NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

854

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Terminal Refrigerating and Warehousing Company
Other names/site number: Washington Design Center; Museum of the Bible (current)
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 300 D Street, S.W.
City or town: Washington State: D.C. County: N/A
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

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

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

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

___national ___statewide _X_local

Applicable National Register Criteria:

_X_A ___B _X_C ___D

DAVID MALONEY/DC SHPO 25 AUGUST 2014

Signature of certifying official/Title: **Date**

DC HISTORIC PRESERVATION OFFICE

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

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

Terminal Refrigerating and Warehousing Company Building
Name of Property

Washington, D.C.
County and State

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Edson Beall 10.15.14

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	X
District	
Site	
Structure	
Object	

Terminal Refrigerating and Warehousing Company Building | Washington, D.C.
Name of Property | County and State

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions
(Enter categories from instructions.)
COMMERCE/warehouse
COMMERCE/professional
INDUSTRY/manufacturing facility

Current Functions
(Enter categories from instructions.)
COMMERCE/warehouse
COMMERCE/professional

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19TH & 20TH CENTURY REVIVALS/Neo-Classical Revival

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Foundation: Concrete
Walls: Brick and Glass
Roof: Concrete, brick, asphalt, cork

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

Summary Paragraph

The Terminal Refrigerating & Warehousing Company building ("Terminal Building") is a monumental, Neo-Classical Revival-style building located at Fourth and D Streets and Virginia Avenue, S.W. It is an eight-story building constructed with a reinforced concrete frame and clad in dark red brick. The building was constructed in 1923 by the Terminal Refrigerating & Warehousing Company, housing cold and dry storage warehouses and an ice manufacturing plant as well as the company's offices. In 1983, the Terminal Building was renovated and expanded to the east for use by the Washington Design Center. The Terminal Building and its addition occupy the entirety of what is now Lot 53 in Square 536. The Terminal Building retains its integrity as a large-scale early 1920s Neo-Classical industrial building. The 1983 addition does not contribute to the architectural or historical significance of the Terminal Building.

Narrative Description

Site Description

The 1923 Terminal Building and its 1983 addition occupy Lot 53 in Square 536 in Southwest Washington, D.C. The Square is bounded by Virginia Avenue and Third, Fourth, and D Streets, S.W. The remainder of Square 536 is occupied by an office building constructed in 1994, located on Lot 54. Elevated railroad tracks are located south of the square, running parallel to Virginia Avenue. At the time of the Terminal Building's completion in 1923, the tracks were operated by the Philadelphia, Baltimore, and Washington Railroad. Today they are predominantly used by the Virginia Railway Express. The tracks are elevated one full story above street level and are supported by massive, ashlar stone retaining walls. The building extends to the edge of its property line on every side, where it meets concrete sidewalks along D and Third Streets and Virginia Avenue. Sparse vegetation around the site includes planted berms along the property's northern side and scattered street trees within the public right-of-way. There is no perceptible change in grade across the site.

Beyond the railroad and the general street pattern, no structures from the Terminal Building's era of development remain in its immediate vicinity. At that time, the surrounding squares were populated by a mix of predominantly two- and three-story residential and commercial buildings. Those buildings have been replaced with high-density office development, much of which shares the Terminal Building's scale and massing.

Exterior

The Terminal Building has a five-sided pentagonal plan with a cleft in the southeast corner that, when the building was initially constructed, was occupied by several row houses adjacent to the property. Clad in dark red brick laid in a six-course American bond pattern, the building features eight stories above a basement story. Designed in the Neo-Classical Revival style, the building has a clearly defined, three-part façade composition delineated by denticulated belt courses, which are located above the third and seventh stories. The original brick cladding and loading dock bays on the first two stories have been concealed behind a sheath of brick tiles, added in 1983. The square tiles are mottled brown in color with emerald green accents. The tile surface features a regular pattern of blind, recessed arches, but otherwise has only a single opening facing Virginia Avenue. Signs mounted east and west elevations near the northwestern corner of the building display its current use, "The Washington Design Center."

Extending between the building's third and seventh stories, broad, flat pilasters emphasize its outer corners and form a regular pattern of intercolumniation on each elevation. The bay spanning between each pilaster features a flat, recessed wall surface. Some of the recessed bays are fenestrated, with a single window opening located at each floor and bay. Typical windows in the building are fixed, multi-pane metal sashes. Most have flat, concrete sills but otherwise no articulated surrounds or visible lintels. The pilasters are terminated at their peaks by a double course of projecting bricks, below which are decorative hollow circles formed by a single course of projecting bricks. The building's eighth story extends above the pilasters. The face of this story is flat with the exception of a narrow, denticulated belt course at its midpoint. Windows along the eighth story are wider than those on the floor below, with two fixed vertical frames separated by a central blind grille. The continuous parapet wall conceals the building's roof and terminates in flat, metal coping.

The building's long elevations, facing D Street and Virginia Avenue, are nine bays wide. On the D Street side, only the two central bays are fenestrated. On the Virginia Avenue side, all of the bays feature a single window opening on each floor. The windows on the westernmost bay are significantly narrower than those to the east. The building's western side, which faces Fourth Street, is its most prominent. Paired pilasters emphasize the building's corners and extend nearly to the edge of the roof parapet. These pilasters do not feature the raised, decorative circle detail. Instead, single courses of raised bricks frame open panels located within the recessed bays. These panels have been partially obscured through the installation of new window openings on the building's eighth story. On this story, a single window is located in each of the outer bays. The wide, central bay features three tripartite windows, similar to those facing D Street and Virginia Avenue.

As constructed, a large opening was located on the third story of the building's western elevation, which allowed freight cars to pull directly into the building on a set of interior rail tracks. That former opening has since been infilled with windows, composed of a central

opening surrounded by toplights and sidelights. All glazing has multi-pane, fixed sashes. This opening is surmounted by a wide band of stucco that mimics the appearance of a lintel.

A majority of the original east elevations have been concealed behind the 1983 Design Center addition. However, six stories of the original east elevation have remained visible above a portion of the Design Center addition that is only two stories in height. The six visible stories span three bays across. Each bay each features a single window opening with a fixed, multi-pane metal sash. Along this elevation, chamfered concrete beams pierce and slightly project from the brick wall surface.

Additions and Alterations

In 1983, the original Terminal Building was expanded to the east and rehabilitated to accommodate the Washington Design Center. Designed by Keyes Condon Florance Architects, the Design Center addition encompassed 160,000 square feet, resulting in a total floor area of 420,000 square feet. Although it was stylistically and materially distinct from the original building, the addition continued the massing and scale established by the warehouse. Clad in a highly reflective glazed curtain wall, the addition had a distinctly modern character. Variations in the curtain wall material created patterns along the major elevations that mirrored those found on the original building, particularly the three-part façade organization and pilaster spacing. The addition does not contribute to the significance of the Terminal Building.

Renovation of the Terminal Building for use by the Washington Design Center resulted in other alterations to the interior and exterior of the building. Along the first story, the original brick cladding and loading docks were demolished and replaced with the new brick tile cladding. New windows were inserted on the eighth story in place of the original iron grilles. On the interior, most of the interior partition walls were demolished, as were the interior train tracks and loading docks. The remaining surfaces were stripped to the concrete structural system, which included the removal of most of the original cork and asphalt insulation. A new circulation system was inserted into the building, with a central hall and elevator core located at the intersection of the original and new buildings. Frame partitions were inserted to create double-loaded corridors that extended east-west from the central hall to provide access to the vendor and other spaces. A majority of the concrete floor and ceiling slabs remained in place.

Interior

The interior of the Terminal Building reflects its use and character as the Washington Design Center. The principal corridor extends east-west along the building's long axis. Suites housing various design showrooms are arrayed along this corridor. Most of these showroom spaces have open plans, but some have been subdivided with frame partitions. A short, lateral corridor near the eastern side of the building houses the vertical circulation systems. A majority of the original building's structural columns, slabs, and girders are intact. Some of the exposed concrete

structural system has been covered with carpet and drywall partitions, but in some cases remains exposed.

INTEGRITY

The Terminal Building retains sufficient integrity to convey its significance as a twentieth-century warehouse and industrial building. The building has remained in its original location and its direct adjacency to the rail line and viaduct has been preserved; therefore, the property retains its integrity of setting and location. Despite some exterior alterations and interior retrofits, the building has retained its essential appearance as a twentieth-century industrial building, including the retention of its finely detailed brick façade, its concrete structural system, and its basic fenestration pattern. By retaining a large amount of its original materials as well as its form, style, and structure, the building successfully conveys its integrity of feeling, design, workmanship, and association as a 1920s industrial building.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

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

Areas of Significance
(Enter categories from instructions.)
Architecture
Commerce
Industry

Period of Significance
1923-1959

Significant Dates
1923; 1959

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

Cultural Affiliation
N/A

Architect/Builder
Clark, Appleton P. Jr. (architect)
Greene, Van Rensselaer H. (engineer)

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

The Terminal Refrigerating and Warehousing Company Building is a former warehouse, ice manufacturing plant, and office building located in at 300 D Street, S.W., in Washington, D.C. The building was constructed in 1923 to serve as the headquarters of the Terminal Refrigerating and Warehousing Company. The property is eligible for listing in the National Register of Historic Places under ***Criteria A and C*** with **Architecture**, **Commerce** and **Industry** as the Areas of Significance**.** The building is significant under ***Criterion A*** for its association with the commercial and industrial growth of Washington, D.C. in the first half of the twentieth century. Cold storage warehouses and ice plants, of which the Terminal Building is an intact example, were vital to the safe transfer and storage of food in an era before in-home refrigeration. The dramatic population growth of Washington in the first four decades of the twentieth century, paired with its notoriously hot and humid climate demanded advances in refrigeration and distribution to ensure a safe and steady food supply. Cold storage and ice manufacturing facilities like the Terminal Refrigerating and Warehousing Company Building met these demands and became integral to everyday life in the city. Before the era of in-home air conditioning and mechanical refrigeration, facilities like the Terminal Building provided food

and ice to Washington consumers safely, efficiently, and reliably. These facilities also supported the operation of complementary industries, such as breweries and dairy processing plants.

The Terminal Refrigerating and Warehousing Company Building is also significant under National Register Criterion C as a monumental example of a 1920s refrigerated warehouse and ice manufacturing facility. The Terminal Building embodies the distinguishing characteristics of its building type, which employed the most up-to-date mechanical equipment and structural technology available. The building was designed and engineered with the vital components needed by such facilities to operate successfully: a rigorously efficient structural design, integrated fireproofing and insulation, advanced freezing and cooling equipment, and close proximity to transportation corridors. For the latter reason, many of these facilities were clustered along railroad lines. Due to the impacts of urban renewal in Southwest, the Terminal Building is one of the few early-twentieth-century industrial buildings extant in the quadrant.

In addition to its significance as a building type, the Terminal Building is significant as a rare example of an industrial building in the District of Columbia designed in the Neo-Classical Revival style. It bears the trademark formal characteristics of the Neo-Classical Revival style, including symmetrical elevations and a three-part façade organization. Although the style was more commonly employed for commercial, residential, and federal buildings during this period, it was nevertheless appropriate for the stolidity and monumentality of a very large industrial building.

The rarity of the style in industrial building types—and particularly large warehouses—was highlighted by the D.C. Warehouse Survey, completed in two phases in the early 1990s. According to the survey findings, the great majority of warehouses in the District of Columbia were small, one- and two-story buildings without a discernible architectural style. Warehouses exceeding three stories in height and employing concrete structural frames were rare. Larger buildings leveraged the structural and fireproofing advantages that concrete afforded, and the two qualities usually appeared in tandem.[1] Apart from the Terminal Building, the city's other large and Neo-Classical-style warehouses (including the Terminal Cold Storage & Ice Plant first constructed by the Washington Market Company in 1914) have been demolished.

The city's most prominent extant warehouses—including the Hecht Company Warehouse, Woodward & Lothrop Warehouse, and the Federal Warehouse of the Procurement Division (now the GSA Regional Office Building)—were constructed in the 1930s and designed in the Art Deco or Moderne styles. They do not share the stylistic character, material quality, or fenestration of the Terminal Building and therefore have a very distinct architectural character.

[1] Of the 282 properties identified by the Warehouse Survey, 229—representing the extant warehouses built prior to 1945—were surveyed. Eighty percent of warehouses surveyed were one- or two-story buildings; an additional fifteen percent were three- or four-story buildings. Only eight buildings in both phases of the survey were identified as having five or more stories. Similarly, the employment of concrete structural frames was a rarity among D.C. warehouses; the survey identified only seven percent of buildings as having done so. "D.C. Warehouse Survey, Phase II: Final Report," Prepared for the D.C. Historic Preservation Division, July 1992, 25-26.

Consequently, the Terminal Building is architecturally significant as the District's largest, most intact, and most architecturally refined example of 1920s warehouse construction.

The building is further significant for its association with architect Appleton P. Clark, Jr. and engineer Van Rensselaer H. Greene. In addition to being a noted author and civic leader, Appleton P. Clark was one of Washington's premier twentieth-century architects and was a prolific designer of dozens of schools, apartment houses, and commercial buildings during his long career. The Terminal Building is Clark's only known surviving industrial building, and it exhibits the monumental and revivalist tendencies that were the hallmarks of Clark's career. The engineering firm of Van Rensselaer H. Greene was influential in the field of refrigeration engineering and was a frequent contributor to trade and scientific journals. Although the refrigeration equipment designed by Greene has been removed, the building retains its hybrid concrete structural system that allowed for efficient operation and optimum use of its urban site.

The period of significance for the Terminal Building property begins in 1923, its year of the building's construction, and ends in 1959, the year the Terminal Company sold the property.

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

HISTORICAL BACKGROUND

Summary

The Terminal Building was designed in 1922 by architect Appleton P. Clark, Jr. and constructed in 1923 by the Consolidated Engineering Company of Baltimore. The equipment and engineering plans were prepared by Van Rensselaer H. Greene of New York City.[2] The building was designed to serve as a cold and dry storage warehouse, office, and ice manufacturing plant for the owner, the Washington Terminal Refrigerating and Warehousing Company. In 1959, the property was sold to the District of Columbia Redevelopment Land Agency, the agency charged with the urban renewal of the southwest quadrant of Washington. In 1981, the property was sold to Mart Center, a Chicago-based company that had developed Merchandise Mart in Chicago, and the building was redeveloped. Keyes Condon Florance Architects was hired to remodel the former warehouse building and design a sleek, modern addition to the east, completed in 1983.

History of the Terminal Refrigerating and Warehousing Company

The Terminal Refrigerating and Warehousing Company was founded in 1922 as a subsidiary of the Washington Market Company.[3] Chartered by Congress in 1870, the Washington Market Company was a private corporation authorized to construct and operate a public market on Pennsylvania Avenue between Seventh and Ninth Streets, N.W.[4] The directors of the Market Company commissioned Washington architect Adolph Cluss to design a building to house the Center Market. Hailed as the country's largest and most modern food market in the country when it first opened in 1872, the building was expanded—again by Cluss—in the 1880s. The spacious, towered, Romanesque Revival building included 1,000 stalls for fish, vegetable, and meat vendors; electric elevators; a café; the city's first cold-storage vaults (added in 1887); and an ice plant (added in 1903).[5]

By the turn of the twentieth century, the Center Market was filled to capacity, and the Washington Market Company required additional cold storage and ice manufacturing facilities. Bound by the terms of their 1870 charter, however, the company required Congressional approval to expand their facilities. In 1907, Congress passed an act authorizing the company to purchase Square 328—bound by Eleventh, Twelfth, E, and F Streets, S.W.—and to construct a

[2] "New Warehouse to Cost $1,000,000," *Washington Post*, November 5, 1922, Proquest Historic Newspapers.
[3] F.W. Patterson, "Old Company to Start Refrigerating Concern," *Washington Post*, July 23, 1927, Proquest Historic Newspapers.
[4] U.S. House. 41st Congress, 2nd Session. *An Act to incorporate the Washington Market Company*. Washington, D.C.: Government Printing Office, 1870. The charter directors of the Washington Market Company included a number of prominent civic leaders, including George Riggs, Henry Cooke, and Alexander Shepherd.
[5] James M. Goode, *Capital Losses* (Washington, D.C.: Smithsonian Books, 2003), 302-303.

cold storage warehouse and plant. Completed in 1914, the new building was named the Terminal Cold Storage & Ice Plant and was advantageously situated near the waterfront wharves and fish market.[6]

Charging the Washington Market Company with monopolistic business practices, Congress passed an act in 1921 repealing certain portions of the company's charter and condemning the Center Market building.[7] At this time, the Washington Market Company chose to discontinue the direct marketing of food products and instead expand their cold and dry storage and ice manufacturing businesses. To do this, they formed a new company that would not be hampered by the restrictions of the original company's charter. Sale of the stock of the newly formed company, the Terminal Refrigerating and Warehousing Company, financed the acquisition of land and the construction of a new office, warehouse, and ice manufacturing facility on Square 536. In 1927, the Washington Market Company and its principal subsidiary, the Washington Terminal Refrigerating and Warehousing Company, reorganized to become the Washington Terminal Refrigerating and Warehousing Corporation.[8]

Design and Construction of Terminal Refrigerating and Warehousing Company Building

In July 1922, the newly formed Terminal Refrigerating and Warehousing Company purchased nine parcels (lots A-F, 6, 18, and 19) at the western end of Square 536, with plans to construct a new combination cold and dry storage and ice manufacturing plant on the site.[9] The company commissioned Appleton Clark, a member of its Board of Directors, to design the building and Van Rensselaer Greene to prepare the engineering and equipment plans. Clark and Greene's drawings for the proposed building were dated August 1922, and the building permit was issued on February 19, 1923. The building's original address was 400 4 ½ Street, S.W.[10] Completed late in 1923 at a total cost of one million dollars, the building was estimated to house one of the largest plants of its kind in the region.[11]

[6] F.W. Patterson, "Old Company to Start Refrigerating Concern," *Washington Post*, July 23, 1927, Proquest Historic Newspapers. This building was expanded over time. Permit records suggest that a least a portion of this building was designed by Clark and likely constructed after 1916. The large masonry warehouse on the property, whose date of construction is unknown, bore a striking similarity in size and massing to the Building. In 1939, the cornerstone of a large clock tower was laid. The tower was a landmark in the skyline of Southwest until the entire property was razed in 1959 to clear a right-of-way for the Southwest Freeway.

[7] The company filed a claim with the Court of Appeals over the value of the Center Market, which reached a settlement in 1922. The Center Market remained standing and was operated by the Department of Agriculture until the building was demolished in 1931 to allow for the construction of the National Archives building.

[8] F.W. Patterson, "Old Company to Start Refrigerating Concern," *Washington Post*, July 23, 1927, Proquest Historic Newspapers. James M. Goode, *Capital Losses* (Washington, D.C.: Smithsonian Books, 2003), 302-303.

[9] Deed of Sale from the American Security and Trust Company (Trustee) to Terminal Refrigerating & Warehousing Company, Number 160, Frames 40-41, Roll 4766 (Washington, D.C.: D.C. Recorder of Deeds, July 6, 1922).

[10] 4 ½ Street was renamed Fourth Street in 1934.

[11] Morris H. Glazer, "Washington Market Adds Two Directors," *Washington Post*, January 8, 1924, Proquest Historic Newspapers.

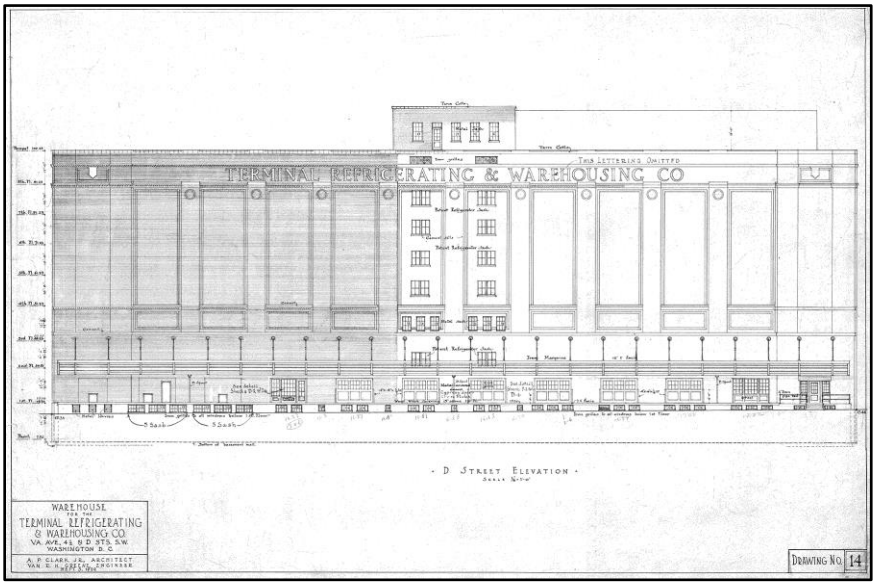

Figure 1: North (D Street) Elevation, September 1922 (courtesy Smithgroup JJR)

Figure 2: Exterior Rendering of the Terminal Building (*Refrigerating World*, December 1922)

Clark's design for the Terminal Building featured a restrained, Neo-Classical exterior that disguised the complexity of the building's interior functions and organization. The building's footprint extended to the edge of its pentagonal site, covering 30,000 square feet of ground space. It also was built to the maximum allowable height then permitted by zoning, eighty-five five, which allowed for eight stories above a full basement story. Of the building's total 260,000 square feet (which equated to nearly six acres of floor area), 101,000 were allocated to dry storage; 50,000 to cold storage; 25,000 to freezer rooms; and the residual space to shipping rooms, engine rooms, offices, and miscellaneous other uses.[12]

[12] Stewart T. Smith, "Cold Storage Warehouse Has Unusual Design," *Engineering News-Record* 91 (October 18, 1923): 633.Smith was an architect employed by Van Rensselaer H. Greene.

Several months after the building's completion, *The American Architect and the Architectural Review* published a detailed account of its design and operation. The description emphasized the building's thoughtfully designed exterior:

> A great change has taken place in designing [cold storage warehouses] and a creditable and successful effort has been made to place them on the same basis as buildings devoted to other purposes. The modern cold storage warehouse very properly indicated its purpose. At the same time the great areas of blank walls are so treated and constructed of such materials that they are entirely pleasing in appearance. To do this successfully the architect makes use of the elements of proportion, division, color and texture.[13]

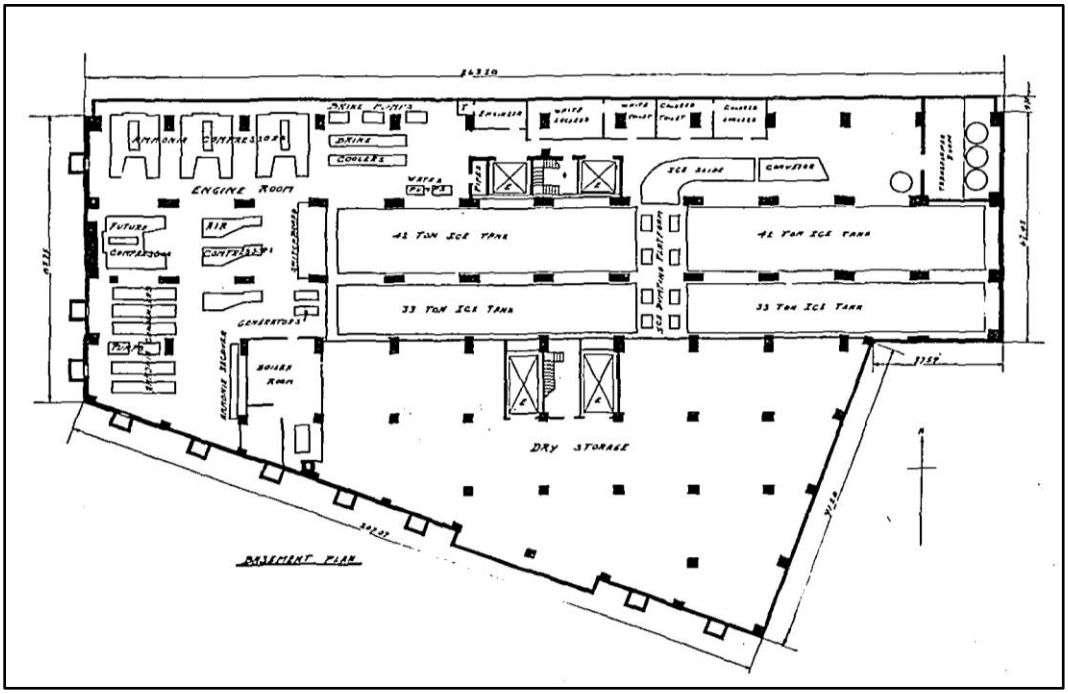

Figure 3: Basement Floor Plan (*The American Architect and the Architectural Review* 1924)

The arrangement of activities in the building's interior was carefully orchestrated to allow for the most efficient use of space. On the basement story, heavy freezing tanks and ammonia compressors manufactured ice and also circulated chilled brine through pipes extending throughout the building's freezer and cold storage rooms. Additional mechanical and electrical equipment was also located on the basement floor.

[13] Stewart T. Smith, "Architectural Engineering: A Modern Ice Making, Cold, Dry and Ice Storage Building," *The American Architect and the Architectural Review* (April 9, 1924): 341.

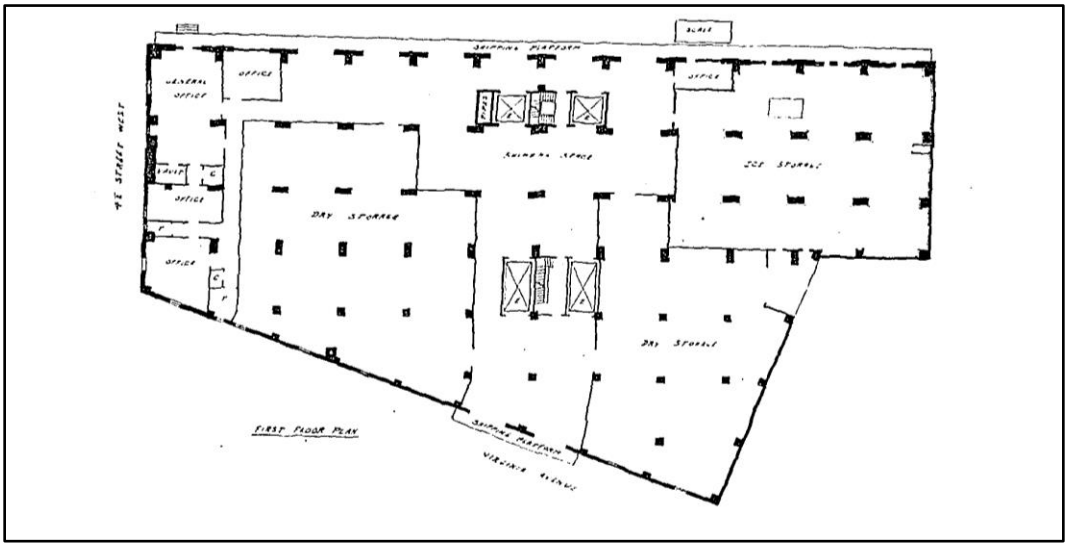

Figure 4: First Floor Plan (*The American Architect and the Architectural Review* 1924)

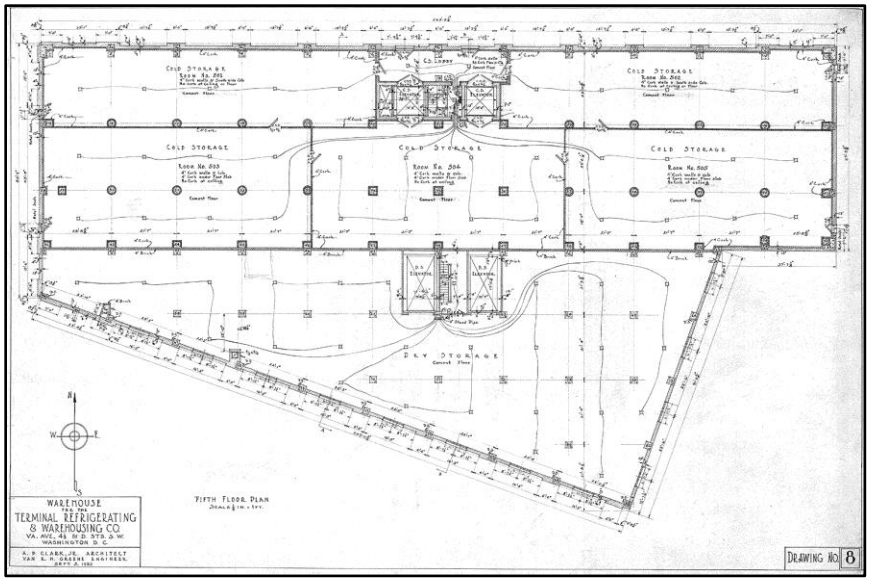

Figure 5: Typical (Fifth) Floor Plan, September 1922 (courtesy Smithgroup JJR)

On the first floor, a large shipping room was located at the center of the building, which opened to the loading docks along the building's D Street and Virginia Avenue sides. Several offices and a sales and samples room were located on the western side of the first floor. Above this, the upper floors shared a common plan: long, narrow freezer or cold storage rooms spanned the northernmost bays; dry storage rooms were placed in the southern, canted rooms. A double set of elevators and a staircase served each of the dry and cold storage rooms. The freezer and cold storage rooms were insulated using sheets of compressed cork, layered with liquid asphalt paint

and covered with plaster or cement. Cork was applied to the ceiling, walls, and floors, in varying thicknesses (between four and six inches) depending on the location and use of the room.[14]

On the roof of the building, the water used for the ammonia compressors was cooled in a large spray pond located on the roof. Enclosed within a louvered fence, the pond consisted of a steel basin elevated above the flat roof. Water from the cooling system was sprayed into the air and allowed to cool in the basin, when it could then be recirculated into the system.[15]

Beneath an exterior clad in pressed brick with an inner layer of hollow terra cotta tile, the Terminal Building utilized two distinct structural systems. A beam-and-girder system was located on the dry storage rooms on the building's southern section and on the second, third, and fourth floors of the northern section. A system of flat, reinforced concrete slabs was used in the remainder of the building, including the roof structure. The flat slab system employed flared (or mushroom-shaped) column capitals that reduced shearing stress around the point at which the column met the floor. Flat slab systems were most often employed in warehouse and freight handling facilities, where vertical clearance came at a premium.[16] This was certainly true of the site in question, where zoning restrictions, combined with the owners' desire for an eight-story building, limited floor-to-floor heights to ten feet.

The site on Square 536 was likely chosen for its direct adjacency to the Philadelphia, Baltimore, and Washington Railroad (a subsidiary of the Pennsylvania Railroad system). Immediately west of the Terminal Building, a trestle spur diverged from the railroad, continued above Fourth Street, and connected with the warehouse, into a large opening on the western face of the building.[17] The rail spur allowed freight cars to run directly into the building's interior. The tracks and associated loading platforms were located on the third floor of the building, extending its entire east-west width and lined on both sides with loading platforms. Once the cars entered the building, platforms and elevators on each side of the enclosed tracks facilitated rapid loading and unloading of goods.[18] Goods shipped and received via freight cars were stored within the building for local distribution. The first story of the building contained truck loading bays and platforms—six facing D Street and two facing Virginia Avenue—that allowed trucks to be loaded at the warehouse and to deliver ice and other goods locally. Raised platforms lining these loading bays allowed trucks to back directly onto the building.

[14] "Million Dollar Cold Storage Plant for Washington," *Refrigerating World* 57 (December 1922): 40.
[15] Stewart T. Smith, "Architectural Engineering: A Modern Ice Making, Cold, Dry and Ice Storage Building," *The American Architect and the Architectural Review* (April 9, 1924): 341-346.
[16] Carl W. Condit, *American Building* (Chicago, IL: The University of Chicago Press, 1968), 243. The flat slab system was first developed in 1900 by Swiss engineer Robert Maillart and was developed independently in the United States by Claude A.P. Turner, who patented the system in 1908.
[17] The building was engineered to allow for the opening to be extended for a second track.
[18] "$1,000,000 Plant To Be Built Here," *Evening Star*, November 4, 1922, NewsBank, Inc.

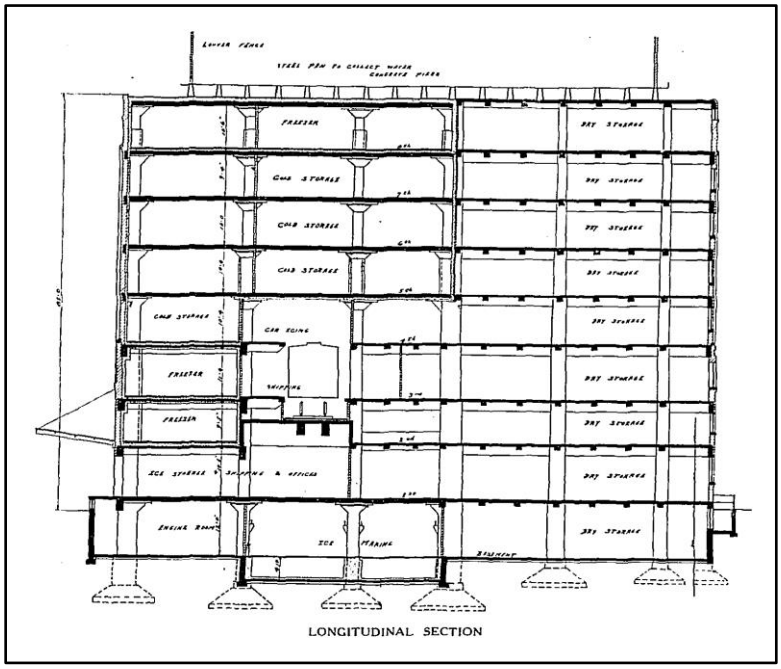

Figure 6: Longitudinal Section, note the interior train tracks, first story loading docks, and the two distinct structural systems (*The American Architect and the Architectural Review* 1924)

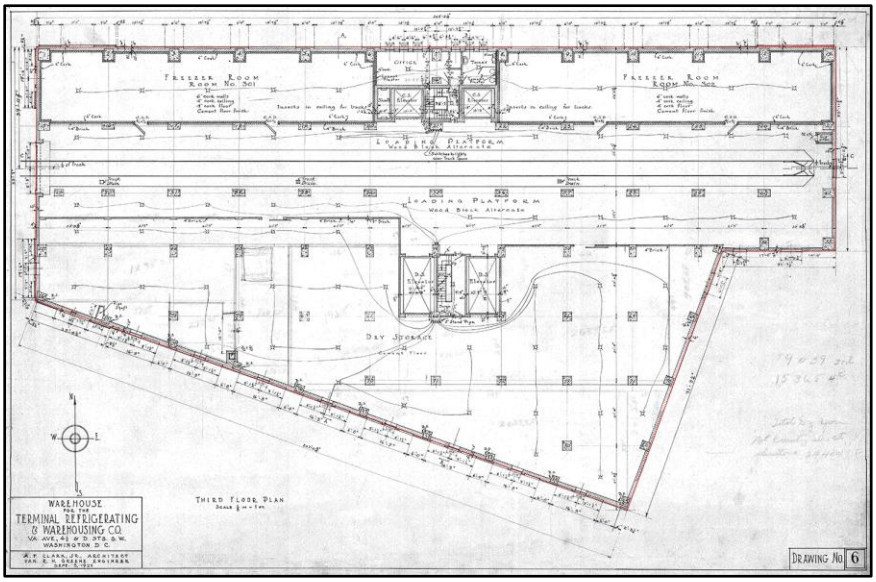

Figure 7: Third Floor Plan, showing interior railroad tracks on third floor, September 1922 (courtesy Smithgroup JJR)

Development of Southwest

In the late eighteenth century, the Southwest quadrant of Washington, D.C., was among the capital's earliest to be built up, largely driven by speculative residential development. As the

city's population expanded north and west throughout the nineteenth century, however, the socioeconomic status of Southwest's residents declined. Nevertheless, throughout the late nineteenth century it the experienced a steady stream of growth, characterized by great diversity, both in its residents and in the character and use of its building stock. Between 1870 and 1900, the population of the neighborhood nearly doubled. Intermingled among the residential building stock—largely row houses and alley dwellings—were a number of small commercial establishments, including warehouses, freight yards, and other light industrial facilities.[19]

The growth of the commercial sector of Southwest was fostered by the neighborhood's easy access to transportation corridors, particularly its waterfront wharves and railroad corridor. Constructed along Virginia and Maryland Avenues in the 1850s to 1860s, the Baltimore and Potomac Railroad connected Washington with Virginia (via the Long Bridge spanning the Potomac River) and Baltimore.[20] Waterfront improvements completed in the 1880s created the Washington Channel, a deep, protected harbor that further spurred the waterfront's commercial growth. A fish and seafood market, active along the waterfront wharves since the early 1800s, was significantly expanded in the early twentieth century to include a municipal fish market and wharf.[21]

The concentration of shipping and commercial activity along the waterfront, complemented by the convenience of the rail line for freight shipments, encouraged the growth of a small industrial corridor along the railroad's path, creating a warehouse district spanning from Fourteenth Street to South Capitol Street. By the mid-1920s, establishments along this corridor included: numerous freight yards (most operated by the Pennsylvania Railroad), coal and oil yards, lumber yards, meat-packing plants, machine shops, dairies, printers, produce terminals, cold storage warehouses, a furniture factory, a cement plant, and numerous small garages. These industrial buildings were interspersed with the neighborhood's otherwise low-rise building stock, which included row houses, small apartment buildings, churches, schools, and businesses.[22]

As the twentieth century progressed, the areas north of Maryland and Virginia Avenues were gradually subsumed by large-scale federal buildings, such as the Bureau of Engraving and Printing and Department of Agriculture Headquarters. Extensive urban renewal activities that occurred during the 1950s and 1960s almost completely eradicated Southwest's existing building stock. The Southwest Freeway, which bisected the neighborhood along the path of F Street, divided it into two distinct urban renewal areas. Areas south of the freeway became

[19] Keith Melder, "Southwest Washington: Where History Stopped," in *Washington at Home*, ed. Kathryn Schneider Smith (Baltimore, MD: The Johns Hopkins University Press, 2010), 88-91.
[20] The Baltimore and Potomac Railroad was operated by the Baltimore and Potomac Rail Road Company, a major competitor with the B&O Railroad and chartered in 1853. In 1872, the company was acquired by the Pennsylvania Railroad. After consolidating with the Philadelphia, Wilmington and Baltimore Railroad in 1902, the route was renamed the Philadelphia, Baltimore, and Washington Railroad.
[21] Keith Melder, "Southwest Washington: Where History Stopped," in *Washington at Home*, ed. Kathryn Schneider Smith (Baltimore, MD: The Johns Hopkins University Press, 2010), 91-93.
[22] Information derived from *Insurance Maps of Washington, Volume 2* (New York, NY: Sanborn Map Company, 1928), sheets 201-250.

predominantly residential, while those north were developed into the Southwest Federal Center.[23] In 1959, the District of Columbia Redevelopment Land Agency—the agency charged with overseeing urban renewal activities in Southwest—purchased the Terminal Building property on Square 536, although it did not redevelop the property.[24]

Figure 8: Undated photograph of the west elevation of the Terminal Building, railroad tracks at right (Historical Society of Washington, D.C.)

Ice Manufacturing and Cold Storage Industries

The Washington Market and Terminal Refrigerating and Warehousing Companies played a significant role in the growth of the cold storage and artificial ice manufacturing industries in Washington during the final decades of the nineteenth century and the first few decades of the twentieth. Companies like the Terminal Refrigerating and Warehousing Company capitalized on new technologies that facilitated dramatic changes in the way city residents transported, purchased, and consumed their food, allowing for cheaper, fresher, and more varied options.

[23] For additional information, see Francesca Russello Ammon, *Southwest Washington, D.C., Urban Renewal Area, HABS No. DC-856* (Washington, D.C.: Historic American Buildings Survey, 2004).
[24] Deed of Sale from Terminal Refrigerating & Warehousing Corporation to District of Columbia Redevelopment Land Agency. Number 04420, Frames 621-622, Roll 11189 (Washington, DC: D.C. Recorder of Deeds, February 11, 1959).

Centralized ice plants and cold storage warehouses in Washington reflected nationwide trends in food transport and storage.

With the development of railroads, beginning in the early nineteenth century, came the possibility of shipping food long distances from its point of origin. Ice was a necessary component of successful food shipping. The harvesting, transportation, and storage of "natural" ice (i.e., ice harvested from frozen rivers and lakes, predominantly in northern New England) became an industry unto itself, facilitating the growth of the food supply and distribution market, and in turn the urbanization of the American populace. At the turn of the twentieth century, a combination of factors—pollution, technological advances, climate change, and concerns over the purity of natural ice—led to the rise of the artificial (or manufactured) ice industry.

Around the turn of the twentieth century, emerging refrigeration technologies prompted companies to build plants ice plants and cold storage warehouses, both in Washington and throughout the United States. The first artificial ice plant was erected in New Orleans in 1866, and the first dedicated cold storage building employing mechanical refrigeration was constructed in Boston in 1881.[25] In 1904, there were 620 cold storage warehouses nationwide; by 1925, there were more than 1,700. Such structures represented enormous investments. In addition to high equipment, construction, and operating costs, warehouse and plant owners faced large insurance premiums, usually two or three times that of typical warehouses. This was due to the dangers of using ammonia as a chemical refrigerant, which could cause fires or explosions if not handled properly.[26]

Despite the high cost, centralized cold storage and ice manufacturing plants were vital links in a city's food supply chain. They accepted the delivery of bulk shipments (usually by ship or train) that were then stored and redistributed to local markets and grocers. Additionally, the production of ice was necessary to keep food fresh in those establishments, as well as in the iceboxes of private homes. As one newspaper wrote after the Terminal Building's completion in 1923: "The plant will afford almost unlimited cold and dry storage facilities to local and out-of-town shippers and dealers in food, merchandise and other commodities, and will supply Washington with an additional source of ice from a plant with a daily capacity of 250 tons."[27]

By 1932, there were at least five such establishments in Washington: American Ice Company, Hygeia Ice, Washington Market Company, Terminal Ice & Fuel Company, and M.J. Uline Ice Company.[28] American Ice, a national syndicate that was one of the country's largest ice distributors, operated more than a dozen branch "stations" in the District, in addition to stations

[25] "Making Ice by Machinery," *New York Times*, June 1, 1902. This article also gives an in-depth description of ice creation using the ammonia compression method, the most common for the period.
[26] Jonathan Rees, *Refrigeration Nation* (Baltimore, MD: The Johns Hopkins University Press, 2013), n.p.
[27] "$1,000,000 Plant To Be Built Here," *Evening Star*, November 4, 1922, NewsBank, Inc..
[28] The following information is drawn from *Boyd's District of Columbia Directory* (Washington, D.C.: R.L. Polk & Company, 1932) as well as from *Baist* and *Sanborn* map research. It represents a fairly detailed, if imperfect, picture of the ice manufacturing and cold storage industries in the District of Columbia during the period.

in Bethesda and Rosslyn.[29] Hygeia Ice, a subsidiary of the Christian Heurich Brewing Company, operated within a massive complex near the Potomac River, on the present site of the Kennedy Center. Constructed in the 1910s, the Hygeia-Heurich plant had a daily capacity of about 250 to 300 tons, comparable to the Terminal Refrigerating and Warehousing Company Building.[30] The Terminal Ice & Fuel Company operated a single branch in the Brightwood neighborhood of Washington.[31] Finally, the M.J. Uline Ice Company operated a single plant at Third and M Streets, N.E., near Union Station.[32] Other enterprises, like Southern Dairies located a few blocks west of the Uline plant, appear to have also produced ice, but did so to support the creation and storage of ice cream and other dairy products, rather than as a direct commodity.[33]

Although sometimes serving large industrial concerns (like Hygeia), the majority of artificial ice plants created block ice that was delivered regularly to private homes, where it was used to cool iceboxes. Iceboxes became ubiquitous after the Civil War, and by the1870s they could be found in most households, including those of low- and moderate-income families. Despite improvements over earlier methods of food storage, iceboxes were still remarkably wasteful and inefficient. Nevertheless, they retained their popularity in American homes well into the twentieth century. Although in-home mechanical refrigerators were invented and available on the market beginning in the late nineteenth century, it took several decades before the appliances became commercially viable. Only one-hundred refrigerators were sold in the United States in 1910. This number rose to 4,000 in 1920; 17,000 in 1924; and by 1928 had ballooned to 468,000. The artificial ice industry survived through the Great Depression, as many households couldn't afford the expense of buying and operating a refrigerator, but rather had to continue stocking their iceboxes with purchased ice.[34]

Following the rapid growth of household refrigeration after World War II, the industry declined and most ice manufacturing plants were shuttered or demolished. Nevertheless, the demand for centralized cold storage persisted. As mobile refrigeration improved and truck transportation gained ascendancy over rail transport, however, centralized cold storage warehouses were

[29] Map research reveals that these were small, one- or two-story buildings and were likely used for the storage and distribution, rather than production, of ice. Most appear to have been demolished.
[30] The ice-making operations of the Christian Heurich Brewing Company are often overshadowed by the fame of its beer breweries. However, ice production—both to aid brewing activity and as a saleable commodity—was a central focus of the business, allowing it to sustain itself through the Prohibition era.
[31] Map research has revealed no evidence of the size or appearance of this building. Listed in the *Boyd's Directory* as a branch, it likely distributed ice from a plant located outside the district.
[32] The Uline Ice plant was constructed in 1931. A decade later, the company constructed the Uline Ice Arena directly adjacent to its ice plant. Later renamed the Washington Coliseum, the arena hosted a mix of sporting and entertainment events. Ice from the nearby Uline plant supplied the indoor ice rink. For additional information, see: D.C. Preservation League, National Register of Historic Places Inventory – Nomination Form, "M.J. Uline Ice Company and Arena Complex." Department of the Interior, National Park Service, Washington, D.C., June 11, 2003.
[33] The *Boyd's Directory* of the same year lists nearly one-hundred individual "ice distributors" who, like milkmen, handled the daily delivery of ice to homes and businesses.
[34] Jonathan Rees, *Refrigeration Nation* (Baltimore, MD: The Johns Hopkins University Press, 2013), n.p.

abandoned in favor of larger suburban locations. Facilities like those operated by the Terminal Refrigerating and Warehousing Company gradually fell out of use.[35]

Architect Appleton P. Clark, Jr.

Architect Appleton P. Clark, Jr. was a Washington native, born in the District in 1865. Although he never received formal architectural training, Clark supplemented his lack of education with a European tour and an apprenticeship in the offices of Alfred B. Mullett, formerly the Supervising Architect of the Treasury Department. In 1886, at the age of only twenty, Clark opened his own architectural practice, which remained active into the 1940s.[36]

During his career, Clark oversaw commissions for a wide range of building types: office buildings, banks, churches, schools, theaters, apartment buildings, and private residences. Commercial buildings included the Victor Building (1909, 724-726 Ninth Street, N.W.), the Homer Building (1913-1914, 601 Thirteenth Street, N.W.), the Denrike Building (1925-1926, 1014 Vermont Avenue, N.W.), and the Second National Bank (1927-1928, 1331-1333 G Street, N.W.). Public school buildings included the Eckington (1897), Petworth (1901), Langston (1901), Wheatley (1902-1903), and Eaton Schools (1909). In addition to twenty-seven apartment houses, Clarke designed a number of large private residences, including the Owl's Nest (1897, 3031 Gates Road, N.W.), the Thomas M. Gales House (1901, 2300 S Street, N.W.), and the H. Cornell Wilson House (1911, 1609 Sixteenth Street, N.W.). Churches included the St. Phillip's Baptist (1891-1892, 1001 North Capitol Street, N.E.), the Second Baptist (816 Third Street, N.W.), and the Foundry Methodist (1903-1904, 1500 Sixteenth Street, N.W.) churches. Clark's designs reveal a facility with the modern interpretation of historical revival styles, and his extensive body of work was executed in a diverse array of historicist styles, including Romanesque, Tudor Gothic, Renaissance, and Neo-Classical revivals.

In addition to his prolific professional practice, Clark had a distinguished career as a writer and civic leader. In 1919, he served as president of the Washington Chapter of the American Institute of Architects. He was also active in the Chamber of Commerce and Board of Trade and served on the boards of several local business enterprises, including the Washington Hotel Company, the Equitable Life Insurance Company, the Washington Sanitary Housing Company, and the Terminal Refrigerating and Warehousing Company.[37] Also an active author, Clark expounded on these varied interests through writing. Clark's publications include "The History of Washington Architecture," published in *Washington, Past and Present* (1903); "Origin of the Building Regulations," a paper delivered to the Columbia Historical Society (1900); and influential treatises on the institutional housing of children, including *Institutional Homes for Children* (1945).

[35] Jonathan Rees, *Refrigeration Nation* (Baltimore, MD: The Johns Hopkins University Press, 2013), n.p.
[36] William Bushong, et al., *A Centennial History of the Washington Chapter, The American Institute of Architects: 1887-1987* (Washington, DC: The Washington Architectural Foundation Press, 1987), 113.
[37] William Bushong, et al., *A Centennial History of the Washington Chapter, The American Institute of Architects: 1887-1987* (Washington, DC: The Washington Architectural Foundation Press, 1987), 113.

Through his architectural work, published writings, and civic work throughout the city, Clark exerted enormous influence on the growth of Washington in the early twentieth century. Upon his death in 1955, Clark was eulogized as the "dean of Washington architects."[38]

Engineer Van Rensselaer H. Greene

The engineering firm of Van Rensselaer H. Greene was headquartered in New York City with offices on Park Place, near City Hall and the Woolworth Building. The firm specialized in engineering technologies related to the cold storage and refrigeration industries. The firm was frequently featured in trade publications such as *Industrial Refrigeration*, *Refrigerating Engineering*, and *Cold Storage and Ice Trade Journal*, where they advertised regularly. Greene himself often spoke at trade conferences, and he contributed to the 1922 *Handbook of Chemical Engineering*. Although the name Van Rensselaer Greene often appeared in trade and scientific publications, only one additional built project completed by the firm could be found: a cold storage warehouse designed specifically to hold apples, constructed in Winchester, Virginia in 1918.[39]

[38] "Appleton Clark, 89, Dean of Architects," *Washington Post*, March 27, 1955.
[39] Stewart T. Smith, "Simple Design Marks Cold Storage Building for Apples," *Engineering News-Record* 80 (June 20, 1918): 1175.

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Maps

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Property Records

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Deed of Sale from the American Security and Trust Company to Terminal Refrigerating & Warehousing Company. Number 80, Frames 175-176, Roll 4833. Washington, DC: D.C. Recorder of Deeds, November 11, 1922.

Deed of Sale from Leonard A. and Maude H. Snead to Terminal Refrigerating & Warehousing Company. Number 150, Frames 498-499, Roll 5898. Washington, DC: D.C. Recorder of Deeds, December 29, 1926.

Deed of Sale from Terminal Refrigerating & Warehousing Company to Terminal Refrigerating & Warehousing Corporation. Number 15672, Frames 437-438, Roll 6666. Washington, DC: D.C. Recorder of Deeds, June 17, 1932.

Deed of Sale from Terminal Refrigerating & Warehousing Corporation to District of Columbia Redevelopment Land Agency. Number 04420, Frames 621-622, Roll 11189. Washington, DC: D.C. Recorder of Deeds, February 11, 1959.

Newspapers

New York Times. Accessed through The New York Times digital archives.

Washington Evening Star. Accessed through NewsBank, Inc.

Washington Herald. Accessed through *Chronicling America*, Library of Congress.

Washington Post. Accessed through Proquest Historical Newspapers.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.2 acres

Use either the UTM system or latitude/longitude coordinates

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

1. Latitude: 38.884898° Longitude: -77.016152°

2. Latitude: 38.884889° Longitude: -77.017363°

3. Latitude: 38.884691° Longitude: -77.017369°

4. Latitude: 38.884333° Longitude: -77.016145°

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

The Terminal Refrigerating and Warehousing Company Building is located at 300 D Street, S.W. The property is located in Lot 53 on the western side of Square 536, bounded by D, Third, and Fourth Streets and Virginia Avenue, S.W.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the full extent of the property sold by the Terminal Refrigerating and Warehousing Company to the District of Columbia Redevelopment Land Agency in 1959, and includes those former nine parcels purchased by the Terminal Refrigerating and Warehousing Company in 1922. These parcels have since been combined into Lot 53.

---

11. Form Prepared By

name/title: Bill Marzella, Historic Preservation Planner
organization: EHT Traceries, Inc.
street & number: 1121 5th Street, N.W.
city or town: Washington state: DC zip code: 20001
e-mail: bill.marzella@traceries.com
telephone: (202) 393-1199
date: June 4, 2014

Additional Documentation

Submit the following items with the completed form:

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

Photograph Log

Name of Property: Terminal Refrigerating and Warehousing Company Building
City or Vicinity: Washington
State: DC
Photographer: EHT Traceries, Inc.
Date Photographed: December 2013
Location of Original Digital Files: 1121 5th Street, NW, Washington, D.C. 20001
Number of Photographs: 10

Photo #0001: DC_Terminal Refrigerating & Warehousing Co Bldg_0001.tif
Exterior; north (left) and west (right) elevations, camera facing southeast

Photo #0002: DC_Terminal Refrigerating & Warehousing Co Bldg_0002.tif
Exterior; west elevation, camera facing northeast

Photo #0003: DC_Terminal Refrigerating & Warehousing Co Bldg_0003.tif
Exterior; west (left) and south (right) elevations, camera facing northeast

Photo #0004: DC_Terminal Refrigerating & Warehousing Co Bldg_0004.tif
Exterior; south (left) and east (above right) elevations, camera facing northwest

Photo #0005: DC_Terminal Refrigerating & Warehousing Co Bldg_0005.tif
Exterior; north elevation, camera facing southwest

Photo #0006: DC_Terminal Refrigerating & Warehousing Co Bldg_0006.tif
Exterior; detail of loading dock platform on north elevation, camera facing west

Photo #0007: DC_Terminal Refrigerating & Warehousing Co Bldg_0007.tif
Exterior; detail of signage on northwest corner, camera facing southeast

Photo #0008: DC_Terminal Refrigerating & Warehousing Co Bldg_0008.tif
Exterior; detail of train platform opening and window surrounds, camera facing east

Photo #0009: DC_Terminal Refrigerating & Warehousing Co Bldg_0009.tif
Interior; typical former cold storage room/design showroom, camera facing northeast

Photo #0010: DC_Terminal Refrigerating & Warehousing Co Bldg_0010.tif
Interior; typical former dry storage room/design showroom, camera facing south

Photo #0001: DC_Terminal Refrigerating & Warehousing Co Bldg_0001.tif
Exterior; north (left) and west (right) elevations, camera facing southeast

Photo #0002: DC_Terminal Refrigerating & Warehousing Co Bldg_0002.tif
Exterior; west elevation, camera facing northeast

Photo #0003: DC_Terminal Refrigerating & Warehousing Co Bldg_0003.tif
Exterior; west (left) and south (right) elevations, camera facing northeast

Photo #0004: DC_Terminal Refrigerating & Warehousing Co Bldg_0004.tif
Exterior; south (left) and east (above right) elevations, camera facing northwest

Photo #0005: DC_Terminal Refrigerating & Warehousing Co Bldg_0005.tif
Exterior; north elevation, camera facing southwest

Photo #0006: DC_Terminal Refrigerating & Warehousing Co Bldg_0006.tif
Exterior; detail of loading dock platform on north elevation, camera facing west

Photo #0007: DC_Terminal Refrigerating & Warehousing Co Bldg_0007.tif
Exterior; detail of signage on northwest corner, camera facing southeast

Photo #0008: DC_Terminal Refrigerating & Warehousing Co Bldg_0008.tif
Exterior; detail of train platform opening and window surrounds, camera facing east

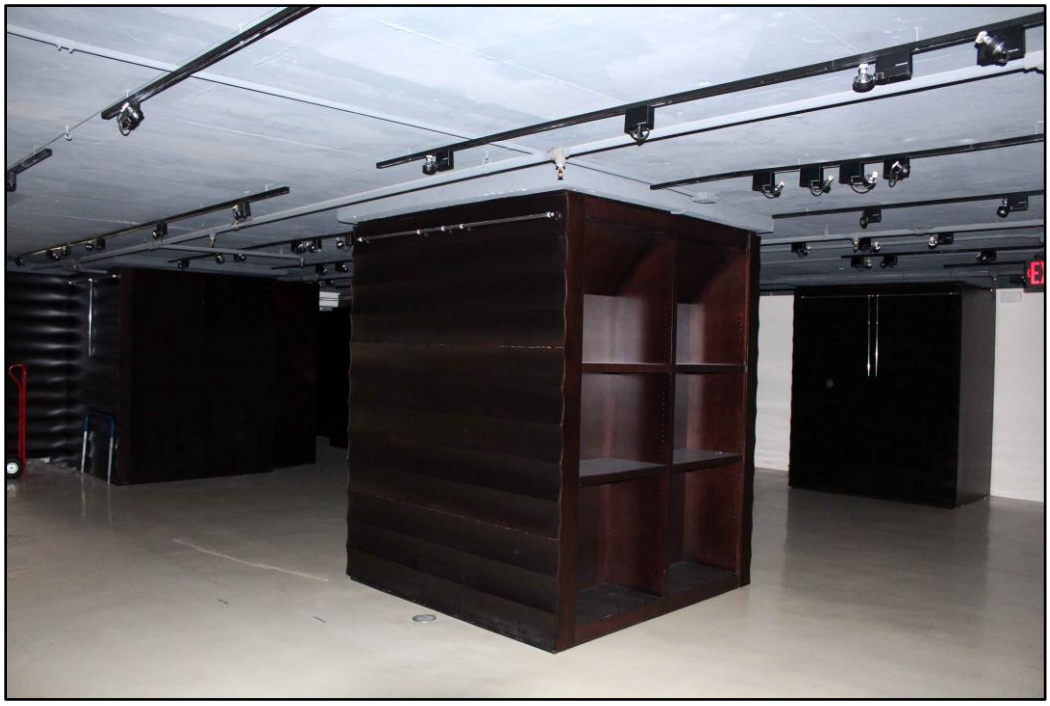

Photo #0009: DC_Terminal Refrigerating & Warehousing Co Bldg_0009.tif
Interior; typical former cold storage room/design showroom, camera facing northeast

Photo #0010: DC_Terminal Refrigerating & Warehousing Co Bldg_0010.tif
Interior; typical former dry storage room/design showroom, camera facing south


THE WASHINGTON
DESIGN CENTER
ONE WAY


300 D STREET S.W.
THE WASHINGTON DESIGN CENTER
WASHINGTON
DESIGN
CENTER


WASHINGTON
DESIGN
CENTER


4 ST SW
400
D ST SW
300
ONE WAY
THE WASHINGTON DESIGN CENTER
Parking

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Terminal Refrigerating and Warehouse Company

MULTIPLE NAME:

STATE & COUNTY: DISTRICT OF COLUMBIA, District of Columbia

DATE RECEIVED: 8/29/14 DATE OF PENDING LIST: 9/29/14
DATE OF 16TH DAY: 10/14/14 DATE OF 45TH DAY: 10/15/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000854

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 10.15.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE

MEMO

DATE: August 28, 2014

TO: Patrick Andrus

FROM: Kim Williams

RE: Transmittal Letter for Terminal Refrigerating and Warehousing Company National Register nomination

The enclosed disk, Disk 1 (of 2) contains the true and correct copy of the nomination for the TERMINAL REFRIGERATING AND WAREHOUSING COMPANY building to the National Register of Historic Places.

In addition, the enclosed Disk 2 (of 2) contains the NR photos as per the NR photo requirements.