, "Stix, Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station," National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, June 11, 2002), 8:13.

<sup>65</sup> LaMouria, "Railway Exchange Building," 8:7.

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*Scruggs, Vandervoort & Barney*

Scruggs, Vandervoort & Barney began in St. Louis in 1850 as McClelland & Scruggs, a dry goods store at 415 North Fourth Street, which evolved into Scruggs, Vandervoort & Barney by 1870. In 1907, Scruggs, Vandervoort & Barney moved to the Century/Syndicate Trust Building at 915 Olive Street in downtown St. Louis, which held the company's flagship store until the company suffered bankruptcy and dissolved in the late 1960s.<sup>66</sup> By 1960, the company operated three retail stores and two warehouses, according to the city directory from that year. The company continued to operate its downtown flagship store with suburban stores in Clayton and Crestwood.

The primary company warehouse, located at 917 Locust Street in St. Louis (extant), is a local example of a department store company renting additional warehouse space in close proximity to the flagship store, a common practice for department stores in the nineteenth and early twentieth centuries (*Figure 29*).<sup>67</sup> The warehouse is located across Locust Street from the Century/Syndicate Trust Building, into which the Scruggs, Vandervoort & Barney department store moved in 1913.<sup>68</sup> With a need for warehousing space in close proximity to their new retail location, Scruggs, Vandervoort & Barney entered into an agreement with the Arlington Investment Company to construct and maintain the warehouse, while the department store company entered into a long-term lease to use the space.

Constructed in 1913, the twelve-story Scruggs, Vandervoort & Barney Warehouse has a reinforced concrete structural system with tan face brick, Classical Revival terra cotta detailing, and large wood Chicago-style windows.<sup>69</sup> A subterranean tunnel connects the warehouse to the Century/Syndicate Trust Building for easy movement of goods between the two buildings. This

<sup>66</sup> The Century/Syndicate Building, extant, was listed in the National Register of Historic Places on October 16, 2002 under Criterion C in the area of Architecture. See Lynn Josse, "Century/Syndicate Trust Building," National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, October 16, 2002). Julie Doering, "Stix, Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station," National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, June 11, 2002), 8:13.

<sup>67</sup> Longstreth, *The American Department Store Transformed*, 66.

<sup>68</sup> The Syndicate Trust Building is extant; the Century Building is not.

<sup>69</sup> This extant building was individually listed in the National Register of Historic Places in 1985 under Criteria A and C in the areas of Commerce and Architecture. Cynthia Hill Longwisch, "Scruggs-Vandervoort-Barney Warehouse," National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, February 21, 1985), 8:1.

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warehouse shares similarities to Famous-Barr's 1913 off-site warehouse. Both multi-story buildings, constructed close to their flagship company stores, had reinforced concrete structures with decorative facades and subterranean tunnels.

The 1913 warehouse served Scruggs, Vandervoort & Barney throughout most of the life of the company. In 1955, the department store constructed its own purpose-built, off-site warehouse, thirty years after Famous-Barr constructed the first parts of its nominated warehouse. Located on Oakland Avenue fronting Forest Park, the new Scruggs, Vandervoort & Barney warehouse was approximately six miles west of the flagship store. The building is no longer extant, and its building design and site layout is unknown.<sup>70</sup>

*Stix, Baer & Fuller Dry Goods Company*

Stix, Baer & Fuller Dry Goods Company began in St. Louis in 1892 at 601 North Broadway (not extant). After enjoying rapid growth, the company moved to the Grand-Leader Building at 601 Washington Avenue (extant) in downtown St. Louis.<sup>71</sup> In 1984, Dillard's, Inc. acquired Stix, Baer & Fuller Dry Goods Company; Dillard's rebranded and retained the downtown location until the late 1990s.<sup>72</sup> By 1960, Stix, Baer & Fuller operated two retail stores and one warehouse, according to the city directory. Like Famous-Barr and Scruggs, Vandervoort & Barney, their flagship store remained downtown, and they operated a suburban store in Richmond Heights.

In addition to the nominated Famous-Barr Warehouse, the Stix, Baer & Fuller Dry Goods Company warehouse, located at 3720 Laclede Avenue, is the only other known extant example within the city of St. Louis of the purpose-built, off-site department store service building property type described by Longstreth (*Figure 30*). Constructed in phases between 1914 and 1941, the Stix, Baer & Fuller Dry Goods Company warehouse is three miles west of the downtown store and two blocks north of the Famous-Barr Warehouse.

<sup>70</sup> Richard Longstreth, "Purpose-Built Service Buildings and Parking Garages for Department Stores, 1913-1960," December 2009, 13, <https://www.departmentstorehistory.net/attachments/ServiceBuildingweb.doc>.

<sup>71</sup> The Grand-Leader Building, extant, was listed in the National Register of Historic Places on July 17, 2003. See Mary Stiritz and Stacy Sone, "Grand-Leader (Stix, Baer & Fuller Dry Goods Co.) Building," National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, July 17, 2003). Doering, "Stix, Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station," 8:13.

<sup>72</sup> Ray, MacMorran, and Hallenberg, "Carthage Courthouse Square Historic District," 8:16.



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In 1914, Stix, Baer & Fuller constructed a small, two-story warehouse building, which the company expanded in 1922, 1927, and 1941. Like the Famous-Barr Warehouse, the Stix, Baer & Fuller Dry Goods Company warehouse has a masonry structural system, large windows, and open floor plates, and additions to the building vary in height from two to four stories. While still largely utilitarian in style, it features more decorative detailing than the Famous-Barr Warehouse, including a brick curtain wall on the principal (north) elevation that hides the concrete structural system and decorative terra cotta friezes with cornices and dentil coursing.<sup>73</sup>

In 1957, the Stix, Baer & Fuller Dry Goods Company constructed an additional warehouse at 1341 Kingsland Avenue (extant) in Pagedale, Missouri, a suburb of St. Louis (*Figure 31*).<sup>74</sup> Similar to the 1962 addition of the Famous-Barr Warehouse, it is more horizontal than earlier service buildings of the 1920s and 1930s, containing just one story, and has fewer windows.

Together, the extant warehouses of these three companies tangibly reflect the physical character of St. Louis's department store warehousing in the late nineteenth and twentieth century. The extant Scruggs, Vandervoort & Barney warehouse exemplifies early warehousing of both it and Famous-Barr. The locations within downtown St. Louis called for less utilitarian, more styled buildings and subterranean tunnels. The extant off-site warehouses share similarities of location (under five miles from downtown), construction (multi-story, masonry), and design (open floor plates, utilitarian, multiple additions).

## CONCLUSION

The Famous-Barr Warehouse building is locally significant for its commercial significance associated with the St. Louis-based Famous-Barr Company. From its initial construction in 1925, the Famous-Barr Warehouse served as the main warehouse to the Famous-Barr Company and its local stores, including its downtown flagship store and its nearly twenty suburban branch stores. While the stores served as the public-facing display of the Famous-Barr Company's success and dominance over the retail market in St. Louis, the Famous-Barr Warehouse served as the utilitarian, behind-the-scenes demonstration of the Famous-Barr empire. The Warehouse

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<sup>73</sup> This building was individually listed in the National Register of Historic Places in 2002 under Criterion A in the area of Commerce and has been rehabilitated as student housing. Doering, "Stix, Baer & Fuller Dry Goods Company's 'Grand Leader' Relay Station."

<sup>74</sup> Longstreth, "Purpose-Built Service Buildings and Parking Garages for Department Stores, 1913-1960," 14.

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expanded with the growth of the company and in anticipation of the need that would arise from the construction of branch stores. Similarly, the public-facing stores would not have functioned as well (or been thought of so highly by older St. Louis-area residents) without the Warehouse. Alterations to the building, including infilled loading bays, new loading bay openings, replacement windows, infilled recessed floors, and non-historic partitioning, are identifiable. The Famous-Barr Warehouse retains good integrity and clearly communicates its historic integrity from its period of significance from 1925 to 1966.

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## GEOGRAPHICAL DATA

### Verbal Boundary Description

The Famous-Barr Warehouse occupies most of its irregularly shaped 11.1-acre parcel described by the City of St. Louis Assessor as follows: C.B. 3929 & 3950 MARKET ST -- CONSLDN PLAT PT CB 2185C, 3929 & 3950 BND N X MARKET. Visually, a chain-link fence along the south right-of-way of Market Street forms the north boundary. South Spring Street generally forms the east boundary, which runs along the east elevation of the north half building before jogging to the east at Bernard Street and extending south along the east side of South Spring Street (vacated circa 2016), delineated by a chain-link fence. The railroad right-of-way forms the south boundary, roughly delineated by a chain-link fence and gravel berm. The east elevation of the building at 3852 Market Street to the west forms the short west boundary. See *Figure 2*.

### Boundary Justification

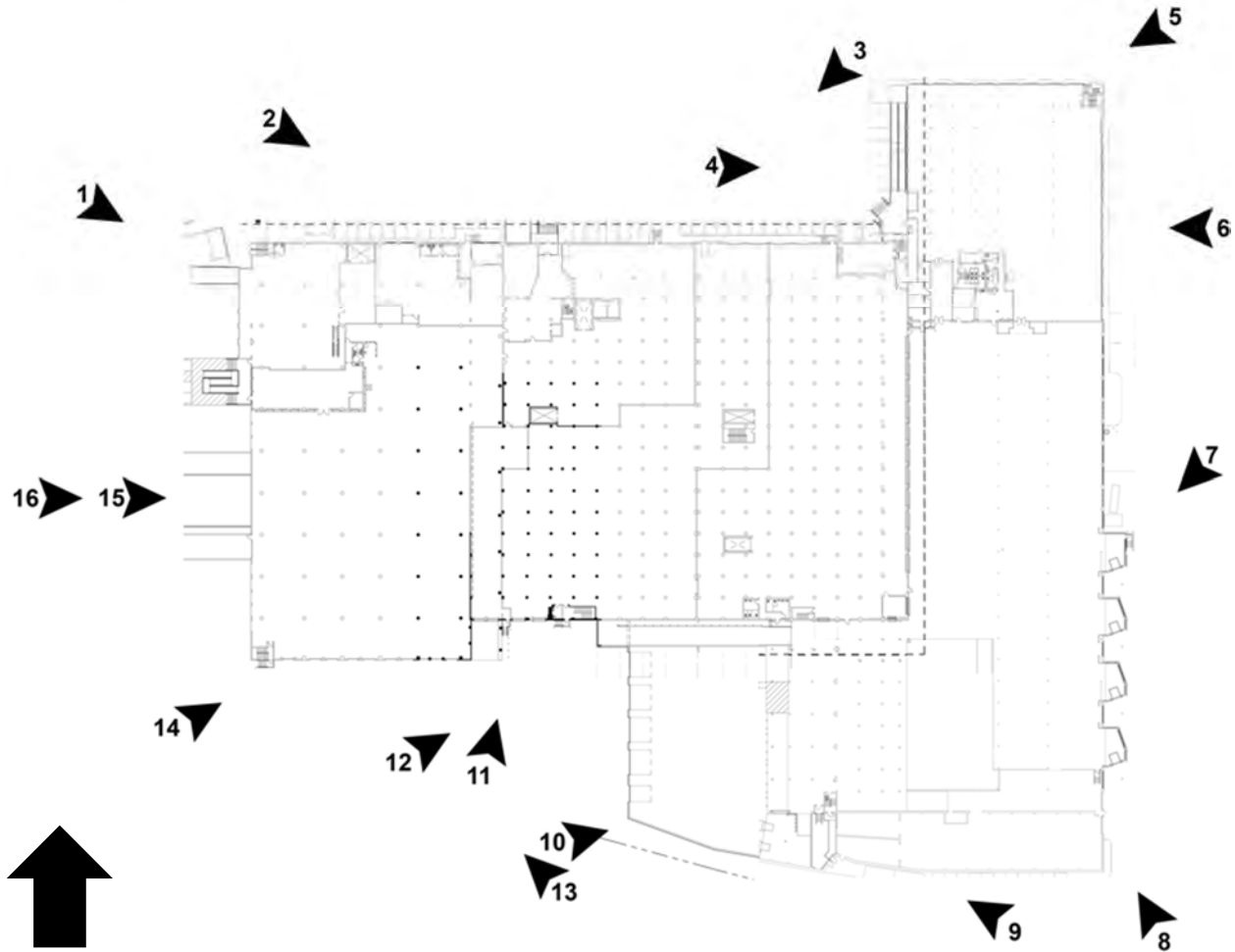
The boundaries incorporate the current parcel that includes the historic property boundary on which the building sits, as well as the open paved parking area to the west that formerly contained rail spurs and the former McQuay-Norris Manufacturing Company Plant Number 2 located between 3826-3846 Market Street (*Figure 3*).

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**Photo Map 1.** Site and exterior photos. Not to scale.

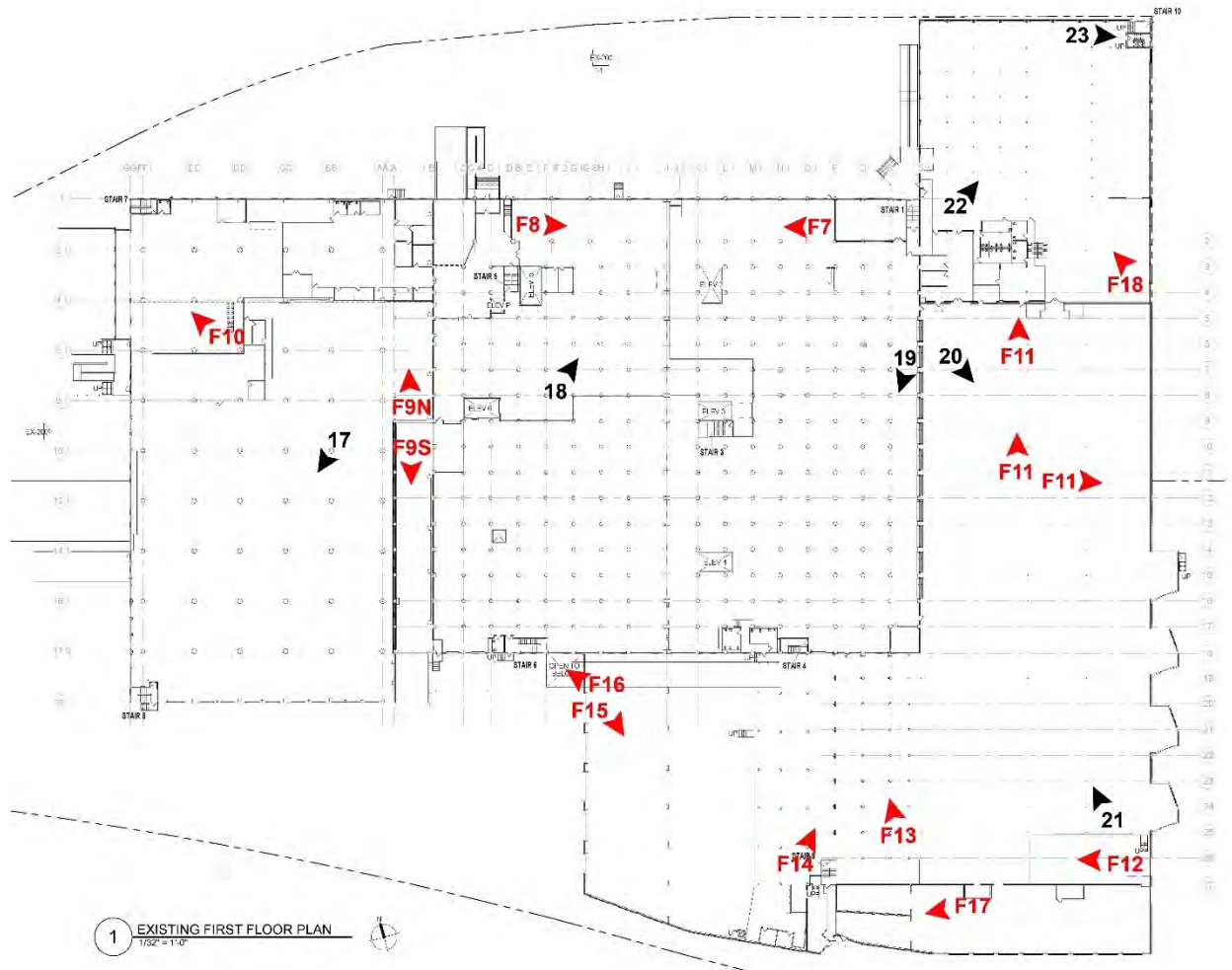


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**Photo Map 2.** First floor photos. Plan represents current conditions as of February 2023. Red F numbers refer to figures. Base plan from Rosemann Architects.

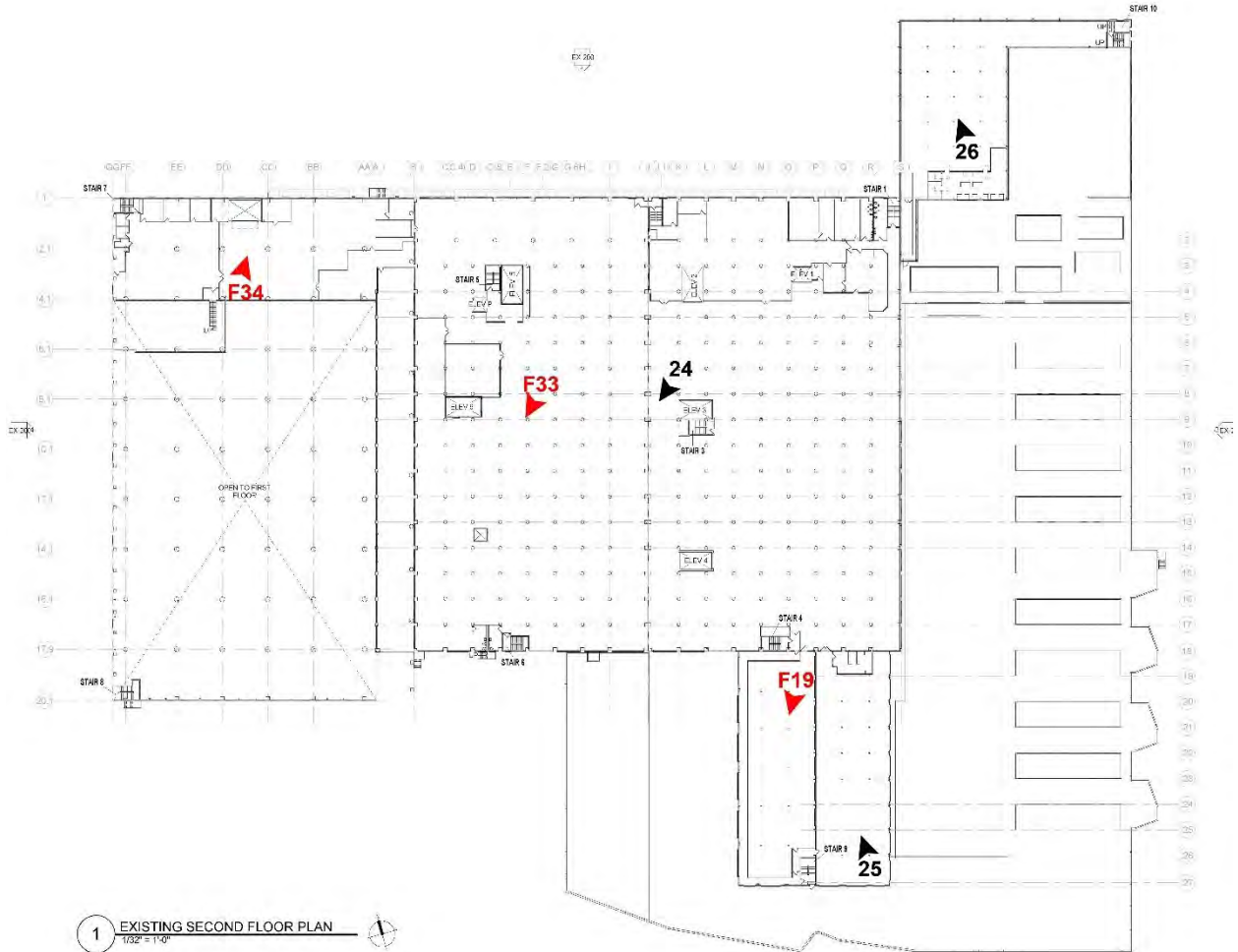


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**Photo Map 3.** Second floor photos. Plan represents current conditions as of February 2023. Red F numbers refer to figures. Base plan from Rosemann Architects.



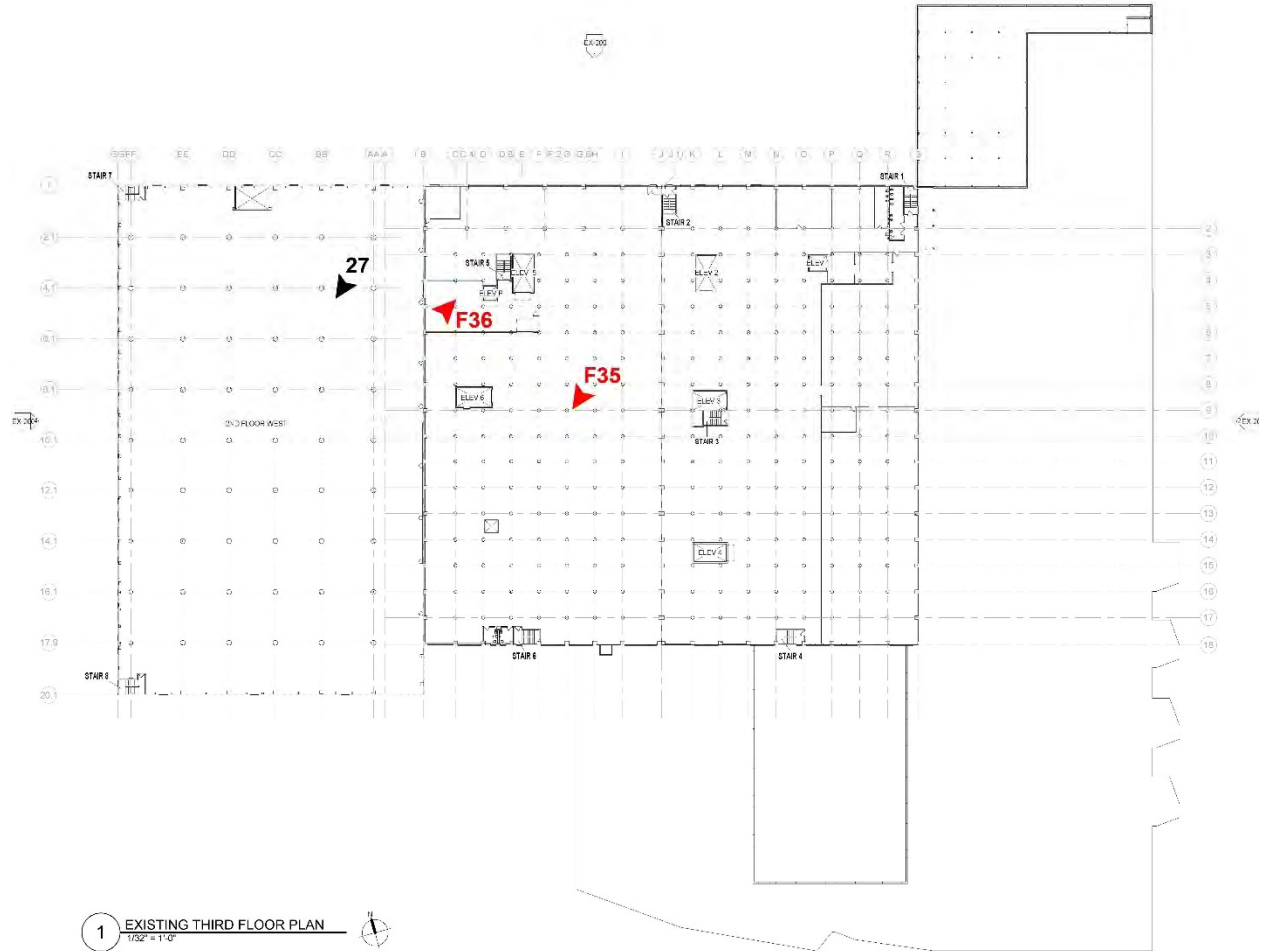


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**Photo Map 4.** Third floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.

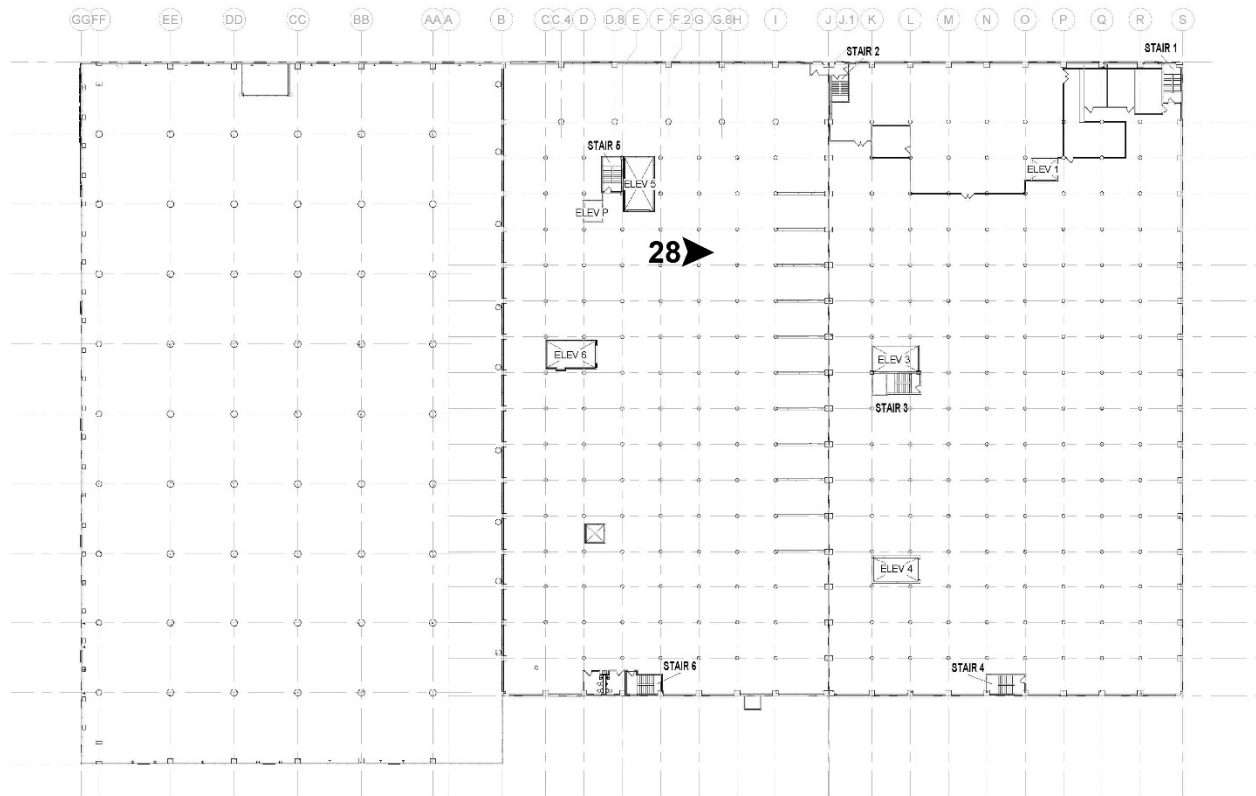


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**Photo Map 5.** Fourth floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.



1 EXISTING FOURTH FLOOR PLAN  
1/32" = 1'-0"

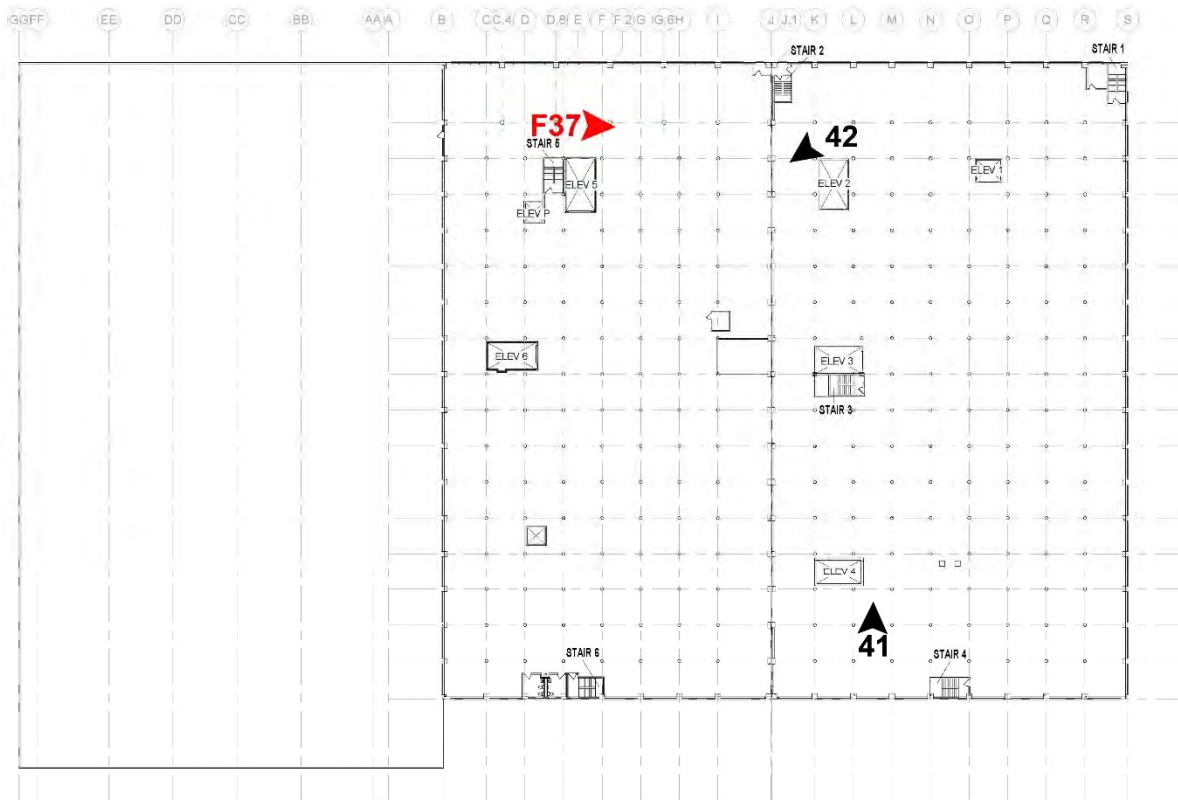


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<b>Famous-Barr Warehouse</b>
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**Photo Map 6.** Fifth floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.



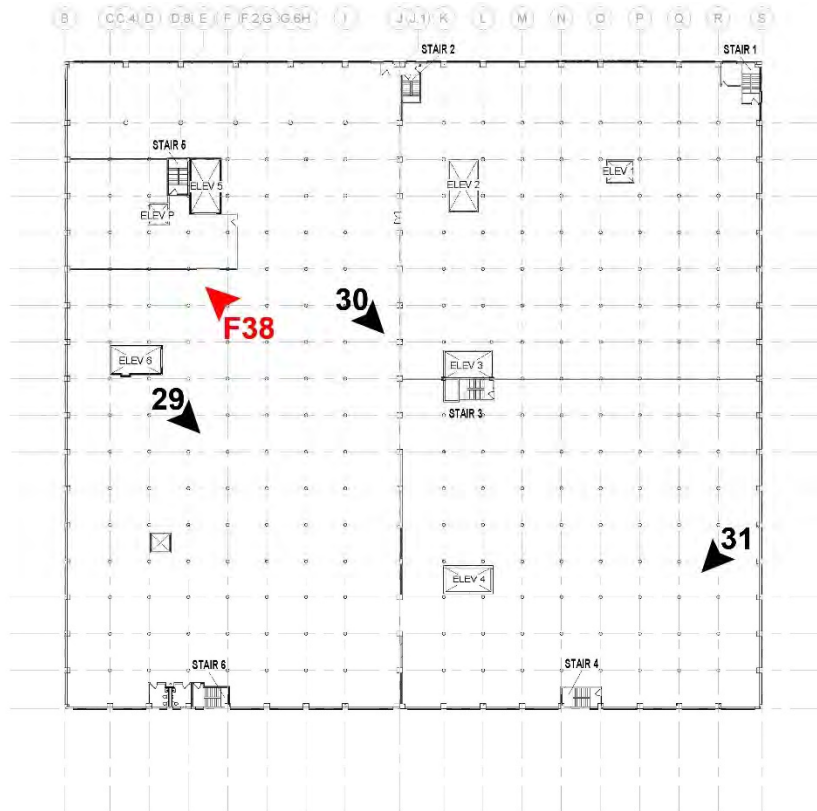
1 EXISTING FIFTH FLOOR PLAN  
1/32" = 1'-0"

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**Photo Map 7.** Sixth floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.



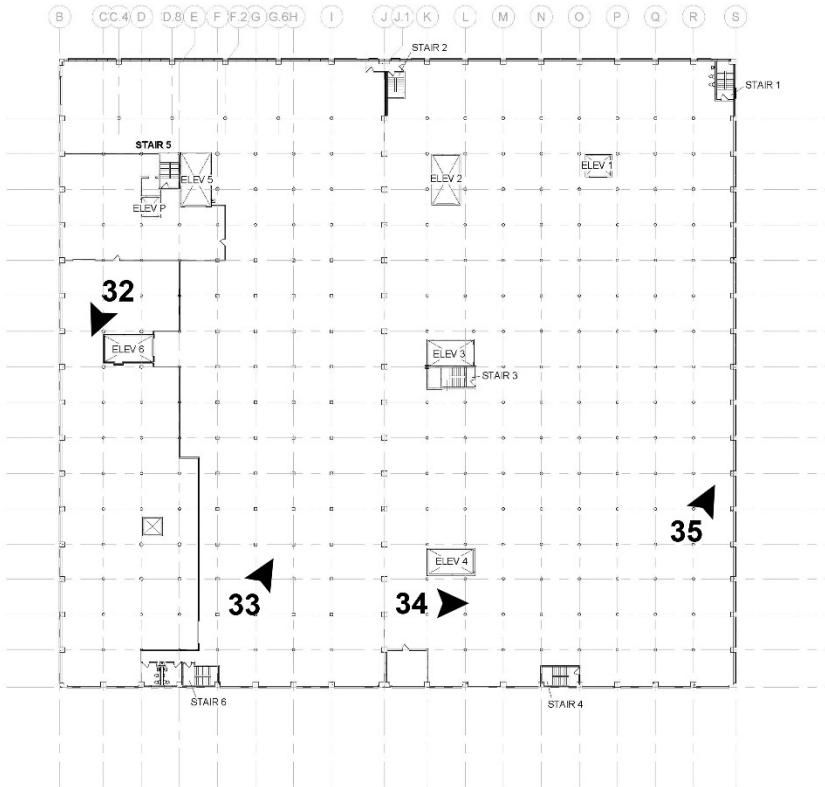
1 EXISTING SIXTH FLOOR PLAN  
1/32" = 1'-0" 

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**Photo Map 8.** Seventh floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.



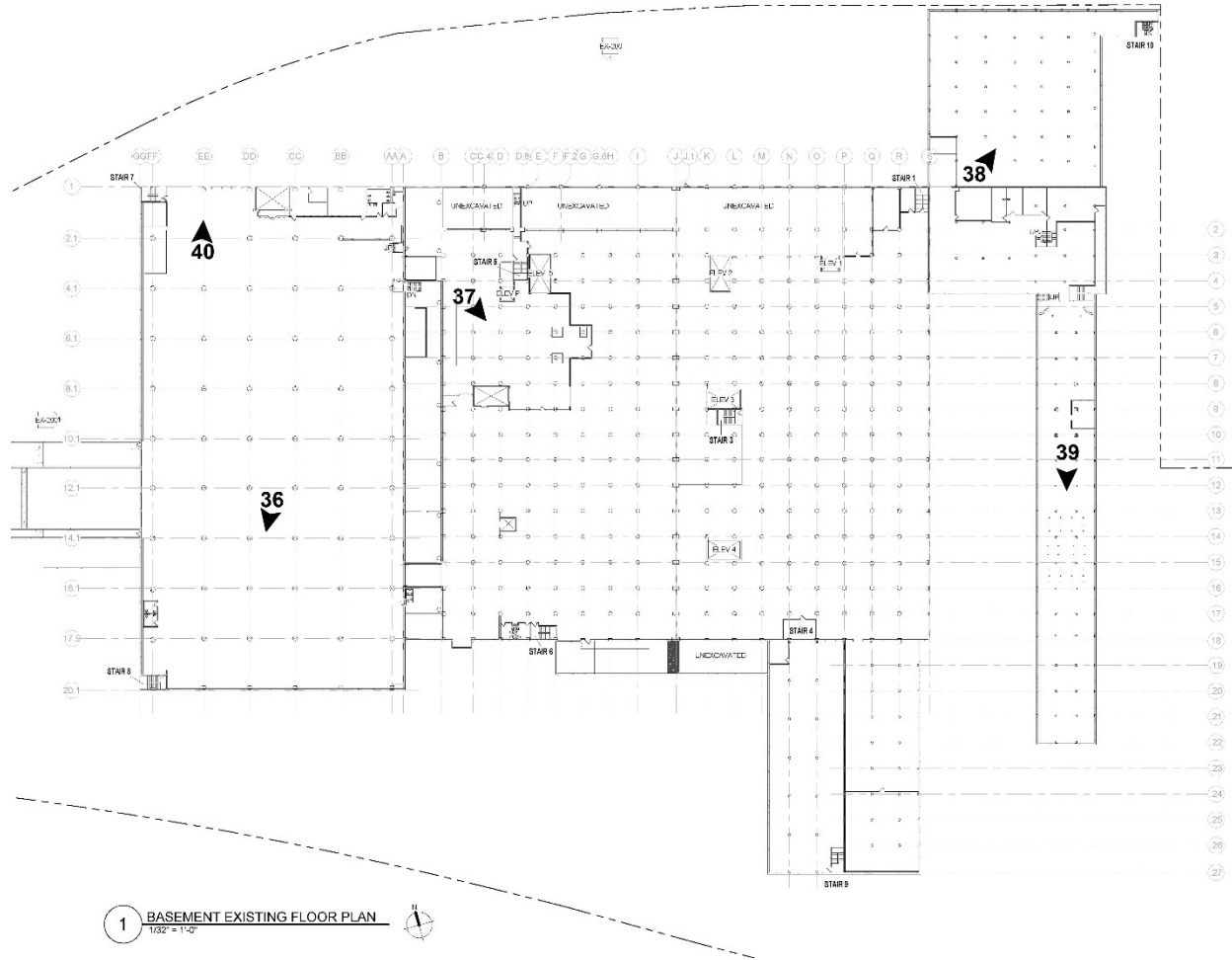
1 EXISTING SEVENTH FLOOR PLAN  
1/32" = 1'-0" 

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**Photo Map 9.** Basement floor photos. Plan represents current conditions as of February 2023. Base plan from Rosemann Architects.

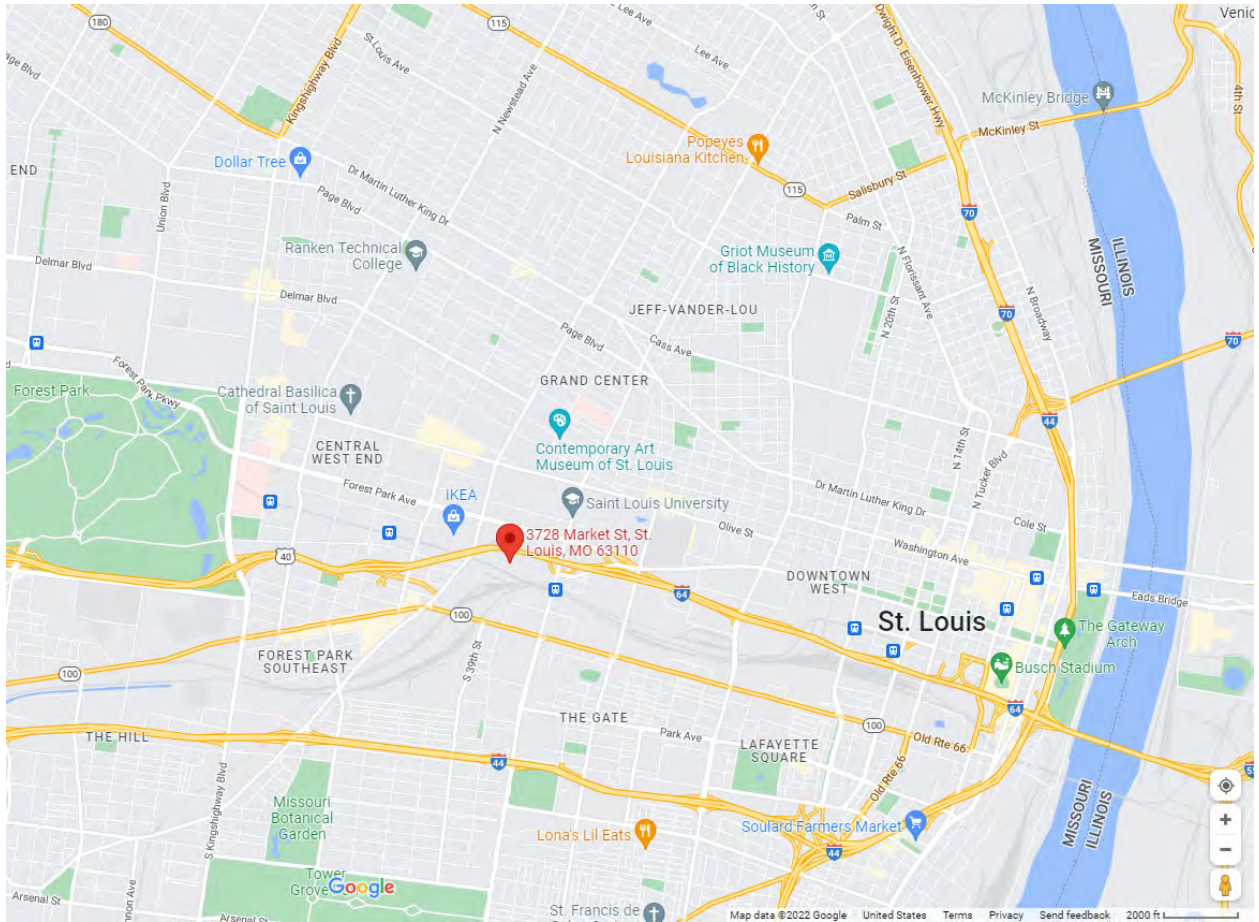


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**Figure 1.** Contextual Map, showing 3728 Market Street (Famous-Barr Warehouse) within the city of St. Louis. Source: Google maps, 2022.

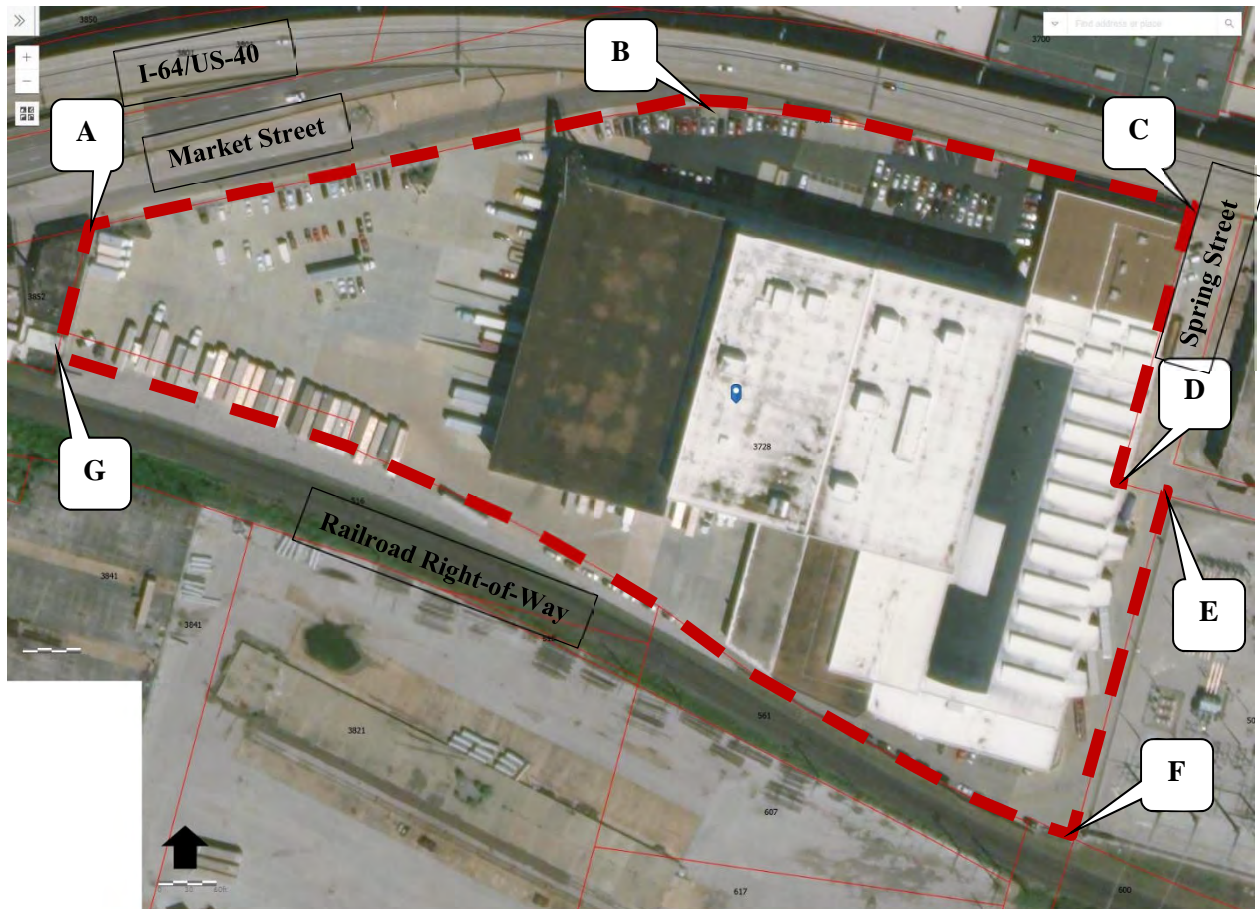


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**Figure 2.** Boundary map. Dashed bold line represents the nominated boundary that aligns with the current property boundary. Base map from the City of St. Louis Assessor GIS.



Datum: WGS84.

Latitude/Longitude Coordinates:

- A: 38.632079, -90.242373
- B: 38.632410, -90.240353
- C: 38.632115, -90.238404
- D: 38.631339, -90.238679
- E: 38.631311, -90.238529
- F: 38.630359, -90.238873
- G: 38.631739, -90.242496

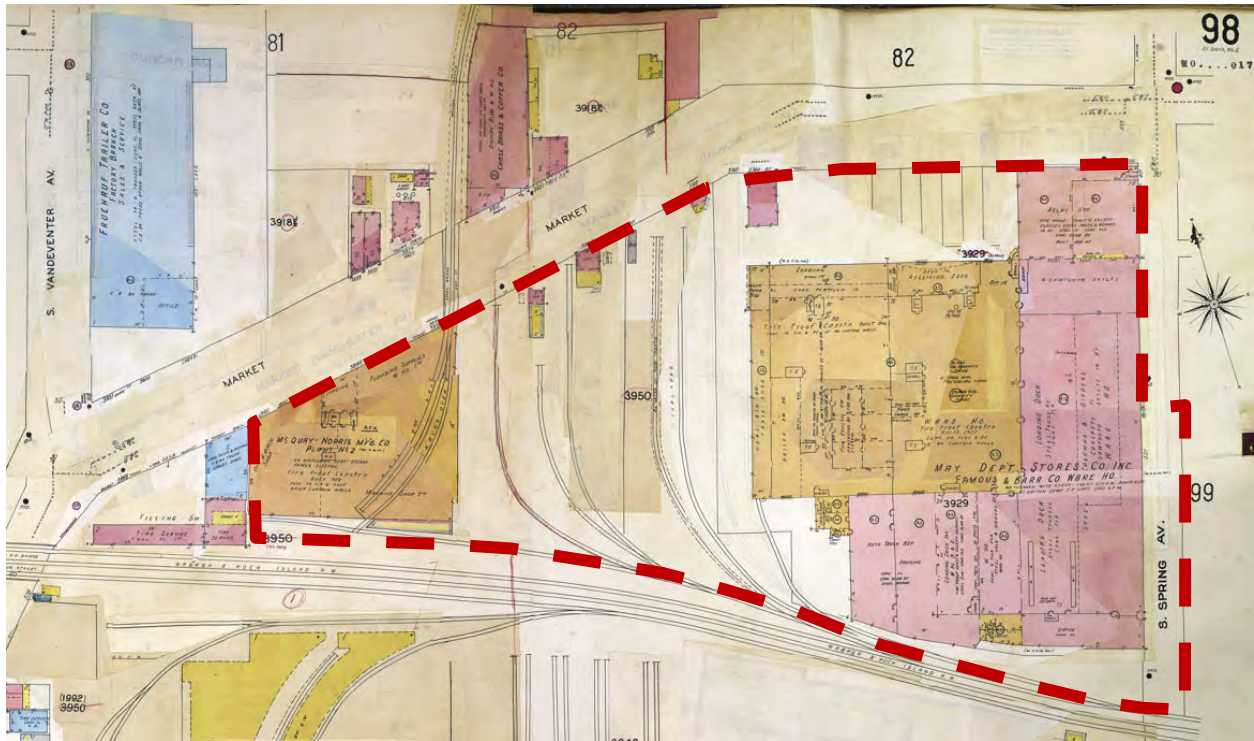


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**Figure 3.** Combined snippet of sheets 97 & 98 of the 1951 Sanborn, showing the approximate current parcel. Note the current boundary includes the site of the former McQuay-Norris Building not historically associated with the Famous-Barr Warehouse.

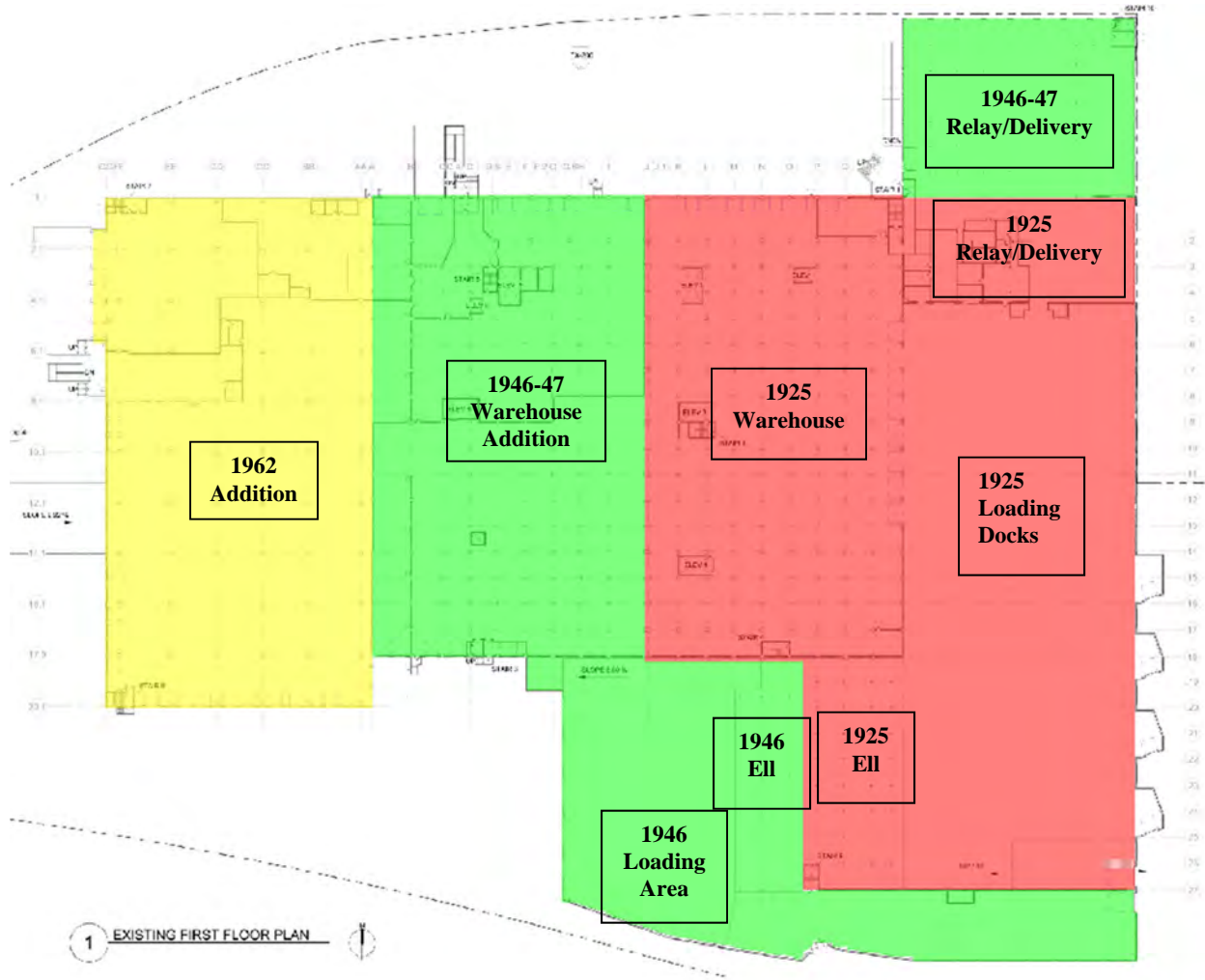


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**Figure 4.** Diagrammatic plan, showing dates of construction. The **building** is a contributing building to the nominated property. The **paved area** surrounding the building is a non-contributing structure.



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**Figure 5.** Architect Will Levy's rendering of the 1925 Famous-Barr Warehouse, looking southwest at east and north elevations. Source: *St. Louis Post-Dispatch* (11 January 1925): 67.

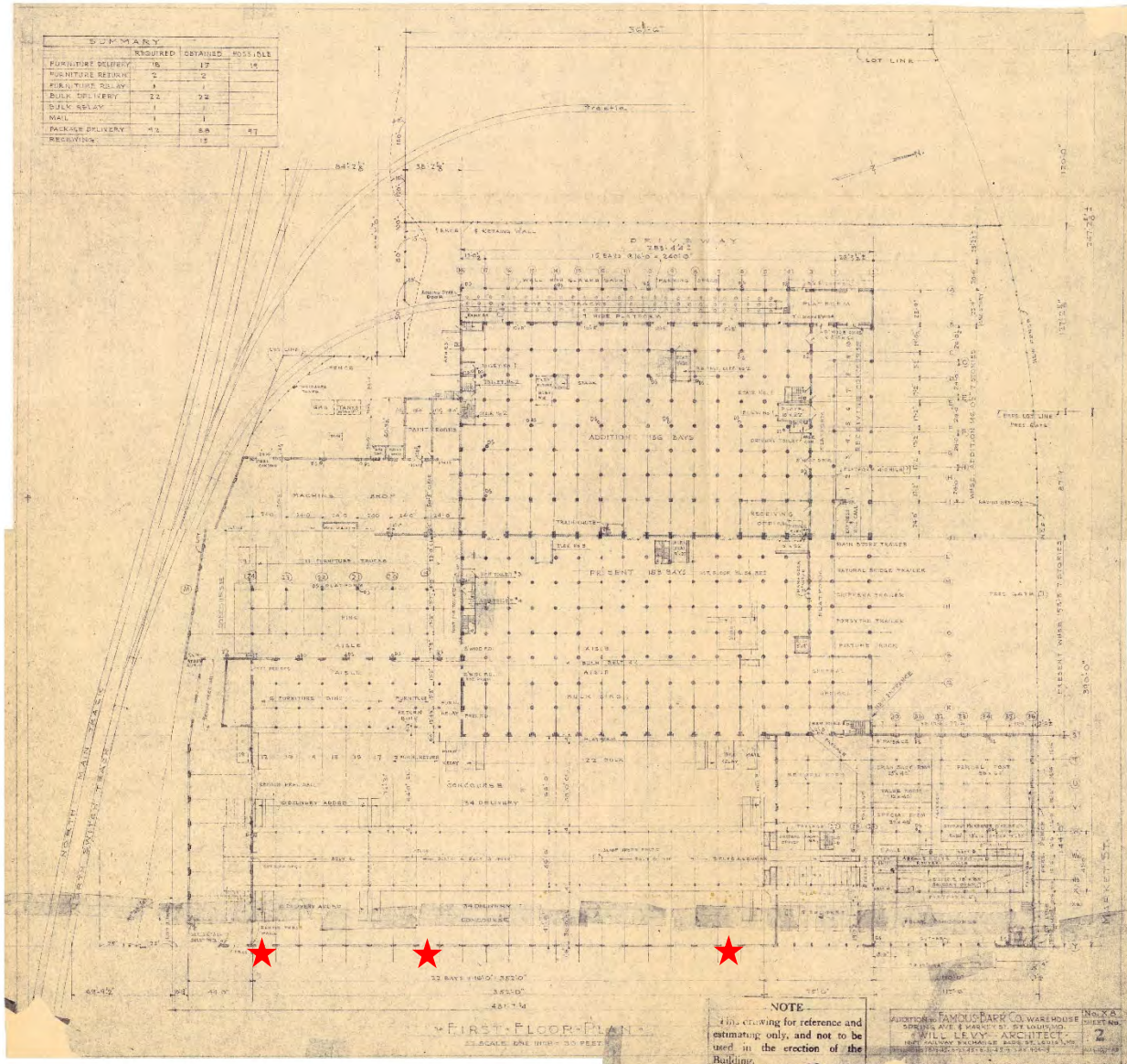


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**Figure 6.** Architect Will Levy's 1945 architectural drawing of the first story, showing the planned expansion of the Famous-Barr Warehouse. Source: St. Louis Jewish Community Archives. Stars denote open bays.



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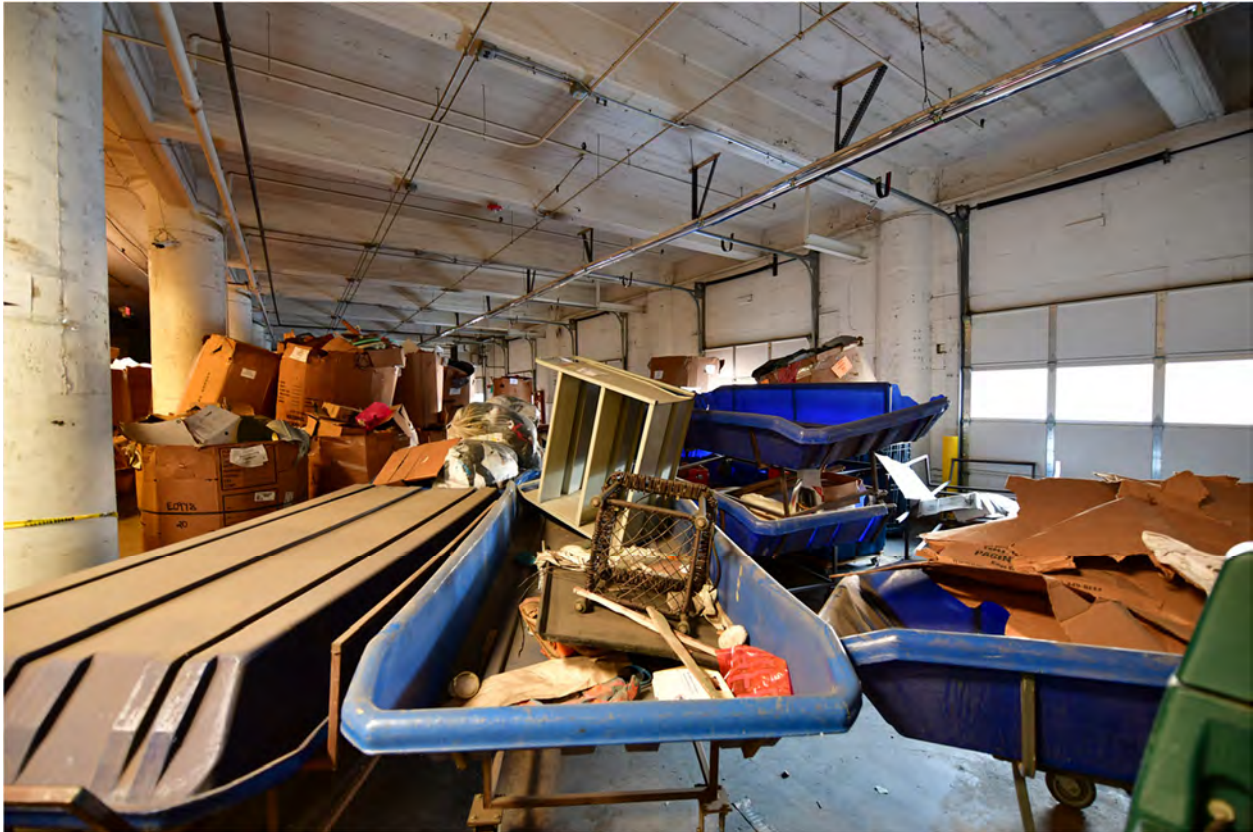
St. Louis (Independent City), Missouri

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**Figure 7.** North loading bays in 1925 warehouse, looking WNW. Source: Brad Finch, November 2022 (F7 on Photo Map 2).



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**Figure 8.** North loading bays in 1946 warehouse, looking ESE. Source: Brad Finch, November 2022 (F8 on Photo Map 2).

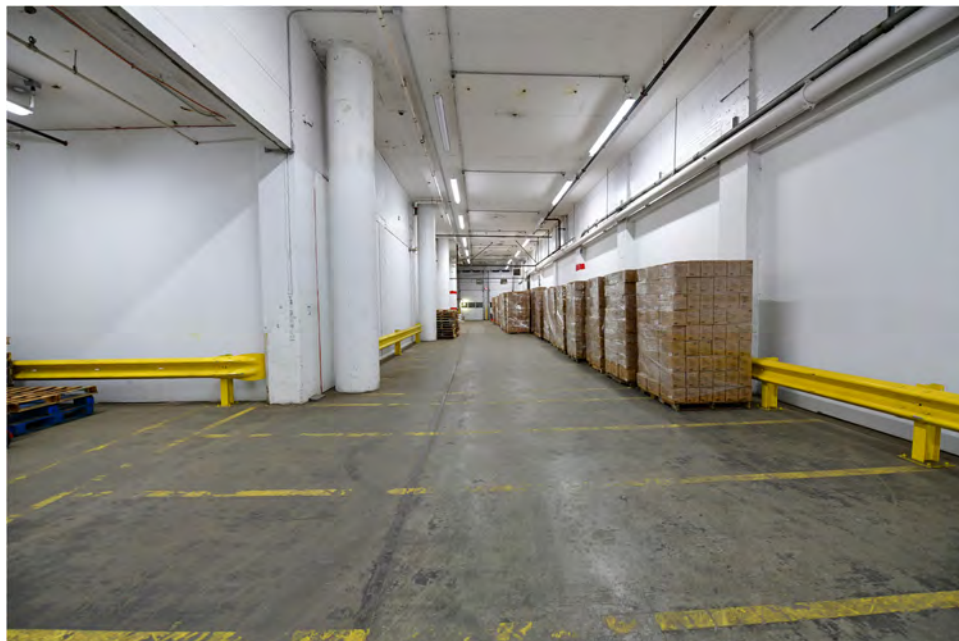
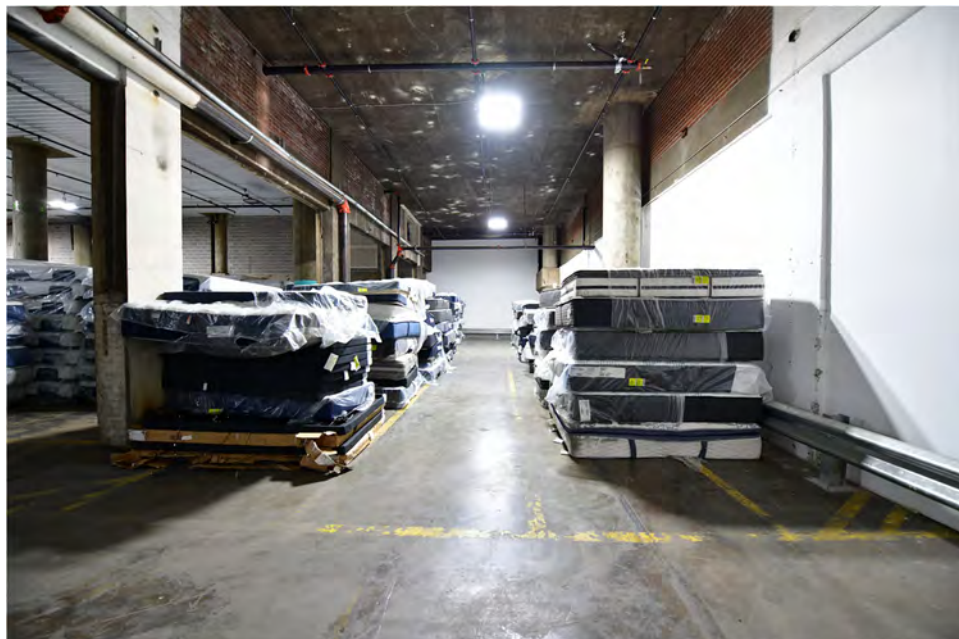


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**Figure 9.** The connection between the 1946 Warehouse and the 1962 addition. Top: north end, looking north; bottom: south end, looking south. Source: Brad Finch, November 2022 (F9 on Photo Map 2).



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**Figure 10.** West loading bay area in the 1962 addition, looking NW. Source: Brad Finch, November 2022 (F10 on Photo Map 2).





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**Figure 11.** Examples of extant historic dock edges (steel) and non-historic concrete infill in east delivery area. Top photos looking north at the former west edge of dock; bottom photo looking east at the former east edge of the dock. Source: Brad Finch, November 2022 (F11 on Photo Map 2).



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**Figure 12.** South driveway ramp in east delivery area, looking west. Source: Brad Finch, November 2022 (F12 on Photo Map 2).



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**Figure 13.** First floor of dock area to south of 1925 warehouse, looking NNW. Source: Brad Finch, November 2022 (F13 on Photo Map 2).



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**Figure 14.** West addition to south dock, first floor, looking NE. Source: Brad Finch, November 2022 (F14 on Photo Map 2).



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**Figure 15.** West loading dock addition, looking ESE. Source: Brad Finch, November 2022 (F15 on Photo Map 2).



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**Figure 16.** Location of former west paint rooms converted to basement access, looking NW. Source: Brad Finch, November 2002 (F16 on Photo Map 2).



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**Figure 17.** South loading bay addition, looking WSW. Source: Brad Finch, November 2022 (F12 on Photo Map 2).



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**Figure 18.** North end of the former north dock, looking NW. Source: Brad Finch, November 2022 (F18 on Photo Map 2).





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**Figure 19.** West addition to south dock, second floor, looking SW. Source: Brad Finch, November 2022 (F14 on Photo Map 3).

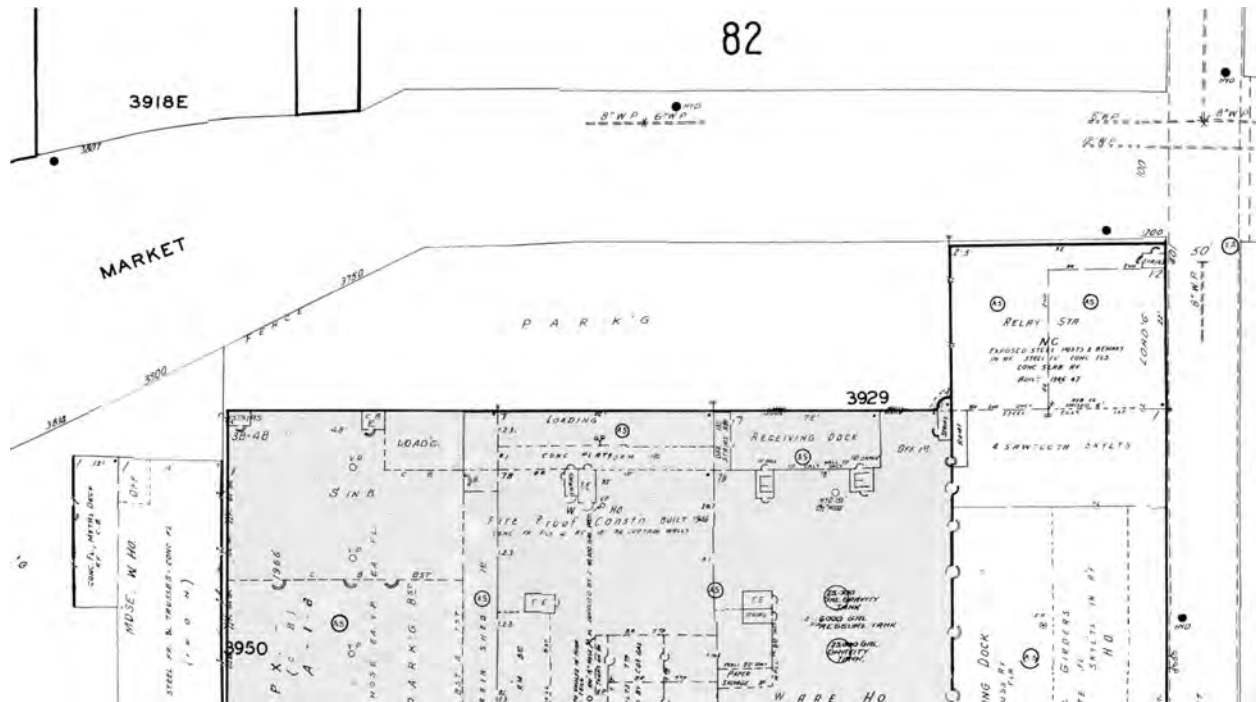


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**Figure 20.** Snippet of Sheet 98 of the 1962 Sanborn update, showing parking at the north side of the building, the west addition with its store in the basement, and enclosed loading bays on the north elevation. Source: Scan provided by the St. Louis Public Library, Special Collections.



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**Figure 21.** Railway Exchange Building at Olive, Locust, 6<sup>th</sup>, and 7<sup>th</sup> streets in St. Louis, MO. The building is still extant and is individually listed on the National Register of Historic Places. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 28.



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**Figure 22.** First Famous-Barr Co. branch store, located in Clayton, MO. Still extant. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 105.

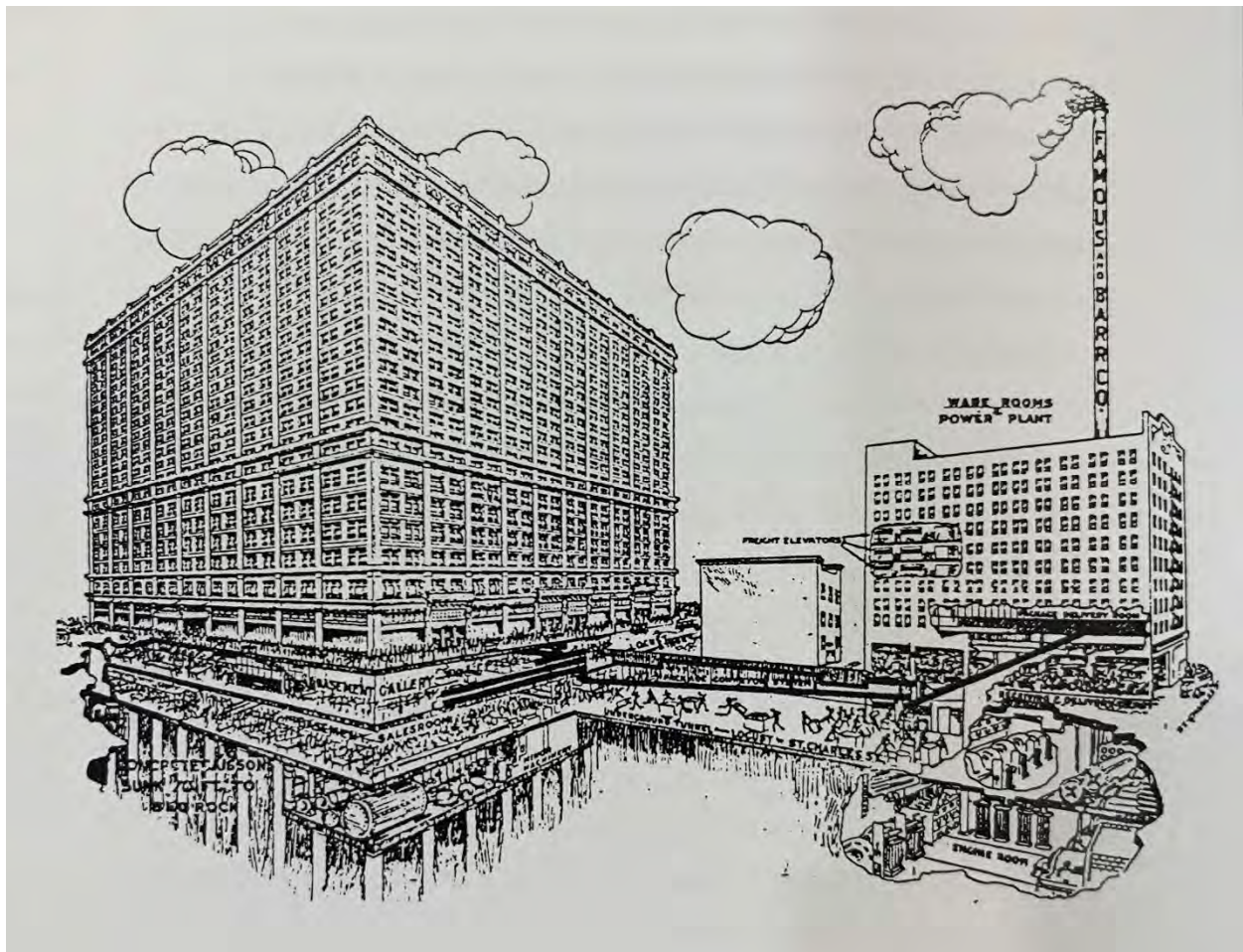


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**Figure 23.** Railway Exchange Building (left) and the first off-site warehouse for the Famous-Barr Co. (right), located one block away from the Railway Exchange Building. This diagram from 1913 shows how the two buildings were connected through a system of underground tunnels and conveyor belts. The warehouse building is no longer extant. Source: Longstreth, *The American Department Store Transformed, 1920-1960*, 64.



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**Figure 24.** Circa 1980 photograph showing the north elevation of the 1925 and mid-1940s seven-story portions, looking southeast. Source: State Historical Society of Missouri.



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**Figure 25.** Image from Famous-Barr's 1960 "Make It a Take" campaign. Source: Store Chat (Famous-Barr Co. Newsletter) Vol. 23, Issue 25 (1960): 6. State Historical Society of Missouri Archives.

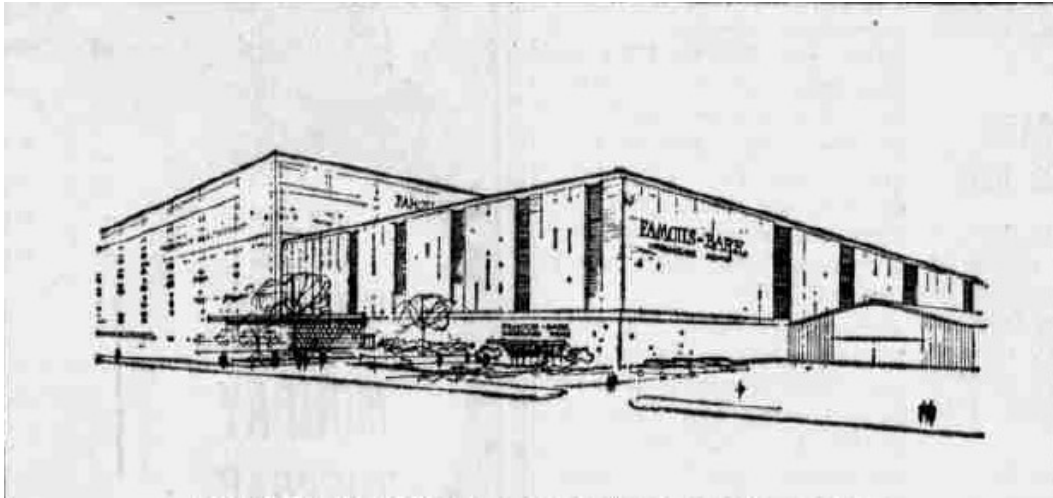


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**Figure 26.** Rendering of the 1962 Famous-Barr Warehouse addition, looking southeast at north and west elevations. Source: *St. Louis Post-Dispatch* (20 November 1966): A17.



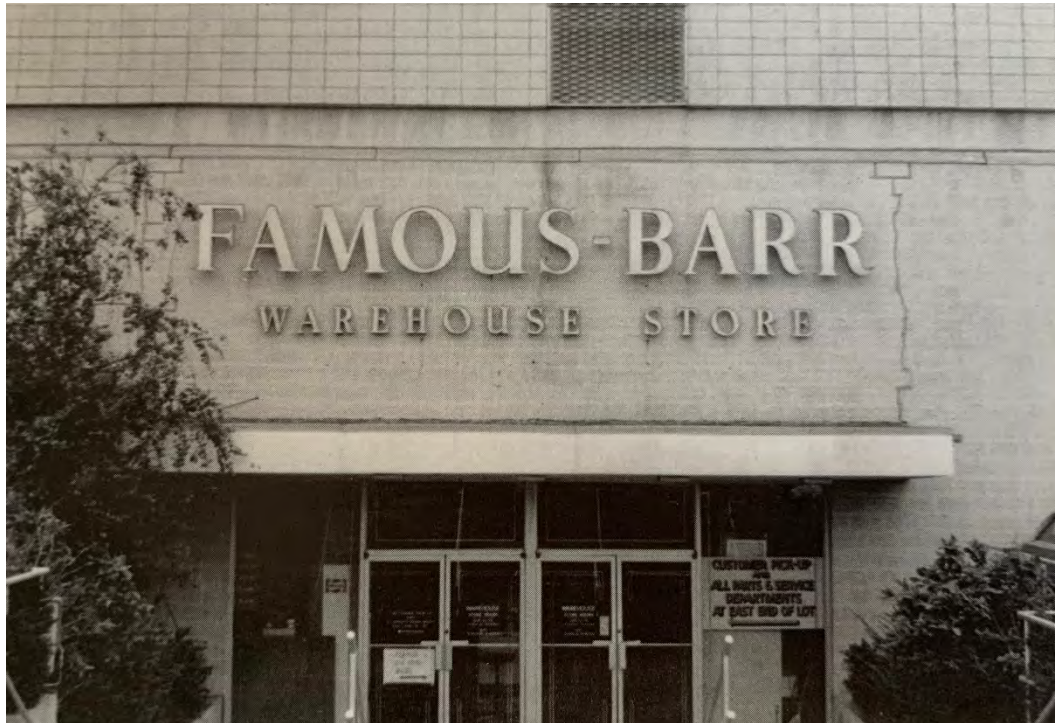


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**Figure 27.** Circa 1978 photograph of the Famous-Barr Warehouse Store entrance, looking south. Source: Gravenhorst, *Famous-Barr: St. Louis Shopping at Its Finest*, 133.



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**Figure 28.** Circa 1920s photograph showing trucks and sorting bins inside the Famous-Barr Warehouse delivery department. Source: Longstreth, *The American Department Store Transformed, 1920-1960*, 71.



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**Figure 29.** The Scruggs-Vandervoort-Barney Warehouse, located at 917 Locust Street. Source: Google Street View, 2022.



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**Figure 30.** The Stix, Baer & Fuller Dry Goods Company warehouse located at 3720 Laclede Avenue.  
Source: Google Street View, 2022.



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**Figure 31.** The Stix, Baer & Fuller Dry Goods Company warehouse located at 1431 Kingsland Avenue in Pagedale, Missouri. Source: Google Street View, 2022.



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**Figure 32.** Northwest corner of the second floor of the 1946 addition, looking southeast. Source: Brad Finch, November 2022 (F32 on Photo Map 3).

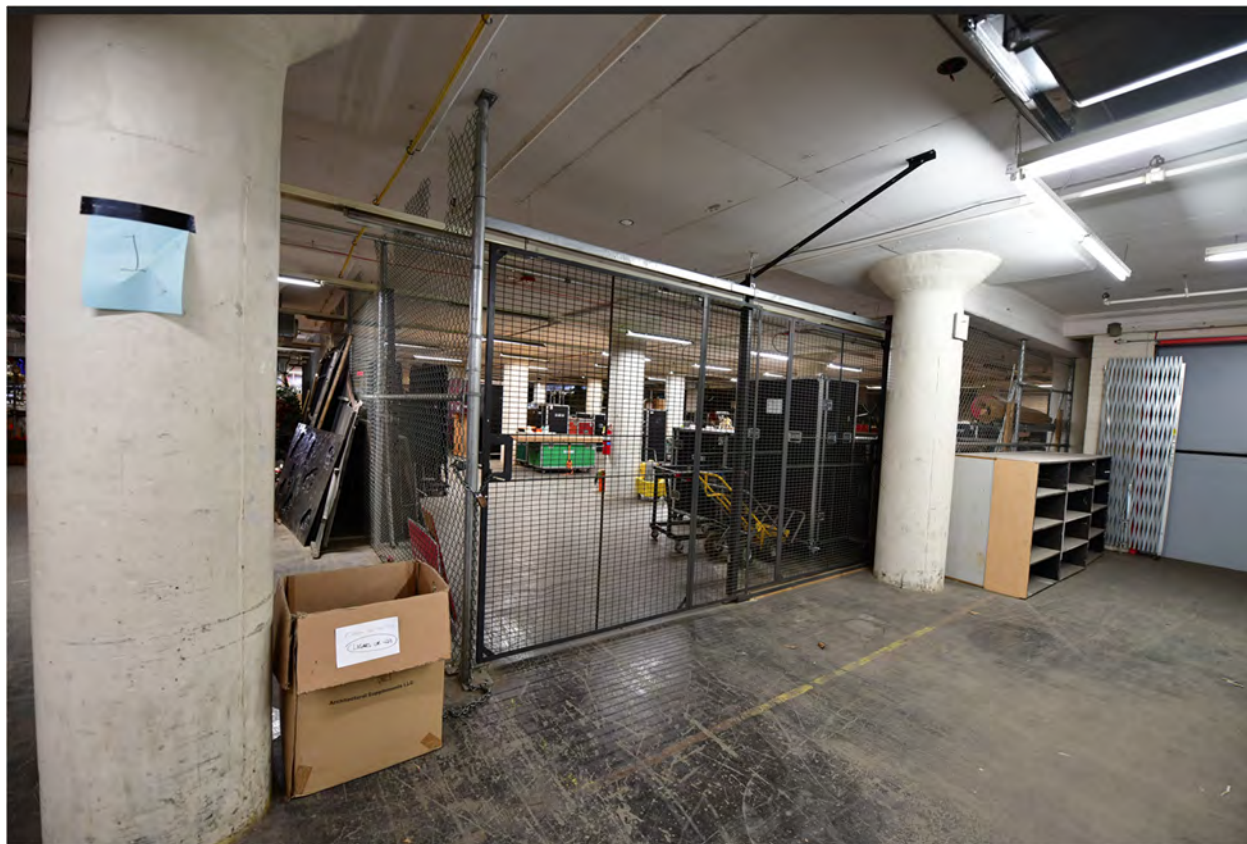


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**Figure 33.** Second floor of the 1946 warehouse addition, looking southwest. Source: Brad Finch, November 2022 (F33 on Photo Map 3).



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**Figure 34.** North end of the second floor of the 1962 addition, looking northeast. Source: Brad Finch, November 2022 (F34 on Photo Map 3).





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**Figure 35.** Third floor of the 1946 addition, looking southwest. Source: Brad Finch, November 2022 (F35 on Photo Map 4).



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**Figure 36.** Northwest circulation corner of third floor of 1946 addition, looking northeast. Source: Brad Finch, November 2022 (F36 on Photo Map 4).



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**Figure 37.** Fifth floor of 1946 addition, looking east. Source: Brad Finch, November 2022 (F37 on Photo Map 6).



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**Figure 38.** Sixth floor of 1946 addition, looking northwest. Source: Brad Finch, November 2022 (F38 on Photo Map 7).

















































