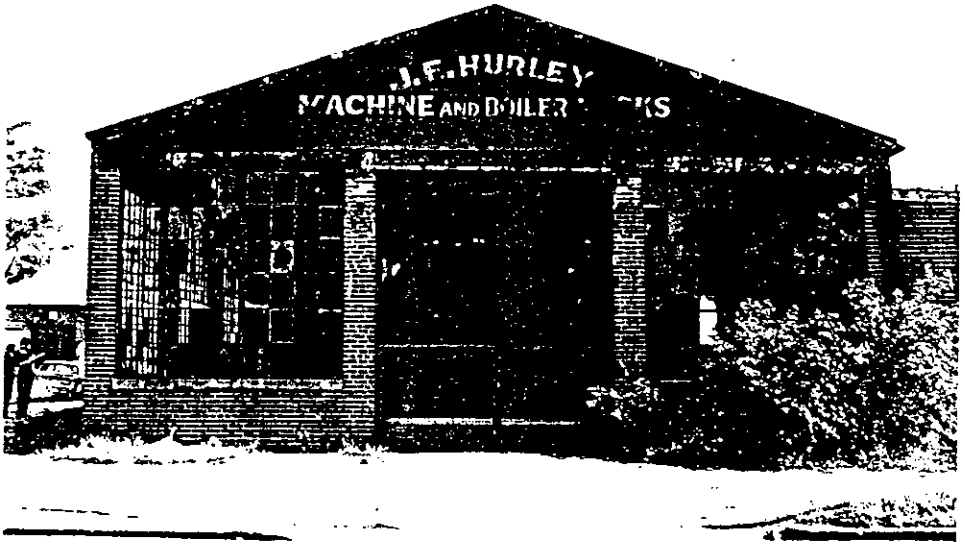
DC WAREHOUSE SURVEY
PHASE II

FINAL REPORT



Prepared
By
Traceries

For
The D.C. Historic Preservation Division

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D.C. Grant # 11-91-60120A

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PART II. SURVEY METHODOLOGY

A. Introduction

The primary purpose of conducting the Warehouse Phase II survey was to identify all of the pre-1945 railroad-related warehouse buildings within the given areas, and to determine which ones may be eligible for further preservation action. This survey expanded upon research conducted during the initial phase of the Warehouse Survey, and resulted in a complete picture of the city's railroad-related architecture. The grant project called for a hierarchical survey process beginning with a windshield survey, continuing with a reconnaissance-level survey and intermediate-level survey, and finally, culminating with an intensive-level survey. Each of these levels of survey are further defined below.

The project was organized and conducted by a professional team of architectural historians from Traceries and experienced DCPL volunteers. The Survey Team consisted of Survey Director, Emily Eig; Survey Manager and Architectural Historian, Kimberly Williams; and Research/Survey Assistant, Kimberlee Welsh. An Advisory Committee, carried over from last year and supplemented by an additional historian, was organized to help direct the study and provide advice to the Survey Team. The Advisory Committee was composed of the following members: David Maloney, Steve Callcott, Howard Newlon, Alan Dynerman, Carolyn Brown, Emily Eig and Kimberly Williams.

The survey project provided for both archival and on-site investigation and documentation. The archival research and on-site survey were conducted simultaneously and in an hierarchical manner as described below.

B. General Research

Map Research. The survey process began with the collection of both historic and current maps of all of the defined survey areas. The current maps were used primarily to locate existing warehouse buildings within the survey area, while the historic maps were studied for demolished buildings and general development patterns. The maps were used throughout the survey process and were a vital tool in conducting the survey.

Literature Search. The literature search in this phase of the project basically continued where Phase I research ended. Research in Phase I focused primarily on warehouses as a building type; research in Phase II was directed towards the evolution of trade routes in Washington, D.C., the evolution of the railroad, and the impact the railroad had on surrounding development. Research was conducted largely by volunteers under the direction of the Survey Team.

C. Windshield Survey

On-Site Windshield Survey. Based on the findings from the current map research, the Survey Team conducted a windshield survey of all of the survey areas to accurately identify those

buildings to be surveyed. The professionals examined every industrial-type building, and based upon the building type and date of construction, chose to have the building surveyed or not. A building was always chosen for survey if it appeared to be a warehouse or other light-industrial building type and was constructed prior to 1946. If the building was located in the area, but appeared to be a garage or other auto-related building not providing for warehousing activities, it was not chosen to be surveyed. Because of the specific nature of this building-type survey, the windshield survey was a necessary step in the survey process. A total of 129 buildings were selected to be surveyed during this windshield survey process.

Pre-Inventory Database. Each individual building which was identified during the map research and windshield survey was entered into the DCHS computer database system. Other buildings not chosen for the survey, such as demolished warehouses, and warehouses post-dating 1946 were also entered into the system. The pre-inventory database included current square and lot designations, building names when appropriate, dates of construction when known, and building type. At this stage the building type was identified as "warehouse"; when determined otherwise, the building type was changed as necessary. This information which was conducted by a DCPL volunteer resulted in the development of approximately 159 new records.

D. Reconnaissance-Level Survey

Prepare for Reconnaissance-Level Survey. All of the 129 warehouse buildings identified during the Windshield Survey were then surveyed during the Reconnaissance-Level survey. On-site survey forms, already developed as part of the Phase I survey, were printed for each of the individual warehouses. This survey form was not meant to provide extensive architectural information about the buildings, but to serve as a basis for evaluating the buildings for further documentation.

Train for and Conduct Survey. DCPL volunteers who had participated in the initial phase of the Warehouse survey were recruited to perform the survey of the expanded survey areas. A training session explaining the survey process and identifying the new survey areas was held at the offices of Traceries. Six survey packets, complete with approximately 25 buildings each, were prepared for distribution at the training session. Following the survey training session, teams of two surveyors conducted the on-site investigation and photographed the buildings being surveyed.

E. Intermediate-Level Survey

Set Intermediate-Level Inventory Priorities. Based upon the findings from the Reconnaissance-Level survey, approximately 78 buildings were selected for an intermediate-level survey. These buildings were chosen from the pool of 227 buildings identified during both the Warehouse Phase I Survey and the Reconnaissance-Level Survey of Warehouse Survey, Phase II. The intermediate-level survey involved the collection of a D.C. Permit to Build on each of the individually selected buildings. The buildings were chosen for the intermediate-level survey, for their distinctiveness of architectural style and detailing, their early date of construction, and/or their potential contribution to local history. A list of the buildings surveyed to the intermediate level can be found in the appendix of this report.

Train for and Conduct Building Permit Research. A training session on building permit research was conducted by Traceries at the National Archives for DCPL volunteers. It was anticipated that following the training session, volunteers would conduct the research on the necessary buildings and submit the findings to Traceries. Because of inconsistencies with the building permit indexing system, this process of having volunteers conduct the research did not work out as planned. Many of the warehouse buildings are located in areas of the city which are still considered parcels and not squares and many others have had significant lot changes over the years; others were simply not located within the permit indexes. Because of this, confusion and frustration amongst the volunteers ran high; ultimately Traceries completed the necessary building permit research at additional labor expense.

Reconnaissance and Intermediate-level Survey Data Entry. Data-entry is an important element to the survey and serves a primary role in the analysis and evaluation of the buildings being examined. All of the information collected from the on-site and archival research during the reconnaissance and intermediate-level surveys was entered into the DCHS Database during an evening data-entry session held at Traceries. The volunteers also labelled their photographs and catalogued them during this evening work session. All of the data entered during the session was later reviewed by the Survey Team for accuracy and consistency.

F. Intensive-Level Survey

Intensive-Level Survey Priorities. Based upon the findings from the on-site reconnaissance-level survey and the archival intermediate-level survey, priories were established for the intensive-level survey of the project. The intensive-level survey was designed as a comprehensive survey of approximately 25 individually selected warehouse buildings. The intensive-level survey included both a more complete on-site investigation, and a thorough archival search. The archival research included locating information on the individual building's original occupants, owners, architects, and engineers. Archival research was conducted primarily by volunteers at the Martin Luther King Jr. Library, Washingtonian Division; and the Washington Historical Society. Newspaper indexes, clippings files and vertical files were thoroughly examined for relevant information. The intensive-level on-site survey focused on capturing architectural details of the buildings construction and evolution.

The approximately 25 buildings chosen for this level of the survey were selected for their potential historic and or architectural significance, as determined from the findings of the previous stages of investigation. A list of the 26 buildings selected for intensive-level investigation can be found in Figure 1.

G. Evaluation Criteria

Apply Criteria for the Evaluation of Warehouse Buildings. All of the warehouses surveyed during the Warehouse Survey were examined for potential historic and/or architectural significance. The buildings were examined by the evaluation criteria established for warehouse

D.C. WAREHOUSE SURVEY PHASE II
LIST OF WAREHOUSES SURVEYED AT AN INTENSIVE LEVEL

Chesapeake and Potomac Telephone Company Warehouse (1111 North Capitol Street, N.E.)
Columbia Warehouse Development Corporation (1126 1st Street, N.E.)
Evening Star Warehouse (120 Railroad Avenue, S.E.)
Evening Star Garage (841 2nd Street, S.E.)
H.J. Heinz Company Warehouse (2101 5th Street, N.E.)
J.E. Hurley Machine Works Shop (1015-1019 1/2 Street, S.E.)
Judd and Detweiler Printing Company (1500 Eckington Place, N.E.)
Kane Moving and Storage Warehouse (2801 8th Street, N.E.)
Lank Woodworking Company (1107-1109 1st Street, S.E.)
Lank Woodworking Company (1001 1st Street, S.E.)
Lank Woodworking Company (59 K Street, S.E.)
Merkle Press (802 Rhode Island Avenue, N.E.)
Merkle Press (810 Rhode Island Avenue, N.E.)
Merkle Press (806 Rhode Island Avenue, N.E.)
Milk Depot (911 2nd Street, N.E.)
Palais Royal Warehouse (1127 1st street, N.E.)
People's Drug Store Warehouse (1422 1st Street, N.E.)
People's Drug Store Warehouse (61-75 P Street, N.E.)
Reiss Paper Company Warehouse (103 Canal Street, S.E.)
Sanitary Grocery Company Warehouse (1629-1631 Eckington Place, N.E.)
Sanitary Grocery Company Warehouse (1845 4th Street, N.E.)
Sanitary Grocery Company Warehouse (1935 5th Street, N.E.)
Terminal Refrigerating Warehouse (500 D Street, S.W.)
Uline Ice Company Plant (1138 3rd Street, N.E.)
Value Village Warehouse (525 Rhode Island Avenue, N.E.)
Woodward and Lothrop Warehouse (131 M Street, N.E.)
TOTAL: 26

Figure 1: List of warehouses surveyed at the intensive level (Traceries, 1992)

buildings during the Warehouse Survey Phase I.[2] The evaluation criteria were applied to the surveyed properties in three hierarchical phases resulting in a list of buildings meeting one or more of the established criteria. This list was then examined for warehouse buildings that are potentially eligible for listing on the D.C. Inventory of Historic Sites and the National Register of Historic Places.

The first phase, applied to all surveyed warehouses, involved an extremely liberal approach. Based upon the results of this preliminary evaluation and research findings pertaining to the individual buildings meeting the established criteria, the evaluation criteria were applied a second time. During the second phase the buildings were examined more critically and the criteria were applied in a less "across the board" manner. The third phase, applied only to those buildings meeting any of the criteria after the second phase, again involved a more critical examination of the building's potential historic and/or architectural significance. For a complete discussion of the manner in which the criteria were applied, see the Evaluation Criteria section of this report.

The final phase resulted in a list of buildings meeting one or more of the criteria designed specifically for warehouse buildings. These findings, along with the extensive research findings conducted during the intensive-level survey of the project, resulted in a list of 13 buildings determined potentially eligible to the National Register of Historic Places and recommended for further preservation action.

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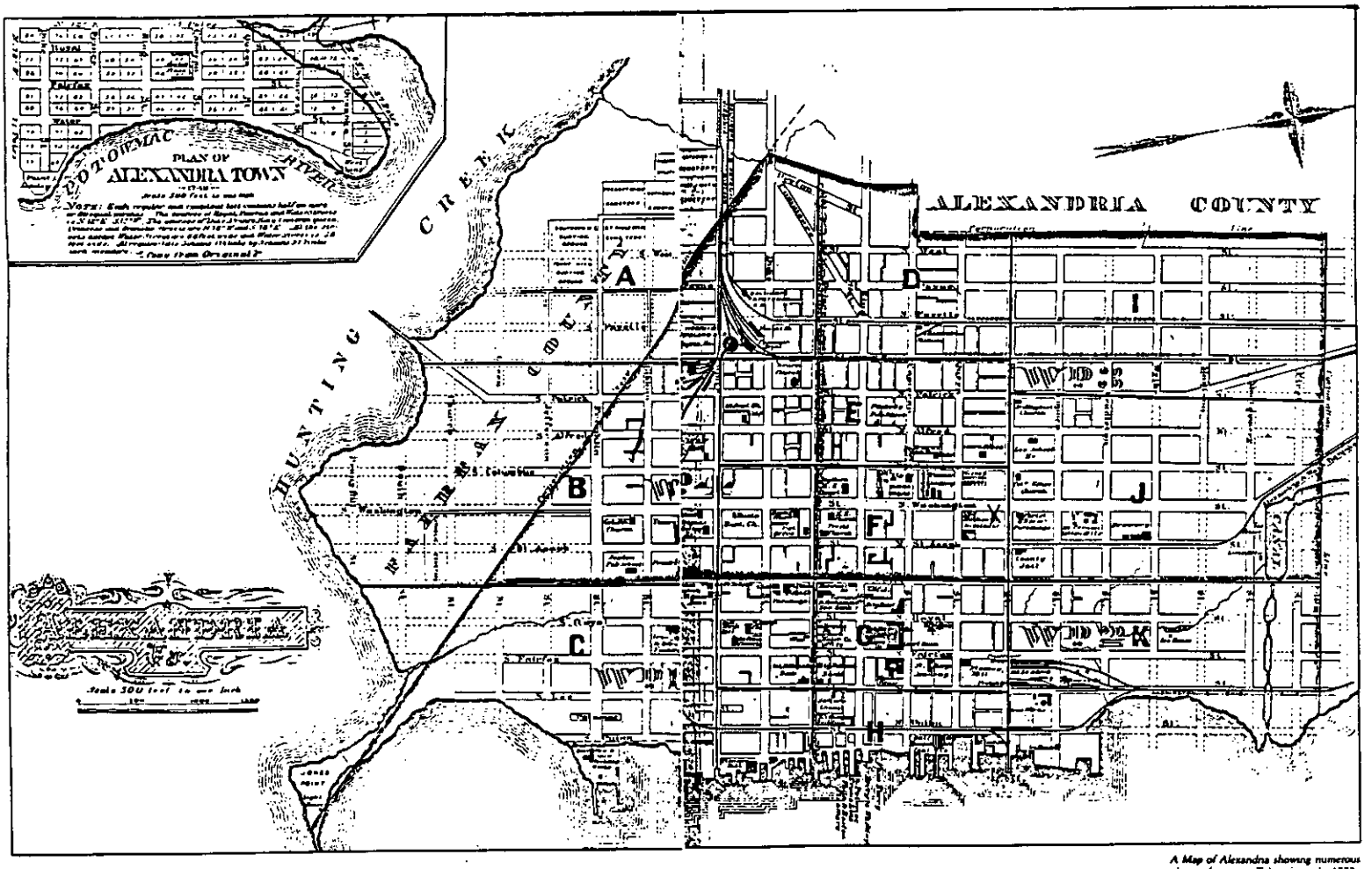
[2] For a list and explanation of the Warehouse Evaluation Criteria, see the Warehouse Phase I Final Report submitted to D.C. Historic Preservation Division, March 1991.



A Map of Alexandria showing numerous places of interest. Taken from the 1877 Hopkins City Atlas of Alexandria, Virginia.

Figure 2: *Map of Alexandria, 1877 (A Seaport Saga: A Portrait of Old Alexandria, Virginia, 1989)*

PART III. HISTORIC CONTEXT

A. Early History of Trade in Washington

The early history of trade in the Washington area is one of great competition between the vying seaport towns of Georgetown and Alexandria, and eventually of the City of Washington. After the founding of Washington, and the development of the city's waterfront industry in the southwest portion of the city, it too entered into the local seaport competition.

Originally part of a 700-acre land patent issued in 1654, the area to eventually become Alexandria was located at the mouth of Hunting Creek on the Potomac River. In 1730 the Virginia Legislature passed a tobacco inspection act which called for the construction of tobacco warehouses along the major tributaries in order that the crop be inspected, packed and shipped to Great Britain. Since Alexandria was considered the "last and best Virginia anchorage for ocean vessels before Potomac Falls," early traders and local politicians petitioned the Virginia General Assembly in 1748 to establish at town at the mouth of Hunting Creek. In 1749 Alexandria was officially established and the town was laid out (Figure 2). With the establishment of Alexandria as a town and an official inspection station, warehouses cropped up all along the river front, and the tobacco trade with Great Britain began in earnest.

The cultivation of tobacco existed as Virginia's primary cash during the 18th century. As productive farmland was leached and the cultivation of tobacco moved south and west, however, Alexandria began to diversify in its trading practices. In 1775, the wheat and grain trade replaced tobacco and by the 1780s flour milling surfaced as the city's chief industry. In 1785 The Virginia Journal and Alexandria Advertiser included over fifty announcements from seaport merchants advertising their goods. With this ability to diversify beyond the tobacco industry, the port of Alexandria prospered and grew as a center of commerce and trade. The life of the town centered around the port as ships and brigs transporting cargoes of wheat, corn, tobacco and hides embarked and disembarked from the Alexandria ports. In turn, Alexandria received shipments of rum, molasses, and manufactured goods.

Laid out in 1751, Georgetown similarly began as a cluster of buildings located around a tobacco inspection station.[3] Its location near the head of navigation of the Potomac River south of Little Falls made it a convenient place to receive tobacco from the Maryland farms of the upper Potomac, to then be shipped across the Atlantic. An important system of wharves, warehouses and mills grew up along the waterfront in the 18th century and Georgetown emerged as a seaport competitor to Alexandria, across the river (Figure 3).

The small but thriving seaport towns of Alexandria and Georgetown created a strong commercial area on the Potomac River, near the site selected for the Nation's Capital. In 1791 Congress created a 10 square mile area for the Federal City that included the port of Georgetown and Alexandria. The selection of the Potomac River area for a National Capitol

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[3] Katherine Schneider Smith, From Port Town to Urban Neighborhood, p. 3.

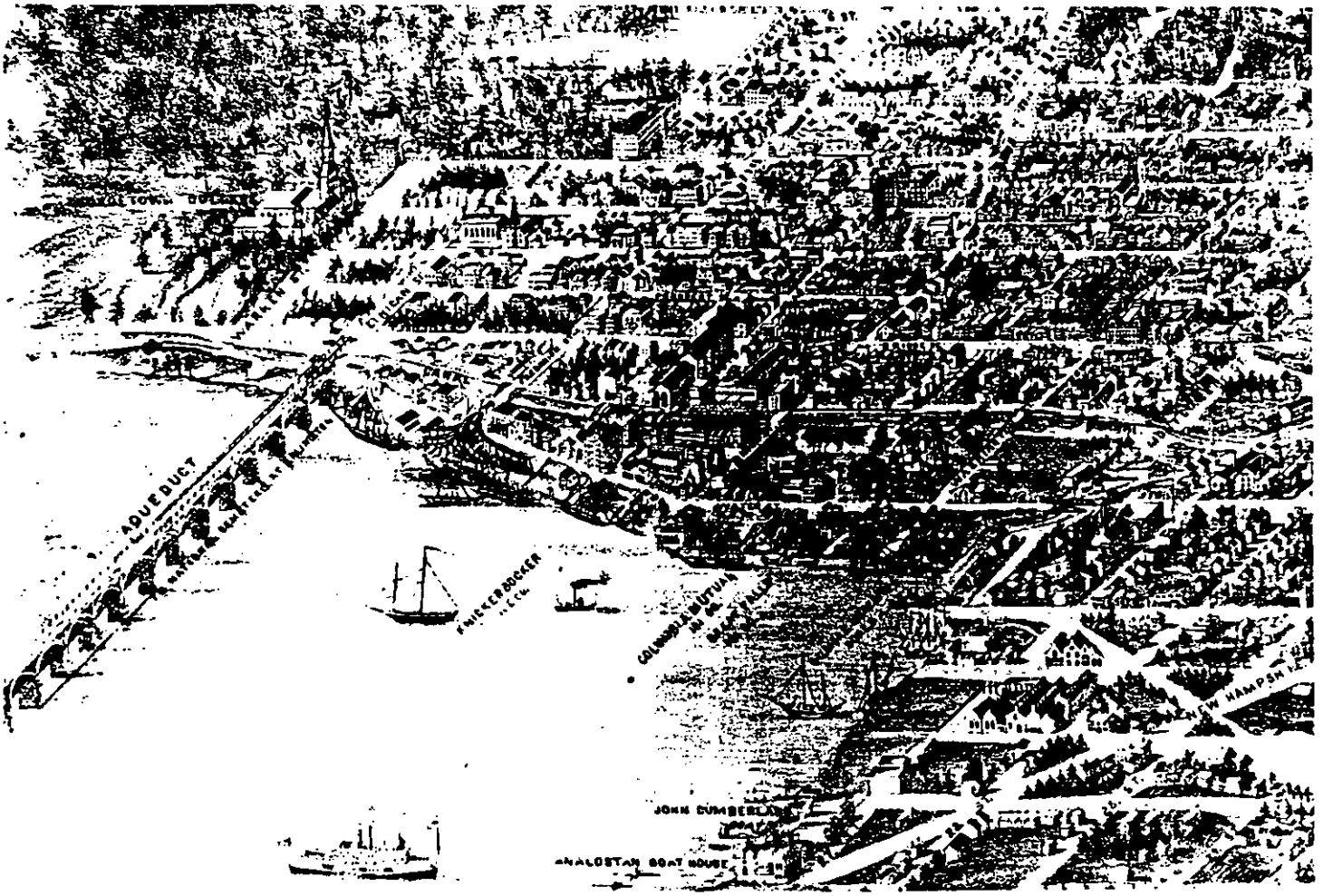

Figure 3: Map showing a birdseye view of Georgetown (Port Town to Urban Neighborhood: The Georgetown Waterfront of Washington, D.C. 1880-1920, 1989)

was largely based on the prospect of trade and the center of mercantilism. However, the Potomac River was not navigable above Washington, D.C., and improvements to this impediment were immediately proposed. George Washington emerged as a leading proponent of improving the river in the hopes of gaining access to the "west". He believed a system of locks and canals around the river's greatest obstacles would make Georgetown an entrepot of Mid-Atlantic trade, with the entire Ohio River Valley as its hinterland.[4] In order to accomplish such a task, George Washington, along with other citizens, originated the Potomac Company. From 1785 to 1802 the company proceeded with the construction of canals around the falls of the Potomac, and completed a fairly satisfactory water means of transport. However, because of floods and fluctuating river levels, it proved to be an inconsistent means of transporting goods.

Another group of entrepreneurs from Maryland, Virginia and Pennsylvania formed a new organization to provide navigation by means of a canal. The Chesapeake and Ohio Canal Company was incorporated in 1824 and held as its purpose to provide navigation by means of a man-made canal from the Potomac River near Washington to the Ohio River at Pittsburgh, Pennsylvania. It would use the water of the Potomac River and other streams to fuel the water supply.

Construction on the canal began in 1828, the same day that construction began on the Baltimore and Ohio Railroad. Because of money problems, labor difficulties, a scarcity of building materials, difficult terrain, and a series of natural disasters, the canal was not opened to navigation from Washington, D.C. to Cumberland, MD until 1850. Furthermore, the company's goal of reaching the Ohio River was well surpassed by the B&O Railroad which reached the Ohio River at Wheeling, West Virginia well in advance of the canal. As the B&O proved to be an efficient and successful means to expand transportation routes, competition between the canal and the railroad stiffened. Eventually the railroad proved the winner and the canal was stopped short of its goal, ending at Cumberland, MD in 1850.

As built, the canal consisted of 184 1/4 miles of navigation with 74 locks, 11 stone aqueducts and a 3,118 foot-long tunnel at Paw Paw, now in West Virginia. At its height in the mid-1870s, the canal carried nearly 1,000,000 tons of traffic, most of which was coal from fields west of Cumberland, MD. It carried grain, flour, cement, lime, lumber and merchandise. Although the canal did not bring the blockbuster economic growth as once planned to the Washington area, it did continue to feed the economies of Georgetown and Alexandria. For Georgetown it was a lifeline of commerce, bringing goods from the upper Potomac region to the industrial waterfront businesses. Furthermore, the vertical drop of about thirty-five feet from the canal to the Potomac River at Georgetown provided water power for mills which began to line the canal to the canal banks in the 1830s. The canal and its associated industries were, along with the Potomac River wharves, the backbone of the Georgetown economy in the late 19th century.

In 1830 a charter was granted to the Alexandria Canal Company to construct a lateral canal from the C&O canal to Alexandria. Begun in 1831, the canal was completed in 1843 and stretched seven miles from the Aqueduct Bridge in Georgetown across the Potomac to a large

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[4] Katherine Schneider Smith, From Port Town to Urban Neighborhood, p.5

PROJECT OVERVIEW

PART I. INTRODUCTION

A. Statement of Need

Undertaken as the second phase of a survey of warehouse buildings in Washington, D.C., the Warehouse Survey, Phase II was an effort to fully document railroad-related industrial corridors of the city. Prior to the Warehouse Survey, Phase I, little attention had been paid to the industrial buildings of Washington, and little was known about their evolution and development. This project, which provided the opportunity to expand the identification of the city's industrial architecture and the historic context in which these buildings are placed, is meant to provide the basis by which buildings of this type can be evaluated for preservation purposes.

Although no historic district of industrial buildings was defined during in either phase of the survey, several individual buildings are recommended for individual listing on the National Register of Historic Places. The identification of these buildings is an essential step in the recognition of the city's long overlooked industrial heritage.

B. Project Purpose and Goals

The primary goal of the second phase of the warehouse survey was to expand the geographical boundaries of the initial survey in order to provide a complete inventory of pre-1945 industrial buildings located along the city's railroad corridor; to expand the historic context of industrial buildings in Washington, D.C. preliminarily developed during Phase I; and to investigate to a greater degree certain outstanding examples of warehouse architecture in the city.

The purpose of conducting the survey was to provide D.C. with a definitive historic context on Washington's industrial railroad architecture, as well as a complete listing of those buildings relating to that context. Finally, the survey provided D.C. information that will ultimately lead to the legal protection of individual warehouse buildings which merit historic landmark status.

C. Survey Coverage Area

The survey area included six geographical areas specifically located along the railroad corridors in Washington, D.C. The survey areas are located in the northwest, northeast, southwest and southeast quadrants of the city, and were determined by the D.C. Division of Historic Preservation, based upon a windshield survey conducted by that office.

The six survey areas are identified as follows[1]:

Navy Yard East: the triangular-shaped area of land abutting the east end of the Navy Yard and bounded on the north by the Pennsylvania Railroad and on the south by the Anacostia River. The survey area extends from its western edge northeast until the Pennsylvania Railroad tracks

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[1] A large-scale map showing the survey areas has been included as an insert in the final report submitted to the D.C. Division of Historic Preservation.

cross the Anacostia River at the Sousa Bridge. This area includes the industrial corridor associated with the railroad as well as the industrial architecture located along the southeast waterfront.

Navy Yard West: the area abutting the western end of the Navy Yard and extending south to Buzzard's Point on the Anacostia River (see Appendix) Navy Yard West also includes the Pennsylvania Avenue corridor north of the Southwest Freeway and south of Independence Avenue (Federal Center). Although significantly changed in nature today, this survey area includes an important stretch of the Pennsylvania Railroad which was, during the late 19th and early 20th centuries, one of the more densely-developed industrial areas.

Anacostia: the area paralleling the eastern bank of the Anacostia River and the railroad corridor next to it. This rail corridor was, in the late 19th century, alternatively known as the Washington Branch of the Baltimore and Ohio Railroad, the Alexandria Branch of the Baltimore and Ohio Railroad, and/or the Washington and Potomac Branch of the Baltimore and Ohio Railroad. The Chesapeake Beach railroad, built in 1893, similarly followed the Anacostia River to Chesapeake Beach.

Brookland and Terra Cotta: the long and narrow area including the Metropolitan Branch of the Baltimore and Ohio Railroad corridor. This survey area is an extension of the Phase I survey area. The area begins at the Phase I boundary at Rhode Island Avenue and continues north to the District line at Eastern Avenue.

Union Station East: the area including the Washington Branch of the Baltimore and Ohio Railroad. This area extends east of the Phase I survey area boundary of Montana Avenue to the District line at Eastern Avenue. This area also includes industrial corridors associated with the New York Avenue trucking route.

Georgetown: the area along K Street and Water Streets, N.W. in Georgetown. The Georgetown survey area included only the corridor of the Baltimore and Ohio Railroad which came to Georgetown in 1910. No pre-railroad industrial architecture was included in the survey of Georgetown.

Although not one continuous area, the survey coverage areas incorporate the most heavily-developed industrial sections of the city that are related to the principal railroad corridors of the city. The boundaries were determined based upon a systematic windshield survey conducted by D.C. HPD and expanded, where appropriate, by Traceries.

outlet basin at Montgomery and North Union Streets near the waterfront. Thousands of tons of coal were shipped from Western Maryland to wharves at Alexandria, whereupon it was transported to Panama and San Francisco for the use of steamship lines operating in the Chinese and Japanese trade. Plagued by repair problems, however, the canal never quite lived up to expectations. After tremendous capital outlays on the canal, the city defaulted on its loan. During the Civil War the canal was seized by Federal officials, its ditches drained and its boats scattered. It was renewed after the War, but finally succumbed after a break in the Aqueduct Bridge forced its closing in 1886.

Despite moments of prosperity brought on by the canal, trade in Alexandria began to languish in the mid-19th century, and trading competition with Washington and Baltimore stiffened. By 1880 Alexandria had lost its former status as a leading port, and by the end of the century, the city was in general economic malaise. The history of Alexandria as an important industrial center with warehouses, mills and other manufacturing plants did not mature beyond the pre-industrial age. Although important to the understanding of early industry in Washington, Alexandria's retrocession to Virginia in 1846 and its 19th century demise as an industrial center, eliminate it from further investigation for this study into its industrial development and the industry's built environment.

Like Alexandria, Georgetown began to feel the effects of Washington City's superior transportation systems, but unlike Alexandria, Georgetown remained a part of the Federal City. Wharves, which were to compete with those of Georgetown, were built in Southwest Washington along the Potomac River at the same time that railroad service was begun in the city. The B&O Railroad commenced service between Baltimore and Washington City in 1835. A terminal was located at Second and Pennsylvania Avenue, N.W. and later after 1852, at New Jersey Avenue and C Street, N.W.

Although this Baltimore-Washington City rail link significantly damaged trade businesses in Georgetown by-passing the port town, Georgetown carried on by assuming new roles. During the 1850s to 1880s the Georgetown waterfront was a jumble of mills, warehouses, lumber yards, stables and more. Five flour mills clustered west of Wisconsin Avenue, while two iron foundries, 11 blacksmith shops, large lumber yards and several coal companies were scattered throughout the area. This economic prosperity in Georgetown in the mid-to late 19th century was, however, based on a shipping industry in the railroad age and was doomed to fail. Georgetown's lack of railroad connection posed a major threat to the economy. Goods that had been carried by sailing ship and canal could be handled much more effectively by the railyards in central Washington.

Georgetown's efforts to modernize were hung up by a restriction from Congress: it could not build a bridge, railroad or dredge a harbor without its approval. Georgetown attempted to get a railroad system in its area, and when finally getting approval for a line with the B&O in 1853, could not find enough financing for the project. In 1860 Georgetown was outright denied access to the B&O when a crossing of the B&O was planned between Washington City and Alexandria by way of a railroad bridge parallelling Long Bridge at 14th Street. Furthermore, when Alexander "Boss" Shepherd began to modernize city services in the years following the Civil War, money was poured into the wharves serving the city's interests in Southwest

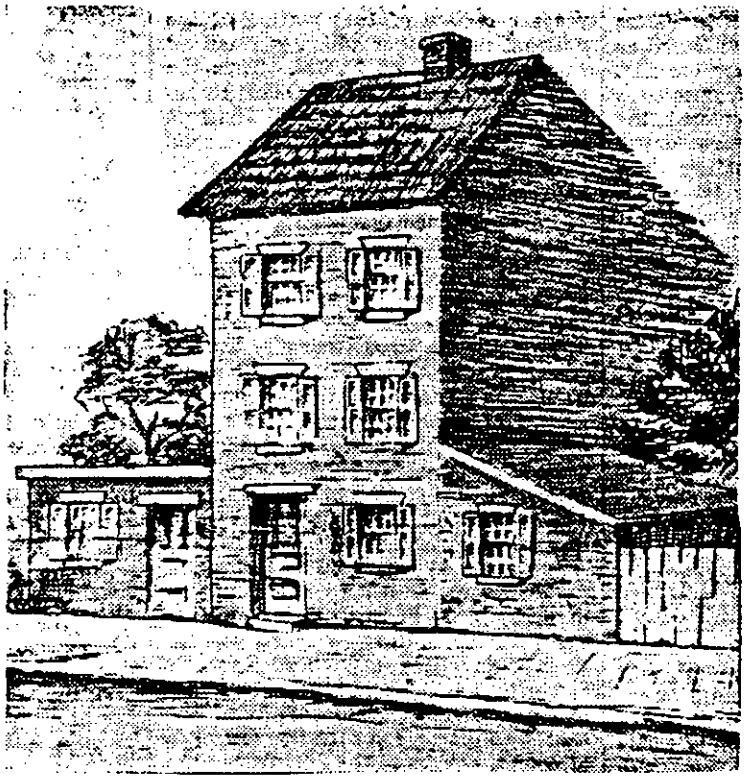

Figure 4: Drawing of first Baltimore & Ohio Railway station ("Opening of Rail Line Between Here and Baltimore Made Speed History," The Sunday Star, 25 August 1940)

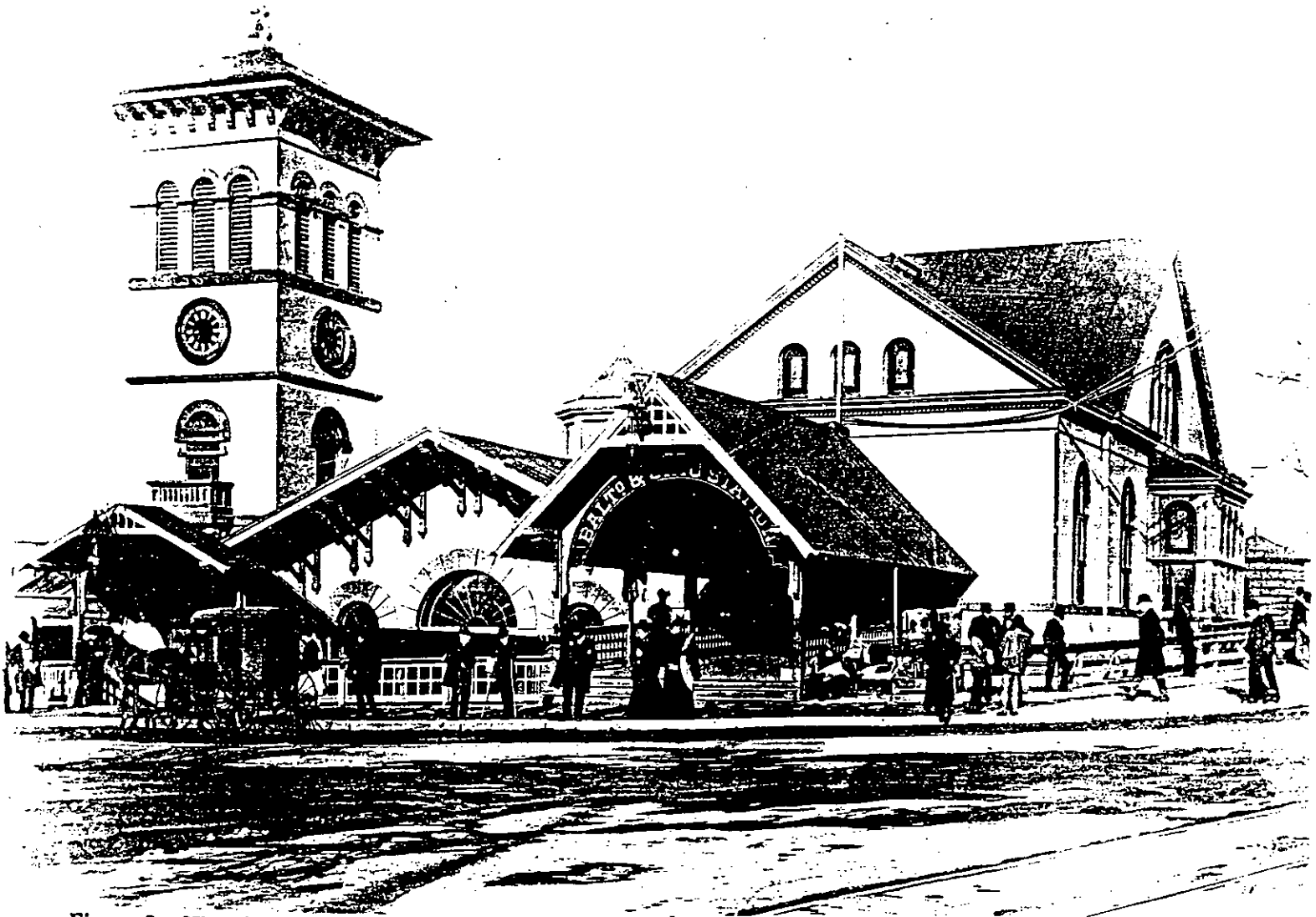

Figure 5: Historic Photo of Baltimore & Ohio Railway station at Capitol Hill (Capitol Losses: A Cultural

Washington and the city's infrastructure was vastly improved, while Georgetown's was left to decay. By the turn of the century Georgetown saw an attrition in shipping, business and industry on the waterfront. Instead of becoming derelict, however, the old shops, warehouses, mills and other waterfront buildings provided spaces for other industrial ventures. At the same time that old buildings were being adapted for new uses, new buildings were similarly being erected for light industrial purposes. The largest new industry in Georgetown was associated with the Capital Traction Streetcar Company. The powerhouse, car barn, paint shops and offices were located at K, Grace and M Streets. In 1910, along with the construction of an enormous power house, came a spur of the B&O's Metropolitan Line. The introduction of the rail line in Georgetown encouraged the area's 20th century image and shed it of its past pe-industrial nature. Instead of fronting the river and canal, the area's new industry emerged along K Street, facing the railroad spur.[5]

The introduction and subsequent development of the railroad in Washington and Georgetown is truly the beginning of modern industrial growth in the city. In order to fully understand the industrial face of Washington, it is first necessary to examine the city's first major industrial transportation corridor: the railroad.

B. The Railroad Age in Washington

Although the C&O Canal promised to make Georgetown and Alexandria booming seaport towns between Philadelphia and the Chesapeake, this scenario never quite materialized. However unpredicted it may have been in the late 18th century to George Washington and his contemporaries, rail travel emerged as the single most important industrial invention of the 19th century. Rail travel single-handedly fueled the industrial revolution of the mid-19th century leaving any areas without access to the railroad well behind those with direct access.

The first railroad line to reach Washington was a branch of the Baltimore and Ohio Railroad. Chartered by the state of Maryland, the line to Washington was a passenger service between Washington and Baltimore and was officially opened on August 25, 1835. Passengers could catch the train at the company's first station in Washington, located at the northwest corner of Pennsylvania Avenue and Second St., N.W. This station, depicted in drawings, was a three-story brick building with a shed roof addition on one end, and a small, flat-roofed wing appended to the other end (Figure 4). After 18 years as the only Washington depot, another depot opened at New Jersey Avenue and C Streets, N.W. in 1851. Well-known from historic photographs and delineations, this station is characterized by its low-lying rectangular train shed and the soaring corner tower, all designed in an Italianate style (Figure 5).

The movement of troops during the Civil War dramatically increased the activity at the B&O New Jersey Avenue terminal. Incoming traffic increased from eight cars a day to more than 400 cars per day in the period 1861-62. Following the Civil War, rail traffic declined, but increased population necessitated the expansion of the existing station and the erection of another station

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[5] Much of this information on the Early History of Trade in Washington was compiled from research conducted and compiled by Amanda West, DCPL Volunteer.

at Boundary Street (Florida Avenue) and New York Avenue. Another B&O Railroad Depot, depicted on an 1868 map of the city[6], was located on Maryland Avenue where it crosses Virginia Avenue, just south of the Mall.

According to historic maps of the city, the B&O railroad line originated at the New Jersey Avenue and C Street, N.W. passenger station. A B&O freight station was located just north of the passenger station at the northwest corner of North Capitol and E Streets, N.W. From the stations, the tracks ran north along Delaware Avenue to where it then split into two separate branches, known as the Washington Branch and the Metropolitan Branch of the B&O Railroad. At Delaware Avenue where the B&O Railroad diverged, the Metropolitan Branch ran east of Delaware Avenue, up 1st Street, N.E., through Eckington to Brookland and Catholic University and eventually north across the Maryland boundary line near Takoma Park. The Washington Branch of the B&O led northeast between the Columbia Institution for the Deaf and Dumb (Galludet University) and Mt Olivet Cemetery. Two station stops, Mills Station and River Station, were located along this branch of the B&O before it eventually crossed the Maryland boundary at Fort Lincoln Heights (Figure 6).

Another branch of the B&O Railroad was located on the eastern shore of the Anacostia River. This branch, called the Washington and Potomac Branch of the B&O or the Alexandria Branch of the B&O, crossed the Potomac further south of Long Bridge (14th Street Bridge) and then followed the shore of the Anacostia River, meeting up with the Baltimore and Potomac Railroad which crossed the river near Massachusetts Avenue extended (Figure 7). At least one station, Benings Station, was located along these tracks.

A spur of the B&O also ran southwest from the Mall along Maryland Avenue where it intersected with the Alexandria & Washington Railroad. The Alexandria & Washington was a short antebellum railroad line which originated at its turntable at Princess and Fairfax Streets in Alexandria. From there it ran northwesterly until it reached Long Bridge (14th Street Bridge). Prior to the establishment of the B&O spur that connected with the Alexandria & Washington Railroad, passengers coming from Alexandria alighted at the end of the bridge and took a horse drawn vehicle to Washington proper.[7]

For more than 35 years the B&O had a monopoly on the rail traffic into the nation's capital. The company not only refused to establish through-billing or transit for freight from the North Central or Pennsylvania Railroads, but it also refused to sell tickets from Washington to points on the Pennsylvania Railroad Line. By 1861, however, the Pennsylvania Railroad had established itself as a competitor of the B&O Railroad for the traffic west of Baltimore and was seeking an entry into the District. At the end of the Civil War the State of Maryland issued a charter to the Baltimore and Potomac, a subsidiary of the Pennsylvania Railroad, to build a railroad from Baltimore to Pope's Creek on the Potomac River. In constructing this line the

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[6] Johnson's Washington and Georgetown, 1868.

[7] William Francis Smith and T. Michael Miller, A Seaport Saga: Portrait of Old Alexandria, Virginia, p. 73.

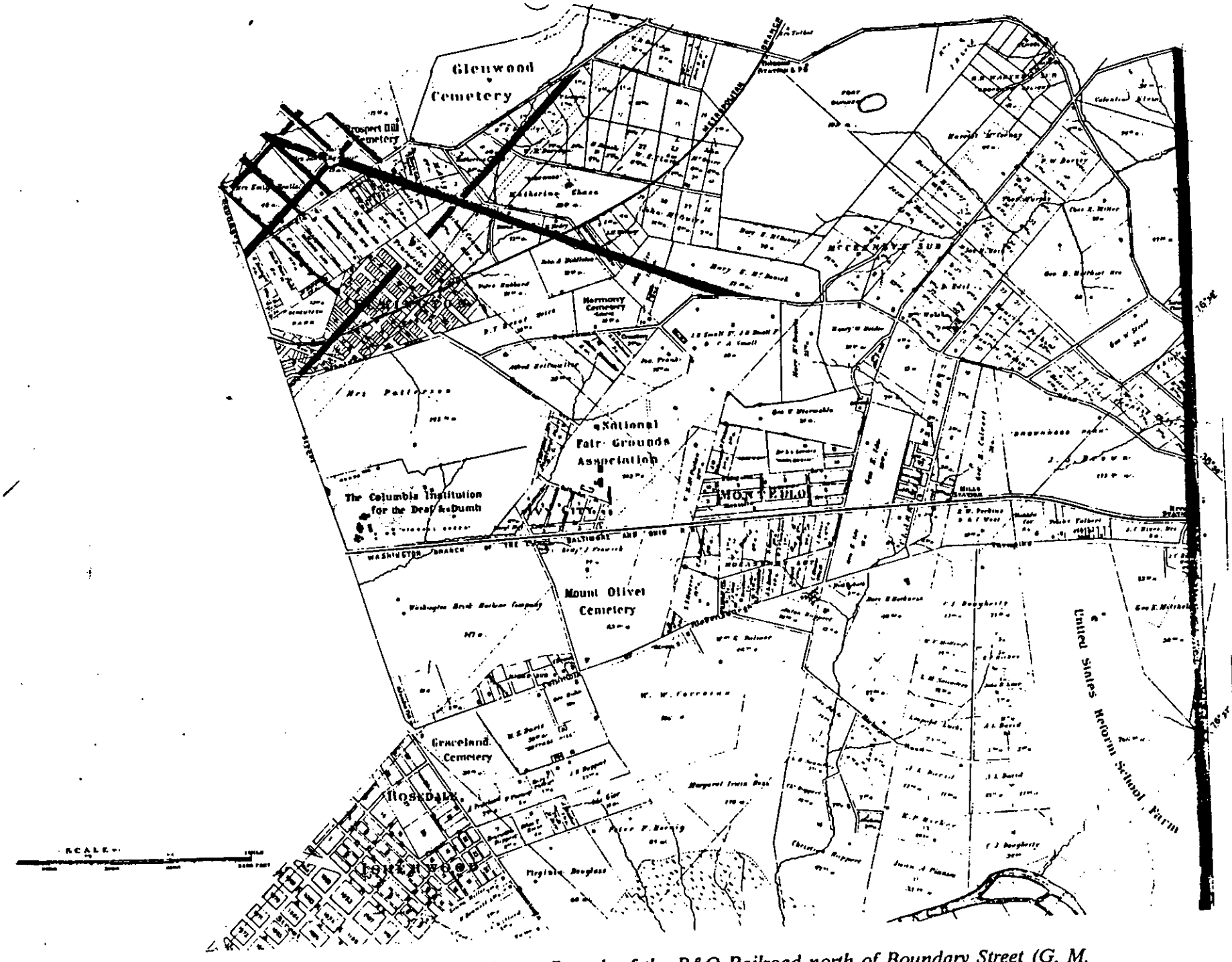

Figure 6: Map showing the Washington Branch of the B&O Railroad north of Boundary Street (G. M.

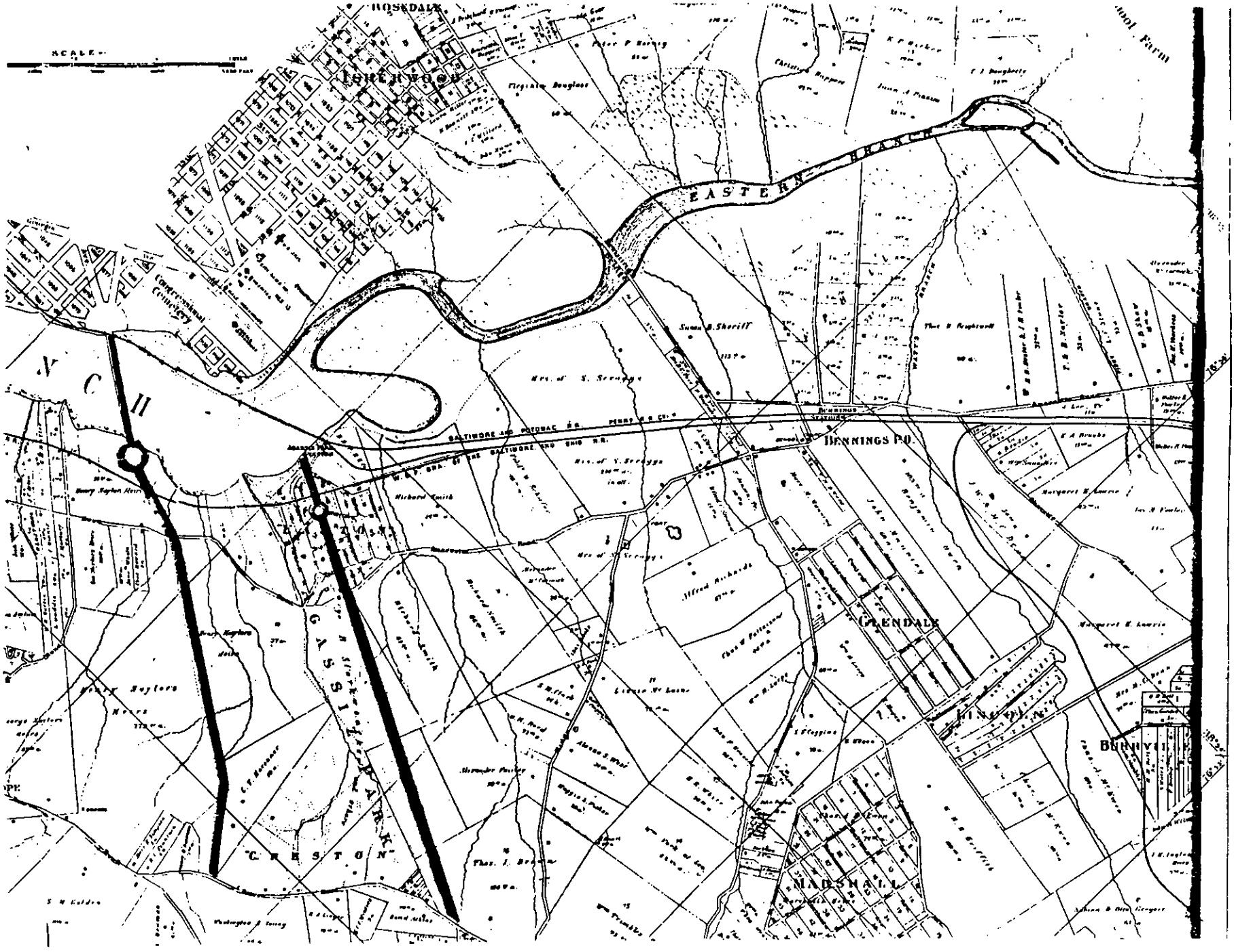

Figure 7: Map showing the Washington and Potomac Branch of the B&O Railroad (G. M. Hopkins, 1887)

B&P was granted the privilege of erecting branch lines along the way. In 1867 Congress approved a branch line to Washington and in 1870 it granted the Baltimore and Potomac the right to continue over Long Bridge to Alexandria. The Washington branch of the Pennsylvania Railroad was completed in 1872 and eventually became one of the company's principal lines.[8]

Entering the city from Maryland on the east side of the Anacostia River, the Pennsylvania Railroad line crossed the Anacostia River near Massachusetts Avenue extended. At this point, the B&P railroad huddled closely to the western bank of the river until it veered away at Virginia Avenue, near the Navy Yard. The rail line continued out Virginia Avenue to the intersection with Maryland Avenue; here the rail line diverged: a short spur north on 6th Street to the east end of the Mall led to the Baltimore and Potomac Railroad Depot (Figure 8), while a jog south took the line down Maryland Avenue to 14th Street to the approach of Long Bridge (14th Street Bridge).

Shortly after the panic of 1893, the Chesapeake Beach Railroad was built by a Colorado businessman, Otto Mears, who was hoping to recoup his losses incurred during the recession. Otto Mears established a first class gambling casino at Chesapeake Beach in Maryland; in an attempt to provide Washingtonians and Baltimoreans easy access to his enterprise and lure them there, he laid the Chesapeake Beach line. This line continued to service weekend travellers seeking refuge from the city's summer heat. Competition from automobiles and trucks put the railroad out of business in 1935. Three miles of the track were taken over by the East Washington Railway Company to move coal to the generating station of the Potomac Electric Power Company on the Anacostia River.

The number of rail lines entering the city continued to increase as the 19th century progressed. Each railroad had its own system of freight and passenger stations located at various sites in the city. This situation changed at the turn of the century when the McMillan Commission, established in 1901, prescribed a revival of the city's original plan as conceived by Pierre Charles L'Enfant. A critical element to the implementation of the formal plan adopted as the McMillan Plan, was the removal of the railroad tracks from the Mall and the establishment of one central station. Negotiations led by Daniel Burnham and a coincidental mergers of various railroad companies resulted in a single "union" station that combined the different rail systems that had emerged by the end of the 19th century. The erection of Union Station in 1907 resulted in the removal of the railroad tracks from the Mall and the realignment of these sections of the railroad lines. This realignment generally affected only the origin and final destination points of the railroads, however, and left the rest of the lines consistent with their original 19th century alignment.

Following the erection of Union Station, other railroad lines as well as spurs of the existing lines emerged during the first part of the 20th century. A spur of the Metropolitan branch of the Baltimore and Ohio Railroad entered Georgetown in 1910 and with it came a freight station on the south side of K Street at 29th Street, N.W. The tracks extend from the freight station and follow K Street (Water Street) under the aqueduct bridge. On the other side of the

[8] Harold F. Round, "Aquia Creek", Virginia Cavalcade, Vol 13, Summer 1963, p.34.

Figure 8: Historic photo of Baltimore and Potomac Railroad Depot on the Mall (Capitol Losses: A Cultural History of Washington's Destroyed Buildings, 1979)

aqueduct bridge, the tracks parallel the C&O Canal past Chain Bridge to cross the District line at Western Avenue.

The introduction of the railroad in Washington proved crucial to the industrial development of the city. Until the city was accessed by rail travel, the city's industrial centers were located in the pre-industrial port town of Georgetown and the along the wharves of southwest Washington. The emergence of the railroad in the mid- 19th century provided an alternative transportation route which spurred industrial growth along the edge of the railroad lines and moved it away from Georgetown and the wharves of Southwest Washington. Industrial development along the railroad corridor apparent in the late 19th century, continued to grow well into the 20th century.

C. 19th and 20th Century Warehouse Development

The areas surrounding the Pennsylvania Railroad and the two principal branches of the Baltimore and Ohio Railroad generally evolved from either undeveloped or primarily residential areas in the late 19th century to residential areas with an industrial corridor following closely to the railroad tracks in the 20th century. When laid, the tracks generally cut through sparsely-developed areas of the city, especially as the tracks moved further away from the city center. By the mid-20th century, these areas were well built-up with industrial buildings clustering around the railroad itself. Primarily residential areas emerged just beyond the tracks in almost all of the survey areas. One exception to this trend occurs in the survey area called Navy Yard West. This includes the area along the waterfront in southeast Washington and the area around Federal Center. The waterfront area, sparsely-developed with brick yards and other small industrial concerns in the late-19th century, became primarily industrial in the 20th century. Few residential areas exist as support housing in this area of the survey. The heavily-industrial area south of Independence Avenue between 14th Street and South Capitol Street was eradicated when Federal Center was built. This area is, today, primarily commercial with no residential development.

As the first rail line in the city, it seems logical that the Baltimore and Ohio Railroad would have provided the earliest railroad-related industrial architecture in the survey area. However, because the erection of Union Station engendered the demolition of many of the area's early industrial buildings at the same time that the natural evolution of industrial practices necessitated modern buildings, no 19th century warehouse buildings survive. Historic maps reveal, however, that industrial development was significant along corridors of both branches of the B&O Railroad in the late 19th century. The 1887 Hopkins Map of Washington indicates that the area immediately east of where the Washington branch and the Metropolitan branch diverged was characterized by industrial architecture. A large grain warehouse and another unidentified warehouse building occupied a large lot of land at the corner of Delaware Avenue and G Street, N.E., while an entire square just north of this area was devoted to the Baltimore and Ohio Company (Figure 9). Beyond this area, the land traversed by the tracks of the Washington branch remained, in the late 19th century, sparsely-developed. Although subdivided, the squares in the northeastern section of the city were not heavily built upon. North of Boundary Street (Florida Avenue) the tracks cut through what was still rural land.

Figure 9: Map showing square devoted to Baltimore and Ohio Company (G. M. Hopkins, 1887)

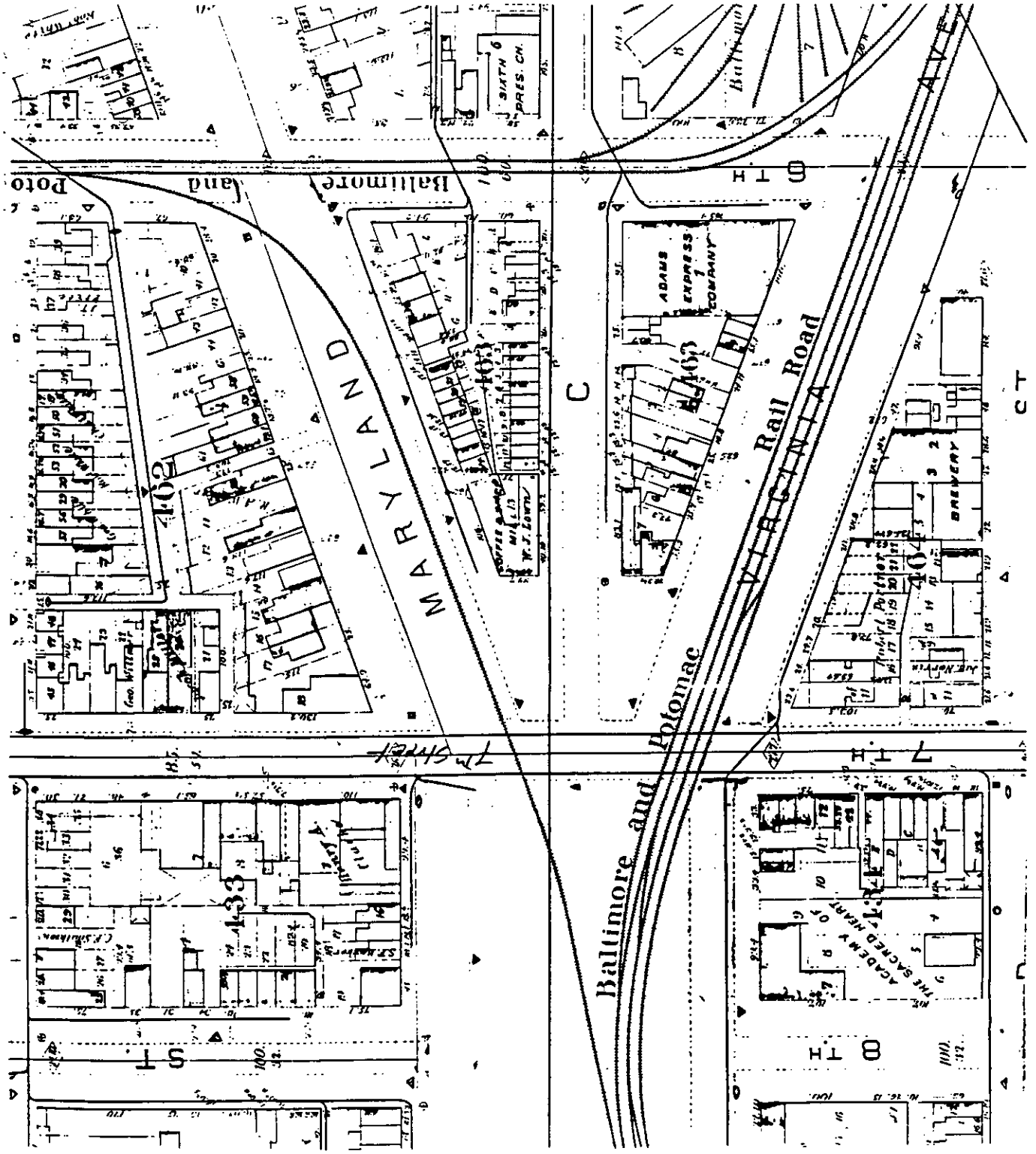

Figure 10: Map showing industrial development along the B&P Railroad at Virginia and Maryland Avenues and 7th Street, SW (G. M. Hopkins, 1887)

While the Washington Branch of the B&O encouraged industrial development near the line's origin in the late 1880s, the Metropolitan Branch of the B&O Railroad appears to have had less of an influence on industrial growth at that time. From G Street, N.E. to I Street, N.E., the area is characterized by residential rowhouses. North of I Street, N.E., the city squares are subdivided, but remain totally undeveloped during the late 19th century. North of Boundary Avenue (Florida Street), the tracks cut through the early subdivision of Eckington, to rural outposts on its route north.

Development along the B&P Railroad line in 1887 involved both residential and industrial buildings. As described above, the Alexandria and Washington Railroad crossed Long Bridge (14th Street Bridge) to become the Baltimore and Potomac Railroad. These tracks then followed Maryland Avenue to a large Baltimore & Potomac Railroad Freight Station at Maryland Avenue and D Street, S.W. and 9th and 10th Streets, S.W. Other than the freight station that occupied an entire square, no other industrial buildings appear to have been built. The squares surrounding the tracks were semi-developed with dwellings and a church. The tracks followed Maryland Avenue to Virginia Avenue to culminate at a Baltimore and Potomac Engine House. At this point the lines diverged; one headed north to the passenger station located on the Mall, while the other continued along Virginia Avenue. As the tracks moved away from the Mall and further east, the area became more industrial. Several industrial enterprises including Portner Brewery on Square 464, Adams Express Company on Square S463; a coffee and spice mill on Square 463 and the Washington Flour and Feed Company at Virginia Avenue and 3rd Street, S.W. appear on the 1887 Hopkins map (Figure 10). Although more densely developed than in other areas, this industrial development is tightly nestled along the tracks, and does not intrude upon the surrounding residential development.

In the late 19th century rail lines expanded from four lines to twelve around Virginia Avenue and South Capitol Street, where a large rail yard was located. As the tracks moved east along K Street, the area once again became more residential and less industrial. The tracks enter an underground tunnel at 7th Street, S.E. and do not re-emerge until 11th Street, S.E. where the tracks then catch up with Virginia Avenue again, and basically follow the Eastern Branch of the Potomac (the Anacostia River). The land area surrounding the tracks at 11th Street, S.E. are neither industrial or residential. Here the squares have been subdivided, but are not built upon at all. The Pennsylvania Railroad crosses the Anacostia River to meet up with the Washington and Potomac Branch of the Baltimore and Ohio. Together these two railroad lines cut through undeveloped Washington to points north.

As time progressed, the areas serviced by the Baltimore and Ohio Railroad and the Pennsylvania Railroad became more heavily developed. By 1929 the area in southwest Washington between 14th Street and South Capitol Street, had evolved from a residential/industrial area described above to a primarily industrial area. A large freight yard, located just beyond the 14th Street Bridge, led railroad spurs to various industrial buildings located on either side of the tracks. Printers and lithographers, beer distributors, dairies, and wholesale food stores were heavily concentrated in this warehouse district (Figure 11). Eventually, this warehouse district was replaced by Federal Center, a group of federal government office buildings. The Terminal Refrigerating Warehouse building, converted into

Figure 11: Historic Photo of Warehouse district (Gordon Parks, 1942)

the Design Center in 1982, survives as the only remaining industrial building from this district (Figure 12).

The area just east of South Capitol street and west of the Navy Yard similarly saw extensive industrial development. In the late 19th century, the area south of I Street at South Capitol was still relatively undeveloped or was used as brick and lumber yards (Figure 13). By the mid-20th century, however, this area grew into an important industrial district in the city. Squares N696, 696, 697 and N699 saw the development of warehouses such the J.E. Hurley Machine and Boiler Works, Lank Woodworking and the Standard Oil Company of New Jersey Warehouse, as well as wholesale food stores, on what had been unbuilt territory (Figure 14). All of these buildings, except the Standard Oil Company Warehouse, remain standing today. This is the one area of the survey that is primarily industrial in nature and offers little else in terms of residential or commercial architecture.

In the early 20th century, the area on the east side of the Anacostia River, and paralleling the Pennsylvania Railroad remained sparsely developed. Most of the industrial architecture in this area occurs after the first quarter of the 20th century and exists in isolated settings. Residential neighborhoods makeup the area just beyond the railroad. Only a limited number of pre-1945 warehouse buildings were identified and surveyed in this area.

In contrast, the area of the city serviced by the Baltimore and Ohio Railroad grew extensively in the early to mid-20th century. The north side of Florida Avenue which had been primarily undeveloped in the late 19th century grew in the first half of the 20th century to include industrial development alongside the railroad tracks and residential areas in the blocks leading up to the tracks. The industrial architecture of this part of northeast Washington is not particularly dense. Randomly located industrial buildings can be found alongside the railroad tracks and major automobile corridors nearby the tracks, but in no way does a warehouse district, as found in southeast Washington, exist. Not surprisingly, the most heavily-developed industrial corridors of northeast Washington occur in the Phase I survey area which included the area around Union Station. Although there was a tendency for industries to locate on the city's outskirts in the mid-20th century, the majority of the pre-1945 industrial development decreases in concentration as the rail lines move north.

19th century industrial development in those areas of the city not accessed by the railroad was of a different nature. As depicted by the 1887 Hopkins Map of the city, the southwest waterfront area was a jumble of wharves with small buildings associated with various industries occupying the sites. Two ice houses, offices for steamboat companies, a building identified as Washington Iron Works, and other buildings lined the wharves jutting into the Potomac. Similarly, wharves projecting into the river in Georgetown housed several mills, a large ice company, a mining company, and other industrial concerns. By 1913, three years after a branch of the B&O arrived in Georgetown, the nature of the area's industry appears greatly transformed. Buildings at one time located on the wharves and fronting the river, were now oriented to the railroad tracks running along Water Street. The small pre-railroad industry was replaced or adapted to new uses. Larger industrial buildings including the American Ice Company, the Potomac Electric Power Company Plant, the District of Columbia Paper Company, cement and lime warehouses, lumber and coal yards and more emerged in this old-

Figure 12: Photograph of Terminal Refrigerating Warehouse (Traceries, 1992)

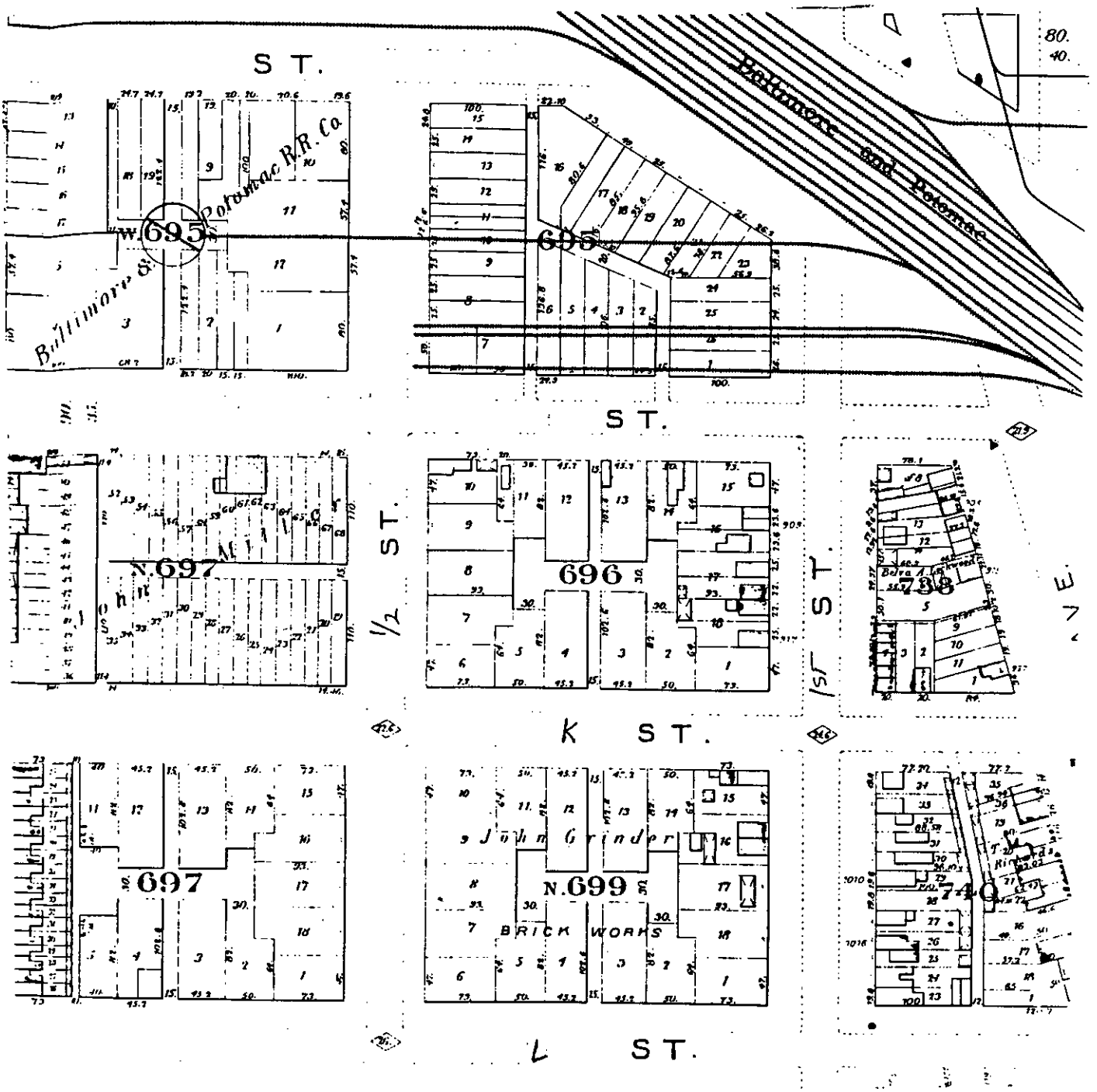

Figure 13: Map showing Squares N696, 696, 697 and N699 in 1887 (G. M. Hopkins, 1887)

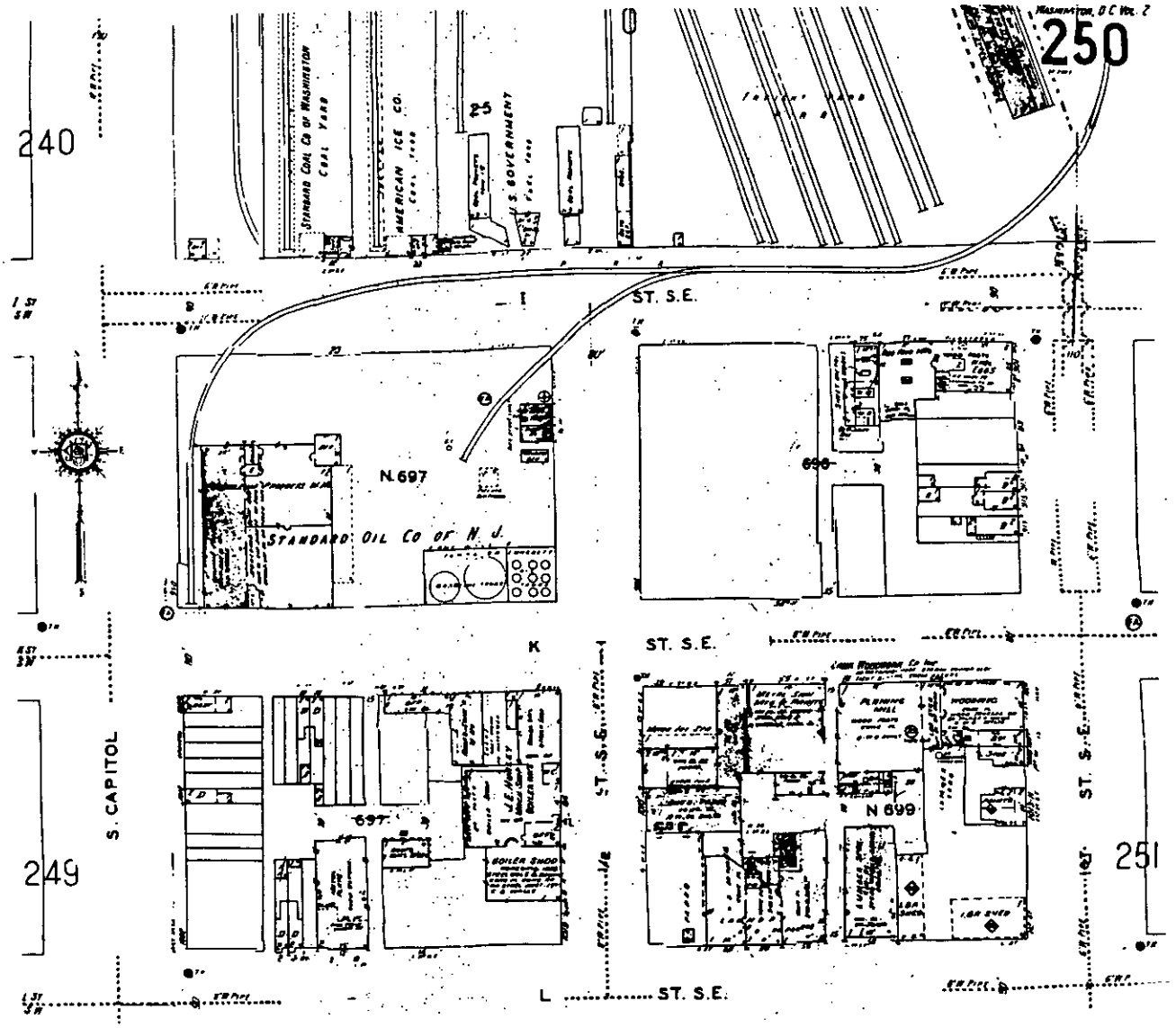

Figure 14: Map showing Squares N696, 696, 697 and N699 in 1959 (Sanborn Map Company, 1959)

time industrial area. Unlike Georgetown, the railroad never reached the southwest waterfront. The industrial character of this area quickly declined, leaving the area ripe for uses of pleasure. Boat houses and marinas typify the area today.

D. Early Washington D.C. Industry

Traditionally speaking, Washington, D.C. is not an industrial city and has never been considered industrial in nature. When founded in 1791, the City of Washington was envisioned by many as a metropolis of the nation and, as such, was seen as wholly metropolitan, and not commercial or industrial in nature. Despite this traditional view that the city should be free of manufacturing, however, some light industry has always existed in Washington and has played a role in the city's growth and development from the 18th century to the 20th century.

In the early 19th century Washington was home to several industries. The A. and G. Way window glass factory was established on the banks of the Potomac near Tiber Creek as early as 1810 or 1811. The Washington Brewery, located at the foot of New Jersey Avenue, was erected ca. 1811. R. Parrott and I.W. Westerman from England, came to Washington to establish a wool and cotton manufacturing business in 1813. Soon after, in 1817, the Washington Knit Stocking Factory went into operation fabricating cotton and woolen pantaloons, stockings, and drawers. The same year another woolen goods manufacturer, Columbia Mills, similarly began operation.[9] Paper Mills and flour mills emerged in Georgetown and Rock Creek during the early to-mid 19th century. In 1860, the Pioneer Steam Marble and Brown Stone Works, opened on Pennsylvania Avenue between 13th and 14th Streets, N.W. This stoneworking industry was the first of its kind in Washington and was most likely used in stone cutting and carving on the public buildings of the city.

These early industrial pursuits were not sufficient to consider Washington, D.C. an industrial center, however, and by the mid-to-late 19th century, a strong movement to change the direction of the city had arisen. In 1872 the Joint Committee of Manufacturers of the Legislative Assembly of the District of Columbia submitted a report to the Council detailing the city's prospects for industrial growth. In its report, the Joint Committee strongly urged the Legislative Assembly to enact laws encouraging manufacturing in the city of Washington. The bill recommended by the Joint Committee reads as follows:

> "Be it enacted by the Legislative Assembly of the District of Columbia, that all property, both real and personal, actually employed within the limits of the District of Columbia for manufacturing purposes, shall be exempt from all taxation for a period of ten years from the date of this act going into effect: *Provided*, That this act shall receive the sanction and approval of the Congress of the United States."[10]

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[9] "Old District Industries", The Times, May 12, 1901.

[10] Report of the Joint Committee of Manufactures of the Legislative Assembly of the District of Columbia, June 11, 1872.

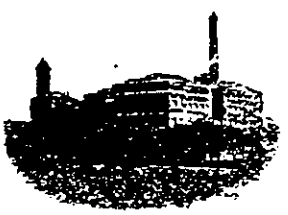
U. S. CAPITOL

THE NATIONAL CAPITAL

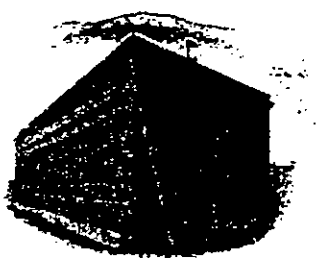
A COMMERCIAL AND MANUFACTURING COMMUNITY

MANUFACTURERS contemplating either the establishment of branches of their plants or of starting new industries, are invited by the Washington Board of Trade to investigate the natural advantages of the District of Columbia for manufacturing purposes. The District is centrally located and is traversed by railroads running in all directions. Available sites for manufactures. Transportation facilities, both by rail and water. Coal and raw material at hand. A large and growing home market, the population, 1905—326,435. Correspondence solicited by the Committee.

Committee on Commerce and Manufactures
of the Washington Board of Trade,
Evening Star Building.



BUREAU OF ENGRAVING AND PRINTING
LARGEST ENGRAVING ESTABLISHMENT
IN THE WORLD



GOVERNMENT PRINTING OFFICE
LARGEST PRINTING OFFICE IN THE WORLD
EMPLOYING 8000 PERSONS

Figure 15: Promotional advertisement produced by the Washington Board of Trade (Vertical Files of the Historical Society of Washington, D.C.)

As apparent from the proposed law, the Joint Committee was a strong advocate for the industrialization of Washington. In its report, the committee contended that Washington was a large city and that in order for it to continue its growth and expansion, it must keep up with the industrialization of the country. Furthermore, the committee argued, the city's natural position at the head of the Potomac and its increasingly-competitive railroad access allowed for the industrial expansion of the city.

Between 1835 and 1872 the city relied upon a single rail line, the Metropolitan Branch of the B&O, that led from Washington to points north, and a single line, the Orange and Alexandria, that led south. This lack of competition resulted not only in unreliable service (in case of an accident or engine failure the city was totally cut off from the north and south), but steep freight rates and limited freight capacity. Merchandise brought into the city paid heavy fees and was never guaranteed to arrive on schedule.

This situation placed a heavy burden on the city and two solutions were being promoted by advocates of industrialism: encourage manufacturing capabilities in the city to satisfy home demand and increase the number of rail lines accessible to the city. Washington was experiencing significant growth in the mid-to-late 19th century and the demand for goods was increasing. The city was wholly dependent upon other cities for its supply of ordinary goods. For instance, the erection of an iron building in D.C. depended upon procuring the iron from Baltimore, Philadelphia, or Pittsburgh. Similarly, in the construction of houses which had reached a new high of 1200 per year in 1872 and 2000 a year by the 1890s, all materials, except bricks had to brought from outside. The growth of the city--the opening and paving of roads, the erection of dwellings, the adornment of fencing--all increased the demand for manufacturing in Washington.

In 1872, several new railroad lines entered the city; these lines created competition for the existing lines and opened up manufacturing capabilities as raw materials could more easily be brought in. The laying of the new lines provided the city access to coal from the western parts of Virginia and to iron from the south, as well as to a series of other staple items such as cotton, tobacco, wheat, wool, and wood.

By 1890 industry in Washington had grown significantly. The newly-emerging industry tended, however, towards small manufacturing of consumption rather than capital goods. Enough manufacturing establishments to supply a good portion of the goods necessary in building were being fabricated in the city. Architectural and ornamental ironworking facilities were emerging along with warehouses for the manufacture of doors, sashes, blinds, glass and other building goods. According to the Industrial Review, 1890 the Census Bulletin listed 2,300 industrial establishments with a capital of $28,876,258 and giving employment to 23,477 hands, and producing goods valued at $39,296,259 in 1890[11].

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[11] Industrial Review 1890. Vertical files at Martin Luther King Jr. Library, Washingtonian Division.

The industrialization of Washington continued to be hotly pursued by interested parties into the 20th century. An advertisement encouraging industrial development in Washington and submitted by the Committee on Commerce and Manufactures of the Washington Board of Trade appeared in an industrial magazine in 1905. The advertisement, shown in Figure 15, capitalizes on the city's convenient location on the Potomac and emphasizes the area's access to railroad.

The promotion of the city for manufacturing to outsiders combined with the area's internal need for goods, resulted in a continuous increase of manufacturing concerns from 1860 until the Depression years. The Depression brought a decline to the newly-emerging manufacturing industry from the period 1929-1933. The value of manufacturing had shrunk some 55 percent from before the Depression. In 1935 Washington's factories were still not producing as much as they did in 1929, but were at least beginning to stabilize. A 1935 article on manufacturing in D.C.[12], listed the primary industries in the city as printing establishments, bakeries, banking and a series of small manufacturers. Sixty-seven newspaper and periodical printing companies and 63 book and job printing places produced goods valued at $17,329,274. No other single industry in Washington produced more than a third of the amount generated by printing companies. The second largest industry, banking, is not of concern to this project, while only five other area industries showed products valued at more than $1,000,000 in 1933. The largest of these under-million dollar industries include the ice cream industry, and concrete mixing industry. The concrete mixing industry was largely an outgrowth of government building--modern construction required large amounts of concrete.

In addition to these money-making industries were smaller manufacturing concerns and services. Ice manufacturing was carried on by five establishments in 1933 employing 71 wage earners.[13] Before home refrigeration, huge schooners from Maine would come to D.C. and unload thousands of tons of natural ice which was stored in warehouses (i.e. the Terminal Refrigeration Warehouse). Other small manufacturing of note included electrical machinery builders and engraving plants, machine shops and lithographers, and bookbinders. Almost all of these industries were relegated to the southwest portion of the city and Georgetown, as strict zoning laws and other regulations, adopted in 1920, kept the manufacturing at Washington fairly well segregated.

Although efforts at industrializing Washington resulted in increased manufacturing concerns from the late 19th century to the mid-20th century, Washington remained protected from the "nuisance" industries that define industrial centers. Heavy industry was banned by Congress in 1920, leaving Washington open only to light industrial pursuits. The ban, combined with the city's newly-defined zoning regulations, resulted in controlling industrial growth in both use and scale.

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[12] Frederick J. Haskin, "Manufacturing at the National Capital", Vertical Files at the MArtin Luther King, Jr. Library, Washingtonian Division.

[13] Frederick J. Haskin, Manufacturing at the National Capital, 1935.

Created by an Act of Congress in 1920, the Zoning Commission of the District of Columbia had as its goal to divide the District of Columbia into certain districts to be known respectively as Height, Area and Use Districts, and to prepare regulations specifying the height and area of buildings and the purposes for which buildings and premises therein may or may not be used. The industrial district of the city was generally laid out along the existing railroad tracks paralleling the Anacostia and Potomac Rivers, while the waterfront area of Georgetown was similarly zoned industrial. The zoning regulations stated succinctly that "in the industrial district all buildings and all premises may be used without restriction except such as are imposed by law or municipal regulation." Heavy industry, banned by Congress in the same year, was therefore restricted within the designated industrial zones.

The law banning heavy industry and the zoning laws, adopted in 1920, were eventually perceived as out of date by the National Capital Park and Planning Commission (NCPPC). In 1937, the NCPPC drafted a new law, called the King-Norton Bill, that was designed to ban nuisance industries from all zones of the city. Furthermore, the bill barred a specific list of nuisance industries, provided for the control of the few existing nuisance industries, and prohibited the enlargements of certain plants. In the same year, the D.C. Zoning Commission revised its zoning regulations established in 1920 and revised in 1928. The 1937 regulations for the industrial district of the city were more restricted than those outlined in both 1920 and 1928, most likely in response to the King-Norton Bill. Section VI of the Zoning Regulations of the District of Columbia reads as follows:

> In the industrial district all buildings and all premises may be used for any purpose whatsoever and not in conflict with law or municipal regulation, except that hereafter no building shall be erected or altered for use and no building or premises shall be erected for the following uses, unless the application for the permit shall be presented to the Zoning Commission and the approval of the Commission in each instance obtained.

Following this statement in the regulations is a list of industrial uses including the manufacturing of concrete or mortar, iron, steel or copper works or foundries, as well as other industrial and manufacturing concerns that were banned from industrial zones of the city. The exclusion of these industrial uses in the city indicates a rejection of the industrialization of the city. Restrictions protecting the city from those industrial concerns that had been advocated by certain groups in the late 19th and early 20th centuries were now being promoted by the city itself. The zoning regulations for the industrial district remained unrevised in the 1947 amendment indicating a continuing desire to control industrial development and growth in the city.

Although heavy industry was curtailed in the city from its beginnings until the present time, light industrial concerns continued to grow from the late 19th century until the mid-20th century. The survey of industrial buildings in the city reveals a heavy concentration of early to mid- 20th century warehouse-type buildings and only a limited number of late 19th century or turn of the century buildings.

PART IV. SURVEY FINDINGS

A. Reconnaissance-Level Survey and Intermediate-Level Survey Phases I and II

Introduction

The DCHS Warehouse database contains a total of 282 records representing industrial buildings identified during both Phase I and Phase II of the Warehouse survey. Of these 282 industrial buildings, 229 were actually surveyed. The 53 buildings which were not surveyed, but for which a building record was created in the DCHS system, generally represent buildings that are either no longer standing or that post-date the 1945 cut-off date for the on-site and archival study.

The reconnaissance-level survey of warehouses was designed to be as comprehensive and as encompassing as possible. Any pre-1945 industrial-type building that was located within the survey areas was chosen to be surveyed. As a result, a number of buildings that were not actually built as warehouses or light-industrial buildings were surveyed, as were some industrial-type buildings having no association with the railroad. These non-industrial-type buildings revealed themselves during both the on-site and archival surveys. Permit research conducted during the intermediate-level survey exposed certain buildings that appear industrial in nature or are currently serving industrial uses, but were not originally built as such. The on-site study similarly uncovered buildings that stand in the warehouse districts, but do not, and did not, have any association with the railroad. These non-warehouse buildings include several public works buildings (one power plant, two pumping stations and one sewage treatment facility), one bowling alley (converted into an electronics warehouse/office), 13 garages, two stores, one stable, and the market buildings at Union Market Terminal. Although surveyed and analyzed to this point, these buildings were not further evaluated in relation to the railroad-related industrial architecture of the city.

In addition to providing the city with an accurate count and assessment of industrial buildings located within the survey areas, the reconnaissance- and intermediate- level survey of both phases reveal information on the location, density, building use and ownership, and construction history of the city's industrial architecture. While industrial development trends and information relating to the density of industrial zones and the location and types of buildings within these areas can be found in the historic context of this report, a summary of building design and construction trends can be found below.

Warehouse Construction Size and Configuration

In general, the railroad-related industrial buildings identified during both phases of the survey are low-lying horizontal blocks or small cube-like buildings. For instance, while the buildings vary in height from one to eight stories, 80% represent one-story and two-story buildings, and 15% represent three and four-story buildings. Only four five-story, two six-story, one seven-story and one eight-story warehouse buildings were identified during both phases of the survey. These taller buildings include those more prominent structures which stand as individual landmarks,

such as the Hecht Company Warehouse, the Woodward & Lothrop Warehouse, the Peoples Drug Store Warehouse, the Evening Star Warehouse, the Reiss Paper Company Warehouse, the Terminal Refrigerating Company Warehouse, and the Chesapeake and Potomac Telephone Company Warehouse.

The smaller one and two-story warehouses include those that are nestled on secondary streets adjacent to the railroad tracks. Although the survey statistics indicate that the majority (80%) of the buildings are freestanding (buildings not attached to other structures), some warehouses were found in groupings or clusters. These clusters occur most notably in the area around Union Station, and in southeast Washington near South Capital Street and south of H Street, S.E. This area is predominantly industrial with no residential or commercial architecture in the vicinity. A view of the Capitol from this part of the city is framed by smokestacks, watertowers and other industrial features.

Construction Materials

By far the predominant building material in warehouse construction in Washington, D.C. is brick. At least 87% of the buildings are of brick construction, while less than seven percent have concrete structures. This is most likely a result of the relatively small size and scale of the warehouse buildings of the city that did not necessitate the use of concrete. In fact the survey revealed that in the case of buildings rising four stories or taller, concrete was the preferred structural material. Of the ten concrete buildings erected prior to 1940, all but one of them are four stories or taller. The one exception is the Columbia Warehouse Development Corporation at 1126 1st Street, N.E. This two-story building, erected in 1917, survives as the first warehouse building in the survey area to use concrete as a structural material.

Current and Historic Uses of Warehouses

An examination of the current and historic uses of the industrial buildings surveyed indicate that many of the buildings are currently being used for purposes other than what they were built for, while at least 12% of the warehouse buildings stand vacant. As the ever-expanding business and commercial districts of the city replace the old industrial corridors and the industrial buildings move further and further away from the city center, warehouse buildings are being adapted to new uses. Of the warehouses surveyed, over a dozen have been converted into a variety of uses including a hospital clinic, a drug treatment center, a dance studio, several night clubs, a recycling plant, and various commercial concerns. One adaptive re-use project, completed in 1982, involved converting the Sanitary Grocery Company Warehouse at 4th and T Streets, N.E. into "loft-space" offices and storage areas. When completed, the project received great local acclaim and was hailed as an "exciting, challenging kind of development."[14]

[14] "Eckington Takes Office", The Washington Post, January 24, 1981.

Currently another warehouse development is underway in the Union Market Terminal complex. Richards Development Company has broken ground on a 30,000-square foot addition to a 71,000-square-foot warehouse at 300 Morse Street, N.E.[15]

Architects/Engineers/Builders

Building permit research conducted on approximately 78 of the buildings surveyed[16] indicated that the design of these industrial buildings did not always rely upon architects for the design and builders for the construction. Architects, engineers, and builders often worked together as a team to design and build these functionally complex structures. In general, engineers and builders provided the structural design, while architects, when involved, provided designs for architectural features. Oftentimes, building permit documentation listed the builder as the architect as well.

The architects and builders associated with the warehouses ranged from well-known local and national individuals and firms to lesser-known people. Some of the more important architects and builders were associated with the design and construction of more than one building. For instance, the Abbott Merkt & Co., a New York-based architectural and engineering firm was responsible for the design and construction of the Hecht Company warehouse, the Woodward & Lothrop Warehouse and the Palais Royal warehouse. The Ballinger Company, an architectural and engineering firm from Philadelphia, was responsible for the designs of the two Sanitary Grocery Company Warehouses at 1629-1631 Eckington Place and 1845 4th Street, N.E. Local designer and builder Charles H. Tompkins was responsible for the design and construction of two buildings and for the construction of another four buildings. Tompkins provided designs and construction at 301 N Street, N.E. and at Merkle Press at 810 Rhode Island Ave, N.E.. The other two Merkle Press buildings at 802 and 806 Rhode Island Avenue, N.E. were designed by Edward L. Bullock and built by Tompkins Company. Local architect Arthur B. Heaton designed the Tompkins-built building at 23-33 M Street, S.E.[17], while architect C.B. Rafter is associated with Tompkins on the design and construction of 605 Rhode Island Avenue, N.E.

Other architects of note include: McKenzie, Voorhees & Gmelin, company architects of the Chesapeake and Potomac Telephone Company and architects of the C&P Warehouse at 1111 North Capitol Street, N.E.; Donn and Deming, architects of the dairy at 911 2nd Street, N.E.; Julius Wenig, architect of 33 New York Avenue, N.E.; Arthur B. Heaton, architect of 1705 3rd Street, N.E.,and others. For a complete list of the architects and builders associated with the design and construction of the warehouses in the survey areas, see Figures 16 and 17.

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[15] "Dealmakers Put Store in Warehouse Business", Washington Business Journal, Week of June 22-28, 1992.

[16] For a list of the approximately 78 buildings on which building permit research was conducted, see Appendix C.

[17] Although surveyed, this building at 23-33 M Street, S.E. was actually built as a bus garage and is still being used as such.

TRACERIES WAREHOUSE SURVEY

Architect Report

06/26/1992

address	architect	S	H	DCS	date	Id Number/Alternate Lot
1127 1st Street N.E.	Abbott, Merkt & Co.	S			1931	0712 0110B
1401 New York Avenue N.E.	Abbott, Merkt & Co.	S		DC	1937	4037 0006
131 M Street N.E.	Abbott, Merkt & Co.	S			1938	0712 0110A
1629-1631 Eckington Place N.E.	Ballinger Co., Inc.	S			1930	3576 0804
1345 1/2 Street S.E.	Barby, O.W., Jr.	S			1928	0702 0850
3726 10th Street N.E.	Barrington, William E.	S			1938	3822 0805
1126 1st Street N.E.	Batesman, D.W.	S			1917	0673 0806
59-61 K Street S.E.	Bien, V.T.H., Inc.	S			1922	N0699 0013+0014
525 Rhode Island Avenue N.E.	Breuninger, Henry L.	S			1919	3623 0000
806 Rhode Island Ave N.E.	Bullock, Edward L.	S			1927	3846 0070
802-804 Rhode Island Avenue N.E.	Bullock, Edward, Jr.	S			1928	3846 0071-72
350 D Street S.W.	Clark, Appleton P., Jr.	S			1929	0536 0051
2209-2211 Channing Place N.E.	Dillon & Abel	S			1936	4256 0010+11-12
911 2nd Street N.E.	Donn & Deming	S			1913	0750 0807
1920 Bladensburg Road N.E.	Francisco & Jacobus	S			1947	4268 0801
2801 8th Street N.E.	Gibb, W.B.	S			1917	3839 0006
1422 1st Street N.E.	Goenner, Albert	S			1909	0669 0832
2709-2711 26th Street N.E.	Groben, W. Ellis	S			1946	4347 0016
1705 3rd Street N.E.	Heaton, Arthur B.	S			1924	3574 0032B
23-33 M Street S.E.	Heaton, Arthur B.	S			1936	0700 0857
2101 5th Street N.E.	Heinz, H.J. Company	S			1926	3620 0015
35 New York Avenue N.E.	Hunter & Bell	S			1905	0671 0016
1138 3rd Street N.E.	Kubitz and Koenig	S			1931	0748 0011+808-809
309-315 Randolph Place N.E.	Lesser, Charles L.	S			1908	3574 0032A
1111 North Capitol Street N.E.	McKenzie, Voorhees & Gmelin	S			1925	0674 0011+816-17,819
140 Q Street N.E.	McLaughlin Bros., Inc.	S			1908	3519 0063
3118 South Street N.W.	Metcalf and Eddy	S		Y	1932	1189 0824
1st Street S.E.	Milburn & Heister	S			1920	0737 0074+075
100 O Street S.E.	Municipal Architect	S			1938	S0744 0000
40-42 G Street N.E.	Not Listed	S			1917	0677 0014
6031 Kansas Avenue N.W.	Porter & Lockie	S			1946	3379 0003
1318-1320 1/2 Street S.E.	Pringle & Arnold, Engineers	S			1936	0703 0008
605 Rhode Island Avenue N.E.	Rafter, C.B.	S			1922	3626 0000
219-229 Randolph Place N.E.	Roberts, J. Kent	S			1908	3573 0023
61-75 P Street N.E.	Rust Engineering Company	S			1929	0669 0121+122-125
901 1/2 Street S.E.	Standard Oil Company	S			1919	N0697 0801
South Capitol & I Street S.E.	Standard Oil Company	D			1919	N0697 0070
3305 8th Street N.E.	Tepley, M.G.	S			1926	3831 0047
810 Rhode Island Avenue N.E.	Tompkins, Charles H.	S			1922	3846 0067
301 N Street N.E.	Tompkins, Charles H., Co.	S			1931	0772 0022
1015-1019 1/2 Street S.E.	Truscon Steel Company	S			1925	0697 0042
120 Railroad Avenue S.E.	Turner Construction Company	S			1922	0737 0075
33 New York Avenue N.E.	Wenig, Julius	S			1903	0671 0027
220 L Street N.E.	White, Ken J.	S			1912	0748 0073
1324-1326 1/2 Street S.E.	Worstead, C. W.	S			1938	0703 0006

Figure 16: DCHS Computer Generated Architect Report

TRACERIES WAREHOUSE SURVEY

Builder Report

06/26/1992

address	builder	S	H	DCS	date	Id Number/Alternate Lot
59-61 K Street S.E.	Bien, V.T.H., Inc.	S			1922	N0699 0013+0014
525 Rhode Island Avenue N.E.	Breuninger, L.E.	S			1919	3623 0000
35 New York Avenue N.E.	Burgess & Parsons	S			1905	0671 0016
33 New York Avenue N.E.	Cassidy, Charles J.	S			1903	0671 0027
1401 New York Avenue N.E.	Consolidated Engineering Co.	S		DC	1937	4037 0006
1015-1019 1/2 Street S.E.	Davis, Frank, Inc.	S			1925	0697 0042
1422 1st Street N.E.	Dowrick, James	S			1909	0669 0832
309-315 Randolph Place N.E.	Dunn, J.M.	S			1908	3574 0032A
2209-2211 Channing Place N.E.	Ellis, A.J.	S			1936	4256 0010+11-12
1127 1st Street N.E.	Fuller, George A., Co.	S			1931	0712 0110B
2801 8th Street N.E.	Gibb, W.B.	S			1917	3839 0006
3726 10th Street N.E.	Home Construction Corporation	S			1938	3822 0805
40-42 G Street N.E.	Kolb, J. Leo	S			1917	0677 0014
140 Q Street N.E.	McLaughlin Bros, Inc.	S			1908	3519 0063
1126 1st Street N.E.	Mosher, E.H.	S			1917	0673 0806
220 L Street N.E.	Nash, Wilbur F.	S			1912	0748 0073
3118 South Street N.W.	North Eastern Construction Company	S		Y	1932	1189 0824
61-75 P Street N.E.	Rust Engineering Company	S			1929	0669 0121+122-125
1705 3rd Street N.E.	Skinker & Garrett	S			1924	3574 0032B
2101 5th Street N.E.	Smith, Arthur L.	S			1926	3620 0015
1324-1326 1/2 Street S.E.	Snyder S.E.	S			1938	0703 0006
901 1/2 Street S.E.	Standard Oil Company	S			1919	N0697 0801
South Capitol & I Street S.E.	Standard Oil Company	D			1919	N0697 0070
1345 1/2 Street S.E.	Stofferberth, C.A.	S			1928	0702 0850
3305 8th Street N.E.	Tarbell, Gus L.	S			1926	3831 0047
802-804 Rhode Island Avenue N.E.	Thompkins, Charles H.	S			1928	3846 0071-72
605 Rhode Island Avenue N.E.	Tompkins, C.H.	S			1922	3626 0000
806 Rhode Island Ave N.E.	Tompkins, Charles H.	S			1927	3846 0070
23-33 M Street S.E.	Tompkins, Charles H.	S			1936	0700 0857
810 Rhode Island Avenue N.E.	Tompkins, Charles H., Co.	S			1922	3846 0067
301 N Street N.E.	Tompkins, Charles H., Co.	S			1931	0772 0022
120 Railroad Avenue S.E.	Turner Construction Company	S			1922	0737 0075
8-12 L Street S.E.	White, L.E.	S			1917	0697 0039+40-41
1st Street S.E.	Whitty, R.P.	S			1920	0737 0074+075
131 M Street N.E.	Woodward and Lothrop	S			1938	0712 0110A
1629-1631 Eckington Place N.E.	Wyne, George E.	S			1930	3576 0804

Figure 17: DCHS Computer Generated Builder Report

B. Intensive-Level Survey, Phases I and II

As described in the methodology, intensive-level research was conducted on approximately 26 warehouse buildings identified during both phases of the Warehouse Survey. Intensive-level research involved a more comprehensive investigation and documentation of each of these 26 buildings. Following in alphabetical order are brief architectural and historical summaries of each of these 26 buildings or groups of buildings surveyed to the intensive level.

Chesapeake and Potomac Telephone Company Warehouse 1111 North Capitol Street, N.E.

The C&P Telephone Company was formed in D.C. in 1883, just seven years after the telephone had been invented. At that time, approximately 900 telephones were in operation in the city. By 1897, the number had increased to 2,000; by 1904 it had reached 10,768, and by 1928 there were over 145,000 telephones in Washington. With this ever-increasing service, the original C&P central office located on 14th Street, N.W. was outgrown. During the first decade of the 20th century, at least eight offices with switching equipment were constructed to handle the demand; by the middle of this century, over two dozen C&P buildings had been erected.[18]

The building at 1111 North Capitol Street was built in 1925 as a garage and warehouse for the Chesapeake and Potomac Telephone Company. The tall six-story concrete frame structure was designed by McKenzie, Voorhees & Gmelin, corporate architects for the Bell system during the 1920s. The imposing structure facing North Capitol features bands of steel sash windows buttressed at either end of the building by projecting end pavilions capped by decorative parapets. The building incorporates ornamental and decorative treatments generally associated with Art Deco design.

Columbia Warehouse Development Corporation 1126 1st Street, N.E

The Columbia Warehouse Development Corporation Warehouse was built in 1917 to the designs of architect D.W. Bateman. Although no information regarding the Columbia Warehouse Development Corporation could be found, the building remains as one of the earliest concrete warehouse buildings erected in Washington, D.C.

Located between Pierce and M Streets, N.E., the Columbia Warehouse Development Corporation is a low-lying two-story building with bands of steel sash on both the first and second floors separated by narrow piers projecting above the roofline (Figure 18). The 1st Street and Pierce Street elevations both feature projecting end bays with parapet roofs, while the 1st Street elevation is also articulated by a central projecting pavilion. This pavilion marks the pedestrian entrance and serves as the focal point to the long, building plant. Large receiving doors and loading docks are randomly located along the 1st Street elevation; one of

[18] This information was obtained from the National Register Registration Form for 730 12th Street, N.W., May 1988.

Figure 18: Photograph of Columbia Warehouse Development Corporation (Traceries, 1992)

Figure 19: Photograph of Columbia Warehouse Development Corporation (Traceries, 1992)

these docks is covered by an elegant iron marquise (Figure 19). Currently the building appears to be partially occupied.

The Evening Star Warehouse and Garage 120 Railroad Avenue, S.E.; 841 2nd Street, S.E.

The Evening Star newspaper was founded in 1852 by Joseph Borrows Tate who sought to establish a newspaper with non-partisan ideals. In establishing the Star, Tate stated "The Star would be free from party trammels or sectarian influences...devoted in an especial manner to the local interests of the beautiful city in which bears the honored name of Washington."[19] Six months after starting the paper, Tate sold it to William Wallach who increased the paper's size, while continuing to focus on stories that were of interest to the common man. The Kauffmann family took possession of the paper in 1867 and continued to run it for at least the next 85 years.

The Evening Star started at 12th and D Streets, N.W. with the press located in a shed at the rear of the offices. The Evening Star Warehouse was erected in 1922 for the purpose of storing paper. The building, located on Canal Street, in southeast Washington, is a tall five-story concrete structure with a corner tower (Figure 20). Concrete pilasters support a cornice inscribed with the building's name at the same time divide banks of steel sash windows on the upper floors and large freight doors on the first floor. A spur of the B&O railroad leads directly to the freight doors that can accommodate several freight cars. The building was built by Turner Construction Company. The garage building is a one-story concrete structure designed with art deco detailing (Figure 21). The garage is sited behind the warehouse and faces 2nd Street, S.E.

Heinz 57 Warehouse 2101 5th Street, N.E.

The company that came to be known as Heinz 57 was originally founded as Heinz and Noble in 1869 when Henry J. Heinz and L.C. Noble formed a partnership. This early partnership started out with a 3/4-acre garden in Sharpsburg, PA where horseradish was grown, grated and bottled. In 1874, the young partners were cultivating 25 acres of horseradish, plus 100 acres of other vegetables. One year later, the firm moved to Pittsburgh and opened new branches in Chicago and St Louis. That same year, a bumper crop threw the firm into bankruptcy. Henry J. Heinz managed to reorganize himself and his business and shortly thereafter, formed the H.J. Heinz Company. The firm's slogan "57 Varieties" was added in 1896 and the company's popularity eventually spread to four continents.

The Heinz Company Warehouse in Washington, D.C. is located at 2101 5th Street, N.E., next to the B&O Railroad tracks running north from Union Station. It was built in 1927 for the H.J. Heinz Co by Washington, D.C. builder, Arthur L. Smith. The 2-story brick building is characterized on the front and side elevations by the stepped parapet inscribed with the company's slogan, "Heinz 57". Originally built as a food storage and distribution warehouse, the

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[19] Samuels H. Kauffmann, The Evening Star 1852-1952: A Century at the NAtion's Capital, 1952, p. 11.

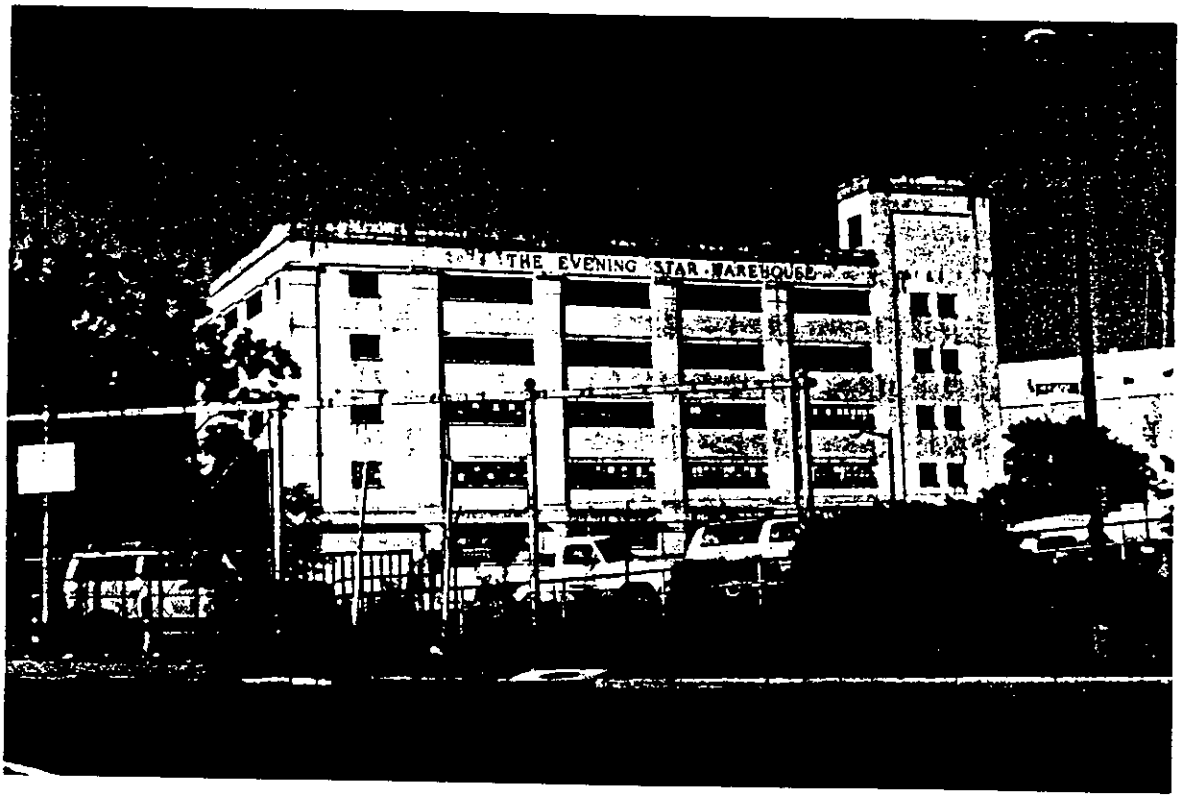

Figure 20: Photograph of The Evening Star Warehouse and Garage (Traceries, 1992)

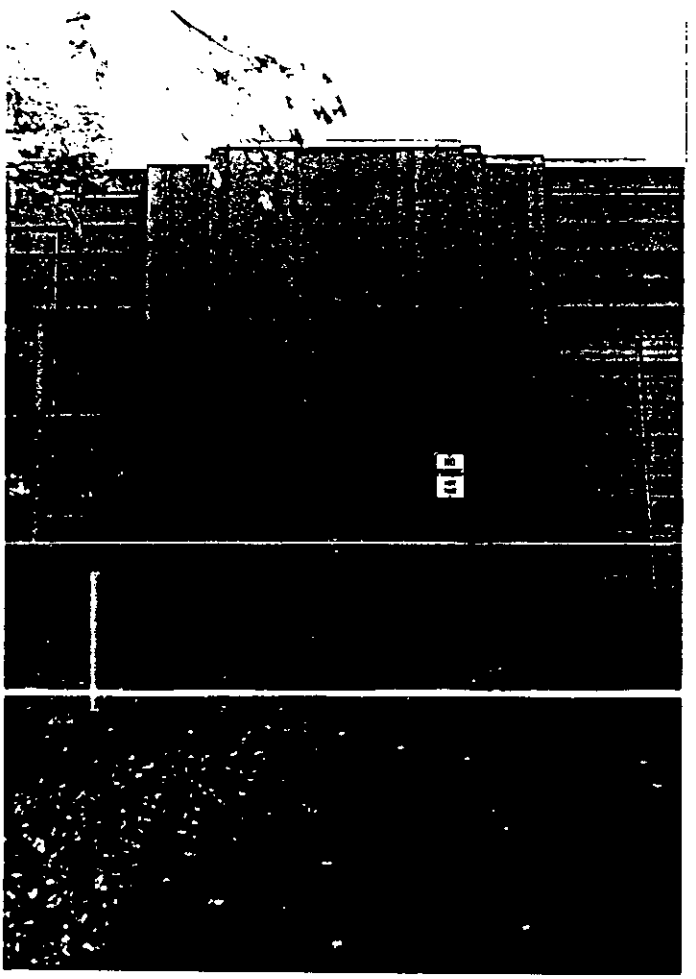

Figure 21: Detail photograph of The Evening Star Garage (Traceries, 1992)

building served as such for forty years. In 1963 the H.J. Heinz Company sold the warehouse to Katherine T. Kane who leased storage and office space out of the building. Sold again in the mid- 1970s, the building is currently occupied in part by Marriot Distribution.

J.E. Hurley Machine Works 1015-1019 1/2 Street, SE

Built in 1925 by the Truscum Steel Company, the J.E. Hurley Machine Works was originally designed as a boiler making shop. According to city directory research the building continued in operation until 1973 when it was last listed under "Machinists" in the directory. Although no longer using this building, the J.E. Hurley Company is still in existence today.

Located at the intersection of K Street and 1/2 Street, SE the J.E. Hurley Machine Works building is a low-lying horizontal building with its primary elevation facing K Street (Figure 22). The building is a single-story steel frame building covered with a gable roof. Large banks of steel sash windows are separated by brick piers set upon a solid brick foundation. The front elevation features an implied "temple-front" form with the company name painted in the pediment above the central entry. One and two-story additions abut the rear of the original building and extend south along 1/2 Street, SE. The building is in deteriorated condition today.

Judd & Detweiler Printing Company 1500 Eckington Place, N.E.

Still in operation today, Judd and Detweiler Master Printers was founded by John Gough Judd and Frederick May Detweiler in 1868. The company started out printing bill heads, order blanks, and restaurant menus. About ten years later, Judd & Detweiler began printing books and magazines, and by 1898 was responsible for printing the National Geographic Society Magazine and other Society publications. This relationship with National Geographic Society lasted until 1957, when National Geographic's large circulation forced its move to a Chicago printing firm that had speedier presses. In 1978, the company won a major contract with Newsweek Magazine to print, bind and mail the Middle Atlantic region press run. In order to benefit from lower taxes, transportation costs and wages offered by suburbia, Judd & Detweiler shut down their plant at 1500 Eckington Place, N.E. in 1985 and moved their operations to Virginia and Maryland.

From its founding until 1876, the company's offices and press were located on the third floor of a building at 517 17th Street, N.W. In 1876, Judd & Detweiler moved to a larger location near 11th and E Streets, N.W. and then, a few years later, to a building at 420 11th Street, N.W. Finally in 1913, Judd & Detweiler built their own building at 1500 Eckington Place, N.E. The first Judd & Detweiler building erected at this site was a two-story brick building with a pergola on the roof. In 1920 a 3-story addition was made to abut the south end of the original building and turn the corner at Florida Avenue, at the same time that the pergola on the roof of the original building was filled in to form a third floor (Figure 23). Several other additions, from 1922, 1937 and 1947 enveloped the original building on all sides and increased the building's original size four-fold. Each of these additions was designed by notable Washington, D.C. architects, including Wardman & Waggaman and Arthur B. Heaton. All of these various building campaigns survive today and present an impressive and unified building that occupies the corner of Florida Avenue and Eckington Place, N.E. (Figure 24).

Figure 22: Photograph of J.E. Hurley Machine Works (Traceries, 192)

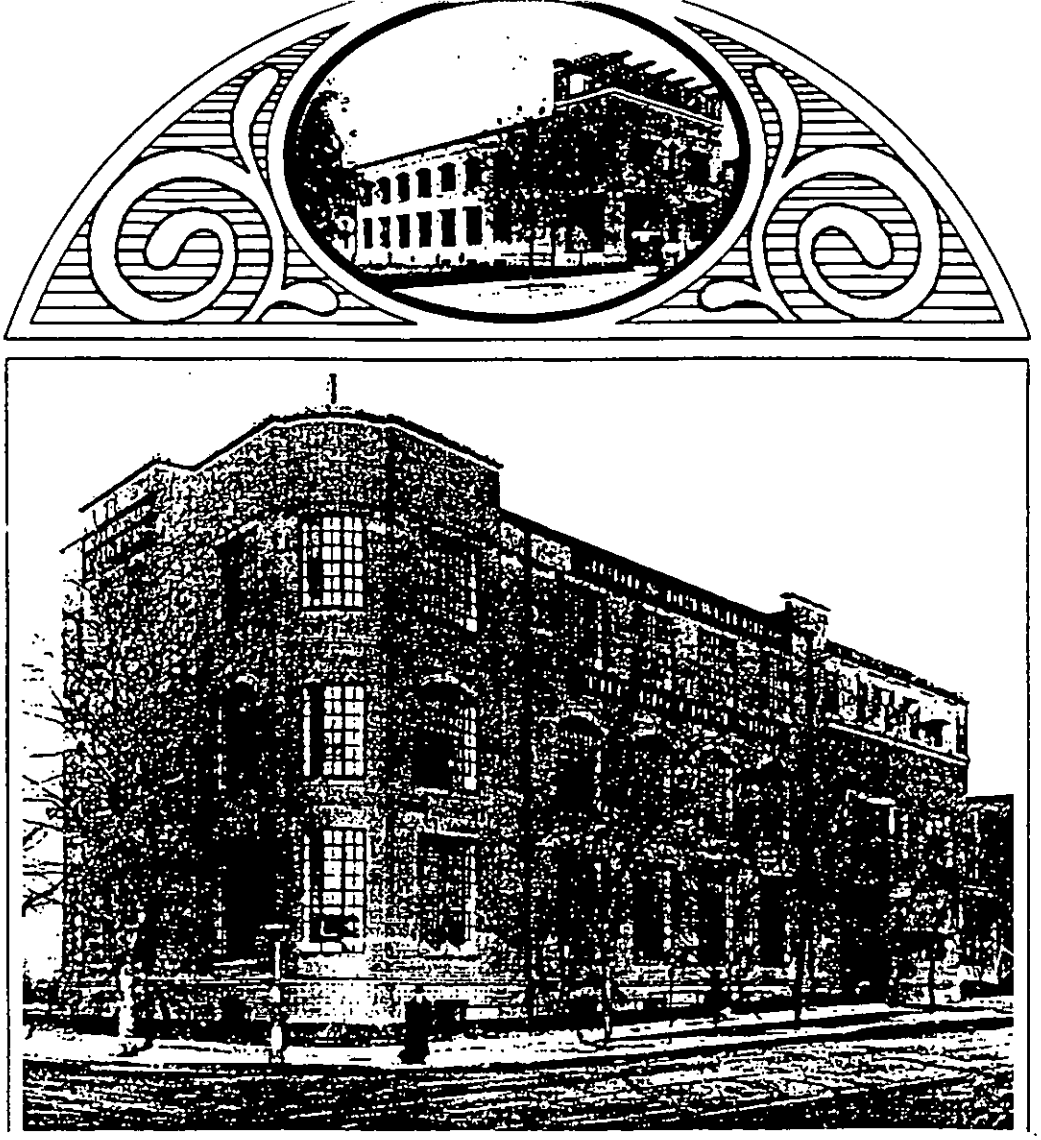

Figure 23: Historic Photograph of Judd & Detweiler Printing Corporation (Vertical Files of Historical Society of Washington, D.C.)

Figure 24: Photograph of Judd & Detweiler Printing Corporation (Treasuries, 1992)

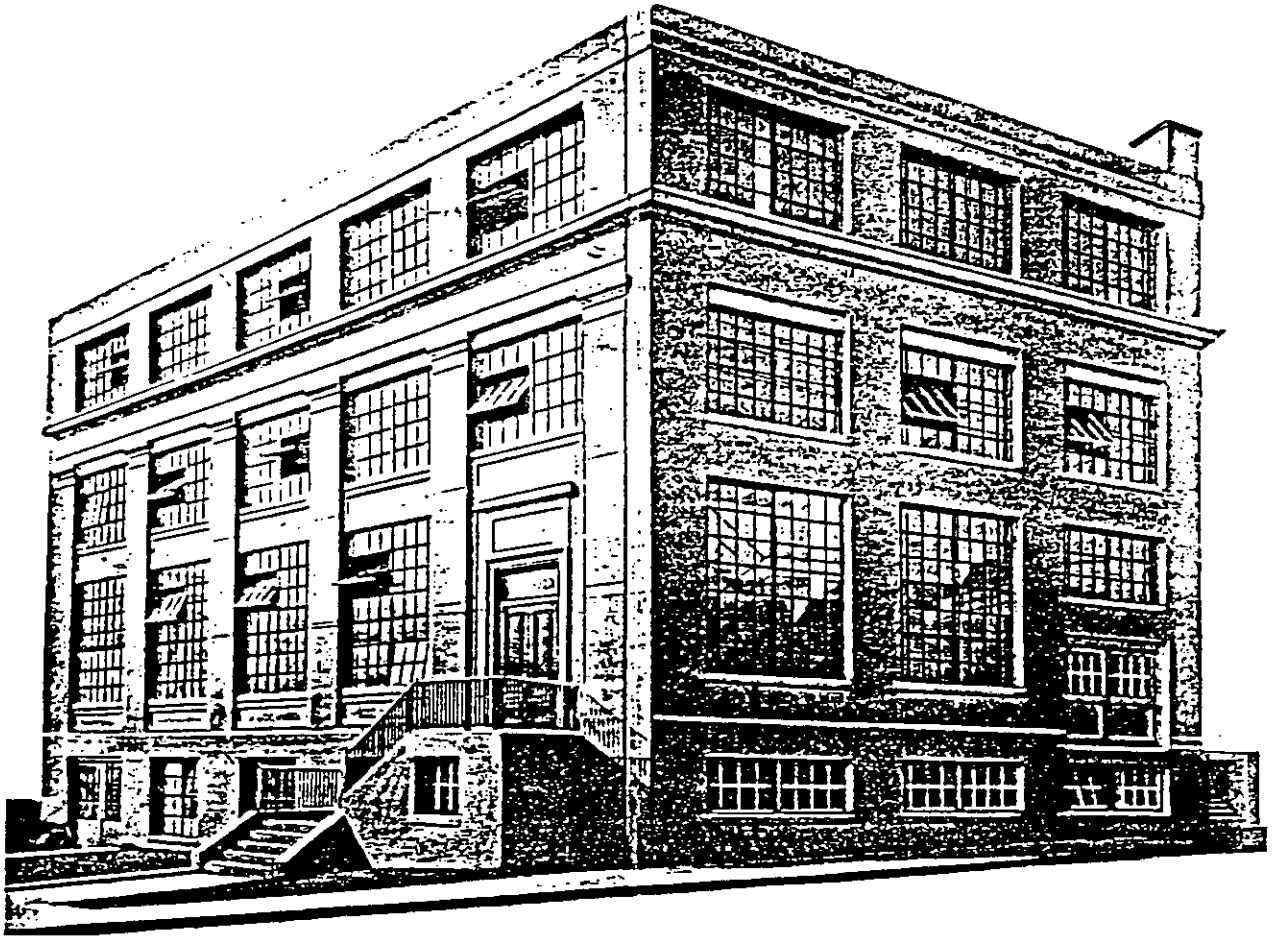

Figure 25: Historic Photograph of Merkle Press (Vertical Files of Martin Luther King Library ca. 1932.)

Figure 26: Photograph of Merkle Press (Traceries, 1992)

Kane Moving and Storage 2801 8th Street, N.E.

The Kane Moving and Storage building, located on a triangle parcel of land aligning the Metropolitan Branch of the B&O Railroad tracks, was built in 1917 by W.B Gibb as a stone cutting workshop. Although no historical information regarding the owner, W.B. Gibb, could be located, the warehouse stands out as the only stone warehouse in the entire survey area.

The warehouse building is a two-story stone structure with a wedged-shaped footprint. The elevation facing 8th Street is divided into seven window bays having an A-B-A-C-A-B-A rhythm. Each of the window openings is surrounded by rusticated quoining. A block and tackle projects from the centrally-placed loft entry.

Lank Woodworking 1107-1109 1st Street, S.E.; 1001 1st Street, S.E.; 59 K Street, S.E.

Established in 1923, Lank Woodworking Company was a Washington, D.C. millworking firm specializing in stock millwork and moldings, architectural and special millwork, cabinet making, quality cabinet hardware and more. First listed at 1st and K Streets, S.E. in the 1936 city directory, Lank Woodwork occupied three separate buildings on the site and remained at this location until recent years.

Identified as John Grinder Brickworks on the 1887 Hopkins Map, the site grew from a sparsely built brick manufacturing and storage yard to a densely constructed industrial complex. The oldest building on the site, 1007-1009 1st Street, S.E. was actually built in 1895 as a dwelling for John Grinder.[20]. This building, located next door to a similarly-scaled building from the same period, is a two-story brick building with a sloped roof. The front elevation is divided into six bays and is pierced on both the first and second floors by small, segmental-arched window openings with jack-arched lintels and keystones. A corbelled cornice supports the roof.

The building at 59-61 K Street was built in 1922 for Woodruff Manufacturing to house a cabinet shop. The architect and builder are both listed on the Permit to Build as V.T.H. Bien. This building is a one-story brick building with a central carriage door entry flanked by pairs of steel sash windows. The building is covered with a flat roof with a stepped parapet decorating the front elevation. In 1928, a small, one-story addition to 59-61 K Street was erected by A.B. Lank as an office for a woodworking mill. The erection of the addition indicates that by 1928 Lank Woodworking was operating out of the site.

Another building at 1001 1st Street was built at the corner of 1st and K Streets, S.W. t abut the small office building from 1928. This building which dates from ca. 1940 according to the on-site survey, is a one-story brick building fronting 1st Street. The 1st Street elevation features a central garage doors with pairs of narrow window openings to either side. A Lank Woodworking sign hangs at roof level of the K Street elevation. The building is currently vacant and boarded up.

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[20] Permit to Build #877 (October 20, 1885), National Archives, Record Group #361.

Merkle Press 802; 806; 810 Rhode Island Avenue (3 buildings)[21]

Merkle Press, established in 1920 by Edgar A. Merkle, has been a fixture in the Washington Metropolitan area for 72 years. During this time, Merkle built three structures along Rhode Island Avenue in northeast Washington to satisfy the demands of a growing and thriving printing and publishing business. Their presence in Washington contributed to and enriched the city's industrial development while providing an architecture that stood out as more than just routine industrial design. While working with both the government and private sector, Merkle published editions of Time Magazine and Sports Illustrated and was very active in printing and publishing some of the work of the AFL-CIO.

By 1922, the company's level of growth warranted construction of private offices and manufacturing facilities at 810 Rhode Island Avenue, N.E. on the corner of Reed Street, N.E. Charles H. Tompkins, a well-known local builder, was responsible for both the design and construction of the first Merkle Press building. The white, 3-story structure is both modern and traditional in design; modern in its use of cast concrete, and traditional in the use of doric-like columnar piers that march across the facade of the building to support a projecting cornice. Equally important as the building's aesthetic, was the building's function. (Figure 25 and 26) Large banks of steel sash windows provided for light and ventilation--of greatest importance to industrial concerns for efficiency and safety reasons.

In 1927 Merkle Press erected a second 3-story warehouse structure at 806 Rhode Island Avenue, N.E. and connected to 810 Rhode Island Avenue, N.E. Although this second building was similarly built by Charles H. Tompkins, it was built to designs prepared by architect Edward Bullock. While differing in detail, this second building maintains the use of concrete and classically industrial motifs. Like 810, 806 possesses a pier and spandrel method of construction--a method which expresses the structure of the building while also allowing ample wall space for windows. Outstanding features of this building include classical urns placed atop the cornice at either end of the building, and inset green ceramic tiles arranged in a diamond pattern just below the cornice.

In 1928 the third building in the row was constructed. Once again designed by Edward Bullock and built by Charles H. Tompkins, this building is consistent in design with the other two. It is a 3-story, classically industrial building with pier and spandrel structure visible on the exterior. The impressive quality of the row of three related buildings is expressed in the retention of the original features over the years and in the uniformity, but individuality of each successive building design.

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[21] The following building summary was prepared by Lisa Mitchell, DCPL intern for the summer of 1992.

Milk Depot 911 2nd Street, N.E.

Chosen for the intensive-level survey for its unique building style not seen in any of the other warehouse buildings, this building at 911 2nd Street, N.E. was erected across from the B&O tracks in 1913 as a "milk depot" or dairy. By 1922 the building had changed ownership and had been converted into bottling works. In 1924, a 2-story brick addition was built, extending the rear of the building significantly.

Designed by architects Donn and Deming in 1913, 911 2nd Street, N.E. stands as an excellent example of the Italian Renaissance Revival style of architecture. The front elevation features two large, arched openings on the first floor, and a row of four rectangular windows on the second floor. A blind-arcaded cornice projects above the second-story windows and supports the flat roof above. Several additions, which have extended the building toward its rear, have occurred over the years. The building is currently being used for commercial purposes.

Palais Royal Warehouse 1127 1st Street, N.E.

The Palais Royal Department store opened in Washington, D.C. in 1877 at Pennsylvania Avenue and 12th Street, N.W., then the western edge of the city's shopping district. As the Palais Royal expanded and the company's owner, Abraham Lisner, added more departments to the store, the company was forced to move to a larger store. Following Woodies and W.B. Moses, Lisner moved his operations in 1892 to 11th and G Streets, N.W. where he built the Palais Royal Department Store. In 1924 Lisner sold the Palais Royal to S.S. Kresge who operated the store for 22 years, expanding the downtown facilities and opening three branch stores. In 1931, a "splendid new warehouse" with "improved elevator service of the most modern type" was erected at 1127 1st Street, N.E.

Prior to the construction of the warehouse at 1127 1st Street, N.E., the department store's delivery and warehouse activities were carried on in a number of remote buildings. The construction of the warehouse, designed by Abbott, Merkt & Co., in collaboration with Frederick G. Pyle, was meant to consolidate all of the various units into one building. The warehouse building is a four-story concrete frame structure with brick curtain walls and steel sash windows. The ground floor, accessed by receiving platforms and large openings leading to the freight elevators, housed the delivery department, while the upper floors contained work rooms, packing rooms and storage rooms of various types of merchandise. When Woodward and Lothrop purchased the Palais Royal in '1946, it also assumed ownership of the warehouse building. The Palais Royal was connected to the Woodward and Lothrop Warehouse building at 131 M Street, N.E. and is operated, although not owned, by the department store today.

People's Drug Store 1422 1st Street, N.E.; 61-75 P Street, N.E.

Founded by Malcolm Gibbs in 1906, People's Drug Store emerged as one of the first drug stores to offer anything other than drugs. Unlike most pharmacists of his day who concentrated on drugs and little else, "Doc" Gibbs offered cosmetics, tobacco, clocks, books, soft drinks and ice cream in his stores. The first People's Drug Store was located at 824 7th Street, N.W.;

seven years later, in 1912, a second store was opened at 7th and E Streets, N.W.. By 1956, fifty years after the founding of the store, the chain consisted of 155 stores in D.C., Maryland, West Virginia, Tennessee, Pennsylvania, and Ohio. In 1974 People's moved its main offices and warehouses to Alexandria, Virginia. The warehouse and office buildings at 1st and P Streets, N.E. are currently vacant.

The People's Drug Store Warehouse, now comprised of several different buildings from various building campaigns, was originally erected before World War I. This building, a two-story brick building facing 1st Street, N.E., featured a two-story, five-bay front elevation with window openings decorated with keystones, and a parapet on the roof ornamented with cannonball finials. (Figure 27) Significantly altered in 1923, the building was enlarged to four stories and the decorative treatment around the windows and old roofline were removed. In 1929 a large fireproof warehouse and office building was built adjacent to the original warehouse, but instead of fronting 1st Street, N.E., this new building faced P Street, N.E. Several additions made between 1929 and 1956 have connected the two warehouse buildings.

The P Street, N.E. warehouse is a four-story building with a central pavilion flanked by end wings. (Figure 28) The central pavilion is constructed of concrete and is faced with stone, while the end wings are built of buff brick. The building was erected to serve as a warehouse with adequate shipping and receiving facilities, as well as offices.

Reiss Paper Company 1st and Canal Streets, S.E.

Originally built as the R.P Andrews Company Warehouse, but appearing on current maps as the Reiss Paper Company, the building was constructed in three phases. Located at the oblique intersection of 1st Street, S.E. and Railroad Avenue (Canal Street), S.E., the original section is a 3-story brick and concrete building with a triangular-shaped footprint. This original section was designed by Milburn and Heister and built by the Whitty Company in 1920. A railroad spur leads directly to the freight doors located along the south elevation of this original building and can accommodate several freight cars. In 1922 a long, 2-story addition was appended to the north end of the original building. This addition, also designed by Milburn and Heister and built by Whitty Company, extends beyond the original building to the east and has a frontage on the alley cutting through the square. A large, 2-story rear addition was added to the north end of the 1922 addition in 1971. The building is currently being used by the Washington Post.

Sanitary Grocery Company Warehouse 1845 4th Street, N.E.; 1629-1631 Eckington Place, N.E.; 1935 5th Street, N.E. (3 buildings)

The Sanitary Grocery Company was formed in 1909 when John C. Letts came to Washington, D.C. and opened a grocery store. Having achieved some success in the business, Letts purchased 25 other small grocery stores and founded the Sanitary Grocery Company, Inc. The chain grew quickly during the first quarter of the 20th century; by the early 1930s Sanitary Grocery Company had over 500 stores and 274 markets in Washington, D.C., Virginia and Maryland. In 1928 Sanitary Grocery Company purchased Piggly Wiggly Stores, and in that same year, became a subsidiary of the Maryland-based Safeway Stores, Inc. In 1941, following a workers strike the previous year, Safeway Stores decided to exert more control over Sanitary

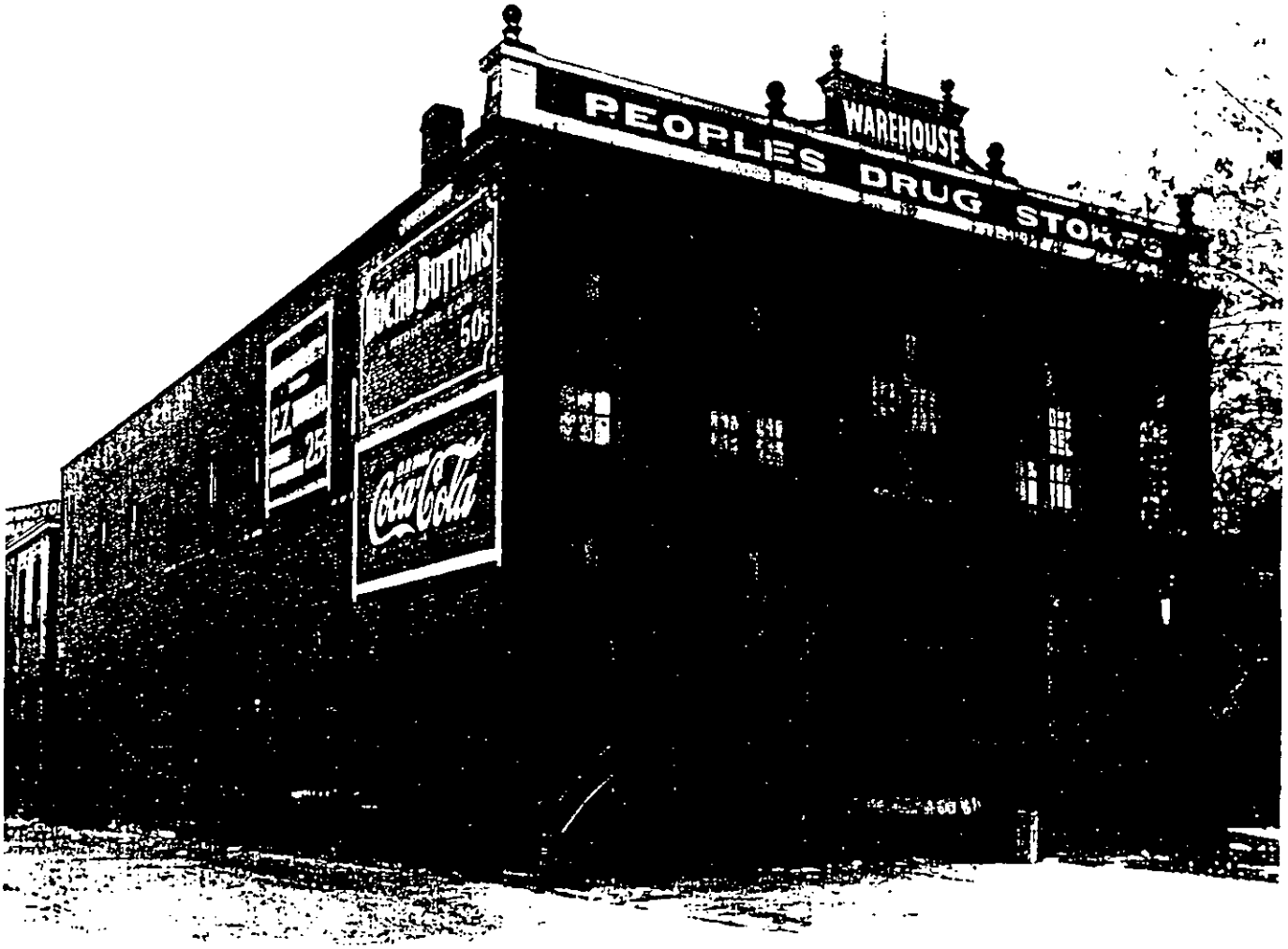

Figure 27: Historic photograph of Peoples Drug Store Warehouse (Vertical Files of Historical Society of Washington, D.C.)

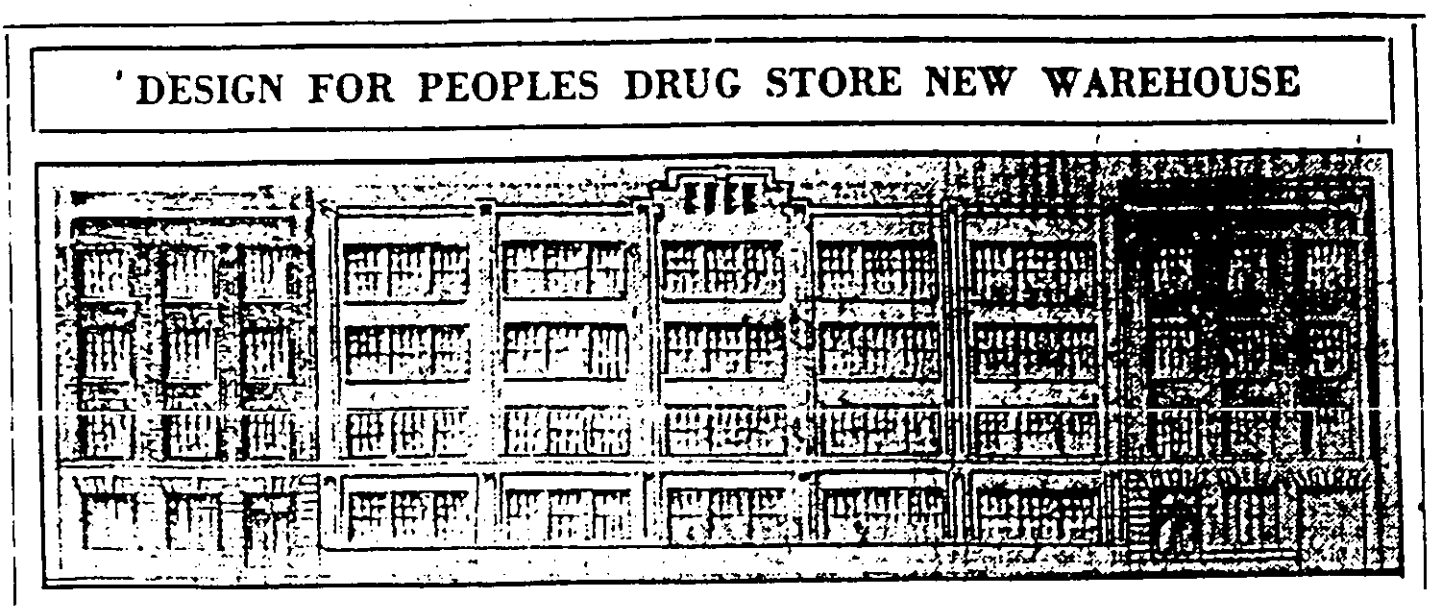

Figure 28: Drawing of Peoples Drug Store Warehouse (Vertical Files of Historical Society of Washington, D.C.)

Grocery Company. In January 1941, Safeway announced that the name "Sanitary" was defunct; all stores from that point on were identified with the Safeway signage and logo.

The Sanitary Grocery Company Warehouse at 1845 4th Street, N.E. was built in 1923 to designs prepared by the Ballinger Company, a New York design-engineering firm specializing in industrial architecture. (Figure 29) Prior to the construction of this building, the company occupied a warehouse at 52 O Street, N.W. Hailed as "one of the largest of its kind in Washington and vicinity"[22], the 4th Street warehouse is an imposing four-story concrete, flat-slab structure with concrete columns and brick curtain walls. The first floor of the building was designed as a receiving area with platforms for trucks on the 4th Street elevation and a platform for freight cars along the railroad side. The second story of the warehouse originally housed general offices of the company, while the upper stories were arranged for storage purposes. Refrigerating equipment and cold rooms were similarly accommodated in the upper levels of the building. Art Deco-inspired detailing including projecting parapet walls with recessed panels on the central and end pavilions and inlaid tile work in geometric patterns provides ornamental relief to the large, industrial structure. The warehouse building currently stands vacant.

The Sanitary Grocery Company Warehouse at 1629-1631 Eckington Place, N.E. was built in 1929 to designs similarly prepared by Ballinger Company. (Figure 30) Almost identical in design to 1845 4th Street, N.E. this building was built to house a bakery and warehouse storage area. After taking over Sanitary Grocery Company, Safeway Stores used the building as a depot. It was later used by Fairfax County to store activated charcoal for use in its sewage treatment facilities, and in 1981, it was renovated as a storage and design center by Wilkes & Plumley. Called The Storage Place, the building now houses private storage areas on the first floor and offices on the second floor.

The warehouse at 1935 5th Street, N.E. was not actually built for Sanitary Grocery Company, but was acquired by them. Originally owned by Piggly Wiggly stores, the building was acquired by Sanitary Grocery Company when the company bought Piggly Wiggly in 1928. The building was taken over at that time for use as a bakery and warehouse. The building is a three-story concrete structure with loading bays piercing the lower level of the 5th Street elevation. Despite end pavilions and projecting pediments, this building lacks the architectural detailing and sophistication found in the purpose-built Sanitary Grocery Company warehouses.

The Terminal Refrigerating and Warehousing Company 500 D Street, S.W.

Now known as the Design Center since the building's renovation in 1982, the building was erected by the Terminal Refrigerating and Warehousing Company of Washington, D.C. in 1923. The building, designed by Van R.H. Greene, refrigerating engineer and Appleton P. Clark, architect, provided for a 150-ton ice making plant; an ice storage room; dry storage rooms; cold storage rooms; offices; engine room; shipping rooms, etc. (Figure 31) The building was designed as a state-of-the-art refrigeration plant with all the most modern refrigeration devices and insulation systems incorporated into it. The warehouse was an important and necessary

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[22] "Sanitary Grocery Company Adding to its Facilities," The Evening Star, May 5, 1923.

building type in the years before home refrigeration. Terminal Refrigerating and Warehousing Company was one of five such establishments in Washington in 1933.

Located adjacent to the tracks of the Pennsylvania Railroad, the Terminal Warehouse is an elegantly designed industrial building with ornamental detailing recalling classical traditions in architecture. Although it has been altered in its conversion to the Design Center, the building's original massing and details remain intact. The building is a tall six-story brick building with small window openings piercing the expansive walls. Brick pilasters with decorative brickwork separate the window bays on the long elevations. Ghosting of the original Terminal Warehouse sign still appears on the building's west end elevation. A railroad spur diverging from the Pennsylvania Railroad Line originally entered the building at the third floor level of this same elevation and accommodated six freight cars. This entry has been converted into a window with "post modern" detailing.

Uline Ice Company Plant 1138 3rd Street, N.E.

Founded in 1931 by Miguel J. Uline, the Uline Ice Company is still in operation today. Mr Uline had owned a string of ice plants in Ohio which he sold before moving to Washington. Once in this city, Mr. Uline purchased an existing ice company that was using obsolete methods and, within 87 days, was producing ice by modern technique. During the course of his career, Mr. Uline patented 69 inventions, all mostly connected to the ice business. In addition to operating the ice business, Mr. Uline built the Uline arena in 1941. Located behind the ice plant, the arena was built for a 5,600-seat capacity. Ice hockey and basketball games were held in the Uline arena, which is now occupied by the Miracle Faith Center.
The Uline Ice Plant is a 2-story concrete frame structure with brick walls. The low-lying building has an L-shaped plan and a flat roof. Pairs of fixed steel sash are separated by brick pilasters on the second floor, while an overhanging marquise projects over the first floor loading bays.

Value Village 525 Rhode Island Avenue, N.E.[23]

The building currently occupied by Value Village, a local thrift store chain, was built as a grocery warehouse for John H. Wilkins, in 1920. The building was designed by architect, Henry L. Breninger and built by L. E. Breninger.

The classically industrial Value Village is a horizontally-massed, 2-story building constructed of brick. The building features the typical pier spandrel construction technique that provided for maximum window space, ample light and ventilation. The classical design scheme is further enhanced with the application of the central, flattened, pedimented parapet. The parapet balances the building's asymmetry, created by four large vehicular loading doors across the front elevation and the original grocery store entrance on the east end of this same facade.

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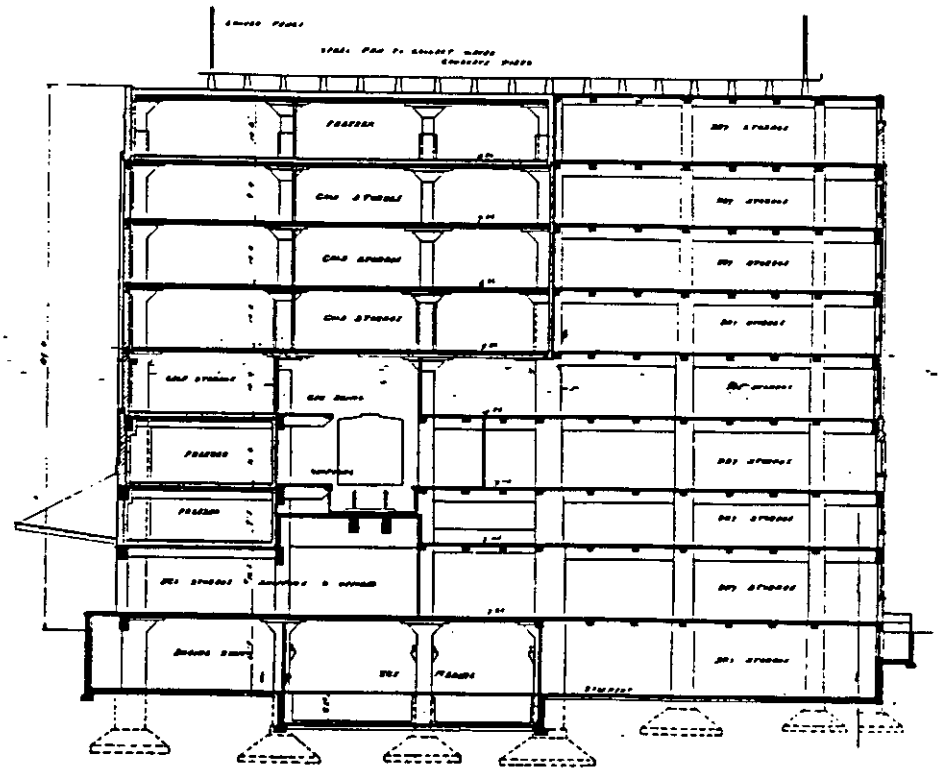
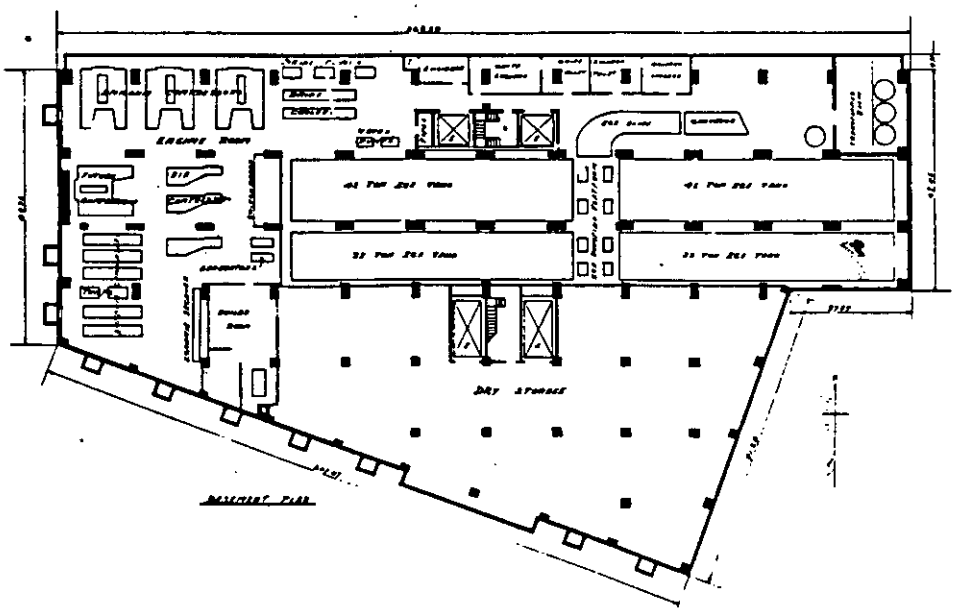
[23] The building summary for Value Village was prepared by Lisa Mitchell, DCPL intern, Summer 1992.



LONGITUDINAL SECTION



TERMINAL REFRIGERATING AND WAREHOUSING COMPANY.
WASHINGTON, D. C.

Figure 31: Architectural drawings for Terminal Refrigerating and Warehousing Company (American Architect and the Architectural Review, 1924)

Although the building has undergone some modifications, including the infill of the large freight doors, the original intent and structure of the building is readily apparent. The building survives as a good example of its type.

Woodward & Lothrop Warehouse[24] 131 M Street, N.E.

The Woodward & Lothrop Department Store was founded in 1880 by Samuel Walter Woodward and Alvin Mason Lothrop, who moved to Washington together from Chelsea, Massachusetts to further their interests in the dry goods business. Woodies emerged as an important and successful department store in the District in the early 20th century, opening a large department store on G Street, N.W. in 1901. By the 1930s Woodward & Lothrop offered a variety of services and increasing numbers of departments, including furniture galleries, a tea room, ice cream parlour, employees cafeteria, cold storage vaults for furs, etc. This increasing specialization required more storage space and support facilities than the downtown site could accommodate. Consequently, Woodward & Lothrop's fiftieth anniversary was marked by the purchase of an existing warehouse facility at First, M, and Pierce Streets, N.E. This warehouse was eventually superseded, in 1938, by the construction of the Woodward & Lothrop Warehouse building at 131 M Street, N.E.

Located at the corner of 1st and M Streets, N.E. and bounded by a spur of the B&O railroad to the east, The Woodward & Lothrop Warehouse building is a tall six story concrete frame structure with brick curtain walls laid in a decorative manner. The building was designed and built by Abbott, Merkt and Company and displays art deco features and ornamentation of note for an industrial-type building.

[24] A D.C. Historic Landmark Application Form on the Woodward and Lothrop Warehouse was submitted to the D.C. Historic Preservation Division by the D.C. Preservation League in the fall of 1991. The application is currently waiting review.

C. Warehouse Evaluation Criteria

Introduction

As part of the Warehouse Survey Phase I a set of evaluation criteria was developed specifically for the general assessment of the potential historical and/or architectural significance of warehouse buildings. The criteria were established using the findings from the on-site and archival study of warehouses and were based upon the already-established D.C. Apartment Building Evaluation Criteria as a guideline.

Developed during the first phase of the Warehouse Survey, the criteria were then applied in a preliminary and liberal fashion to all of the surveyed buildings in the Warehouse Survey Phase I. During the Warehouse Survey Phase II, the evaluation criteria were again applied, this time in three separate phases. As an analytical tool for determining the potential eligibility of nominating warehouses to the National Register of Historic Places, the criteria were applied in three progressively strict phases. The final application of the criteria resulted in a listing of warehouses in Washington, D.C. with historical and/or architectural significance.

Application of Warehouse Evaluation Criteria[25]

In the Warehouse Survey Phase I, the Warehouse Evaluation Criteria were applied on a very general and generous basis and identified the potential merit, not the actual merit, for National Register eligibility. This approach was taken under the assumption that further research would either substantiate or nullify the criteria as assigned. During the Warehouse Survey Phase II, the evaluation criteria were initially applied to all of the buildings surveyed at the reconnaissance level in the same general manner. The application of the evaluation criteria in this manner resulted in a listing of 108 buildings from both phases of the survey that potentially have historical and/or architectural significance.

Following the reconnaissance-level survey, an intermediate level survey, including building permit research, was conducted. Based upon the findings from the intermediate-level survey, the evaluation criteria were re-examined and reapplied to the 108 buildings that met one or more criterion. This second review was applied in a more critical and restrictive fashion. For instance, any building found not to have originally served as a warehouse or industrial-related function was eliminated from the process and any evaluation criteria applied to it removed. This resulted in the elimination of garages, markets, pump houses or other non-industrial related building types from the evaluation process. ' Furthermore, criterion A-08 (Warehouses forming critical corridors or zones in response to commerce/transportation requirements) which had originally been applied to all warehouses located on major commercial or transportation routes, was re-evaluated. Based on the historic context, only those warehouse located along the railroad corridor were considered to meet this criterion. All warehouses located along the important trucking routes of New York and Rhode Island Avenue, N.E., and not located

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[25] For a list of the Warehouse Evaluation Criteria and how they were applied, see the Warehouse Survey Phase I Final Report, March 1991.

adjacent to the railroad, were eliminated from consideration for this criterion. Criterion C-02 (Warehouses the reflect significant changes in the form of the building type in response to health and safety trends or specific regulations) were originally assigned to all warehouses which were documented to be fireproof constructions. Based upon the historic context, this feature was only relevant on 19th century warehouses; fireproof construction was already commonplace by the early 20th century. Because all of the warehouses surveyed date to the 20th century, this criterion was not considered a significant aspect of warehouse construction. This criterion was therefore eliminated from consideration.

Following the intensive level-survey of warehouses, the evaluation criteria were applied a third and final time. The application of the criteria this time reduced the number of buildings meeting one or more criterion from the original 108 to 26. The buildings examined during this third phase were critically assessed for their potential historical and/or architectural significance. All of the criteria were re-evaluated and applied to those buildings meeting, or showing exceptional potential for meeting, one or more of the criterion.

Finally, once the criteria were applied for the third a final time, the buildings meeting the criteria were evaluated for National Register listing. This process resulted in a list of buildings recommended for potential listing on the National Register of Historic Places. This list can be found in the recommendations section of this report.

PART IV RECOMMENDATIONS

The Warehouse Survey, Phase II was the second phase in the process of identifying and understanding the railroad-related industrial architecture of Washington, D.C. The survey systematically identified, documented and evaluated industrial-type buildings constructed prior to 1946, and located within the city's principal railroad corridors. The survey resulted in the development of an historic context detailing the city's industrial growth as it relates to transportation routes. This historic context concentrated on the trade routes of Washington from its founding in the late 18th century to the mid-20th century. The survey also resulted in an evaluation of the buildings surveyed and recommendations for future preservation action. Based upon the survey findings Traceries proposes the following recommendations for further preservation action:

A. Recommendations for Further Study

Conduct City-Wide Survey of Warehouses Unrelated to the Railroad Industry

A survey of warehouse buildings erected outside of the defined railroad corridors would provide the city with a comprehensive survey of all warehouse-type buildings. Many storage warehouses and manufacturing plants from the early to mid-20th century can be found in the northwest quadrant of the city and could be included in this building-type survey. Furthermore, the pre-railroad industrial buildings of Georgetown could similarly be included in a warehouse survey.

In addition to surveying those warehouse buildings located outside of the survey areas, a survey of government-owned and occupied warehouses should also take place. Government warehouses were not systematically identified and surveyed, often because of their inaccessibility. However, warehouses located in the Navy Yard as well as individual warehouses outside this jurisdiction should be examined. The development of the government warehouse was in response to national, as opposed to local, needs and should be researched from that perspective. A study of government warehouses should not necessarily be limited to Washington, D.C., however. Federally owned warehouses in other cities should also be examined in order to accurately develop an historic context.

Conduct Survey of Public Works Buildings and Other Building Types

Because several public works buildings were located within the survey areas, these buildings were surveyed to the reconnaissance level. However, these buildings do not relate to the theme of railroad-related industrial architecture and were not further evaluated. It was noted, however, that these public works buildings are generally well-designed buildings with special emphasis paid to architectural design and detailing. A survey of public works buildings would provide the city an opportunity to develop an historic context for public works projects and further understand the individual buildings that fall within this category. Public Works buildings identified during the survey include the D.C. Main Sewage Treatment Facility, the Minnesota Avenue Pumping Station, Buzzard's Point Potomac Electric Power Plant and the D.C. Incinerator.

In addition to public works buildings, other building types were identified during the survey and should be considered for further study by building type. A total of thirteen auto repair garages were identified during the survey and include both private and government enterprises. In general, the private concerns are small auto repair stores, while the government garages tend to be large bus garages such as the Metro Transit Company Bus Garage at 23-33 M Street, S.E.

Another building type deserving further study is the market place. Union Market Terminal, a market complex located at Florida Avenue and 5th Street, N.E., was identified during the Warehouse Survey, but was not further investigated. Union Market Terminal is an excellent example of the market complex where individual stores and warehouses are architecturally unified, but individually owned and occupied.

B. Evaluation/Recommendation for Designation

Recommendation for Preparation of a National Register Multiple Property Documentation

Using the historic context developed during both phases of the survey, a National Register Multiple Property Documentation form should be completed on railroad-related industrial architecture of the city. Based on the existing historic context and the findings from both the on-site and archival study, this documentation should be specific to railroad-related industrial architecture in the city.

Recommendations for Designation of Historic Warehouses to the D.C. Register and National Register of Historic Places

Individual landmark nomination forms and National Register Registration forms, standing alone, or tied to the National Register Multiple Property Documentation should be prepared for selected buildings within the survey areas. Intensive-level research conducted on approximately 26 warehouse buildings revealed historical and architectural significance of individual buildings at the local level. Currently one warehouse, the Hecht Company Warehouse, is listed as a D.C. landmark, while another, the Woodward and Lothrop Company Warehouse, is being reviewed by the D.C. Historic Preservation Division. Additional warehouse buildings deserve recognition as locally-important warehouses. These nominations should be pursued as soon as possible to avoid any potential threats of demolition. The following is a list of those buildings determined potentially eligible for listing on the D.C. Register and on the National Register of Historic Places:

- Chesapeake and Potomac Telephone Company Warehouse (1111 North Capitol Street, N.E.)
- Columbia Warehouse (1126 1st Street, N.E.)
- Bottling Works (309-315 Randolph Place, N.E.)
- Evening Star Warehouse and Garage (120 Railroad Avenue, S.E.)

- Judd and Detweiler Printing Company (1500 Eckington Place, N.E.)
- Merkle Press (802 Rhode Island Avenue, N.E.)
- Merkle Press (810 Rhode Island Avenue, N.E.)
- Merkle Press (806 Rhode Island Avenue, N.E.)
- Palais Royal Warehouse (1127 1st street, N.E.)
- People's Drug Store Warehouse (1422 1st Street, N.E.)
- People's Drug Store Warehouse (61-75 P Street, N.E.)
- Sanitary Grocery Company Warehouse (1629-1631 Eckington Place, N.E.)
- Sanitary Grocery Company Warehouse (1845 4th Street, N.E.)
- Terminal Refrigerating Warehouse (500 D Street, S.W.)
- Woodward and Lothrop Warehouse (131 M Street, N.E.)[26]

[26] A D.C. Historic Landmark Application has been completed on the Woodward and Lothrop Warehouse Building; it is currently pending review.

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