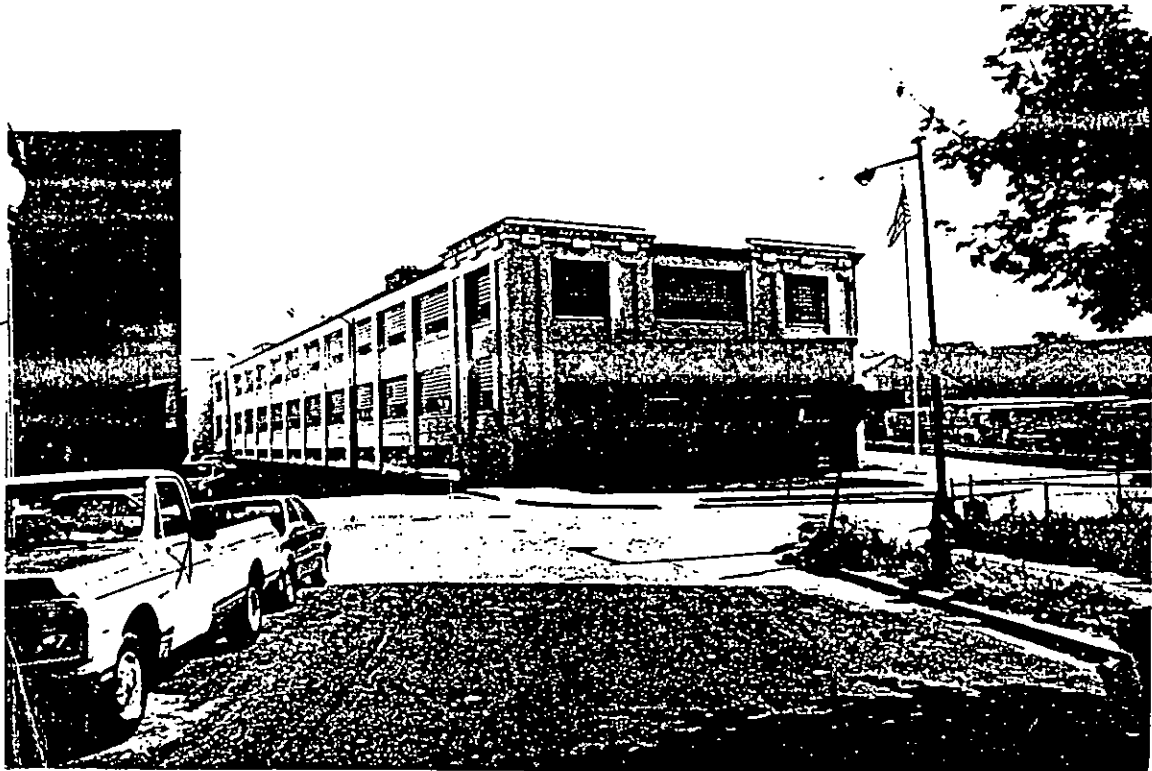


**D.C. WAREHOUSE SURVEY PROJECT  
FINAL REPORT**



**Prepared  
by  
Traceries**

**For**

**The D.C. Preservation League**

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## PROJECT OVERVIEW

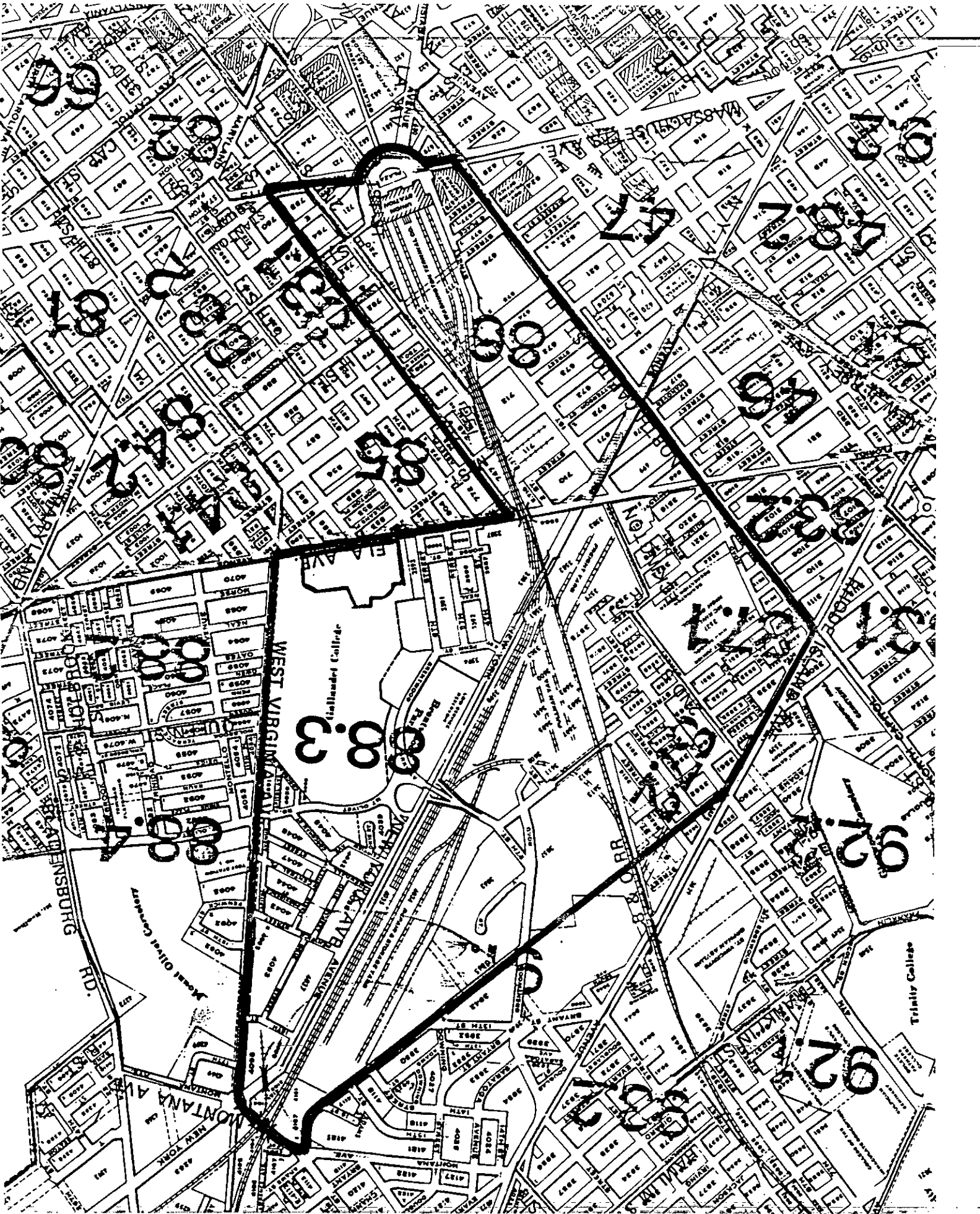
The D.C. Warehouse Survey, D.C. Grant No. 90-012, was conducted jointly by the D.C. Preservation League (DCPL) and Traceries, a professional team of historians specializing in the research and documentation of historic architecture. The survey boundaries were defined by the D.C. Historic Preservation Division and include the area around Union Station in the northeast quadrant of Washington, D.C. The project was conducted from August 1990 to March 1991 and was funded as a matching grant-in-aid from the U.S. Department of the Interior, National Park Service, through the D.C. Department of Consumer and Regulatory Affairs, Historic Preservation Division, under provisions of the National Historic Preservation Act of 1966, as amended. DCPL, its volunteers, and members of an Advisory Committee consisting of professionals in the field of architecture, engineering, and preservation, matched the grant by contributing their time and energy.

The D.C. Warehouse Survey was a basic-level survey primarily concerned with the identification of warehouse buildings located within specific, defined boundaries and constructed prior to 1946. The goal of the project was to provide an inventory of the warehouses within that area, record basic information about the buildings' architecture, research and develop an historic context statement, evaluate the identified buildings within that historic context and make recommendations for future preservation action. The results of the survey apprise the D.C. Historic Preservation Division of this particular type of industrial architecture in the defined area, and assist in the effort to complete an inventory of this city's resources and to plan for their protection.

Using the survey standards established by the National Park Service and the D.C. Historic Preservation Division, the professional team and DCPL volunteer surveyors collected basic-level, on-site information on all of the warehouses in the area constructed prior to 1946 and conducted general research into the building type. Six buildings representing a sampling of the identified warehouses were selected for an intensive-level survey which included a more extensive on-site examination as well as supplemental archival research, including the collection of D.C. Permits to Build.

Evaluation criteria based on the building type and the National Register of Historic Places criteria were developed and assigned as appropriate to each of the warehouses identified as part of this survey project. The evaluation criteria provide the basis for investigating the potential significance of each building and for making recommendations for future preservation treatment of the buildings located within the "warehouse district." The recommendations proposed are primarily based on the potential architectural and historical significance of the buildings, as determined during the evaluation stage of the survey process. With the survey relying only on basic-level information, recommendations for further study were also defined.

The following document is a record of the survey efforts. It describes the survey purpose, details its methodology, reports the various levels of documentation, relates the preliminary survey findings, provides a preliminary framework for understanding the history of the area, and



proposes recommendations and strategies for preservation action that will guide the D.C. Historic Preservation Division in its work within the area.

## **PART I. STANDARD SURVEY REPORT**

### **STATEMENT OF NEED**

Because little attention has been focused on the study of industrial architecture in this city, and because many of the industrial buildings of the early part of this century are no longer being used for their originally intended purpose and many are under threat of demolition, the survey of warehouses in one small industrial section of Washington was the first step taken in a much needed and extremely important process of recognizing one aspect of industrial architecture in the District of Columbia. The project, which provided the opportunity to identify one particular building type associated with the industrial and manufacturing services located within a defined survey area, was designed as the initial phase in creating an inventory of warehouses.

The project area is bounded on the south by Union Station and Massachusetts Avenue; on the west by North Capitol Street; on the east by 3rd Street, N.E. and West Virginia Ave., N.E.; and on the north by Rhode Island and New York Avenues, N.E. (Figure 1). These boundaries were established by the D.C. Historic Preservation Division and were based on the density of warehouses located in the area. The survey area, however, is not all-encompassing of warehouse buildings and should be considered a preliminary investigation of the building type in Washington. Ideally, a similar survey will be conducted city-wide to identify all warehouses constructed prior to the established cut-off date of 1946.

### **GOALS AND OBJECTIVES**

The primary goal of the D.C. Warehouse Survey was to locate and identify the warehouses located in the defined survey area around Union Station in northeast Washington, D.C. Once the buildings were identified, the objective was to evaluate them on a preliminary level based on minimal survey data and propose recommendations for further study. Ultimately, this further study would lead to the legal protection of those individual or groups of warehouses which merit historic landmark status.

### **SURVEY METHODOLOGY**

A survey is the process of identifying and gathering data on the historic and cultural resources of a defined area. This process, as defined by the National Park Service, is outlined in the National Register Bulletin Number 24. The underlying reason for undertaking the survey is to recognize that all types and varieties of historic and cultural resources may have value and should be retained as functional parts of modern life. The purpose of a survey is to gather the

information needed to plan for the future use of the area's resources and to determine a methodology for the identification and evaluation of similar buildings throughout the District of Columbia.

This phase of the D.C. Warehouse Survey was organized to develop a framework that would allow for the preliminary collection of data that would ultimately lead to a more complete survey of the city and the history of the building type. This grant project called for a reconnaissance level thematic survey of the area including limited on-site and archival research. The project was organized and conducted by professional architectural historians on Tracerics' staff (the Survey Team) and DCPL volunteers. The Survey Team consisted of Survey Director, Emily Eig; Survey/Data Manager, Kimberly Williams; Architectural Historian, Elizabeth Jiranek; and Research/Survey Assistant, Kimberlee Welsh. An Advisory Committee consisting of professionals in the field of architecture, engineering and historic preservation, was organized to help direct the study and provide advice to the Survey Team. The Advisory Committee consisted of the following members: David Maloney, Patricia Wilson, Stephen Calcott, Alan Dynerman, Howard Newlon, Emily Eig, and Kim Williams.

At the same time that archival research was being conducted on the building type, a methodology for the on-site survey was designed and implemented. A pre-inventory database was established using DCHS, and a reconnaissance-level survey form was developed. A training session was held to instruct the volunteers on the methodology for completing the reconnaissance survey. Once the on-site work was complete, the volunteers were instructed on how to enter the data into DCHS. Following the reconnaissance-level survey, methodology for an intensive-level survey was implemented. An intensive-level survey form was devised, and six buildings were selected to be surveyed at this level.

The Letter of Agreement to conduct the D.C. Warehouse Survey identifies the project period as beginning August 1, 1990 and ending March 31, 1991. Because Tracerics did not receive the Letter of Agreement until August 21, 1990, the project began approximately one month late. The late start was quickly recovered and the project finished within the given timeframe. The following paragraphs briefly explain the steps taken to perform the survey.

### **Initial Research**

Literature Search. The survey process began with a literature search organized to provide a general understanding of the development of warehouses as a building type. The initial phases of this research involved identifying individual warehouses and groups of warehouses listed on the National Register of Historic Places and collecting the National Register Nomination forms on a selected number; examining the records of the Historic American Buildings Survey and the Historic American Engineering Record for the documentation of warehouse buildings; locating articles treating the design and construction of warehouses in both architectural and engineering periodicals; and reading relevant chapters in books detailing the history of construction technology.

These initial phases led to a general understanding of warehouse design and construction on specific warehouses world-wide, but proved to be of limited use when it came to understanding the development of the warehouses in the project area. As the survey progressed, further research was assigned and conducted on issues more specifically related to Washington, D.C., such as the development of the railroad industry in Washington and what effect it had on surrounding development, especially industrial construction.

Although a limited amount of biographical research was conducted, it is highly recommended that further study of be pursued. Many of the warehouses were constructed for important national and local businesses and individuals, such as the Sanitary Grocery Company, the Hecht Company, Woodward and Lothrop, the Palais Royal, Judd and Detweiler Printing Co., and the Uline Ice Manufacturing Co. These firms and individuals merit further investigation before the full significance of the properties can be determined.

Real Estate Atlas/Map Research. Historic and current maps of the survey area were collected at the Library of Congress by the volunteers and were then examined by the survey team. Although the older maps of the area (1903 Baist, 1931 Baist, 1937 Baist, 1945 Baist) were collected, the most current map, a 1989 Sanborn Insurance Map, provided the most useful information. The early maps of the area are not easily legible and do not cover the entire survey area. It was possible, however, to identify individual warehouses dating from the early part of the century, which have since been replaced by more recent warehouse construction. Information regarding demolished warehouses was gleaned from the historic maps, while other information such as the dates of construction of specific properties and indication of fireproof construction was found on the current Sanborn Map.

### **Basic Level Survey**

Preliminary Development of Database. The Work/Action Plan for the Warehouse Survey called for the preliminary development of the database to be provided by the Office of Planning and installed directly into the DCHS computer system. Because the requested download information was not received as of the third month into the project, and because the survey team wanted to respect the established schedule of events, the survey team initiated the development of the database using the 1989 Sanborn maps of the area. All buildings which were constructed prior to 1946 and which appeared as industrial-type buildings on the map were identified and marked. DCHS records were then created for each of the indicated buildings. The data collected from the maps for the development of the database included only the following information: square and lot; name of building if indicated on map; address number; street name; and date of construction of building if indicated on map. This information was transferred by a volunteer into DCHS and became the initial survey database. This initial compilation of data resulted in approximately 100 records.

Information gathered from the current Lusk Assessment Directory was compared with the maps as appropriate and entered into DCHS system as part of the initial development. The database

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was augmented and revised throughout the survey process to include a total of 139 records. 119 of these records include buildings which have been surveyed and recorded, while the other 20 records represent demolished warehouses, warehouses determined to have been constructed after 1945, or buildings initially thought to be warehouses, but identified during the survey as other building types.

Develop Basic-Level Survey Form. The Basic-level survey was developed to identify all of the warehouse buildings located within the survey area. It was not intended that extensive on-site information would be gathered at this stage. Using the D.C. Historic Resources Survey Minimum Requirements for Data Collection guidelines, a Basic-Level survey form with an accompanying lexicon were developed for the warehouse survey (Figure 2). Each form listed the building address, the building name if it was known, and included a current map of the property to be surveyed. The form provided the volunteer with a selection of answers to describe the general appearance of the building being examined. The form was specifically designed to be completed by volunteer surveyors and required little interpretation. At least one photograph was also requested of each surveyed property. The form was approved by the D.C. Historic Preservation Division (DCHPD) on October 9, 1990.

Train and Manage Surveyors. DCPL volunteers were recruited to perform the reconnaissance-level survey. An evening training session given by the professional architectural historians was held at Tracerries' offices to instruct the volunteers on the survey methodology and the procedure for completing the survey forms. The training session included a slide presentation, detailed discussions on surveying properties, and a question and answer period. The volunteers were also instructed on how to perform the photographic documentation. Four survey packets containing survey forms for approximately 25 buildings each were distributed to the pairs of surveyors. Seven volunteers attended the training session which was held on October 10, 1990.

The volunteers were given one month to complete their survey packets, including photography. Although the majority of the surveyors completed and returned the survey forms by the established date, not all of the volunteers entirely respected the request. Eventually another surveyor had to be recruited to complete unfinished assignments. This caused a delay in the survey process, which was recovered in the following month.

Data Entry. Data entry is an important element of the survey and serves a primary role in the analysis and evaluation of the buildings being examined. In order for the collected information to be entered into DCHS accurately and consistently, a formal data-entry training session was held at Tracerries' offices. Although the reconnaissance survey forms contained subjective information about the buildings being examined, only the data which appears as a controlled field in the DCHS system was entered into the computer. This approach was taken primarily because DCHPD is currently engaged in a computer conversion process which requires manual transference of data not in a controlled field. The information collected, however, is still available on the survey forms, and may be entered as soon as the conversion is complete.

## BASIC LEVEL 1 SURVEY 1990

Photo Roll/Neg #       /      

Photo Roll/Neg #       /        
      /      

1. Building Name (if applicable): \_\_\_\_\_
2. Building Address: \_\_\_\_\_
3. Status of Building:   Exists       Vacant Lot
4. Present Use: \_\_\_\_\_ Source: \_\_\_\_\_
5. Number of Stories: \_\_\_\_\_
6. Relationship to Other Buildings:   Free-standing   Attached   Semi-Detached  
  Corner-Attached   One of \_\_\_\_\_
7. Primary Exterior Material:   Brick   Concrete   Wood   Stone   Metal   Other
8. Secondary Exterior Material:   Brick   Concrete   Wood   Stone   Metal   Other
9. Building Massing:   Cube           Horizontal Block   Vertical Block  
  Block with Wing(s)   Other \_\_\_\_\_
10. Roof Type:   Flat   Sloped   Gable   Stepped   Monitor   Semi-Monitor  
                          Saw-Tooth Monitor   Hip           Other \_\_\_\_\_   Not Visible
11. Roof Material:   Metal   Slate   Slag   Concrete   Other \_\_\_\_\_  
  Not Visible
12. Associated & Outstanding Features:   Parking Lot   Loading Docks/Platforms   Rail Lines  
  Ramps   Garages   Sheds   Block & Tackle  
  Upper-story door   Water Tower   Other \_\_\_\_\_
13. Visible Additions?   Y       N
14. Signage:   Y       N       What does the sign say? \_\_\_\_\_
15. Preliminary Evaluation:   Outstanding Example   Representative Example  
  Inferior Example       Unusual Example
16. Name of Recorder and Date \_\_\_\_\_

## **Inventory of Historic and Cultural Resources**

Develop Intensive Level Survey Form. Two intensive-level survey forms based on the D.C. Historic Resources Survey Minimum Requirements for Data Collection and other survey forms developed by the consultants and used in previous surveys, were developed by the survey team. One was created for the on-site survey, while the other was developed specifically for the collection of D.C. Permits to Build information. The on-site forms were designed to be completed by a professional using information collected during site visits. The completion of the archival survey forms required an understanding of building permits, as well as historic maps and current maps. The two survey forms were reviewed and accepted by the Advisory Committee.

Set Inventory Priorities. Following the reconnaissance survey, the Survey Team examined the identified warehouses and established a set of priorities for surveying a select number of them at a more intensive level. The priorities included such considerations as the potential architectural and historic significance of the warehouses, as well as the architectural integrity of the buildings. Although, a significant number of warehouses were immediately eliminated from consideration, many warehouses still met this initial priority status. The constraints of money and time available as part of the survey project, however, restricted the number of buildings able to be intensively surveyed to between five and eight. Therefore, in order to further limit the selection of warehouses requiring further survey to this number, the Survey Team re-examined the buildings with a more critical eye. Eighteen warehouses were then selected for building permit research. Based on the findings from building permit research, this number was reduced to 12. Slides of the 12 selected warehouses and a brief narrative on the history of each building were presented before the Advisory Committee. Following discussion, the Advisory Committee made a more narrow selection of warehouses to be the focus of the intensive-level examination. It was decided that the buildings chosen for the intensive-level survey should be a representative sample expressing various types, sizes and ages of warehouses. Ultimately, six warehouses were selected to be surveyed at the intensive level. The final selection process was based on a set of priorities used in evaluating the historic and architectural significance of the buildings. The six warehouses chosen for the intensive survey include the following: The M.J. Uline Ice Company, 1138 3rd St.N.E.; the Sanitary Grocery Company, 1629-31 Eckington Place, N.E.; the Columbia Warehouse Development Company, 1126 1st St., N.E.; the Palais Royal, 1127 1st St., N.E.; Woodward and Lothrop, 131 M St., N.E.; the Smithsonian Service Center, 1111 North Capitol St., N.E.

Perform Intensive Level Survey. The intensive level survey, which was initially intended to be completed solely by the survey team, was conducted by both the survey team and a volunteer who is a professional in the field with extensive experience studying and analyzing historic architecture in Washington, D.C. The survey required an on-site inspection as well as a review of the original D.C. Permit to Build and historic maps. The Survey Manager entered the data collected during the intensive-level survey into DCHS. This included completing the controlled fields as appropriate, as well as entering information into the free-notes field.

Review Findings and Make Recommendations. Based on the findings from the intensive-level survey, the intensive level on-site and archival forms was reviewed for their effectiveness in obtaining the most relevant information in an efficient manner. Recommendations for revisions to improve the intensive-level survey forms were discussed and will be implemented in a subsequent study of warehouse buildings.

### **Evaluate Findings**

Review Research and Survey Findings. The information collected from the research of literature, permits, maps, assessment directories, and the on-site survey was reviewed and analyzed. Articles and books treating the development of warehouses as a building type were studied in relation to the on-site findings. Warehouses in the survey area and other warehouse districts in the United States were compared and contrasted. Statistics were compiled specifically on the survey findings using DCHS. The statistics treated various items such as dates of construction, building size, shape and scale, building materials, building use, and architectural derivation. This information was combined and analyzed in an effort to draw conclusions about the buildings examined and to direct the survey team in developing the historic context outline.

Prepare Narrative Description of Historic Context. The Architectural Historian developed a narrative description of the historic context using the information collected during the initial research efforts, and the reconnaissance- and intensive-level surveys. The historic context is a general narrative statement outlining the history of warehouses as a building type and its development in the survey area. The narrative touches on the significance of the railroad industry in Washington in relation to the development of the warehouse, but requires further study for a more complete picture. Additional research should also be conducted on the history of the businesses currently occupying the warehouses, as well as the businesses responsible for their original construction.

### **Develop and Apply Evaluation Criteria**

Establish and Apply Criteria for the Evaluation of Warehouse Buildings. Based on the National Register criteria for evaluating historic architecture and the criteria established for the D.C. Apartment Building Survey, evaluation criteria were developed specifically for warehouses and other industrial architecture. Two criteria were added to the list and those already established were manipulated to specifically relate to warehouses. The criteria added include Criterion A-08 (warehouses that form corridors or zones in response to commerce/transportation requirements) and Criterion C-14 (warehouses that incorporate imagery symbolic to a philosophy, business, product, and/or owner). The criteria were developed to evaluate the potential for historic and architectural significance of each of the warehouses in the survey. The Warehouse Evaluation Criteria were applied to the warehouse buildings identified in the survey area. A discussion of this process is included in the Evaluation Criteria section of this report.

Review of Warehouse Evaluation Criteria by Advisory Committee. Review of the Warehouse Evaluation Criteria was the focus of the March 6, 1991 Advisory Committee meeting. Each of the criterion were reviewed and analyzed by the committee members. Discussions surrounding the inclusion of other criteria were entertained as well as modifications to existing ones. The Advisory Committee approved the criteria as amended during the meeting.

## EVALUATION OF SURVEY METHODOLOGY

The established survey methodology resulted in the successful development of an inventory of warehouses located within the survey area. The reconnaissance-level survey combined with an intensive-level survey of a select number of buildings provided the historians with an important framework from which to evaluate the potential significance of the buildings and from which to recommend further preservation action.

The information collected and delivered as part of this project fully satisfies the requirements of the project as laid out in the Work/Action plan. The effort needed to complete the project, however, surpassed the amount of time and money available to do the work. This was so primarily because adequate time was never allotted for each of the individual tasks to be completed consistently and thoroughly. Furthermore, a substantial amount of time, not considered part of the scope of work, was required to develop the initial computer database. This was accomplished by collecting square, lot and other pertinent information from maps and assessment directories and entering it into DCHS. The computer provided the opportunity to enter information into the system as it was collected. This process of entering, reviewing and revising data throughout the process, results in the compilation of the most complete and accurate information available.

The resulting DCHS database provides reconnaissance-level survey information on 119 buildings. Six of these 119 buildings were further surveyed and documented to an intensive-level. Although the reconnaissance-level survey information is limited, it provides a complete inventory of warehouse buildings in the survey area from which some preliminary conclusions can be drawn.

## PART II. SURVEY FINDINGS

### SUMMARY OF NARRATIVE HISTORY

#### Definition of the Building Type

For the purposes of this survey, the term "warehouse" was broadly defined to include industrial architecture related to the storage, as well as the manufacturing and processing of equipment or goods. This definition conforms to generally accepted explanations of this building type as defined in the past. In 1904, architectural historian Russell Sturgis did not distinguish between a factory and a warehouse. He concluded "that anything is either a warehouse or a factory which is devoted to the rougher kind of business enterprise."<sup>1</sup> The survey was approached in a similar manner, intending to include all industrial-type structures within the survey area. Original warehouse uses in the area range from the manufacturing facility of the M. J. Uline Ice Company (1138 3rd Street, N.E.) to the storage and office building of the Hecht Company (1401 New York Avenue, N.E.).

#### Development of the Building Type

Warehouses are essentially associated with the industrial revolution and growth of the 19th and 20th centuries. However, European trading establishments, market halls and office buildings of the 16th and 17th centuries housed industrial activities and can similarly be referred to as warehouses.<sup>2</sup> These early warehouses, such as those found along the docks in London and Copenhagen, were generally timber-frame constructions covered with brick veneers and stone trim. They were generally two-to-three-story structures with tiled roofs and little or no ornamentation.

In the United States, the earliest warehouses emerged along the waterfronts of port cities and trading places and were often connected to or associated with mill buildings, similarly located near the water. Mills of this era were typically 2-story buildings constructed of cut stone and having a traditional gable roof. Although often attached to the mills or located in proximity to them, the 18th and early 19th century warehouses distinguished themselves from the mills. These early warehouses are generally brick constructions sometimes having raised stone foundations. They were most often rectangular in plan, one or two stories tall with flat roofs and severe wall surfaces pierced by small, regularly spaced window openings. Architectural ornamentation of these buildings was generally limited to decorative brickwork at the cornice, and stone quoining, lintels and trimwork.

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<sup>1</sup> Russell Sturgis, "The Warehouse and the Factory in Architecture," p. 3.

<sup>2</sup> Nikolaus Pevsner, A History Building Types, p. 213.

Following the development of 18th and early 19th century warehouse districts around major water corridors, came the mid-to-late 19th century warehouses located along the railroad lines, and eventually the 20th century warehouses lining trucking routes and other important roads. These 19th and 20th century warehouses range greatly in size, scale and building construction techniques.

In general, three classes of industrial construction from this time period can be defined: "mill construction", "reinforced concrete", and "structural steel." Mill construction buildings almost always have brick walls inside and out. Reinforced concrete buildings have concrete frames with walls of either concrete, brick, stone and terra cotta, or a combination of concrete, brick, stone, terra cotta, and cast stone. Structural steel buildings have steel frames with exterior walls of brick, or a combination of brick and other materials such as stone, terra cotta or cast stone.

The construction techniques and design of warehouses were greatly influenced by the threat of fire. The mill-constructed warehouses were the earliest types of warehouses in the United States and were built to cover all storage needs. Mill-constructed buildings were only semi-fireproof-constructions, however, and posed a threat especially to those buildings storing highly combustible goods. Fire resistance for mill-construction was obtained by following a combination of guidelines: 1) using wood structural members of specified minimum thickness size, and wood floors and roofs of specified minimum thickness and composition; 2) by using bearing walls and nonbearing exterior walls of noncombustible construction; 3) by avoiding concealed spaces under floors and roofs; and 4) by using approved fastenings, construction details and adhesives for structural members.<sup>3</sup>

Despite these methods of protection against fire, the mill-constructed warehouses lacked the means of true fire safeguards and eventually lost their competitive edge to other types of warehouse construction. The "modern" fireproof buildings of the 1910s were either structural steel or reinforced concrete constructions which responded to a specific set of building guidelines established by the National Board of Fire Underwriters. In 1907 the National Board of Fire Underwriters, established in 1866, prepared a Building Code designed to secure uniform building laws throughout the country. By 1911, as stated by the Board President, The National Board of Fire Underwriters is "recognized as an institution whose work is almost entirely of an educational, engineering and public-service character, exerting an influence toward uniformity and better practices in the business."<sup>4</sup>

The development of reinforced concrete in the late 1800s had a large impact on the design of warehouses because of its many advantages as a building material, such as compressive strength, durability, low cost and plasticity. The earliest known industrial use of concrete was in an 1887

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<sup>3</sup> Cyril M. Harris, ed. Dictionary of Architecture and Construction, p. 247.

<sup>4</sup> Pioneers of Progress, p. 127.

warehouse in California attributed to architect Ernest L. Ransome.<sup>5</sup> In this example, the poured concrete was used to replace the brick or stone outer walls as used in the former traditional building methods, while the internal structure was built conventionally with wooden columns, beams, and floors. Conventional building structures eventually gave way to reinforced concrete such that the floor slab and supporting beams were cast integrally.<sup>6</sup> Reinforced concrete allowed the walls and floors to bear a tremendous amount of weight without internal supports, thereby, increasing the spans and efficiency of the buildings. The flat roof inherent in reinforced concrete designs was also suitable for warehouse construction, as an attic story did not provide adequate space for warehousing activities.

The widespread use of steel and concrete frame construction beginning in the early 20th century eliminated load-bearing walls and the constraints of fenestration. Steel windows were well-suited for industrial facilities allowing large amounts of light along with fire-proof window construction. By the 1920s, steel windows were considered a necessity in a functional industrial design. The window openings typically included at least 20 lights with a pivot sash in the center. The Columbia Warehouse Development Company at 1126 1st St., N.E. in the survey area has steel windows with a 5 x 10, 50-light configuration and an 8-light pivot sash in the center. This window type and window configuration were also indicative of the building's purpose. Large expanses of glass were generally used on manufacturing facilities to provide ample light and ventilation. Storage facilities required windowless compartments opening off of corridors which were artificially lit at each end.

Industrial buildings of the 19th and 20th centuries exhibit diluted architectural styles emphasizing their utilitarian and industrial character. Economy of materials and requirements of space generally limit the decorative elements to construction rather than applied materials.<sup>7</sup> Russell Sturgis concluded that factories and warehouses "must be separated from any and all of the recognized historical styles of architecture."<sup>8</sup> An examination of the styles exhibited in the buildings of the survey area support this theory. Although an architectural derivative was assigned to all of the warehouses included in the survey, it was almost always a combination of derivatives or elements associated with a particular style rather than a pure representation of that style.

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<sup>5</sup> Reyner Banham, A Concrete Atlantis, p. 34.

<sup>6</sup> Carl Condit, American Building, p. 172.

<sup>7</sup> Peter B. Wight, "Studies of Design Without Ornament," p. 167.

<sup>8</sup> Russell Sturgis, "Factories and Warehouses," p. 309.



### **The Building Type in Washington, D.C.**

The establishment of warehouses in Washington, D.C. is directly related to the history of the railroad industry. In 1835, the first passenger railroad line, a branch of the Baltimore and Ohio, entered the city.<sup>9</sup> The station, which is now familiarly referred to as the "Old Original Depot," was located on the Mall, southwest of the present Union Station. During the late 19th century, the seven different rail systems that emerged to service Washington operated out of separate stations located around the District.

The McMillan Plan of 1901, prescribed a revival of the city's original plan as conceived by Pierre Charles L'Enfant, carefully reinterpreted to reflect the prevailing Beaux Arts aesthetic. Critical to the implementation of the formal plan for the city was the removal of the railroad tracks from the Mall. Negotiations led by Daniel Burnham, member of the McMillan Commission and one of the architects for the Pennsylvania Railroad, and coincidental mergers of various railroad companies, resulted in a single "union" station that would combine the seven rail systems and remove the tracks from the Mall.

Prior to the opening of Union Station in 1907, the survey area, encompassing the area northeast of Union Station along the railroad corridor to New York Avenue, was sparsely developed with a greater concentration of buildings south of L Street. The area was predominantly residential with some industrial buildings along the Metropolitan Branch of the Baltimore and Ohio Railroad which ran north from the Mall along Delaware Avenue to First Street. At that time, only eight warehouses were located in the identified survey area. With the development of Union Station and the expansion of the rail lines to the north, the number of warehouses increased dramatically in the first part of the century (Figure 3). This increased development of warehouses along the railroad lines demonstrates the shift in the transportation patterns of the city. Most of the early 18th and 19th century warehouses are located in Georgetown along the canal and in Alexandria along the waterfront where shipping was the main means of transporting goods and materials. By the mid-to-late 19th century, the railroad industry emerged as the primary means of transporting goods across the country. In Washington, the warehouses used for the manufacturing and storage of goods began to develop next to these new transportation corridors.

Although the survey focused on a significant cluster of industrial buildings located around Union Station, other groupings of warehouses still exist throughout the city. A significant number of warehouses are situated along the waterfront in Georgetown and on Maine Avenue, and are clustered along Wiltberger Alley in Shaw, and within the confines of the Navy Yard. The D.C. Warehouse Survey provided preliminary information on the industrial architecture in the defined area around Union Station, but is not a definitive discussion of the building type in this city. Further research and study is necessary in order to develop a thoroughly documented discussion of Washington's industrial architecture.

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<sup>9</sup> Washington Star, December 20, 1942.

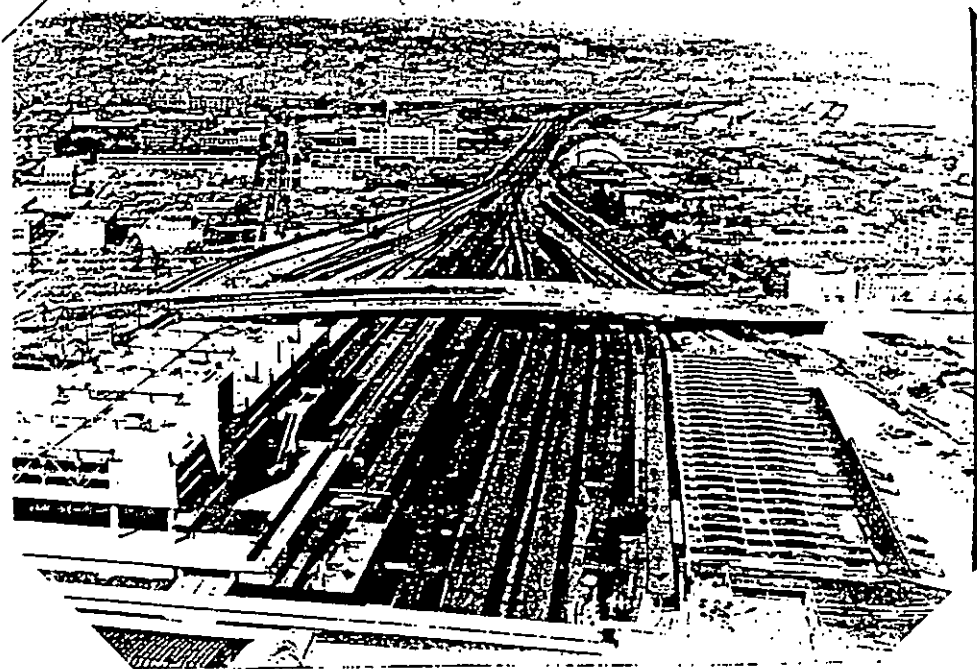


Figure 3: Aerial View around Union Station, Historic American Engineering Record, DC-3-3

## **SURVEY STATISTICS**

### **DCHS Database Holdings**

The Warehouse database contains a total of 139 records. Of these 139 records, 132 records represent extant buildings and seven records represent demolished buildings. Although extant and entered into DCHS as part of the initial development of the database, 13 of the 132 buildings were constructed after the 1945 cut-off date established for this survey, and were thus not surveyed. 119 buildings were surveyed at the reconnaissance-level. However, during this survey process, the examination of current and historic maps and the visual inspection of the 119 buildings revealed that another 26 buildings post dated the 1945 cut-off date.<sup>10</sup> This process of elimination leaves a total of 93 surveyed buildings dating to 1945 or earlier (see Appendix for Computer-Generated Address Reports).

Although these 93 buildings surveyed were initially singled out as warehouses from information collected from various sources including maps and assessment records, the survey revealed that a small number of the buildings surveyed represented other building types. Five of the buildings are commercial-related buildings with one of these five having an apartment on the top floor. One of the buildings surveyed was originally constructed as an ice arena, and is thus considered a recreation-related building. Of the 93 buildings dating to 1945 or earlier, 87 were considered warehouses, as determined from the broad definition of the term used as part of this survey.

The statistics compiled as part of the Warehouse Survey helped to evaluate the buildings in the area in relation to the District of Columbia Historic Context Outline. The study of warehouses relates to a variety of historic and architectural themes and fits into the following D.C. historic contexts:

C6: The Press and Printing Establishments

C7: Manufacturing, Warehousing, and Construction (1750-1945)

P5: Roads, Utilities, and Public Transportation (1800-1945)

P7: The McMillan Commission and City Beautiful Movement (1893-1940)

P9: The impact of the Automobile on Architecture and Urban Form (1910-present)

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<sup>10</sup> If a date could not be determined from historic or current maps, or from the Lusk directory, an approximate date of construction was provided based on a visual examination of the building. Important date indicators used during the visual examination included such elements as building materials and window types and materials.

### Site Evolution

The survey findings revealed that prior to the construction of Union Station the survey area was predominantly residential or unbuilt, with a limited number of warehouses lining a spur of the Baltimore and Ohio Railroad which ran north along 1st Street, N.E. Six of these late 19th-early 20th century warehouses which pre-date Union Station still exist, while others such as the Union Trust and Storage Co. constructed prior to 1903 and located at 401-415 1st St., N.E., were demolished with the erection of Union Station in 1907. Of the six extant examples, one was constructed in approximately 1888, two in 1890, two in 1900, and one in 1903.

With the construction of Union Station in 1907, and the extension of the railroad tracks north of the station, warehouse construction began to replace many of the vacant lots and residential blocks clustered near the tracks. The decade following the construction of Union Station saw the development of seven warehouses, while the 1920s and 1930s saw even greater numbers of construction. Twenty warehouses were built in the 1920s and 36 were built in the 1930s. As the area became more completely developed and increasingly dense, this number began eventually to taper off. In the 1940s, the construction of 16 warehouses is documented as part of this survey. For a more complete listing of the warehouses and their dates of construction, see the Appendix for the computer-generated Chronological Report.

In general, the warehouses are not scattered randomly around the survey area, but rather are clustered in groups close to the railroad tracks, or along major road corridors such as New York and West Virginia Avenues. Important clusters of warehouses occur in the area called Eckington, located at the intersection of New York Avenue, Florida Avenue and 1st Street, N.E.; the area lining the B & O railroad spur north of Florida Avenue, N.E.; the streets adjacent to Union Station on its east and west sides; and the area southeast of New York Avenue behind the important Hecht Company warehouse (Figure 4). This last mentioned area includes Okie Street, N.E., Fenwick Street, N.E. and Kendall Street, N.E.--all important industrial streets. Another cluster of warehouse-type buildings, located off of Florida Avenue, N.E. at 4th and 5th Street, N.E., is part of a complex called Union Market Terminal. Constructed in the early 1930s as a market area, the complex consists of a series of attached buildings forming a group of several free-standing structures placed in an orthogonal relationship to one another. Although built as a market, the wholesale activities and storage facilities of the complex qualify it as a warehouse-type building for the purposes of this survey.

While the warehouses appear in clusters lining the major transportation corridors, the areas behind the warehouses remain predominantly residential. The result of this development is that the industrial architecture actually provides a buffer zone between the rows of houses and the large expanse of unsightly railroad tracks, coal and freight yards, and heavily travelled roads.

### Size Type and Shape of Warehouses

It appears from the survey that this clustering nature of the buildings also helped to determine the buildings' size, type, shape and style of construction. For instance, while the buildings

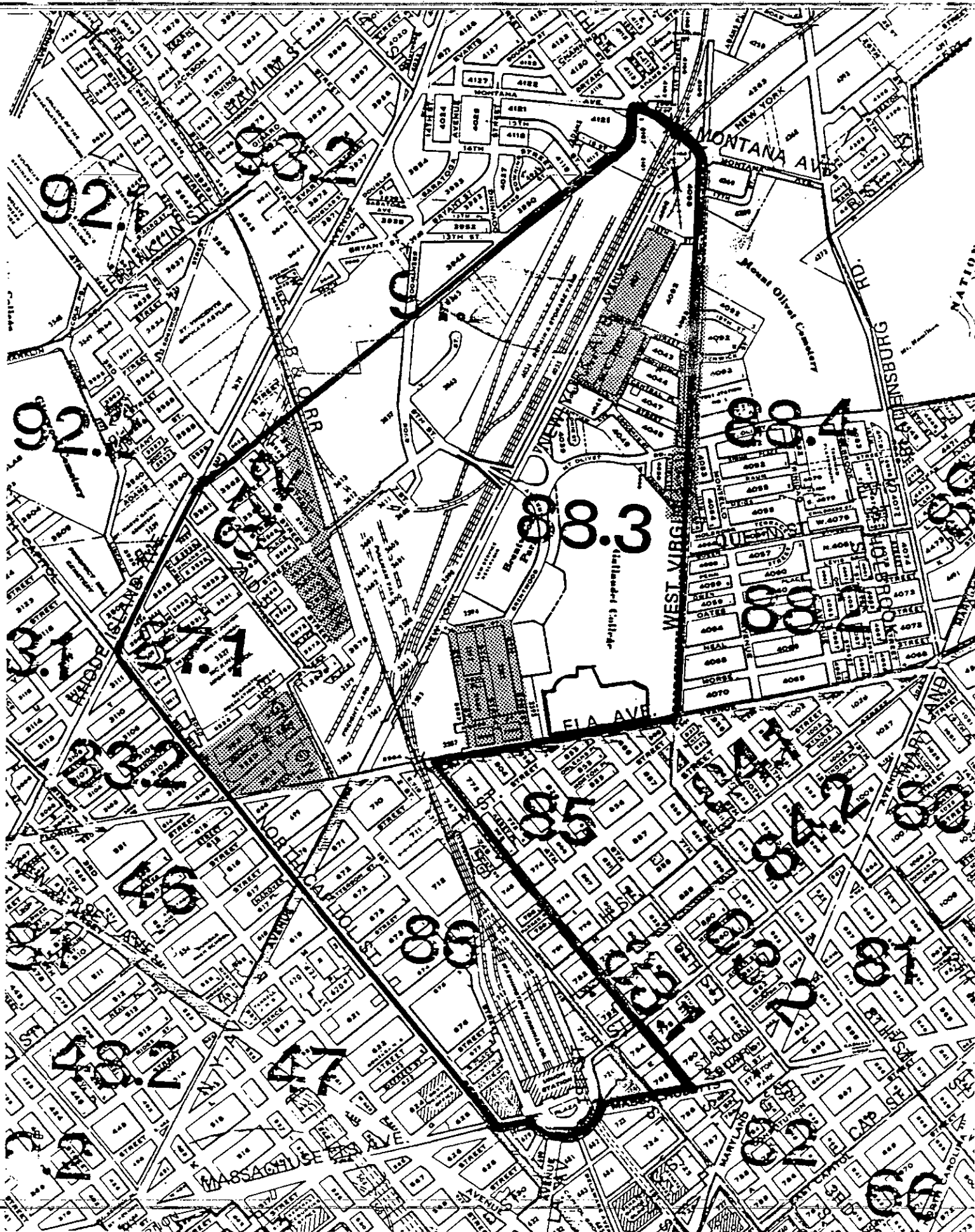


Figure 4: Map of Survey Area Showing Significant Pockets of Warehouses

varied in height from one story to six stories, it is evident that only those buildings facing major streets or avenues and standing alone are four stories or taller. The majority (89%) of the structures are relatively small structures, ranging in height from one to three stories. The taller buildings include those more prominent structures which stand as individual landmarks such as the Hecht Company warehouse, Peoples Drug Store warehouse, the Sanitary Grocery Company warehouses, the Woodward and Lothrop warehouse, and the Palais Royal warehouse. The smaller buildings include all those nestled on secondary streets behind the railroad tracks, or off of the main traffic arteries. Clusters of small warehouses can be located along Congress, Fenwick and Okie Streets, N.E. West Virginia Ave, N.E. hosts a series of one-and two-story warehouses stretching out along the 2000 block of the avenue. These warehouses are low structures, but are actually large horizontal masses forming an important industrial corridor.

In general, the buildings tend to be low-lying horizontal blocks or small cube-like buildings. The footprints range from irregular plans to L-shaped plans. However, 83 of the buildings have either a rectangular footprint, a rectangular footprint with additions, or a square footprint. The simple geometric shapes and massing reflect the utilitarian and industrial nature of these buildings. This utilitarian aspect is similarly reflected in the architecture by the features associated with the buildings. Many of these block-like structures are pierced with large overhead door openings and loading docks to admit trucks and other vehicles, while others have railroad spurs leading directly into the buildings interior. Other industrial features include water tanks and upper-story doors equipped with block and tackle.<sup>11</sup>

### **Construction Materials**

The relatively small size and scale of these buildings limited the modern technology necessary for their construction. The reconnaissance-level survey identified the exterior material of the buildings to be entirely brick more than 92% of the time, brick and concrete less than 2% of the time and concrete approximately 6% of the time (Figure 5). A closer examination of a select number of buildings revealed that the structural material was also predominantly brick. Eight concrete frame buildings were identified, while only two buildings are known to have steel frames (Figure 6). The examination of the structural systems and materials was limited to a select number of buildings and must be fully completed before any thorough conclusions can be drawn. However, these findings do indicate that despite the fact that the use of concrete in industrial architecture had reached maturity by 1910 or 1911 in the United States and Europe, its use as a structural material in the warehouses in the survey area was not widespread. This discrepancy is not only attributed to the fact that the small size and scale of the buildings did not require sophisticated technological achievements, but is also indicative of the delay in the acceptance and implementation of technological advances in Washington, which was never considered an industrial city. Nonetheless, this issue requires further study.

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<sup>11</sup> "Block and tackle" refers to a beam ("block") projecting from the plane of the building and supporting a pulley ("tackle") used for hoisting equipment and goods into upper-story loft and service spaces.

## TRACERIES WAREHOUSE SURVEY

02/14/1991

## FREQUENCY COUNT FROM WAREHS DATABASE BY BUILDING MATERIAL

PAGE 1

(Date From 1880) and (Date To 1945) and (Building type=Warehouse) and

TOTAL	NW	NE	SW	SE	BUILDING MATERIAL
80	0	80	0	0	Brick
2	0	2	0	0	Brick/Concrete
4	0	4	0	0	Concrete
1	0	1	0	0	Concrete Block
87	0	87	0	0	TOTALS

Figure 5: DCHS Frequency Report Showing Building Material

## TRACERIES WAREHOUSE SURVEY

02/14/1991

## FREQUENCY COUNT FROM WAREHS DATABASE BY STRUCTURAL MATERIAL

PAGE 1

(Date From 1880) and (Date To 1945) and (Building type=Warehouse) and

TOTAL	NW	NE	SW	SE	STRUCTURAL MATERIAL
67	0	67	0	0	
10	0	10	0	0	Brick
8	0	8	0	0	Concrete
1	0	1	0	0	Concrete/Brick/Steel
1	0	1	0	0	Steel
87	0	87	0	0	TOTALS

Figure 6: DCHS Frequency Report Showing Structural Material

The earliest building to use concrete as a structural material in the survey area is the Center City Community Corporation building located at 1126 1st Street, N.E. (Figures 7 and 8). This building, constructed in 1917, is two stories tall and was built specifically as a warehouse for storage. Other buildings, with concrete structural materials, tend to be the taller buildings, such as the Sanitary Grocery Co. warehouses (4 stories) (Figures 9 and 10), the Woodward and Lothrop warehouse (6 stories), the Smithsonian Service Center (4 stories), and the Peoples Drug Store warehouse (4 stories). It is also interesting to note that three of the buildings having concrete as either an exterior or structural material were government warehouses, such as the U.S. Government Warehouse on 15th Street, N.E. built in 1940-41; the U.S. Government Printing Office warehouse at 23 G Place, built in 1939; and the U.S. Postal Equipment Shops at 2135 5th Street, N.E. built in 1920.

### Architectural Derivation

The use of brick as a building material, the simple shapes and industrial aspects of the warehouses do not necessarily limit their architectural importance. Utilitarian shapes and forms responding to the building's function were often sought out deliberately by architects and engineers to express the industrial nature of the building. This utilitarian aspect, however, does not preclude the use of ornamentation. Architectural detailing and ornamentation representative of certain styles of architecture helped to characterize the architectural derivative of these buildings. Twenty-one different styles of architecture are represented by the buildings surveyed and range from easily identifiable, traditional styles to less clearly defined, diluted examples of historic styles of architecture.

Thirty-six of the buildings were classified as Industrial Vernacular--that is they represent a style of architecture that is generally void of ornamentation and distinctly industrial. Twelve of the structures were classified as Classical Revival--that is in either their symmetrical form, use of detailing or ornamentation, such as cornices, quoining or decorative bas-reliefs, they can be associated with the Classical Revival style. Eleven more buildings were classified as Industrial Classical--that is they represented a more diluted, more industrial style of architecture that is void of classical detailing, but respects a certain symmetry and balance associated with the classical style. Five buildings were classified as Art Moderne, a general term used to describe a style of design associated with an aesthetic movement popular in the 1930s. This movement emerged after the organically inspired Art Nouveau movement, and promoted a more regular style of architecture generally embellished with geometric decorative motifs. Amongst the surveyed warehouses, Art Moderne was the chosen style for the larger, more prominent warehouses. Excellent examples of this style can be seen at the Woodward and Lothrop warehouse at 1st and M Streets, N.E. (Figure 11), at the Sanitary Grocery Company warehouse at 1845 T Street, N.E., and at the Columbia Warehouse Development Company at 1126 1st Street, N.E. The Woodward and Lothrop warehouse is a large structure whose mass is reduced by decorative detailing including two projecting pavilions, columns of recessed windows, and a corbelled cornice. The pavilions are three window bays wide each and are articulated on the side by narrow strips of columnated piers and on the top by slightly pointed and projecting spires having geometric forms. Probably the most visible warehouse in the entire area, because



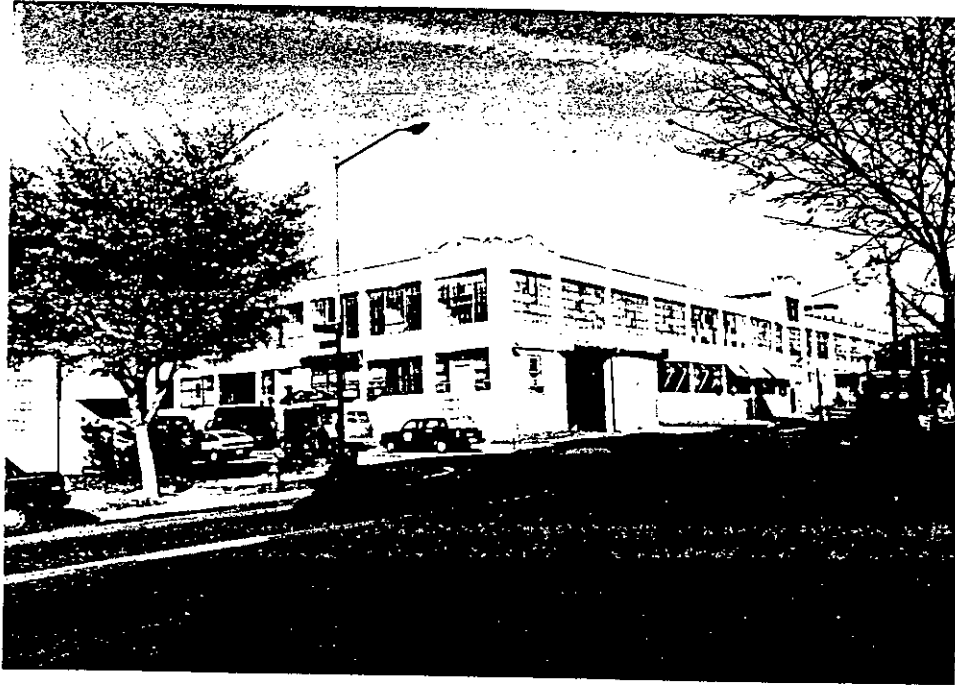


Figure 7: Columbia Warehouse Development Company, 1126 1st Street, N.E.



Figure 8: Columbia Warehouse Development Company, 1126 1st Street, N.E., detail



Figure 9: Sanitary Grocery Company Warehouse, 1845 4th Street, N.E.



Figure 10: Sanitary Grocery Company Warehouse, 1629-31 Eckington Place, N.E.

*The Service Building*



**Figure 11: Woodward and Lothrop Warehouse, 131 M Street, N.E.**  
**(From Founders to Grandsons: The Story of Woodward and Lothrop)**

of both its size and style is the Hecht Company Warehouse, located on New York Avenue. With its glass block windows and rounded corner tower, the Hecht Company building is an excellent example of streamlined moderne architecture (Figure 12). The term streamlined implies a less rigid and angular style than that identified with the more figuratively decorative Art Moderne. Streamlined architecture is expressed by smooth, fluid forms and generally, technologically advanced materials.

Some of the ornamentation found on the warehouses is not necessarily the traditional type of ornamentation associated with a particular style or used universally, but is rather architectural detailing specific to that individual building. For instance, many of the warehouses have the building names inscribed on them in a decorative fashion associated with that company. An example of this is the Heinz 57 warehouse, located at 2101 5th Street, N.E. The building name appears on the stylized pediment of the building and bears a remarkable resemblance to the Heinz 57 label found on the ketchup bottle (Figure 13). Another example involves the auto-related warehouse at 2006 Fenwick Ave, N.E. Here, concrete rondels in the form of wheels or hubcaps are superimposed above the garage door opening of the building (Figure 14).

Decoration such as this helped in the survey effort to determine the original use of the building when it was not already visibly apparent. Although the survey did not include archival investigation of each individual building and therefore did not focus on determining the original use of the buildings, this type of information was gathered and collected whenever possible. Many of the warehouses in the survey area no longer serve their original purpose, and many are vacant and abandoned. The limited information gleaned from maps and on-site investigation revealed that the historic use of the structures ranged from manufacturing and processing sites to storage areas. Today, the majority of the buildings serve strictly a storage function or act as wholesale stores. Union Market Terminal still survives as a market, although many of the buildings have been vacated or have been replaced with modern infill construction. Few of the original processing and manufacturing facilities such as ice making and iron working still operate in the buildings. However, other services which can be considered types of processing such as rug cleaning and laundry services, are operating within certain warehouses.

#### **Architects/Engineers/Designers**

The limited amount of archival research on the individual buildings also limits our knowledge of who was building the warehouses in Washington. D.C. Permits to Build were collected and entered into the DCHS system on the six buildings surveyed at the intensive level, as well as four other buildings. The permit information revealed that the design of these industrial buildings did not rely strictly on individual architects, but on groups or firms, having both designers and engineers. Three of the most important warehouses in the area, the Hecht Company warehouse, the Woodward and Lothrop warehouse, and the Palais Royal were all designed by Abbott, Merkt and Co. Abbott Merkt and Company was a New York-based engineering and architectural firm founded in 1921. The firm concentrated primarily on the



Figure 12: Hecht Company Warehouse, 1401 New York Avenue, N.E.



Figure 13: Heinz 57 Warehouse, 2101 5th Street, N.E.



Figure 14: 2006 Fenwick Avenue, N.E.

design of industrial buildings, including power plants, warehouses, piers, docks, wharves, and foundations.<sup>12</sup>

Another engineering-architectural firm associated with the design of at least one warehouse in the survey area is the Ballinger Company of Philadelphia, Pennsylvania. The Ballinger Company, responsible for the design of the Sanitary Grocery Company warehouse located at 1629-31 Eckington Place, N.E., was most undoubtedly the designer of the Sanitary Grocery Company at 1845 4th Street, N.E. as well.<sup>13</sup> The Ballinger Company emerged from the architectural and engineering firm Ballinger and Perot, founded sometime around the turn of the century. The Ballinger Company specialized in the design of industrial architecture, earning a national reputation by the 1920s and 1930s. Their work is featured in several architectural journals of the period.<sup>14</sup>

Individuals and firms associated with the design of the warehouses in the survey area for whom no information was located include, D.W. Batesman, A. Coombs, Kubits and Koenig, McKenzie, Voorhees and Gmelin, and Ken J. White. Research into these names should be the subject of a further study.

Although the study of the warehouses in the survey area was limited to a reconnaissance level investigation, many conclusions about this industrial building type have been drawn and many avenues of further research have been paved. These survey findings not only provide a general estimation of the warehouse architecture in the survey area, but serve as the basis for evaluating the potential historical and architectural significance of the buildings.

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<sup>12</sup> Traceries files on Abbott, Merkt and Company

<sup>13</sup> Although no permit could be located for the Sanitary Grocery Company at 1845 4th Street, N.E., the architectural massing, style and detailing of the two buildings are very similar and indicate the work of the same architect/engineering team.

<sup>14</sup> "The Sanitary Grocery Company Warehouse", paper presented to HISP 600, University of Maryland, Lisa Holt, November 1990.

## **WAREHOUSE EVALUATION CRITERIA**

### **Introduction to the Warehouse Evaluation Criteria**

As part of the survey effort, a set of evaluation criteria was developed specifically for the general assessment of the potential for historical and/or architectural significance of warehouse buildings. The criteria were established to help the community and the D.C. Historic Preservation Division determine which buildings need further research or merit further preservation action. The established criteria are based on evaluation criteria established for the D.C. Apartment Building Survey and accepted by the D.C. Historic Preservation Review Board in December 1989. The Warehouse Evaluation Criteria is a precursory listing which offers the opportunity to analyze and evaluate individual warehouses according to their potential for meeting the established criteria, as determined from a preliminary examination.

The preliminary Warehouse Evaluation Criteria were developed at the end of the reconnaissance-level survey of the building type in the defined survey area in Washington, D.C. The criteria were developed using the findings from the on-site and the archival survey work which included map research and limited building permit investigation. The warehouses were analyzed and evaluated at this preliminary stage in conjunction with the outline historic context and on-site data gathered during the survey. Further development of these criteria will be the subject of a more intensive-level study of warehouses in Washington.

### **List of Warehouse Evaluation Criteria**

The preliminary Warehouse Evaluation Criteria were established for determining the potential eligibility of nominating the evaluated warehouses to the National Register of Historic Places. The criteria used by the National Register to evaluate architectural and historic significance are listed below in bold. Under each of these National Register Criteria are the Warehouse Evaluation Criteria, developed specifically for this building type.

#### **NRHP CRITERION A**

**-that are associated with events that have made a significant contribution to the broad patterns of our history;**

Warehouses that meet this criterion might include:

**A-01** -Warehouses directly associated with specific events that have made a significant contribution to the broad patterns of our history.

[DCHS Code=Associated with specific historical event.]



**A-02** -Warehouses that are significant illustrations of the development of the building type as it relates to the need for the type (including the introduction of the type, its early formation throughout the city, and subsequent development).

[DCHS Code=Illustrates the development of the building type.]

**A-03** -Warehouses forming critical clusters, corridors, or districts that illustrate significant patterns of development of the city.

[DCHS Code=Part of cluster, corridor, or district development pattern.]

**A-04** -Warehouses reflecting economic forces, either external or internal, that significantly affected the development of the city.

[DCHS Code=Reflects economic forces affecting development patterns.]

**A-05** -Warehouses reflecting significant trends in the attitudes toward the stratification or segregation and integration of religious, racial, economic, or other social groups that significantly affect the development of the city.

[DCHS Code=Reflects attitudes on societal structure.]

**A-06** -Warehouses reflecting significant changes in the development of social attitudes as expressed through their architectural organization.

[DCHS Code=Reflects architectural response to societal structure.]

**A-07** -Warehouses forming corridors or zones that illustrate significant changes in zoning and planning trends and specific regulations.

[DCHS Code=Illustrates community planning/zoning trends/regulations.]

**A-08** - Warehouses forming critical corridors or zones in response to commerce/transportation requirements.

[DCHS Code=Form corridors or zones in response to commerce/transportation.]

#### **NRHP CRITERION B**

**-that are associated with the lives of persons significant to our past;**

Buildings that meet this criterion might include:

**B-01** -Warehouses specifically associated, as the business or other place of activity, with persons significant to our past.

[DCHS Code=Business of person significant to our past.]

**B-02** -Warehouses specifically associated as the business or other place of groups of people (social, economic, business, racial, ethnic, religious, or otherwise defined) whose lives were significantly affected by (or during) their association with the building.

[DCHS Code=Business or groups affected by association with building.]

**NRHP CRITERION C**

**-that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;**

Buildings that meet this criterion include:

**C-01 -Warehouses that introduced or illustrate significant technological achievements (for example, electricity, structural systems, elevators, air-conditioning).**

[DCHS Code=Introduced/illustrates critical technological achievement.]

**C-02 -Warehouses that reflect significant changes in the form of the building type in response to health and safety (fire) trends or specific regulations.**

[DCHS Code=Introduced/illustrates critical health/safety codes.]

**C-03 -Warehouses that reflect significant changes in aesthetic philosophies.**

[DCHS Code=Reflects important changes in aesthetic philosophies.]

**C-04 -Warehouses that embody functions as typified by specialized organization of the building.**

[DCHS Code=Reflects geographic and social trends in demography.]

**C-05 -Warehouses that illustrate significant types and sub-types of buildings.**

[DCHS Code=Illustrates building types and sub-types]

**C-06 -Warehouses that embody significant expressions of architectural styles, either rare or influential to the aesthetic development of warehouses.**

[DCHS Code=Illustrates influential, rare, notable architectural style.]

**C-07 -Warehouses that illustrate a significant role of the warehouse type in the various plans and aesthetic movements characteristic to Washington, D.C.**

[DCHS Code=Illustrates buildings' roles in planning/aesthetic.]

**C-08 -Warehouses that illustrate significant expressions of siting and/or landscaping, either rare, notable, or influential to warehouse development.**

[DCHS Code=Illustrates siting or landscaping.]

**C-09 -Warehouses that are significant illustrations of the use of materials, rare, notable, or influential to the development of the building type.**

[DCHS Code=Illustrates use of materials.]

**C-10 -Warehouses that introduced or made significant contributions to the expression and appreciation of industrial features significantly affecting the type's architectural form.**

[DCHS Code=Introduced/illustrates amenities altering building form.]

**C-11** -Warehouses that are the significant work of skilled architects, landscape architects, urban planners, engineers, builders, developers, or other individuals participating in the creation of a building or building type.

[DCHS Code=Work of skilled architects, planners, engineers, etc.]

**C-12** -Warehouses that achieve significance by illustrating the work of a team of engineers, architects, developers, owners or other group of individuals responsible for the creation of a building or building type.

[DCHS Code=Work of designer/developer, etc. teams.]

**C-13** -Warehouses that include significant work of skilled craftsmen, artists, or sculptors, or other artisans.

[DCHS Code=Includes notable work of craftsmen, artists, or sculptors.]

**C-14** - Warehouses that significantly incorporate imagery symbolic to a philosophy, business, product, and/or owner.

[DCHS Code=Incorporates imagery symbolic to business.]

### **Application of Preliminary Warehouse Criteria**

In the Warehouse Survey, the criteria were used to identify potential significance for each individual warehouse building which was surveyed. The criteria were applied on a very general and generous basis and identified the potential merit, not necessarily the actual merit, for National Register eligibility. This approach was taken under the assumption that further research would either substantiate the criteria as assigned, or provide insufficient evidence to support the criteria assignment. If insufficient evidence is found to support the criteria assignments, the assignments will then be eliminated from the record.

All of the warehouses within the survey were evaluated according to the established criteria in a systematic manner. The physical integrity of the individual warehouses was not seriously considered at this initial stage of the evaluation process. Any individual warehouse could be assigned any or all of the criteria as listed below:

**A-03** was assigned to all warehouses that were organized in groups of three or more warehouses.

**A-08** was assigned to all warehouses located on major commercial or transportation routes.

**B-01** was assigned to any warehouse known to have originally been associated with an individual.

**B-02** was assigned to all warehouses for which a known business enterprise could be attributed.

**C-02** was assigned to all warehouses which are documented to be fireproof constructions.

C-10 was assigned to all warehouses which display industrial features as prominent elements of the building.

C-11 was assigned to all warehouses for which an architect was identified.

C-12 was assigned to all warehouses for which a team of architect/builder/and or developer was identified.

Other criteria were assigned on a more limited basis:

C-01 was assigned only to those warehouses known to have introduced technological achievements.

C-03 was assigned to those warehouses designed in a style that could be associated with other artistic developments (ex. Warehouses designed in the Art Moderne or Streamlined style were responding to aesthetic philosophies at use in other areas of design).

C-05 was assigned to warehouses where the original purpose of the building was known to have been a significant sub-type of warehouse, i.e. above and beyond storage.

C-06 was assigned to any warehouse which was determined to show skilled handling of architectural massing and motifs associated with a specific architectural style.

C-14 was assigned to any warehouse which incorporated architectural details or imagery which could be associated with the business, product or original owner of the warehouse.

### **PART III: RECOMMENDATIONS**

The Warehouse Survey was the first stage in the process of identifying and understanding the industrial architecture of Washington, D.C. The survey systematically identified, documented, and evaluated every warehouse building constructed prior to 1946 within the survey area. The survey also resulted in the establishment of an historic context for the development of warehouses in this city. The survey process was not all inclusive, however, and needs further examination. Tracerics proposes the following recommendations for further research and survey efforts:

#### **Discourage Historic District Status**

The findings from the reconnaissance-level survey indicate that a "warehouse district" *per se* does not necessarily exist within the warehouse survey boundaries. Although many of the buildings are grouped into clusters or organized in rows along important transportation corridors, the warehouses in the area do not form one cohesive whole that merits historic district status. The warehouses are spread over a wide area, are separated by buildings not contributing to a district, and relate to different historic contexts. Furthermore the physical integrity of a significant number of the warehouses has been compromised by major alterations and additions to the exterior elevations of the buildings.

#### **Encourage Intensive-Level Survey of a Select Number of Warehouses within the Survey Area**

Although a historic district is being discouraged, many individual warehouses show potential for architectural and historical significance and deserve further study. The following list identifies those buildings which are potentially eligible as individual D.C. Landmarks and should be the focus of further efforts:

- Columbia Warehouse Development Corporation, 1126 1st Street, N.E.
- Palais Royal, 1127 1st Street, N.E.
- Peoples Drug Store Warehouse, 1412-1420 1st Street, N.E.
- 911 2nd Street, N.E.
- M.J. ULine Ice Company, 1138 3rd Street, N.E.
- D.C. Schools Career Development Center, 1705 3rd Street, N.E.
- Union Market Terminal Complex, Florida Avenue, N.E. and 4th and 5th Streets, N.E.

- Sanitary Grocery Company Warehouses, 1845 4th Street N.E.; 1935 5th Street, N.E.; 1629-31 Eckington Place, N.E.
- Heinz 57 Warehouse, 2101 5th Street, N.E.
- U.S. Postal Equipment Shops, 2135 5th Street, N.E.
- Judd and Detweiler Printers, Inc., 1500 Eckington Place
- U.S. Government Printing Office, Warehouse #4, 23 G Place
- 50-54 L Street, N.E.
- Woodward and Lothrop Warehouse, 131 M Street, N.E.
- Hecht Company Warehouse, 1401 New York Avenue, N.E.<sup>15</sup>
- Smithsonian Service Center, 1111 North Capitol Street, N.E.
- 309-315 Randolph Place, N.E.

The proposed intensive-level survey of these structures would include both on-site and archival research. The research would be sufficient enough to determine if the individual buildings were eligible for historic status as D.C. landmarks, and if so, would provide adequate information to complete the landmark application form. The archival research would include extensive research into the businesses that occupied the warehouse; the individuals associated with the building, such as architects, engineers, or owners; the function of the building and how its architecture is an expression of this function.

#### City-Wide Reconnaissance-Level Survey of Warehouse Architecture

The D.C. Warehouse Survey was limited to a defined area around Union Station in northeast Washington. In order to more fully understand the development of the building type in this city, a city-wide survey would need to be completed. A larger-scaled survey would provide earlier examples of warehouse buildings, such as those found in Georgetown and other areas along the waterfront. This survey could similarly be a reconnaissance-level survey, and should systematically identify the demolished warehouses located throughout the city.

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<sup>15</sup> A D.C. Landmark Application for the Hecht Company Warehouse was submitted by the Art Deco Society in November 1990. If designated a D.C. Landmark, no further research would be required for this building.

### **Survey of Transportation-Related Architecture**

The earliest warehouses of Washington were located along the Georgetown waterfront and in Alexandria (now part of Virginia) and are related to the shipping industry serving these early port towns. The development of warehouses eventually shifted away from Georgetown and the water to railroad lines and then to roads. The shift in location of warehouses is in direct response to the changing transportation corridors in the city and needs further investigation.

The findings from the reconnaissance-level survey of warehouses in the defined area revealed that all but six of the extant buildings were erected following the construction of Union Station. These warehouses tended to fill in empty lots located along the railroad lines north of the station, or replace existing residential architecture. The number of warehouses in the area increased dramatically from the station's erection until the 1930s. This development was evidently in direct response to the railroad industry and possibly changes in zoning, and requires further study. Further archival research into the railroad industry and other means of transportation in Washington and the impact that transportation had on the surrounding industrial development should be the focus of this proposed survey.

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## APPENDIX

—DCHS Address Report

DCHS Chronological Report

DCHS Criteria by Building Report

## TRACERIES WAREHOUSE SURVEY

(Date From 1880) and (Date To 1945) and (Building type=Warehouse)

Address report -- normal address order

03/08/1991

address	name of building/architect	S	H DCS	date	str	unit	Id Number/Alternate Lot
401-415 1st Street N.E.	Union Trust & Storage Company	D		1903pre	0	0	0713 0043
1126 1st Street N.E.	Columbia Warehouse Development	S		1917	2	0	0673 0806
1127 1st Street N.E.	Palais Royal	S		1931	4	0	0712 01108
1412-1420 1st Street N.E.	Peoples Drug Store Warehouse	S		1919	4	0	0669 0832
736 2nd Street N.E.		S		1925ca	2	0	0719 0817
911 2nd Street N.E.	Regency Entertainment Group	S		1900	1	0	0750 0807
1019-1021 2nd Street N.E.		S		1903ca	2	0	0749 0819
1101 2nd Street N.E.		S		1939	2	0	0748 0065
1111 2nd Street N.E.	Aurora Color	S		1939	2	0	0748 0024+25-28
1125-1131 2nd Street N.E.		S		1942	1	0	0748 0032+33-34
1132 3rd Street N.E.		S		1935-36	1	0	0748 0062
1138 3rd Street N.E.	Uline, M.J. Ice Company	S		1931	2	0	0748 0011+808-809
1705 3rd Street N.E.	D.C. Schools Career Develop	S		1925	4	0	3574 0032B
1246-1248 4th Street N.E.	Union Market Terminal	S		1931	3	0	3587 0802
1250-1260 4th Street N.E.	Union Market Terminal	S		1931-32	2	0	3587 0003
1251-1271 4th Street N.E.	Union Market Terminal	S		1931	3	0	3589 0029-37
1287 4th Street N.E.	Union Market Terminal	S		1931	2	0	3589 0048 +802
1307-1317 4th Street N.E.	Union Market Terminal	S		1931	2	0	3592 0800
1845 4th Street N.E.	Sanitary Grocery Company	S		1923	4	0	3609 0803
1250-1292 5th Street N.E.	Union Market Terminal Inc.	S		1931	2	0	3589 0003 8-17,23-28
1300-1334 5th Street N.E.	Union Market Terminal	S		1931	2	0	3592 0001-18
1336-1338 5th Street N.E.	Union Market Terminal	S		1939	2	0	3592 0129/43
1919 5th Street N.E.	Sterling Equipment	S		1922	1	0	3614 0005+6
1935 5th Street N.E.	Sanitary Grocery Store	S		1923	3	0	3614 0007+8
2000-2002 5th Street N.E.		S		1923-26	1	0	3616 0808+0809
2014-2018 5th Street N.E.	Wash Stair & Orn'l Iron Works	S		1928	2	0	3616 0810
2101 5th Street N.E.	Heinz 57	S		1926	2	0	3620 0015
2108 5th Street N.E.		S		1925	1	0	3621 0044
2110-2112 5th Street N.E.		S		1924	2	0	3621 0022
2116 5th Street N.E.		S		1924	1	0	3621 0021
2135 5th Street N.E.	U.S. Postal Equipment Shops	S		1920	2	0	3623 0131/47
1725-1735 15th Street N.E.	US Gov't.,FHA Files & W'house.	S		1940-41	2	0	4092 0810
901 Brentwood Road N.E.	Trailways Service Inc.	S		1940s	1	0	3656 0130/26
1110 Congress Street N.E.		S		1925	2	0	0748 0051+52
1116-1124 Congress Street N.E.	Chilly's Auto Body Repair	S		1890-10	2	0	0748 0044+45-48
1500 Eckington Place N.E.	Judd and Detweiler, Inc.	S		1913	3	0	3518 0029
1629-1631 Eckington Place N.E.	Sanitary Grocery Company	S		1930	4	0	3576 0804
2001 Fairview Avenue N.E.	US Mail Distribution	S		1940s	1	0	4041 0813
205-207 Fenton Court N.E.		S		1942	1	0	0749 0048 49,50,51
209-215 Fenton Court N.E.		S		1942	1	0	0749 0044 45,46,47
1900 Fenwick Street N.E.		S		1933	1	0	4038 D142/13
1901 Fenwick Street N.E.	Pete Pappas & Sons Produce	S		1937	2	0	4093 0832
2002 Fenwick Street N.E.	Frank Gordon Printing Company	S		1930s	1	0	4038 H142/15
2006 Fenwick Street N.E.		S		1930s	1	0	4038 G142
21 Florida Avenue N.E.	Hubcap Tom's	S		1927	1	0	0668 0088
50 Florida Avenue N.E.	Metropolitan Warehouse Company	S		1923	3	0	3516 0033+-39,51,52+
23 G Place N.E.	U.S. Gov't. Printing Off. W#4	S		1939	2	0	0677 0809
50-54 L Street N.E.	Trade Unionist Printing Co.	S		1909	2	0	0674 0031
66 L Street N.E.	C.&P.Telephone Co.	S		1933	1	0	0674 0032A
201 L Street N.E.		S		1920	1	0	0749 0065
220 L Street N.E.		S		1912	1	0	0748 0073

## TRACERIES WAREHOUSE SURVEY

(Date From 1880) and (Date To 1945) and (Building type=Warehouse)

Address report -- normal address order

03/08/1991

address	name of building/architect	S	N DCS	date	str unit	Id Number/Alternate Lot
227-229 L Street N.E.	Cabinetmakers Supply	S		1940	2	0 0749 0015
16-20 M Street N.E.	Treasury Dept. US Customs Serv	S		1935	1	0 0672 0251+839
30 M Street N.E.		D		1912	0	0 0672 0241
131 M Street N.E.	Woodward & Loth Distrib. Centr	S		1938	6	0 0712 0110A
401-423 Morse Street N.E.		S		1931	2	0 3588 0013+14-22, 801
501-529 Morse Street N.E.	Union Market Terminal	S		1932	2	0 3590 0001+-11,800-01
1216 Mount Olivet Road N.E.		S		1930s	2	0 4051 A141
1228-1232 Mount Olivet Road N.E.	National Heating	S		1940s	1	0 4051 C141/57
1236 Mount Olivet Road N.E.		S		1930s	1	0 4051 D141/55
23-33 N Street N.E.	Adapt Clinic	S		1939	2	0 0672 0254
301 N Street N.E.	Capital Self Storage	S		1930ca	3	0 0772 0022
7-11 New York Avenue N.E.	Food Mart	S		1919	3	0 0671 0014
33 New York Avenue N.E.		S		1928	2	0 0671 0027
35 New York Avenue N.E.		S		1915	2	0 0671 0016
37 New York Avenue N.E.	PMI	S		1908	3	0 0671 0017
39 New York Avenue N.E.	New York Avenue Car Wash	S		1909	2	0 0671 0018
411-413 New York Avenue N.E.		S		1939-40	4	0 3594 0129/36
1357 New York Avenue N.E.		S		1932	2	0 4038 0001
1401 New York Avenue N.E.	Hecht Co. Warehouse	S		1937	6	0 4037 0006
1111 North Capitol Street N.E.	Smithsonian Service Center	S		1925	4	0 0674 0011+816-17,819
16 O Street N.E.	Arlington Manufacturing Co.	D		1937pre	0	0 0669 0033
30 O Street N.E.	Crusty Pie Company	D		1937pre	0	0 0669 0154
1350 Okie Street N.E.		S		1939	3	0 4038 B142/103
1356 Okie Street N.E.		S		1937	2	0 4038 A142/78
1360 Okie Street N.E.		S		1930s	2	0 4038 C142/17
1431-1461 Okie Street N.E.	Swift & Co.	S		1944	1	0 4093 0831
6 P Street N.E.	Casket Warehouse	S		1924	2	0 0668 0079
118 Q Street N.E.	Lanham Company	S		1900	3	0 3519 0043
120-128 Q Street N.E.	Lanham Company	S		1918	2	0 3519 0070
140 Q Street N.E.		S		1909	2	0 3519 0063
215 Randolph Place N.E.		S		1929	1	0 3573 0022
219 Randolph Place N.E.		S		1909	1	0 3573 0023
309-315 Randolph Place N.E.		S		1888	2	0 3574 0032A
319-325 S Street N.E.	Nick Bloom Uniform Company	S		1908	1	0 3571 0034 -811
400 T Street N.E.		S		1940s	1	0 3615 0500
514 V Street N.E.		S		1942	1	0 3620 0812
517 V Street N.E.	Barber B. Ross Millwork	D		1931pre	0	0 3617 0014
2024 West Virginia Avenue N.E.	Sanitary Grocery Co.	S		1942	1	0 4093 0015
2030 West Virginia Avenue N.E.	Safeway Stores Inc.	S		1941	2	0 4093 0013
2034 West Virginia Avenue N.E.		S		1940	2	0 4093 0012
2040 West Virginia Avenue N.E.	Space Tech 3 Safe Chemicals	S		1940	2	0 4093 0011

## TRACERIES WAREHOUSE SURVEY

(Date From 1880) and (Date To 1945) and (Building type=Warehouse)

Chronological report

03/08/1991

address	name of building/architect	S	H DCS	date	str unit	Id Number/Alternate Lot
309-315 Randolph Place N.E.		S		1888	2 0	3574 0032A
1116-1124 Congress Street N.E.	Chilly's Auto Body Repair	S		1890-10	2 0	0748 0044+45-48
911 2nd Street N.E.	Regency Entertainment Group	S		1900	1 0	0750 0807
118 Q Street N.E.	Lanham Company	S		1900	3 0	3519 0043
1019-1021 2nd Street N.E.		S		1903ca	2 0	0749 0819
401-415 1st Street N.E.	Union Trust & Storage Company	D		1903pre	0 0	0713 0043
37 New York Avenue N.E.	PMI	S		1908	3 0	0671 0017
319-325 S Street N.E.	Nick Bloom Uniform Company	S		1908	1 0	3571 0034 -811
39 New York Avenue N.E.	New York Avenue Car Wash	S		1909	2 0	0671 0018
50-54 L Street N.E.	Trade Unionist Printing Co.	S		1909	2 0	0674 0031
140 Q Street N.E.		S		1909	2 0	3519 0063
219 Randolph Place N.E.		S		1909	1 0	3573 0023
30 M Street N.E.		D		1912	0 0	0672 0241
220 L Street N.E.		S		1912	1 0	0748 0073
1500 Eckington Place N.E.	Judd and Detweiler, Inc.	S		1913	3 0	3518 0029
35 New York Avenue N.E.		S		1915	2 0	0671 0016
1126 1st Street N.E.	Columbia Warehouse Development	S		1917	2 0	0673 0806
120-128 Q Street N.E.	Lanham Company	S		1918	2 0	3519 0070
1412-1420 1st Street N.E.	Peoples Drug Store Warehouse	S		1919	4 0	0669 0832
7-11 New York Avenue N.E.	Food Mart	S		1919	3 0	0671 0014
201 L Street N.E.		S		1920	1 0	0749 0065
2135 5th Street N.E.	U.S. Postal Equipment Shops	S		1920	2 0	3623 0131/47
1919 5th Street N.E.	Sterling Equipment	S		1922	1 0	3614 0005+6
50 Florida Avenue N.E.	Metropolitan Warehouse Company	S		1923	3 0	3516 0033+-39,51,52+
1845 4th Street N.E.	Sanitary Grocery Company	S		1923	4 0	3609 0803
1935 5th Street N.E.	Sanitary Grocery Store	S		1923	3 0	3614 0007+8
2000-2002 5th Street N.E.		S		1923-26	1 0	3616 0808+0809
6 P Street N.E.	Casket Warehouse	S		1924	2 0	0668 0079
2116 5th Street N.E.		S		1924	1 0	3621 0021
2110-2112 5th Street N.E.		S		1924	2 0	3621 0022
1111 North Capitol Street N.E.	Smithsonian Service Center	S		1925	4 0	0674 0011+816-17,819
1110 Congress Street N.E.		S		1925	2 0	0748 0051+52
1705 3rd Street N.E.	D.C. Schools Career Develop	S		1925	4 0	3574 0032B
2108 5th Street N.E.		S		1925	1 0	3621 0044
736 2nd Street N.E.		S		1925ca	2 0	0719 0817
2101 5th Street N.E.	Heinz 57	S		1926	2 0	3620 0015
21 Florida Avenue N.E.	Hubcap Tom's	S		1927	1 0	0668 0088
33 New York Avenue N.E.		S		1928	2 0	0671 0027
2014-2018 5th Street N.E.	Wash Stair & Orn'l Iron Works	S		1928	2 0	3616 0810
215 Randolph Place N.E.		S		1929	1 0	3573 0022
1629-1631 Eckington Place N.E.	Sanitary Grocery Company	S		1930	4 0	3576 0804
301 M Street N.E.	Capital Self Storage	S		1930ca	3 0	0772 0022
1360 Okie Street N.E.		S		1930s	2 0	4038 C142/17
2006 Fenwick Street N.E.		S		1930s	1 0	4038 G142
2002 Fenwick Street N.E.	Frank Gordon Printing Company	S		1930s	1 0	4038 H142/15
1216 Mount Olivet Road N.E.		S		1930s	2 0	4051 A141
1236 Mount Olivet Road N.E.		S		1930s	1 0	4051 D141/55
1127 1st Street N.E.	Palais Royal	S		1931	4 0	0712 0110B
1138 3rd Street N.E.	Uline, M.J. Ice Company	S		1931	2 0	0748 0011+808-809
1246-1248 4th Street N.E.	Union Market Terminal	S		1931	3 0	3587 0802
401-423 Morse Street N.E.		S		1931	2 0	3588 0013+14-22, 801

## TRACERIES WAREHOUSE SURVEY

(Date From 1880) and (Date To 1945) and (Building type=Warehouse)

## Chronological report

03/08/1991

address	name of building/architect	S	H	DCS	date	str	unit	Id Number/Alternate Lot
1250-1292 5th Street N.E.	Union Market Terminal Inc.	S			1931	2	0	3589 0003 8-17,23-28
1251-1271 4th Street N.E.	Union Market Terminal	S			1931	3	0	3589 0029-37
1287 4th Street N.E.	Union Market Terminal	S			1931	2	0	3589 0048 +802
1300-1334 5th Street N.E.	Union Market Terminal	S			1931	2	0	3592 0001-18
1307-1317 4th Street N.E.	Union Market Terminal	S			1931	2	0	3592 0800
1250-1260 4th Street N.E.	Union Market Terminal	S			1931-32	2	0	3587 0003
517 V Street N.E.	Barber B. Ross Millwork	D			1931pre	0	0	3617 0014
501-529 Morse Street N.E.	Union Market Terminal	S			1932	2	0	3590 0001+-11,800-01
1357 New York Avenue N.E.		S			1932	2	0	4038 0001
66 L Street N.E.	C & P Telephone Co.	S			1933	1	0	0674 0032A
1900 Fenwick Street N.E.		S			1933	1	0	4038 0142/13
16-20 M Street N.E.	Treasury Dept. US Customs Serv	S			1935	1	0	0672 0251+839
1132 3rd Street N.E.		S			1935-36	1	0	0748 0062
1401 New York Avenue N.E.	Hecht Co. Warehouse	S			1937	6	0	4037 0006
1356 Okie Street N.E.		S			1937	2	0	4038 0142/78
1901 Fenwick Street N.E.	Pete Pappas & Sons Produce	S			1937	2	0	4093 0832
16 O Street N.E.	Arlington Manufacturing Co.	D			1937pre	0	0	0669 0033
30 O Street N.E.	Crusty Pie Company	D			1937pre	0	0	0669 0154
131 M Street N.E.	Woodward & Loth Distrib. Centr	S			1938	6	0	0712 0110A
23-33 N Street N.E.	Adapt Clinic	S			1939	2	0	0672 0254
23 G Place N.E.	U.S. Gov't. Printing Off. W#4	S			1939	2	0	0677 0809
1111 2nd Street N.E.	Aurora Color	S			1939	2	0	0748 0024+25-28
1101 2nd Street N.E.		S			1939	2	0	0748 0065
1336-1338 5th Street N.E.	Union Market Terminal	S			1939	2	0	3592 0129/43
1350 Okie Street N.E.		S			1939	3	0	4038 0142/103
411-413 New York Avenue N.E.		S			1939-40	4	0	3594 0129/36
227-229 L Street N.E.	Cabinetmakers Supply	S			1940	2	0	0749 0015
2040 West Virginia Avenue N.E.	Space Tech 3 Safe Chemicals	S			1940	2	0	4093 0011
2034 West Virginia Avenue N.E.		S			1940	2	0	4093 0012
1725-1735 15th Street N.E.	US Gov't.,FHA Files & W'house.	S			1940-41	2	0	4092 0810
400 T Street N.E.		S			1940s	1	0	3615 0500
901 Brentwood Road N.E.	Trailways Service Inc.	S			1940s	1	0	3656 0130/26
2001 Fairview Avenue N.E.	US Mail Distribution	S			1940s	1	0	4041 0813
1228-1232 Mount Olivet Road N.E.	National Heating	S			1940s	1	0	4051 0141/57
2030 West Virginia Avenue N.E.	Safeway Stores Inc.	S			1941	2	0	4093 0013
1125-1131 2nd Street N.E.		S			1942	1	0	0748 0032+33-34
209-215 Fenton Court N.E.		S			1942	1	0	0749 0044 45,46,47
205-207 Fenton Court N.E.		S			1942	1	0	0749 0048 49,50,51
514 V Street N.E.		S			1942	1	0	3620 0812
2024 West Virginia Avenue N.E.	Sanitary Grocery Co.	S			1942	1	0	4093 0015
1431-1461 Okie Street N.E.	Swift & Co.	S			1944	1	0	4093 0831