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OMB No. 1024-0018



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 the 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: Union Market Historic District

Other names/site number: Union Market Terminal; Florida Avenue Market

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: Between 4th and 5th Street NE; Florida Avenue and Penn Street NE

City or town: Washington, D.C. State: DC County: _____

Not For Publication: Vicinity: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

<u>David Maloney</u> <u>DAVID MALONEY / DC SHPO</u> <u>12/12/2016</u>	
Signature of certifying official/Title:	Date
<u>DC HISTORIC PRESERVATION OFFICE</u>	
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

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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 Elson H. Beall
Signature of the Keeper

1.31.17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>70</u>	<u>4</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>70</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE/Warehouse

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/Warehouse

7. Description

Architectural Classification

(Enter categories from instructions.)

20th CENTURY REVIVAL/Classical Revival (Industrial)

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Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete Frame and Brick

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 Union Market Historic District is an approximately nine-acre section of a larger 40-acre complex of wholesale warehouse buildings located just east of the intersection of Florida and New York avenues in northeast, D.C. In its entirety, the 40-acre complex includes more than six squares of connected warehouse buildings that were constructed over the course of several decades from 1929 until the present. The historic property boundaries, however, include only the core section of this larger complex, comprising two central rows of buildings lining 4th and 5th Streets, NE, and two smaller rows on Morse Street NE, south of and running perpendicular to 4th and 5th streets. This core grouping includes architecturally uniform warehouse buildings that were constructed between 1929 and 1939, following establishment of the complex in 1929. Today, these rows include 74 distinct addresses.

As conceived in 1929, the individual warehouse buildings making up the historic district boundaries follow a uniform building form and style. Almost all are two-story, concrete-frame, buff brick industrial buildings that feature overall symmetry and repetitive Classical Revival-style features, including concrete panels with garland bas-reliefs at the building frieze lines in parapet walls, occasional projecting pediments on center units, and blind arches above single rectangular window openings. Windows range from original 6/6 metal sash and 12-light central-pivot metal sash to replacement windows and bricked-in and boarded up openings. Single-story open loading docks with flat covered roofs project in front of the two-story main blocks. The roofs are supported by metal Doric columns and support iron railings, except where missing, at the roofline.

Flagpoles, mounted on the flat roofs of the buildings, stepped parapet roofs following the topography of the site, and a large neon lettered sign on the roofs of several 4th Street buildings, contribute to the sense of uniformity to the complex.

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The site, in proximity to Union Station, was so located for strategic access to railroad lines to move goods into the warehousing compound for distribution throughout the city. Historically, rail spurs connected the warehouses to the Union Station freight lines.

Today, many of the individual buildings dating to the original period of construction (1929-1931), have been altered by filled-in loading docks, filled-in windows, additions atop the loading docks, missing flagpoles, and other alterations. However, as an entity, the complex retains its integrity and character, and as a building type, this collection of wholesale warehouses is unique to the District of Columbia. Most of the alterations are reversible in character, providing incentives and opportunity for historic restoration and rehabilitation.

The historic property includes 74 addresses (70 contributing and 4 non-contributing). Of these 70 addresses, 68 were built between 1929 and 1931, one in 1932, and one in 1939. The four non-contributing buildings were built after 1939. These post-1939 warehouse buildings do not follow the standard model established for Union Market in 1929.

Narrative Description

The Union Market Historic District in northeast D.C. consists of several groupings of warehouse buildings, constructed between 1929 and 1939, occupying nine acres of land, and comprising two blocks lining Morse Street, two blocks lining the east side of 4th Street, and two blocks lining the west side of 5th Street, all south of Penn Street NE and north of Florida Avenue. As an entity, the buildings are generally two-story, buff brick structures, with single-story loading docks projecting in front of the main building with flat roofs supported by Doric columns. Many also feature original metal railings. In general, the buildings have single window opening, many of which are filled with original 12-light, central-pivot metal sash, and others of which have been filled in with brick and concrete block, or covered with wood. The following description is broken down into the various blocks of buildings.

403-421 Morse Street (Square 3588)

The warehouse buildings at 403-421 Morse Street were built in 1929 as part of the first phase of development and span the block between 4th and 5th Street, facing north to Morse Street. The buildings extend approximately 100 feet deep between their facades on Morse Street and their rear elevations along the alley that bisects Square 3588. On the north elevation, the range of warehouses is 12 loading bays long, with each loading bay defined by metal columns supporting flat roofs above that project well in front of the main block of the building. Historically open, all of the loading bays in this block have been in-filled with concrete block, brick, or other materials up to and partially encasing the columns supporting the roofs of the loading bays. Each in-filled bay is randomly equipped with doors and windows. The roofs of the bays project approximately 24 inches beyond the columns, providing a slight overhang from the front wall of the infilled bays. The roof of the loading bays is continuous, with a metal railing extending almost the full length of the roof, atop a metal cornice and gutter running the full length of the 12 bays. The second story of the block features a symmetrical arrangement of 39 single, rectangular window openings arranged such that three windows rise above each of the open loading dock bays and

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two align with the columns delineating those bays. Many of the windows have been boarded up or filled in, though many original metal sash (6/6) survive. Recessed decorative panels rise above each window opening where every other one has a raised bas relief decorated with a garland motif. Longer and slightly recessed panels of buff brick rise above these concrete panels, whereby each of these recessed brick panels extends across three of the concrete panels. The top of these walls are essentially parapets as the flat roof of the main block is set below the level of the cornice. A series of flag poles rise above the corniceline of the parapet walls.

The roof of 415-417 Morse Street, in the middle of the row, has been altered by a flat-roofed concrete block addition that rises flush from the plane of the two-story block. Four flagpoles survive east of this addition and six survive to the west of it.

The east elevation of the block of buildings extends along 5th Street and features six window bays in the second story. Here, again, the windows are single, punched openings surmounted with inset concrete panels where every other one features a garland bas relief. Two longer, recessed panels of buff brick rise above the concrete panels.

The first story of the building has an irregular series of door and window openings to the first floor of the two-story block. The infilled loading dock also has a window in it along this elevation. The buff brick on the first story has been painted white; the second story retains its original unpainted brick.

The west elevation of this block is similarly six bays long at the second story with single window openings and alternating concrete bas relief panels above. The first story is unpainted brick, revealing the concrete floor plate between the first and second stories of the structure.

501-527 Morse Street

This block of warehouse buildings on Morse Street between 5th and 6th Streets NE, was built in 1931 and similarly consists of two-story buff brick buildings with now-enclosed loading bays on the first story, and garland bas relief panels above single windows on the second story. The block extends 14 loading bays long, and has a bit more architectural articulation and treatment at the second-story level compared to the other block on Morse Street. In particular, this treatment includes center and end bays with blind arches, roundels and pedimented parapets above the second story windows that give the block in its entirety an overall, five-part building form and ABA rhythm that is absent in the 400 block of Morse Street.

Like the 400 block of Morse Street, the formerly open loading bays are all filled in, leaving the metal columns partially exposed and the roofs with a slight overhang. The metal roof railing exists only at the center building of the group. The east end of the block has been altered by second-story additions that are set atop the roof of the loading bay and abut the façade of the main block at the second story. The additions have flat roofs and no windows and although they obscure the single windows at this end of the block, the bas relief panels above the windows are intact and the roofline of the original two-story main block untouched. Like the other block of Morse Street, the east end of this block offers five bays of windows to each loading dock, with three center windows above the former opening and the end windows above the columns.

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Towards the center of the block, however, at 515 Morse Street, the second story offers an alternative window treatment. Instead of garlanded bas relief panels, the three central window openings are surmounted by raised roundel panels to either side of a blind arch with a keystone. Above the second story at this address, the roofline is capped by a pedimented parapet wall with end piers.

A similar arrangement of central blind arch and roundels above three windows rather than the garlanded bas reliefs occurs at the building's far west end, at 527 Morse Street, although it is now obscured by the second floor addition atop the roof of the loading bays.

The west side elevation is seven bays deep with each bay defined by single windows (filled in) on the second story surmounted by alternating bas relief panels. Both the first and second stories of this elevation are painted.

The east elevation is similarly seven bays long with alternating bas reliefs over single windows, now filled in. Here, however, the buff brick remains unpainted on the second story, revealing the concrete floor slab between the first and second stories. The first story also retains a more readily visible series of original openings consisting of large show windows (filled in) at the lower level, capped by large transom-type windows between brick piers.

1250-1292 5th Street

The long block of warehouse buildings on the west side of 5th Street and facing east from Morse Street to Neal Street is one, long and continuous row built in three different campaigns in 1929, 1930 and 1931, yet appearing as one seamless entity. Like the 400 block of Morse Street buildings, these are all two-story, buff brick warehouses with single-story loading docks projecting forward of the main building blocks. As throughout the complex, the main blocks here all feature single window openings on the second story surmounted by recessed panels with alternating garland bas relief detailing. The cornice lines of the buildings are continuous, but step up in three sections to accommodate the elevational change along the street. This stepped-up roofline breaks any monotony of the row.

All but one of the loading dock bays have been filled in. The one surviving open loading dock, and the only one in the entire complex, is at the southern-most building at 5th and Morse streets NE (1250 5th Street NE). This open bay extends the full depth to the front of the main block, revealing the fenestration pattern of central entry door flanked by single windows in the first story of the main block. The metal roof railing of the loading bays exists in the northern portion of the warehouse grouping.

Seven flagpoles rise above and behind this cornice line at the southern half of the block; no flagpoles are found in the northern half. Generally, all of the buildings in this block extend the full-depth of their lots to the alley between 4th and 5th streets. One exception to this rule is with the southern group of buildings at 1250-1258 5th Street where they run only half that depth, allowing for another warehouse building (416 Morse Street) to fill the remaining square footage of the lot, presenting its façade to Morse Street. Although 416 Morse Street follows the standard two-story, buff-brick pattern with the garland bas relief decoration, it is the only building in the

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historic district that lacks the open loading dock. A shallow porch covering does project over the first story, however.

1300-1334 5th Street NE and 1336-1338 5th Street NE

The warehouse buildings lining 5th Street from Neal Place to just south of Penn Street NE and having the addresses 1300-1334 5th Street were all built in 1929 and all feature the same building form, materials, patterns and treatment of the other rows. The buildings at 1300-1334 5th Street feature two-story buff brick main blocks with single-story loading bays projecting in front. The bays are all filled in between the columns as elsewhere, and many of the single window openings at the second story level have been filled in, but the openings are clearly legible and the concrete decorative panels in the parapet walls above fully intact. The cornice line of this block is stepped in eight segments, transitioning with the rise in elevation of the street. Three flagpoles remain and project from behind the cornice line of the block of warehouses. In a couple of cases, metal railings/fences have been installed on the roofs of the loading docks, but no additions have been constructed, leaving the rooflines of the main block and projecting bays intact.

The final building of the row, 1336-1338 5th Street was built in 1939, ten years after the others to in the block to its south. The building is similarly designed, but is not identical to its earlier counterparts. It respects the overall architectural treatment and patterning—that is, it is a two-story buff brick building with a one-story projecting loading dock in front. It similarly features decorative concrete panels with recessed brick panels above. However, the brick is of a different coloring (it is less variegated), there are no second-story windows, and the decorative panels lack the garland bas relief detailing of the older warehouse buildings.

1253-1269; 1271-1285 4th Street NE (non-contributing); and 1287 4th Street NE

This block of buildings on the east side of 4th Street facing west between Morse Street and Neal Place NE consists of three warehouse groups: those at 1253-1269 4th Street, built in 1931 and consistent with the standard model; three warehouses 1271-1285 constructed in 1957 that diverge from the standard model; and 1287 4th Street, built in 1930 and consistent with the established model.

The warehouses at 1253-1269 4th Street follow the two-story, buff brick model with projecting loading bays, and parapet roofs with decorative panels with alternating bas relief ornamentation. As elsewhere, all of the loading bays have been filled in between the columns and many of the original window openings have been filled in with concrete block or brick. A continuous metal railing extends along the roof deck of the loading bay its full length, and in one case, at 1257 4th Street, a temporary frame addition with no windows has been built atop the roof of the loading bay, behind this fencing. This railing appears to be an historic feature, but is not found consistently in the other building groupings, so may have been added after the initial period of construction. Individual building signage is attached in a variety of forms to these railings and across the wall surface at the first-story level.

One of the buildings, 1259 4th Street, has been painted at the second-story level. Six flagpoles project from the roofline along with remnants of a neon sign with large letters forming UNION MARKET rising above the cornice line towards the north end of the row.

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Abutting the north end of this grouping are three longer, and lower, one-story red brick warehouse buildings. These non-contributing buildings, 1271-1285 4th Street NE, were built in 1957 and deviate from the standard building form. They are simple brick boxes with no projecting loading bays, no parapet walls, and no decorative detailing.

The final building of the row, 1287 4th Street, was built in 1931 according to the standard model. Although its loading bay and several windows have been filled in, or partially filled it, the building retains its two-story massing with one-story projecting bay, and its parapet roof with garland bas reliefs. The north side wall of this building extends seven bays along Neal Place with each bay defined by single window openings in the second story. All of the window openings have been fully or partially filled in with brick. The concrete floors and frame of the building's structure is visible between the floors along this elevation.

1301 4th Street (non-contributing); 1307; 1315; and 1317 4th Street NE

These four buildings from 1301-1317 4th Street NE form the southern end of the block of 4th Street between Neal Place and Penn Street NE. This group includes one non-contributing building (1301 4th Street NE), built after 1950, and three built in 1931 and 1932. Although these three follow the general model of the established form, they also deviate from it in unique ways.

The southern end of the block begins with 1301 4th Street NE—a one-story red brick non-contributing building at the intersection of 4th Street and Neal Place. Abutting this building to the north is 1307 4th Street. Built in 1931, this is a two-story buff brick warehouse building that lacks the one-story projecting loading bay. Instead, the two-story structure has a flat-fronted façade with three bays of tall and wide double door openings on the ground floor (now filled in) and large, tri-partite industrial steel sash windows above. The two floors are separated by recessed concrete panels arranged in groups of three, in line with the first and second story openings, and with garland bas reliefs in the center panels. A flagpole rises above the roofline at the center bay of the building.

The warehouse at 1315 4th Street, abutting the north end of 1307 4th Street NE, is a two-story, three-bay, buff brick building, similarly lacking the projecting loading bays found elsewhere throughout the complex. Here, however, the second story openings are single, central-pivot metal sash windows grouped in pairs, and arranged above wider first story ones. A simple recessed brick panel separates the floor levels, while three, long concrete panels surmount the second-story windows. All three of these panels feature raised garland bas reliefs as decoration. A gabled parapet wall projects above the roofline at the center bay of the building. This projecting gable features a blind segmental arch panel of brick located on-center of the tympanum, and a raking cornice of limestone (or concrete?). Two limestone (or concrete?) volutes make the transition between the side walls of the pedimented parapet and the cornice line of the main block.

Abutting the north end of this building is a small, one-story buff brick structure, built in 1932. The building uses the same buff-colored brick and includes concrete panels with raised garland

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bas reliefs, but clearly deviates from the two-story prescribed model. The panels are set above a large garage door opening that essentially fills the façade of the building.

To the north of 1317 4th Street, the warehouses are all later buildings, most of which are non-descript red brick boxes, and none of which follow the established two-story, buff brick model intended for Union Market and built primarily during the period 1929-1931.

Alleys

The buildings forming Union Market are arranged in blocks along 4th and 5th and Morse Street NE, behind which run long, straight and narrow alleyways. The buildings extend from the front to the rear of the lots, with the rear elevations opening directly on the alleys. The alleys are service roads and the rear elevations of the buildings are utilitarian in appearance with large steel sash windows and irregular openings, many of which are filled in, at the ground floor level. The architectural treatment such as the Classically inspired bas reliefs of the building facades are absent at the rear elevations.

INTEGRITY

Union Market Historic District is part of an active wholesale market complex whose buildings have been altered over the course of its almost 100-year history. Alterations predominantly include the in-filling of open loading bays, and the infilling and replacement of windows and doors. There are rooftop additions on three of the buildings (on loading bays and main roof). However, these additions are structurally impermanent and additive in nature and do not fundamentally alter the historic character or design integrity. Similarly, almost all of the alterations that have occurred in the district are readily reversible. The uniform design scheme, historic materials, feeling and association are all present. Union Market Historic District retains its integrity of **setting** as a wholesale market place with the historic core of the market dating to the original period of construction. The market is in its original **location**, purchased in 1928 for the express purpose of providing a wholesale market complex. The historic district retains integrity of **design** as the contributing buildings within the district boundaries follow a uniform design scheme characterized by one- and two-story massing, projecting bays, and Classical detailing. The district retains integrity of **materials** and **craftsmanship** including the original buff brick walls, steel sash windows, metal columns, and concrete bas relief panels. And finally Union Market Historic District retains its integrity of **feeling** and **association** as a wholesale market complex, including the movement of delivery cars, merchants, and customers, and the smells that accompany food storage and transport.

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Union Market Historic District—Contributing Building List

<u>ADDRESS</u>	<u>DATE</u>
1250-52 4TH STREET NE	1931
1254 4TH STREET NE	1931
1251-53 4TH STREET NE	1931
1255 4TH STREET NE	1931
1257 4TH STREET NE	1931
1259 4TH STREET NE	1931
1261 4TH STREET NE	1931
1263 4TH STREET NE	1931
1265 4TH STREET NE	1931
1269 4TH STREET NE	1931
1271 4TH STREET NE	1931
1250 5TH STREET NE	1930
1252 5TH STREET NE	1930
1254 5TH STREET NE	1930
1256 5TH STREET NE	1930
1258 5TH STREET NE	1930
1260-62 5TH STREET NE	1931
1266-68 5TH STREET NE	1931
1270 5TH STREET NE	1929
1272 5TH STREET NE	1929
1274 5TH STREET NE	1929
1276 5TH STREET NE	1929
1278 5TH STREET NE	1929
1287 4TH STREET NE	1931
1307 4TH STREET NE	1931
1315 4TH STREET NE	1931
1317 4TH STREET NE	1932
1280 5TH STREET NE	1929
1286 5TH STREET NE	1929
1288 5TH STREET NE	1929
1290-92 5TH STREET NE	1929
1300 5TH STREET NE	1929
1302 5TH STREET NE	1929
1304 5TH STREET NE	1929
1306 5TH STREET NE	1929
1308 5TH STREET NE	1929
1310 5TH STREET NE	1929
1312 5TH STREET NE	1929
1314 5TH STREET NE	1929
1316 5TH STREET NE	1929

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1318 5TH STREET NE	1929
1320 5TH STREET NE	1929
1322 5TH STREET NE	1929
1324 5TH STREET NE	1929
1326-30 5TH STREET NE	1929
1332 5TH STREET NE	1929
1334 5TH STREET NE	1929
1336-38 5TH STREET NE	1939
416 MORSE STREET NE	1930
401-03 MORSE STREET NE	1929
405 MORSE STREET NE	1929
407 MORSE STREET NE	1929
409 MORSE STREET NE	1929
411 MORSE STREET NE	1929
413 MORSE STREET NE	1929
415 MORSE STREET NE	1929
417 MORSE STREET NE	1929
419 MORSE STREET NE	1929
421-23 MORSE STREET NE	1929
501-03 MORSE STREET NE	1931
505-07 MORSE STREET NE	1931
509 MORSE STREET NE	1931
511 MORSE STREET NE	1931
513 MORSE STREET NE	1931
515 MORSE STREET NE	1931
517 MORSE STREET NE	1931
519 MORSE STREET NE	1931
521-23 MORSE STREET NE	1931
525 MORSE STREET NE	1931
527 MORSE STREET NE	1931

Union Market Historic District--Non-Contributing Building List

<u>ADDRESS</u>	<u>DATE</u>
1273 4th STREET NE	1957
1279 4th STREET NE	1957
1285 4th STREET NE	1957
1301 4th STREET NE	1959

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8. Statement of Significance

Applicable National Register Criteria

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

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

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

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

Period of Significance

1929-1939

Significant Dates

1929-1931; 1939

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

E.L. Bullock, Jr.

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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.)

Union Market Historic District is a nine-acre section of a larger 40-acre complex of wholesale warehouse buildings occupying a tract of land east of Union Station between Florida and New York avenues. The complex was conceived in 1928 by a federation of wholesalers called the Union Terminal Market Association, who, in anticipation of the demolition of Center Market¹ for construction of the Federal Triangle, sought to establish both a wholesale and farmers' market in northeast D.C. The private association purchased the land, devised a street plan for the wholesale market complex, and established a standard building form and style for the individual market buildings. The warehouses that were constructed in the first years of the market's establishment (1929-1931) are all two-story, buff brick industrial buildings that feature overall symmetry and repetitive Classical Revival-style features. These first buildings were designed and built by the same architect/builder teams of E.L. Bullock, Jr., architect and Charles Tompkins, builder either for individual owners or speculatively. Between 1932 and 1939, the market expanded to include new warehouse buildings that followed the model established by Bullock and Tompkins, even when they involved different designers. However, by the late 1940s following a World War II-era building hiatus, new warehouse construction at the complex no longer followed the original model. Instead, the 1940s introduced longer and lower, utilitarian buildings with little attention to architectural articulation and detail.

The Union Market Historic District includes the approximately nine-acre historic core of the complex, consisting primarily of those warehouse buildings constructed between 1929 and 1939.

The Union Market Historic District meets National Register Criterion A with Commerce as its Area of Significance for its associations with historical periods and patterns of growth that contributed significantly to the development of the city. Specifically, the market is directly associated with the 1926 Public Buildings Act which called for the development of the Federal Triangle and engendered the demolition of the long-established Center Market on its site. Union Market grew directly out of this urban planning decision, as a consortium of businessmen sought to provide market space for the city's wholesalers and farmers to provide for the food needs of the city's residents and businesses.

In addition, Union Market meets National Register Criterion C with Architecture as its Area of Significance because it embodies the distinguishing characteristics of a property type whose buildings represent an important collection and entity. Union Market Historic District is a wholesale market complex, representing a property type that is uncommon in the District of Columbia and that is further distinguished architecturally for its uniform design scheme. A review of a survey of the city's historic warehouses undertaken by the D.C. Historic Preservation Office (1991-1992) revealed that while there are several nodes of commercial/industrial

¹ As described here, the demolition of Center Market refers not just to the main Center Market building, but to all of the adjacent and associated wholesale and farmers' market buildings that were on the site of the planned Federal Triangle.

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buildings in the city, particularly along the railroad tracks in Eckington, and across from the tracks in Ivy City, each of the buildings in these concentrated industrial collections were independently built and do not share common building forms, styles, or details as do the buildings of Union Market. These findings along with other documentation of commercial/industrial buildings in the city highlight the unique character of Union Market as the city's only planned market complex that adheres to a uniform design scheme.

The Period of Significance extends from 1929 when the first building was constructed until 1939 when the last building to conform to the established design was built.

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

Public Markets and Commission Houses

Since the establishment of the District of Columbia, public markets have served an essential role in providing the city with fresh produce, meats, dairy products and other food stuffs. During the 19th century, several public markets, namely Eastern Market, Western Market, Central Market, Northern Liberties Market, and other neighborhood markets all offered goods at retail for the city's residents. The oldest and largest of these (now demolished) was Center Market, first built in 1802, re-built 1871, and located on the present-day site of the National Archives. Over time, Commission houses—privately owned wholesale warehouses—came to locate themselves near Center Market, providing both retail and wholesale operations in the same general vicinity. These Commission houses provided bulk business for commercial operations such as stores, restaurants and hotels. The farmers' market at Center Market enjoyed reciprocity with the nearby commission houses as businesses would shop at both, year-round. This reciprocity continued into the early 20th century until both Center Market and the Commission houses were demolished for construction of the Federal Triangle. The history of Union Market Terminal grew directly out of this event.

In 1926, the Public Buildings Act called for the development of the Federal Triangle which entailed the demolition of the extensive Center Market, and several associated market structures, including the farmers' market and the Commission houses. The following year, in March 1927, and in anticipation of the demolition of the market complex on the proposed site for the Internal Revenue Service building, Congress directed the Commissioners of the District of Columbia to study potential sites for a new farmers' market. A central concern of the Commissioners was that the farmers' market and wholesale industry be preserved in a single location. The Commissioners sought a centrally located site with proximity to highways, railroads and waterways. Of the nine sites that were initially identified (four in the northeast section of the city, three in southwest, one in mid-city, one in Anacostia, and one at Buzzard's Point), the Commissioners recommended a site in Southwest (Southwest Site No. 1), on the blocks bounded by 10th and 11th streets and E and G streets (Squares 354 and 355). The Commissioners' report on the subject noted that southwest "has the preponderance of advantage [over sites in northeast] in that greater railroad facilities exist and water transportation is present. Cold storage facilities

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are already available as well as a railroad produce terminal on an adjacent square. The municipal fish market is already established one block away from the proposed site. This would be a convenient location for the Virginia farmers as well as all Maryland farmers except those coming directly from the north.”²

Over the next many months (January to April 1928), Congress debated the merits of the recommended sites.³ All of the sites identified in the Commissioners’ report, plus other sites brought before Congress by interested local entities were discussed. The Patterson Tract—the site of today’s Union Market Terminal—was one of these “other” identified potential sites.

Several opposing bills were introduced in the House and Senate by legislators representing various perspectives. Organized groups of all kinds including paid lobbyists weighed in with testimony, letters and other forms of arguments. Based upon newspaper articles of the time and public testimony, Maryland farmers came out vociferously against the southwest sites, strongly favoring the various northeast sites.⁴ Similarly, other groups supported sites in mid-city or in northeast.”⁵ The biggest argument against the Southwest site cited by opponents was that by placing the market in southwest where it was inconvenient to residents, it would necessarily become a wholesale market and not include any retail operations. This supposition was based upon the reality of the Municipal Fish Market which was established in 1915 as both a wholesale and retail affair, but “being so far removed from the center of population and so inconvenient of access that its retail trade failed to materialize.”⁶

Both the Northeast Citizens’ Association and the Mid-City Citizens’ Association strongly urged support for the mid-city site. The groups argued that the mid-city site was located adjacent to the Northern Liberties Market at 5th and K Streets, NW and, in addition to being able to take advantage of the location of the existing retail market and market infrastructure, offered a central location. While the Northeast Citizens Association preferred a site north of Pennsylvania Avenue and in particular the mid-City site, the group openly opposed purchase of the Patterson Tract for the Farmers’ Market. Local citizens of northeast had been pushing for appropriation of the tract for a public park. In fact legislation authorizing acquisition of the Patterson tract for a park/playground had been pending before Congress for years.⁷

² “Farmers’ Produce Market in District of Columbia,” *Letter from the Commissioners of the District of Columbia, transmitting a report, accompanied by exhibits, briefs, maps, etc. pursuant to “An Act Authorizing Negotiations for the Acquisition of a Site for the Farmers’ Produce Market, and for other Purposes,”* House of Representatives, 70th Congress, 1st Session, Document No. 119 (MLK HE 859 D63).

³ See “Acquisition of a Site for the Wholesale Farmers’ Produce Market,” 70th Congress, House of Representatives, Report No. 451, January 1928, p. 2 (MLK HE 859 Un32f).

⁴ Farmers of Prince Georges and Montgomery Counties argued that the southwest site is inaccessible to the great majority of producers who come to Washington and that the site’s only advantage—water transportation—is only a small factor in the movement of food products into the city. See “Farmers Approve Eckington Market,” *The Washington Post*, 1/23/1928.

⁵ “North of Avenue Market Favored, Bureau of Efficiency Holds Sites in Southern Sections Inconvenient,” *The Washington Post*, 1/29, 1928, p. 1.

⁶ *Ibid*, p. 4.

⁷ See “Patterson Tract Park Proposal Aid Asked in Congress,” *The Washington Post*, December 21, 1925 p.2; Northeast Citizens Make Strong Plea for Park Location, *The Washington Post*, January 22, 1926, p.9; Park Board to Buy Patterson Tract, *The Washington Post*, February 8, 1928, p. 22.

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In February 1929, after a year of controversy and despite significant opposition to the Southwest site, a bill establishing the site of a Farmers' Produce Market bounded by 10th, 11th, E and G Streets, SW (Squares 354-355) was ultimately approved by Congress and, in March 1929, signed by President Coolidge. Construction ensued and the Southwest Market became a reality.

While Congress was engaged in selecting a site for the farmers' market, a group of Commission merchants began acting on their own accord to secure a location for a private wholesale market in Northeast, D.C.⁸ In 1928, the federation of wholesalers, later known as the Union Terminal Market Association, purchased 40 acres of the Patterson Tract at Florida Avenue and 5th Street, NE for construction of a market center proposed to include wholesale houses, a farmers' market and a retail market.⁹ The Union Terminal Market Association announced that the market would encompass "40 stores of the most modern design and equipment."¹⁰

The Patterson Tract

The large parcel of land referred to as the Patterson Tract was an approximately 86-acre tract of land located near the northwest sector of Florida Avenue and 6th Street, NE. Historically, this tract was the site of Brentwood, an 1817 Greek Revival-style mansion designed by architect Benjamin Henry Latrobe. The mansion was built for Eleanor Brent, daughter of Washington mayor Robert Brent, and her new husband, North Carolina congressman Joseph Pearson, and was built on part of Robert Brent's farm, Brentwood, that he had given to his daughter upon her marriage. The house was situated high upon a hill and was surrounded by fertile grounds and dense woods. The Pearsons' only daughter married a Patterson in the 1830s, and the property, which remained in Patterson family hands throughout the 19th century when the estate was abandoned, became known as the Patterson Tract. The land was used as a playground and athletic field by neighborhood children. Around 1915, the house burned and in 1917, the federal government leased the land from the Patterson family to establish Camp Meigs.

Camp Meigs, which opened in October 1917, consisted of eighteen sets of temporary barracks, mess halls, and other associated military buildings. It was essentially a mobilization point where three units of approximately 1,163 men were being trained for military duty in France. The units included carpenters, chauffeurs, machinists, electricians, and other experts in their fields.¹¹

After the war and before the government relinquished control of Camp Meigs, the citizens of northeast and members of the Board of Trade mounted a campaign to secure Congressional

⁸ The group of merchants was headed by Judson O. Harrison, vice president of the W.H. Harrison & Co., Inc., wholesale commission merchants at 907-911 B Street, NW. The group had not yet been incorporated as the Union Market Terminal Company. See "Merchants Ready to Buy Patterson Market Site," *The Washington Post*, February 8, 1928, p.1.

⁹ "Merchants Ready to Buy Patterson Market Site," *The Washington Post*, February 8, 1928, p.1

¹⁰ From Florida Avenue Market Study, Small Area Plan, Washington, D.C., for the Office of Planning, March 2009, p. 17.

¹¹ "Camp in Heart of City," *The Washington Post*, December 16, 1917, ES 10.

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appropriations for the purchase of the tract of land for a public park.¹² This particular site was apparently one of the chain of parks that had been recommended by the Senate Park committee in 1901 (McMillan Commission) and was much desired by the neighborhood. Despite this plea for a park, the Hechinger Building and Plumbing Company (pre-cursor of the well-known hardware chain) gained control of the site in 1919, razing the remaining walls of the mansion house and the temporary barracks for the storage of materials and supplies and the construction of warehousing facilities for the company. Over the course of the next decade, the Northeast Citizens Association continued its effort to encourage the governmental purchase of the site for a park.¹³

Finally, in 1928, the National Capital Park and Planning Commission (created in 1926) decided to acquire by condemnation an approximately 42-acre tract of the Patterson Tract for a much-needed park, negotiations for which were completed a year later.¹⁴ Called Brentwood Park, the triangular shaped land, described predominantly as “high and wooded” was bounded on the northwest by then un-cut New York Avenue and on the east by Gallaudet University. A six-acre section immediately adjacent to Gallaudet University and described as “flat ground” was intended for baseball and other athletic fields. The entire tract was located just north of the remaining section of the Patterson Tract that was being purchased by the Union Market Terminal Company for development of its market center.

Union Market

Following the announcement of its purchase of part of the Patterson Tract for market purposes, the Union Market Terminal Company¹⁵ completed the initial purchase of 2-1/2 acres of the site and announced plans to begin immediate construction of stores on 40 lots. According to the newspaper articles of the time, the plans provided for continued expansion and development of the site.¹⁶ By 1931, the Union Market Terminal included approximately 42 acres of the Patterson tract.

As the Union Terminal Market Company proceeded with its plans, the farmers associated with the doomed Center Market, voted to join the commission merchants in relocating to the Patterson Tract. As an enticement, the Union Terminal Market Association agreed to construct a sheltered open-air farmers’ market on a five-acre site adjacent to the wholesale operations. This action preserved a retail/wholesale market in D.C. A map of the proposed market area as published in the *Evening Star* on August 12, 1928 shows the commission houses laid out along the west side of 5th Street, NE at the intersection formed by New York and Florida Avenues, NE. Dedicated

¹² “Seek Patterson Tract for a Park,” *The Washington Post*, May 30, 1919, p.9.

¹³ “Patterson Tract Park Proposal Aid Asked in Congress,” *The Washington Post*, December 21, 1925, p.2.

¹⁴ “Park Board to Buy 30 Patterson Acres for Big Playground,” *The Washington Post*, February 18, 1928, p.22, and “Plan Board Seeks Camp Meigs Tract by Condemnation,” *The Washington Post*, June 17, 1928, p.15.

¹⁵ The name Union Market Terminal Co. is first mentioned in an August 29, 1929 newspaper article, “Clearing of Site for Market begins,” *The Washington Post*, p. 21. Prior to that, the group is commonly referred to as “a group of commission men.”

¹⁶ Before its sale, the Patterson Tract comprised 80 acres. *Ibid.*

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“farmers’ space” is shown on the map above the commission houses.”¹⁷ According to the article accompanying the map, the group of commission merchants represented approximately 75 or 85 percent of the total volume of green fruits and vegetable commission business in the city.

Construction of Union Market Buildings

Construction of the Union Market began in 1929. Three parallel streets—4th, 5th and 6th streets—were cut and laid, along with three cross streets—Morse, Neal and Penn streets—dividing the large tract into squares numbered 3587, 3588, 3589, 3590, 3592 and 3593. The local press announced construction plans for the project area, noting that the “buildings to be erected on these sites are to be uniform in exterior design, two stories high, and, according to plans drawn by Henschien & McLaren of Chicago, the development will be one of the best of its type in the country.”¹⁸ Indeed, as constructed, all of the buildings were share a common building form, similar buff brick materials, and a reduced Classical Revival style. The two-story structures are characterized primarily by their overall symmetry and Classical details including garland bas-reliefs, by their projecting loading docks with covered roofs, and by an occasional projecting pediment on the center units. Although the 1929 *Washington Post* article quoted above identifies Henschien & McLaren of Chicago as the designers, local D.C. Permits to Build list E.L. Bullock, Jr. as the architect. For the range of buildings from 1253-1271 4th Street, NE, the permits actually list builder Charles H. Tompkins Co. as the architect. In all cases, the buildings follow the same uniform design scheme established by the Union Market Terminal Co.

As part of the plan for the market center, the Union Market Terminal Co. negotiated with B&O to build railroad sidings from the main line tracks to the site of the commission market center, and also requested the city to develop the necessary infrastructure to accommodate sewer, water, gas and electric conduit. By August 1929, the site was being cleared and in October, permit applications had been filed for the first groups of market buildings (1270-1292 5th Street, NE; 1300-1334 5th Street and 403-419 Morse Street NE). Together, the long row of buildings extended up 5th Street, with each similarly designed building stepped up higher than the one next to it, creating an impressive unified appearance.

In 1930 and 1931, several more groups of buildings were permitted and under construction, including the second block of Morse Street and those buildings lining the east side of 4th Street. In February 1931 Union Market officially opened. The *Washington Post* described the layout and amenities of the new Market:

“Ample space is provided for the immediate needs of the wholesalers and sufficient room for structural expansion has been made. Across Fifth Street, on which most of the buildings face, is the site of the farmers’ market, to be operated

¹⁷ “Plan Northeast Market Center, Commission Merchants to Acquire Patterson Tract for Relocation,” *The Evening Star*, August 12, 1928.

¹⁸ “Wholesale Market Center Construction Starts Soon, Commission Merchants Say Work will be Under Way within 90 Days and In Use by 1930,” *The Washington Post*, January 5, 1929. While this article identifies Henschien & McLaren of Chicago as the architect, all of the D.C. Permits to Build list E.L. Bullock, Jr. as the architect. Additional research is required to understand the role played by Henschien & McLaren.

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in conjunction with the wholesale market. Wide streets are being provided to handle present and future traffic. Extensive parking will be available. The Market's proximity to the center of population, the railroad facilities, the economic distribution factors and the buildings are regarded as valuable assets."¹⁹

On the day of its opening, a large advertising spread announcing the wholesale market included a photograph of the new complex and extolled the new market's virtues including "expansive thoroughfares [sic] and broad canopies," and "commodious buildings." The advertisement further entreated, "Visit this new food center, conceded to be one of the best planned markets of its kind in the country."²⁰

At the time of its initial February 1931 opening, 52 stores had been built. By August 1931, there were 64 stores completed and in operation by about 100 merchants, with plans underway for the expansion of 30 more stores.²¹ Although the local press anticipated an equally vigorous building campaign in ensuing years, construction continued instead at a relatively modest pace. In 1932, several more warehouses were constructed, but they were single buildings and not the long rows as built the previous years.²² After 1932, no new buildings were constructed until 1947. Between 1929 and 1932, the designs for individual stores followed the uniform model already established for the complex; beginning in 1947 with construction of the building at 1323 4th Street NE, the standard building type and style had been abandoned and would not re-materialize.

During the 1930s, the unbuilt blocks within the market grounds housed the circus when it came to town.

The Farmers' Market

To complement the wholesale market buildings and attract truck farmers to the market center, the Union Market Terminal Co. built outdoor farm market sheds on a five-acre site located on the east side of 5th Street, north of Neal Place, NE and south of Penn Street, NE.²³ In January 1930, the Maryland and Virginia Farmers Marketing Association consisting of approximately 300 Center Market farmers, voted to establish their outdoor market at Union Market as opposed

¹⁹ "New Union Market to Open Tomorrow," *The Washington Post*, February 15, 1931, M14.

²⁰ "The new Union Market Terminal," [advertisement], *The Washington Post*, February 15, 1931. The first advertisements and articles on the wholesale warehouse complex refer to the market as Union Market Terminal, though it has historically been known simply as Union Market throughout its history, and is so-identified by the sizeable roof-top neon sign that reads: UNION MARKET.

²¹ See "215 Farmers Sign for Space in New Market Terminal," *The Evening Star*, February 24, 1931; "Extension Planned for Union Market," *The Washington Post*, July 11, 1931; "Buildings Planned in Market Area," August 1, 1931, and Group Breakfasts as Market Guests," *The Washington Post*, August 8, 1931.

²² See "New Market Addition," *The Evening Star*, May 14, 1932, p. B-2

²³ "Start Due Today on New Farmers' Market Building Project Sponsored by Union Terminal," *The Washington Post*, November 14, 1930, p.22. The article notes that the "Union Market Terminal officials also said another subdivision of their land, bounded by Fifth and Sixth Streets northeast and Florida and Neal avenues, was being reserved as a future retail market center when the need is realized." In addition, the company built a comfort station at the corner of 5th Street and Neal Place, NE. This comfort station is no longer extant.

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to the Congressionally approved Farmers' Market site in southwest.²⁴ The farmers claimed that the northeast site was more convenient and more centrally located and thus enthusiastically accepted the offer by the Union Market Terminal Company to use the site when they are forced to abandon their holdings in the vicinity of Center Market.

As constructed, the farmers' market consisted of two, long steel frame sheds extending 560 feet long and 30 feet wide. The sheds, designed by E.L. Bullock and built by Tompkins builders, served as a farmers' market for three decades. During the 1960s, however, the farmers' market was closed due to health code violations. Despite the farmers' desire to remain at the site and the District's agreement to work with the farmers to correct violations, the owners of the property decided instead to sell the land, thereby closing the farmers' market permanently. Several years earlier, the market in southwest had been razed for urban renewal, leaving the city with no farmers' produce market. Although the metal sheds still stand, they are in deteriorated condition, and are not included within the boundaries of the Union Market Historic District.

A retail market building initially planned for the square between 5th and 6th Streets and Morse Street and Neal Place, NE never materialized. The retail-based D.C. Market was eventually built just north of it in 1968.

Union Market in the mid-20th Century

Starting in 1947, after a building hiatus due to the Depression and World War II, construction began anew at Union Market with new buildings constructed alongside the earlier ones. Business thrived; in 1958, a U.S.D.A. report found that nearly all the major wholesalers in D.C. were located at Union Market. However, the market was also entering a period of transition. Supermarkets were establishing their own distribution centers, diffusing the role of the wholesale complex. When the market was built, its wide streets were seen as a solution to the problem of congestion that had long plagued the city's markets. By the late 20th century, tractor trailers were jamming the markets' streets. The market buildings were also aging, encouraging merchants to leave the complex for more modern facilities in the suburbs.

In the early 1980s, the District purchased eight acres adjacent to the western boundary of the market in an effort to stimulate development of wholesale food industry in the city. The District partnered with local developers and wholesale merchants to construct a 200,000 square foot building on the city-owned property. The auxiliary building was planned to encourage businesses to move into or expand into the new building, rather than move out. Many of the new food suppliers that moved into the space were owned by Chinese and Korean immigrants. At the same time, new immigrant-owned businesses were also moving into the old market buildings, as they were being vacated. The influx of these diverse wholesalers has kept the market fully functioning, despite the flight of several large businesses.

Union Market is in the early stages of re-development. In anticipation of re-development, the D.C. Office of Planning prepared the Florida Avenue Market Study Small Area Plan in 2009 that

²⁴ "Farmers Indorse Union Market Site, Shun Congress' Plans," *The Washington Post*, January 16, 1930.

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recognized the historic and architectural value of the core of the complex. This historic district nomination and ensuing historic district design guidelines will help to protect the historic character of the low-scale market complex amidst development pressure in and around Union Market.

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9. Major Bibliographical References

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- “Plan Board Seeks Camp Meigs Tract by Condemnation,” *The Washington Post*, June 17, 1928, p. M15.
- “Proposed Market Zoning is Fought,” *The Evening Star*, June 6, 1930, A-7.
- “Start Due Today on New Farmers’ Market Building, *The Washington Post*, November 14, 1930.
- Union Market, Washington, D.C., Historic American Buildings Survey, DC-879.
- “Wholesale Market Center Construction Starts Soon,” *The Evening Star*, January 5, 1929, p. 15.

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Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreeage of Property 9 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: 38.90834 | Longitude: -76.99878 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

Starting at a point at the northeast corner of the building at 1317 4th Street go southeasterly along the side of the lot line to the alley at the rear of lot, then head northeasterly along the alley between 4th and 5th Streets to the northeastern corner of the building at 1336 5th Street NE, then southerly along the eastern edge of 5th Street NE, taking in the buildings lining the 1300 block of 5th Street NE, then crossing over Neal Place, NE and continuing southerly along the eastern edge of 5th Street NE to Morse Street, NE, taking in the 1200 block of 5th Street NE. Then at the intersection of 5th and Morse Streets, head easterly along the southern edge of Morse Street to include the 400 block of Morse Street, then at 6th Street, head south to the alley between Morse Street and Florida Avenue, then follow the alley westerly along the rear lot lines of the 400 block of Morse Street, then cross over 5th Street and continue along the alley at the rear of the lots forming the 500 block of Morse Street. At the mid point of the intersection of the alley and 4th Street NE, turn north on 4th Street to Morse Street, then head west to the rear of the lot at 1250-1252 4th Street, then go north along the rear lot lines of 1250-1252-1254 4th Street to the north side of the lot line upon which 1254 sites, then easterly to 4th Street, then north and back to the beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries represent those buildings constructed during the initial building campaign of 1929-1931, as well as a few added in ensuing years, that corresponded to a uniform design established by the Union Market Terminal Company.

11. Form Prepared By

name/title: Kim Williams
organization: D.C. Historic Preservation Office
street & number: 1100 4th Street SW
city or town: Washington, D.C. state: D.C. zip code: 20024
e-mail kim.williams@dc.gov
telephone: 202 442-8840
date: November 2016

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.

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- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

Name of Property: Union Market Historic District

City or Vicinity: Washington, D.C.

County:

State:

Photographer: Kim Williams

Date Photographed: November 2016

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

View looking northeast along 4th Street NE showing 1200 block (odd) of 4th Street and Union Market sign
1 of 21

View looking west at east elevation of 1269 4th Street NE showing Union Market sign
2 of 21

View looking northwest showing market buildings at 5th and Morse Streets NE
3 of 21

View looking north at south elevation of 1250 5th Street NE at the intersection of 5th and Morse Streets NE
4 of 21

View looking northeasterly at south elevation of 1250 5th Street NE
5 of 21

View looking northwest from intersection at 5th and Morse Streets NE
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View looking northwest from 5th Street looking at east elevation of 1272 to 1280 5th Street NE
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View looking northwest from the intersection of 5th Street and Neal Place NE at 1300 block 5th Street NE
8 of 21

View looking northwest from intersection of 5th Street and Neal Place NE showing east and south elevations of the corner building at 1300 5th Street NE
9 of 21

View looking northeast from 4th Street and Neal Place NE showing west elevation of 1307-1315 4th Street NE
10 of 21

View looking east from 4th Street NE showing west elevation of 1315 4th Street NE
11 of 21

View skyward showing detail of pediment of 1315 4th Street NE
12 of 21

View looking east showing detail on west elevation of 1251-1253 4th Street NE
13 of 21

View looking northwest at intersection of 4th and Morse Streets NE showing south and east elevations of 1250 4th Street NE
14 of 21

View looking southeast at intersection of 4th and Morse Streets NE showing north elevation of 400 block of Morse Street NE
15 of 22

View looking southeast at intersection of 5th and Morse Streets NE showing north elevation of 5th Street NE
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View looking southwest at center of 500 block of Morse Street NE
17 of 21

View looking south at center building in 500 block of Morse Street NE
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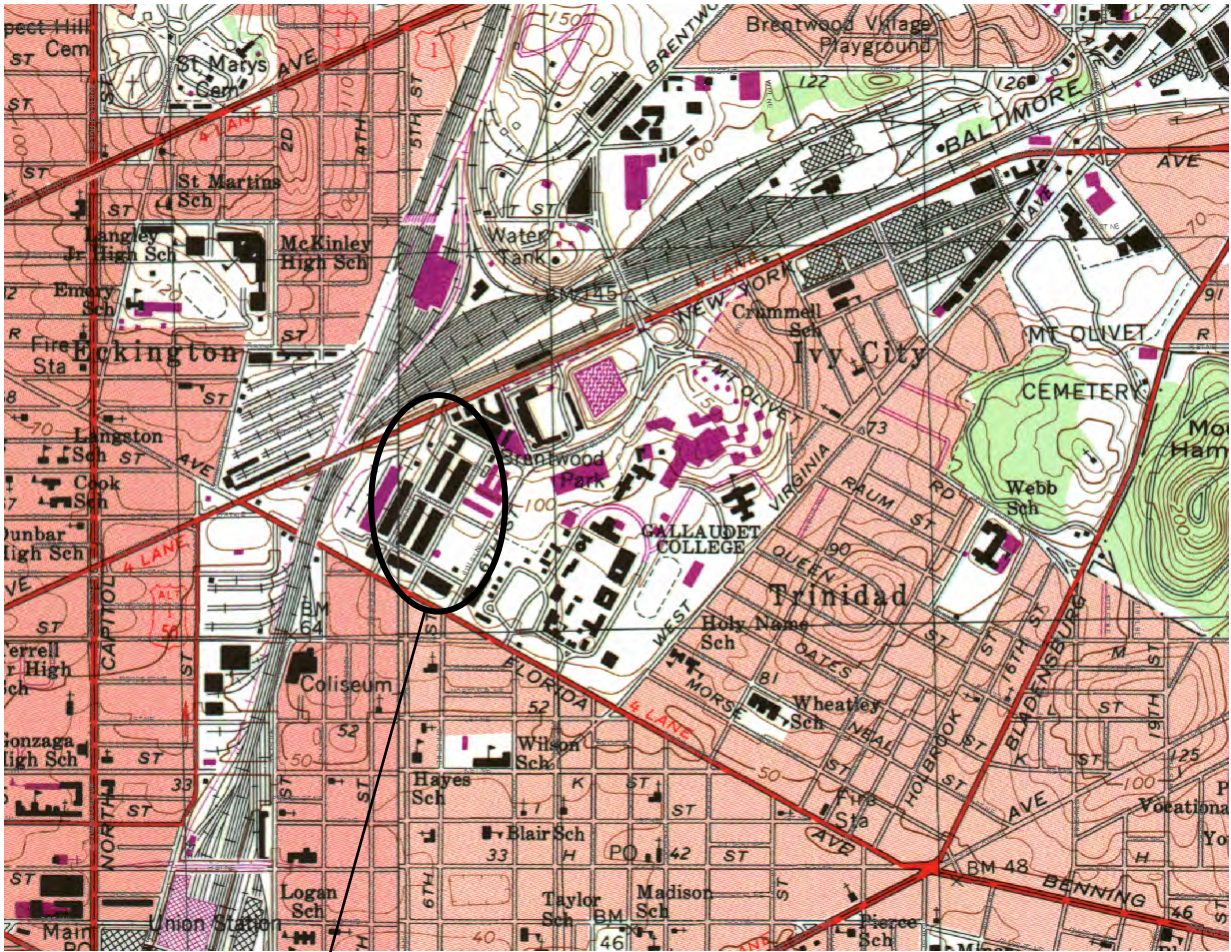
View looking north from Neal Place NE looking up alley between 4th and 5th Streets NE
19 of 21

View looking north from Morse Street at south elevation of 1251-1253 4th Street NE
20 of 21

View showing detail of window and bas relief of market building
21 and 21

Union Market Historic District
Name of Property

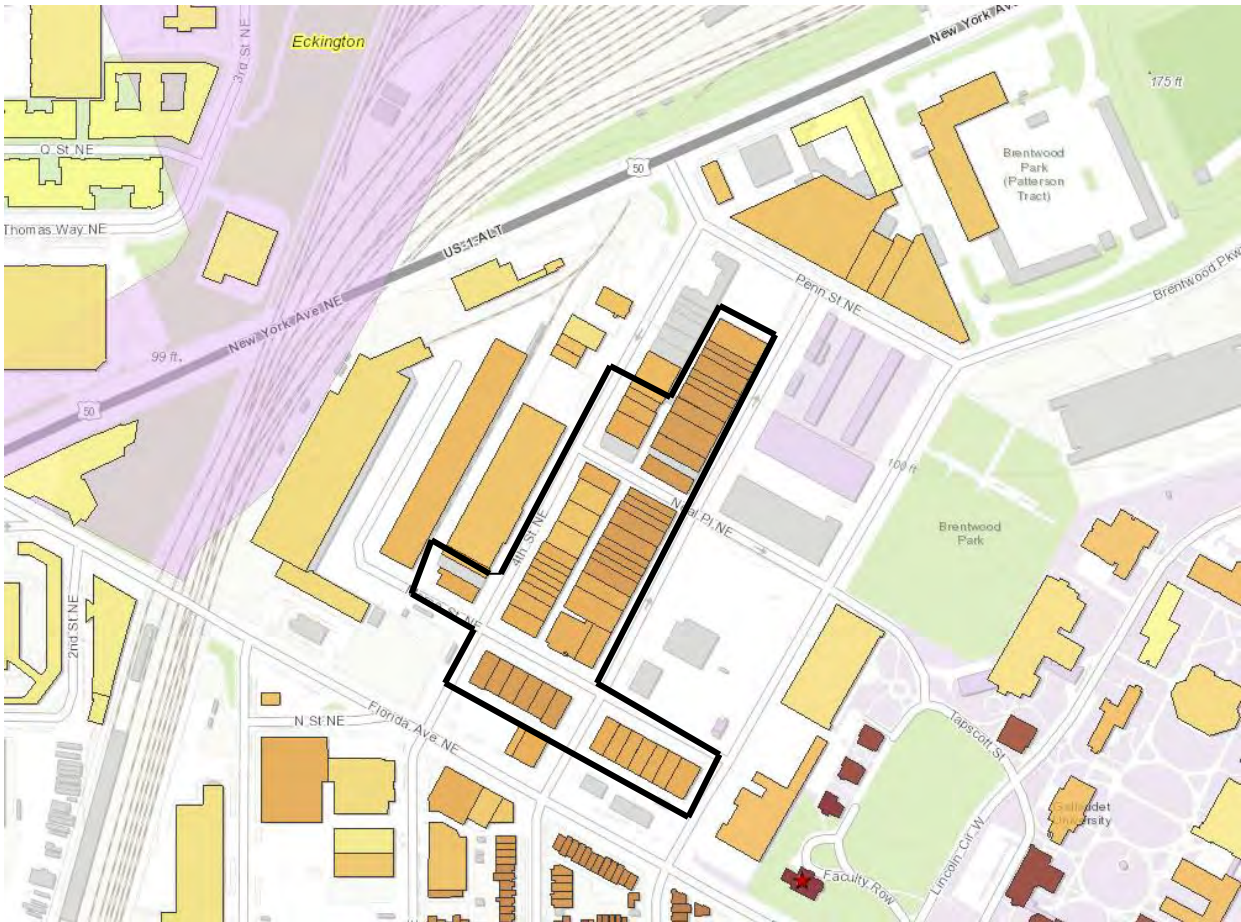
Washington, D.C.
County and State



Site map showing Union Market Terminal
(USGS Quad Map)
Latitude and Longitude: 38.90834, -76.99878

Union Market Historic District
Name of Property

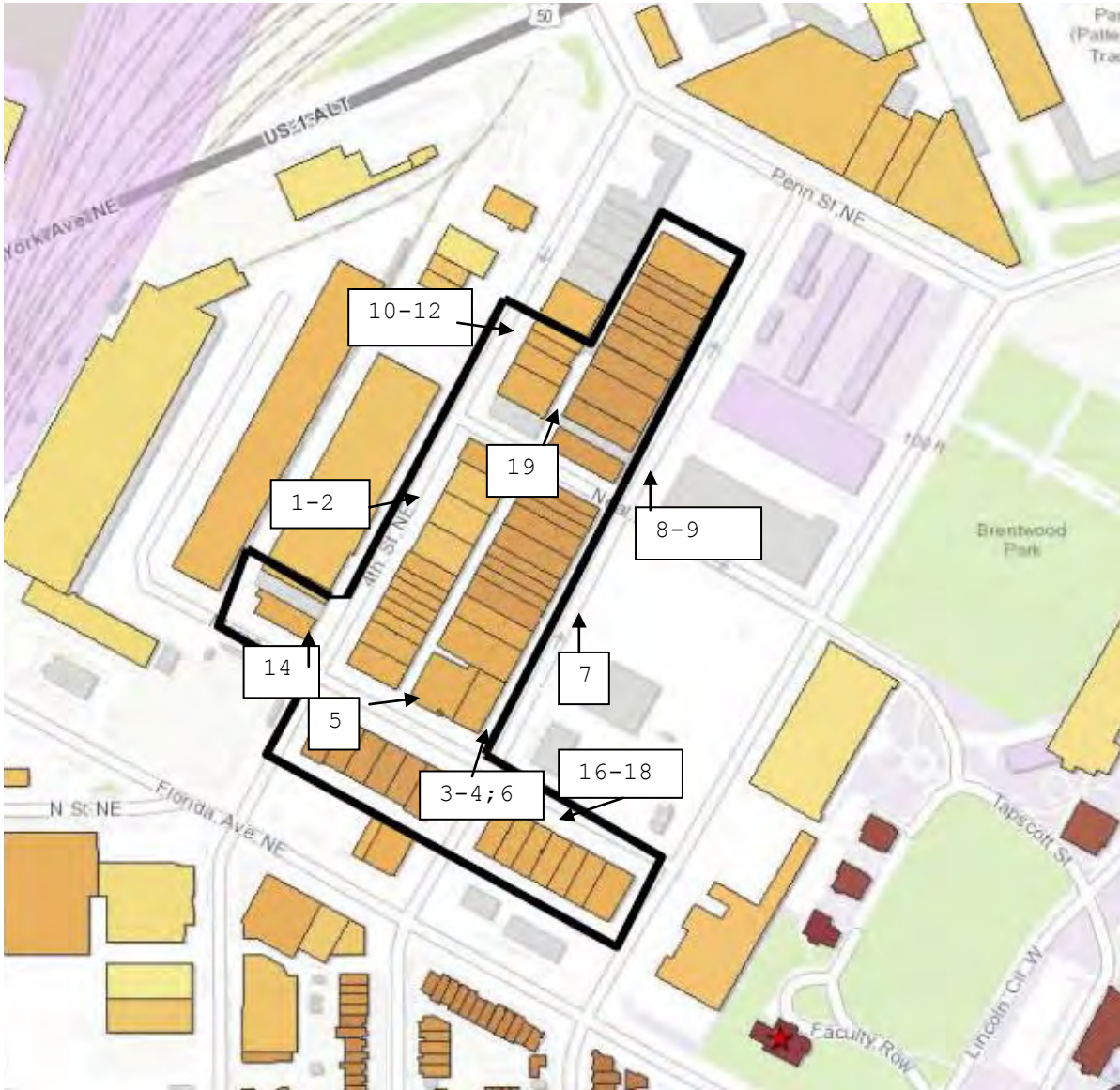
Washington, D.C.
County and State



Site Map of Union Market Terminal showing National Register Boundaries
(From DC Office of Planning, Historic Buildings Map, 2016)

Union Market Historic District
Name of Property

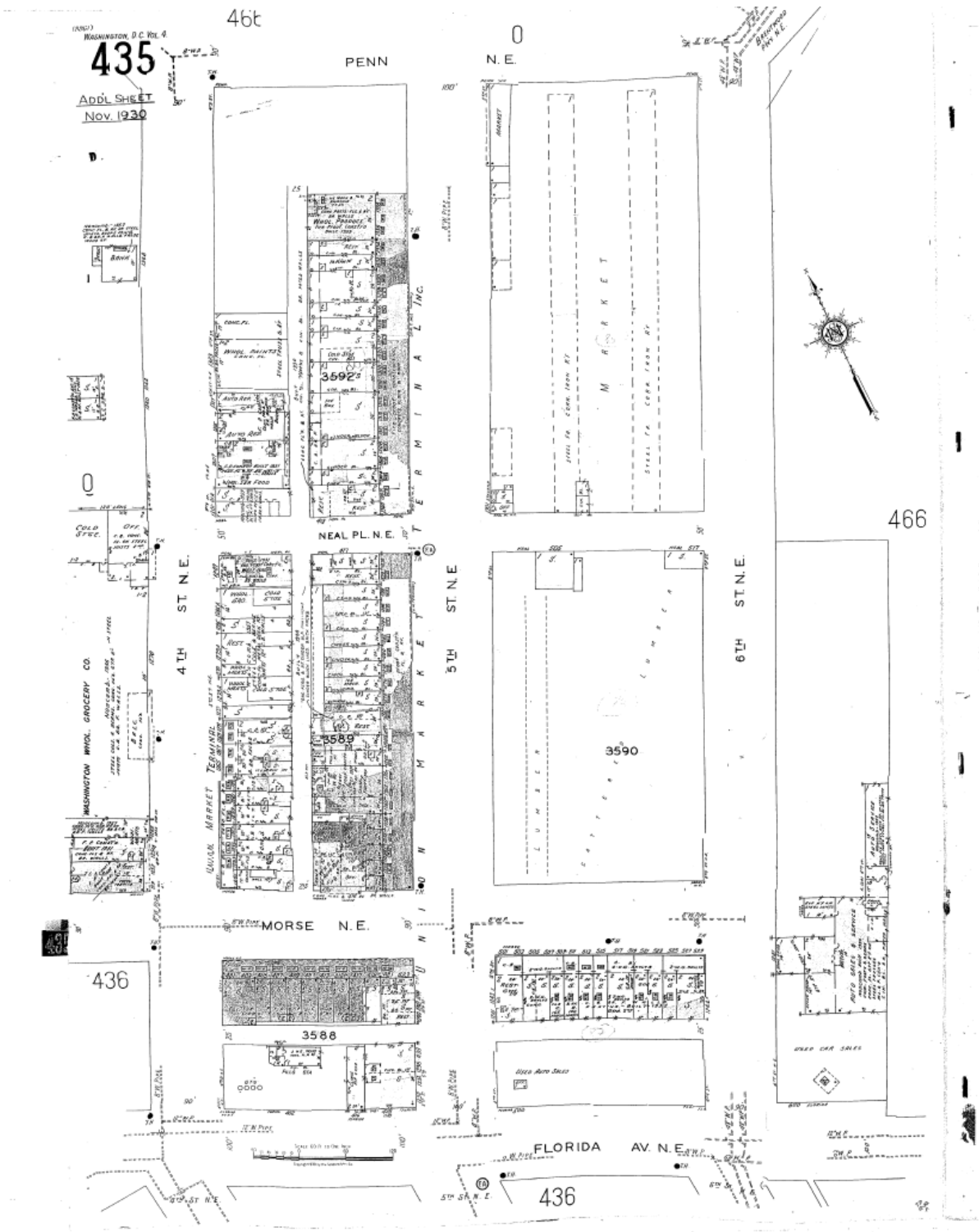
Washington, D.C.
County and State



Key to Photographs

Union Market Historic District
Name of Property

Washington, D.C.
County and State



Site Plan of Union Market
(Sanborn Fire Insurance Maps, 1930)

Union Market Historic District
 Name of Property

Washington, D.C.
 County and State

Display Ad 16 — No Title
 The Washington Post (1923-1954); Feb 15, 1931; ProQuest Historical Newspapers: The Washington Post
 pg. M15

Frank H. Allen
 Wholesale
 Fruits and Vegetables
 1282 5th St. N.E.
 UNION MARKET TERMINAL
 Lincoln 328

**Robert L. Anderson
 Company**
 Wholesale
 Fruits and Produce
 1816-1816 3rd Street N.E.
 Union Market Terminal
 STANGE 317-2117

F. B. Crovo, Jr., & Co.
 Foreign and Domestic
 Fruits
 Produce and Paper Bags
 1320-22 5th St. N.E.
 UNION MARKET TERMINAL
 Lincoln 1438

Geo. D. Deodous
 Wholesale
 Celery
 1292 5th Street N.E.
 UNION MARKET TERMINAL
 Telephone Atlantic 1082

Emmert Bros., Inc.
 Wholesale
 Fruits and Vegetables
 Wholesale of Toys
 Candies and Sweets
 1280 5th St. N.E.
 LINCOLN 489
 Broad New Ocean Market
 SA-222

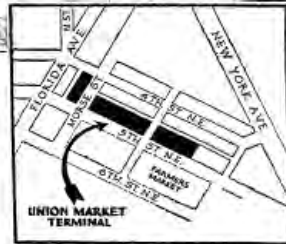
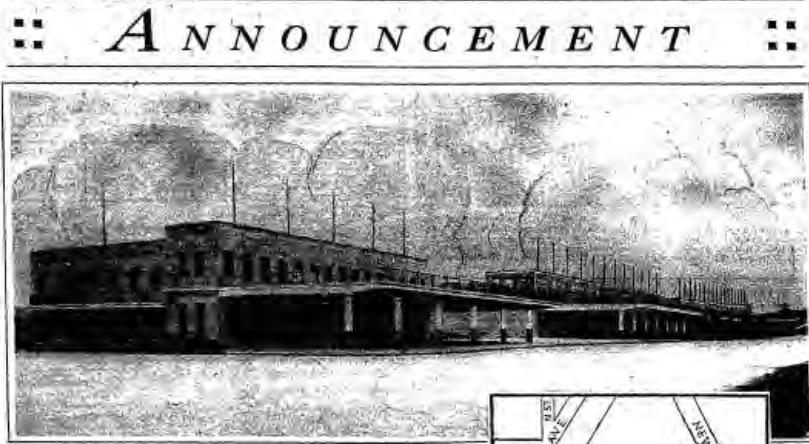
R. T. Faunce, Inc.
 Wholesale and Retail Dealer in
 Fresh, Salt and Smoked Fish,
 Poultry, Oysters, Clams,
 Crabs, Diamond Back
 Terrines.
 1274 5th Street N.E.
 UNION MARKET TERMINAL
 Lincoln 408303

W. H. Harrison Co.
 Commission
 Merchants
 1226-28-30 5th Street N.E.
 Union Market Terminal
 Atlantic 2889-1-2

**W. Chas. Heilmuller
 Company**
 Commission
 Merchants
 1310-12-14 5th St. N.E.
 UNION MARKET TERMINAL
 Lincoln 720-7201-7242

James Kalonturos
 Wholesale
 Fruits and Vegetables
 1288 5th Street N.E.
 UNION MARKET TERMINAL
 Lincoln 3236

R. E. Keister, Jr.
 Wholesale
 Fruits and Vegetables
 1284 5th St. N.E.
 UNION MARKET TERMINAL
 Lincoln 4329



**Patterson Tract (Camp Meigs)
 Florida Ave., 3rd to 6th St. N.E.**

Opening
 tomorrow—

The new
UNION MARKET TERMINAL

*Washington's new wholesale
 food center and farmers' market*

The new Union Market Terminal introduces a new chapter in the annals of wholesale food distribution for Washington.

With its blocks of structures designed and constructed to provide the most economical, sanitary and efficient methods of handling and storing food products, the new Union Market Terminal represents a far cry from the days of "Commission Row." A far cry, indeed, from the crowded jumble and traffic jams of "the old B Street Market" to the expansive thoroughfares and broad canopies of this new wholesale food center.

Here, housed in commodious buildings, are merchants handling every type of food product—fruits, vegetables, meats, sea foods, poultry and dairy products.

The Union Market Terminal is strategically located near Washington's center of population, advantageously located as to truck-

age and railroad facilities and easily accessible from any and all parts of the city. And also from a standpoint of incoming highways.

Here, too, are extensive and improved areas for the new Farmers' Market. And close by is also the northeast jobbing center.

Ample provision, too, for the parking of visitors' cars and those transacting business in market.

Visit this new food center, conceded to be one of the best planned markets of its kind in the country.

Retail food dealers and the entire Washington public are invited to visit these new premises.

to inspect the many favorable features provided by this new market and to acquaint themselves with the many genuine services supplied to Washington in the daily distribution of its produce and food.

Commencing Monday, Feb. 16th
 The Business Headquarters of the Following Concerns
 Will Be Located at the
NEW UNION MARKET TERMINAL

Frank H. Allen	W. H. Harrison Co.	E. E. Nichols
Robt. L. Anderson Co.	W. Chas. Heilmuller Co.	F. B. Crovo, Jr. & Co.
J. B. Crovo, Jr. & Co.	James Kalonturos	Geo. D. Deodous
Geo. D. Deodous	R. E. Keister, Jr.	James R. Keister
R. T. Faunce, Inc.	Wm. H. Keister	Phillips & Caldwell
Frank H. Allen	Wm. H. Keister	Phillips & Caldwell

UNION MARKET TERMINAL

Patterson Tract (Camp Meigs) Florida Ave., 3rd to 6th St. N.E.

E. E. Mossburg
 Wholesale
 Fruits and Vegetables
 1304 5th St. N.E.
 UNION MARKET TERMINAL
 Lincoln 4336

**The Newman
 Provision Co., Inc.**
 Poultry, Eggs and
 Pork Products
 1276 5th Street N.E.
 UNION MARKET TERMINAL
 Telephone, Lincoln 771 and 778

C. E. Nichols
 Wholesale
 Fruits and Produce
 Established 1906
 Specializing in
 Celery and Lettuce
 1278 5th Street N.E.
 UNION MARKET TERMINAL
 Lincoln 6906

F. D. Parrish & Bros.
 Wholesale Fruits
 and Vegetables
 1284 5th Street N.E.
 UNION MARKET TERMINAL
 Adams 2461

Phillips & Caldwell
 Real Estate
 As the exclusive agent
 for the Union Market
 Terminal, we extend a
 cordial invitation to the
 public to visit our office
 in the new market.
 1284 5th St. N.E.
 UNION MARKET TERMINAL
 Adams 3100-3101

**The New
 Quality Lunch Room**
 GEORGE CHIROPOROS
LUNCHES
 Candies—Cigars
 Cigarettes
 1334 5th St. N.E.

Gust Siavrakas
 1282 5th St. N.E.
 UNION MARKET TERMINAL
**Wholesale
 BANANAS**
S. Kopsidas
 1280 5th St. N.E.
 UNION MARKET TERMINAL

N. J. Ward & Co.
 Commission
 Merchants
 1306-1308 5th Street N.E.
 UNION MARKET TERMINAL
 Atlantic 3122-3123

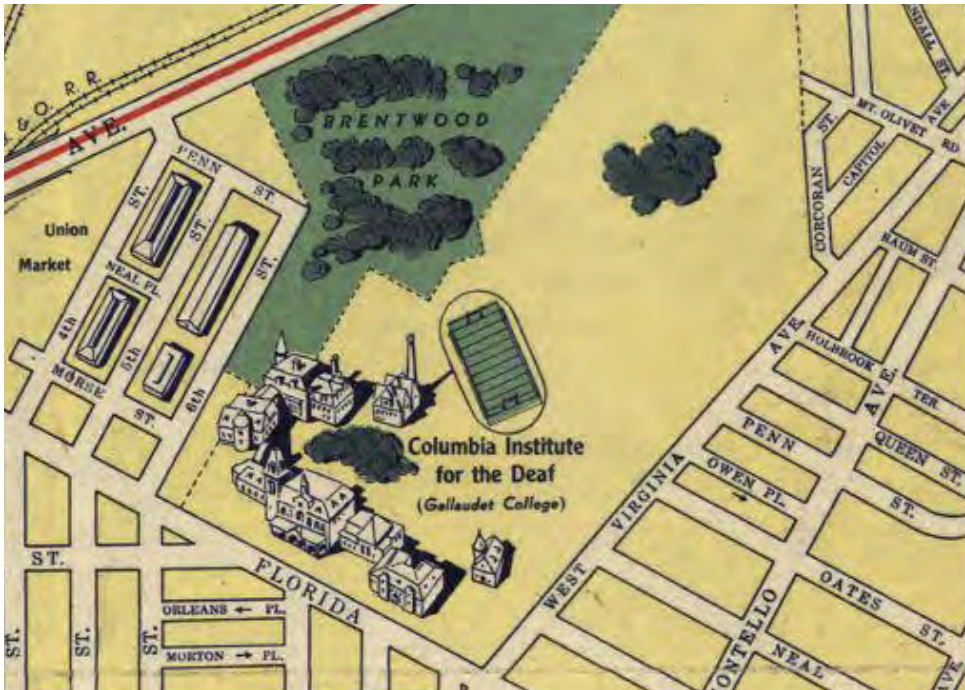
SITES
 for
 Market or Industrial
 Use at
 UNION MARKET TERMINAL
 Phillips & Caldwell
 Atlantic 3169

Rays Lunch
 Lunch
 Billiards
 Cigars
 Cigarettes
 Candies
 1280 Fifth St. N.E.
 UNION MARKET TERMINAL

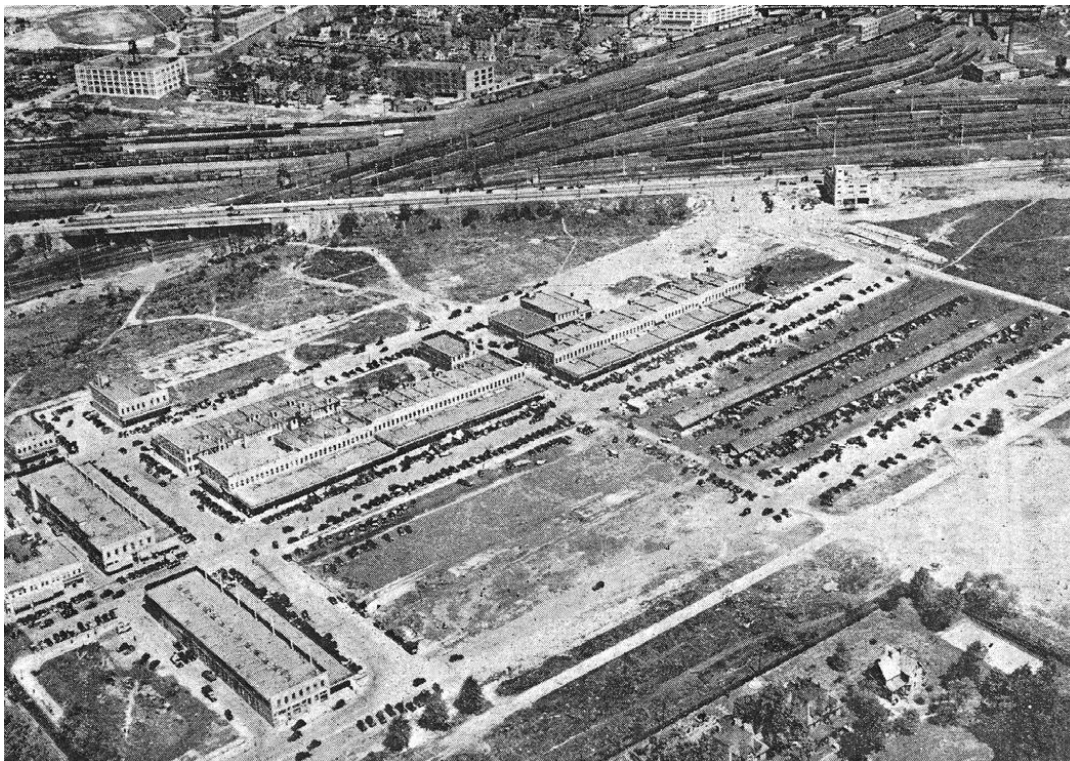
Display Ad for Opening of Union Market
 (The Washington Post, February 15, 1931)

Union Market Historic District
Name of Property

Washington, D.C.
County and State



Detail of 1942 Pictorial Guide to Washington, D.C. by Esso showing Union Market (Library of Congress, Geography and Map Division)



Aerial View showing site of Union Market Terminal, 1938 (D.C. Public Library, Vertical Files)

Union Market Historic District
Name of Property

Washington, D.C.
County and State



1949 View of Union Market
(Historical Society of Washington, WY1171)



1965 View of Union Market
(Historical Society of Washington, CHS 16046)

Union Market Historic District
Name of Property

Washington, D.C.
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

UNION MARKET

EL DORADO
DISTRIBUTION
202-544-9115

MEXICAN FRUITS

Florida Market
Wholesale Inc.
1259

AMERICAN

Super Food Inc. 一品食品公司
Tofu, Fried Tofu, Soy Milk, Red Dry Tofu
Flavored Bean Curd, Soy Bean Sprouts
Mung Bean Sprouts
202-546-5205
豆腐 黄豆芽 豆花 豆干
辣豆芽 黄豆芽 福州五香干
油豆腐 白豆腐



U N I O N M A R K E T

잡화 GIFTS, 의류 GAR
AM TRADING CO

271

269



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WARNING
Covering PM
Camera in Use



HARTMAN BROS. CO.
MEAT & POULTRY
EST. 1900

ROY WATSON, INC.
MEAT & POULTRY

MARKET CITY LABOR-SUPPLY
FOR MEAT & POULTRY

S 4

1000 WALKER STREET

HARTMAN BROS. CO.
MEAT & POULTRY

HARTMAN BROS.
POULTRY
WASHINGTON, MO.
816-234-1700

HK
HARTMAN BROS. CO.
MEAT & POULTRY



HARTMAN MEAT CO.
MEATS & POULTRY
546-5888

SAM MIRMAN, INC.
546-9600

MARKE CITY CARRY-OUT
OLD FASHIONED PRICES & SERVICE
AMERICAN & CHINESE FOOD

ABSOLUTE
SCREEN PRINTING

HARTMAN MEAT CO.

MORSE ST



ABSOLUTE
SCREEN PRINTING
& Promotions
Custom T-Shirts, Sweat Shirts, "Pants", "Knee Ties"
240-899-5418

HARTMAN MEAT CO.
MEATS & POULTRY
540-5899

SAM HERMAN INC.
540-9601

WALTON CITY CENTER

HARTMAN MEAT CO.
540-5899

HARTMAN MEAT CO.
540-5899

HARTMAN MEAT CO.
540-5899

STOP



HARTMAN MEAT CO.

202-546-8888

MEAT PROCESSOR

MARKET CITY CARRY-OUT
OLD FASHIONED PIZZA & SERVICE
AMERICAN & CHINESE TAKE-OUT

5th
MORSE ST

Handwritten graffiti on a blue dumpster, including the word "HOLY" and other illegible tags.

EVER TRADING CORPORATION
NE ACCESSORIES GENERAL MERCHANDISE
EARPHONES SOCKS, BLANKET, T-SHIRT
CASES, CHARGERS PURSES, SUNGLASSES, CAPS
(202)543-2088

LAB1270

LAB 1270

LAB 1270

CARIBBEAN CREST

HALAL

Shogun Inn





WAG
WAG
WAG

INDUSTRIES

INC.

INC.

INC.

FOODS

MUSIC ELECTRIC SUPPLY LLC



NEW
WAG
CHINESE
Restaurant

INDUSTRIOUS

verizon

verizon

TAXI

604-878

VEGETABLES
D.C.



WHOLESALE
TELEPHONE WHOLESALE

SONG'S WHOLESALER
TEL: (202) 543-5066, 0166

US WHOLESALER LLC
Wholesale & Retail Electronics

Ultra mobile D

impossible

WE FIX PHONE

DOPE

GRAFFITI TAGS

Large graffiti piece with stylized letters

Red graffiti piece with stylized letters

US WHOLESALER LLC
Souvenir & General Merchandise

1317 4th Street, N.E. Phone: (202) 547-1668

EDMV
unlocked wireless
WHOLESALE & RETAIL PHONES
PHONE REPAIR - PHONE SERVICE
202-944-4005

CELL PHONE REPAIR
29 hours of service
NIGERIA

WE FIX PHONES
1318 P ST. N.E.

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FRESH BEEF • FRESH GOAT • CHICKEN
FRESH LAMB • FISH • Bargain Wholesale

1251

ONE
WAY



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1250

WEST SUPPLY

EXPORT IMPORT
WHOLESALE CENTER

SUNLIGHT ENTERPRISES, INC.
SUNLIGHT ENTERPRISES, INC.

TOOLS, GIFTS, TOYS

HOLIDAY CORP.
WHOLESALE GENERAL MERCHANDISE

Gary's Cafe
carry out

GRY-OUT
CRABBY-LIKE
EB - NOT
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EXPORT WHOLESALE

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CUSTOMER ONLY

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WING LOON
546-0023

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ONE WAY

WARNING

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STOP

AY
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MEAT EQUIPMENT & SUPPLIES
Wholesale American, Beef, Pork, Poultry, Seafood & Specialty

AFRIK MEAT
& SEAFOOD

BEST BUY MEAT

FLORIDA BEEF, INC.

AAA WHOLESALERS CO. Inc.

AAA WHOLESALERS CO.

AFRIK MEAT & SEAFOOD

AFRIK INTERNATIONAL FOODS

SAVING TOPPS

MEAT EQUIPMENT & SUPPLIES

FLORIDA BEEF
부드러운 정육
고기, 현성 도축장
PREMIUM BEEF

GRAND OPENING

AAA WHOLESALERS CO. INC.

401 Morse St.

MORSE ST
401



FOR LEASE
282-794-7061

5th





N & T WHOLESALE, INC.

N & T WHOLESALE, INC.
Tel (202) 544-9917
WASHINGTON D.C. SOUVENIRS
T-SHIRTS SWEATSHIRTS HATS

USDOT 1371721

FOOT + 6 FOOT SUBS

ENTRANCE

FOR LEASE 200-400-2000

515

515

DIA Co. Inc.

Love



N & T WHOLESALE INC

WASHINGTON DC SOUVENIR

CAP T-SHIRT, SWEAT SHIRT, TOWEL,
TOTE BAG, KEY CHAIN, GIFTS

Tel: (202) 544-9917 Fax: (202) 544-9946



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RESTAURANT
& CARRY-OUT

546-2892

1301-A N.E. WASH. DC 20002

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DAILY FROM
FARM
Prices!

CHICKEN
CKN. WING
CKN. LEG QTR.
CKN. BONELESS BREAST

FOWL
DRUM

FRESH BEEF
FRESH BEEF RIBS
FRESH BEEF LEGS
FRESH BEEF KNUCKLE

FLAP MEAT (FAJITA)
FLANK STEAK
NEW YORK STRIPS STEAK
RIBEYE STEAK

BEEF TRIPE
COW FEET
COW SKIN
OXTAIL

SMOKED GOAT
GOAT (FRESH)
WHOLE LAMB
LAMB LEG

400 MORSE ST
202-543-1111

1257
K-51

ATM

Count Prices!

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hbk

MOJO

mojo

MOJO



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/16/2016 Date of Pending List: Date of 16th Day: Date of 45th Day: 1/31/2017 Date of Weekly List: 2/9/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 1/31/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE



MEMO

DATE: December 11, 2016

TO: Patrick Andrus

FROM: Kim Williams *KW*

RE: Transmittal Letter for Union Market Historic District National Register
Nomination

Please find enclosed three disks for Union Market Historic District National Register nomination. The enclosed disk, Disk 1 (of 3) contains the true and correct copy of the nomination for Union Market HD. The enclosed Disks 2 and 3 (of 3) contain photographs as per the NR photo requirements.