

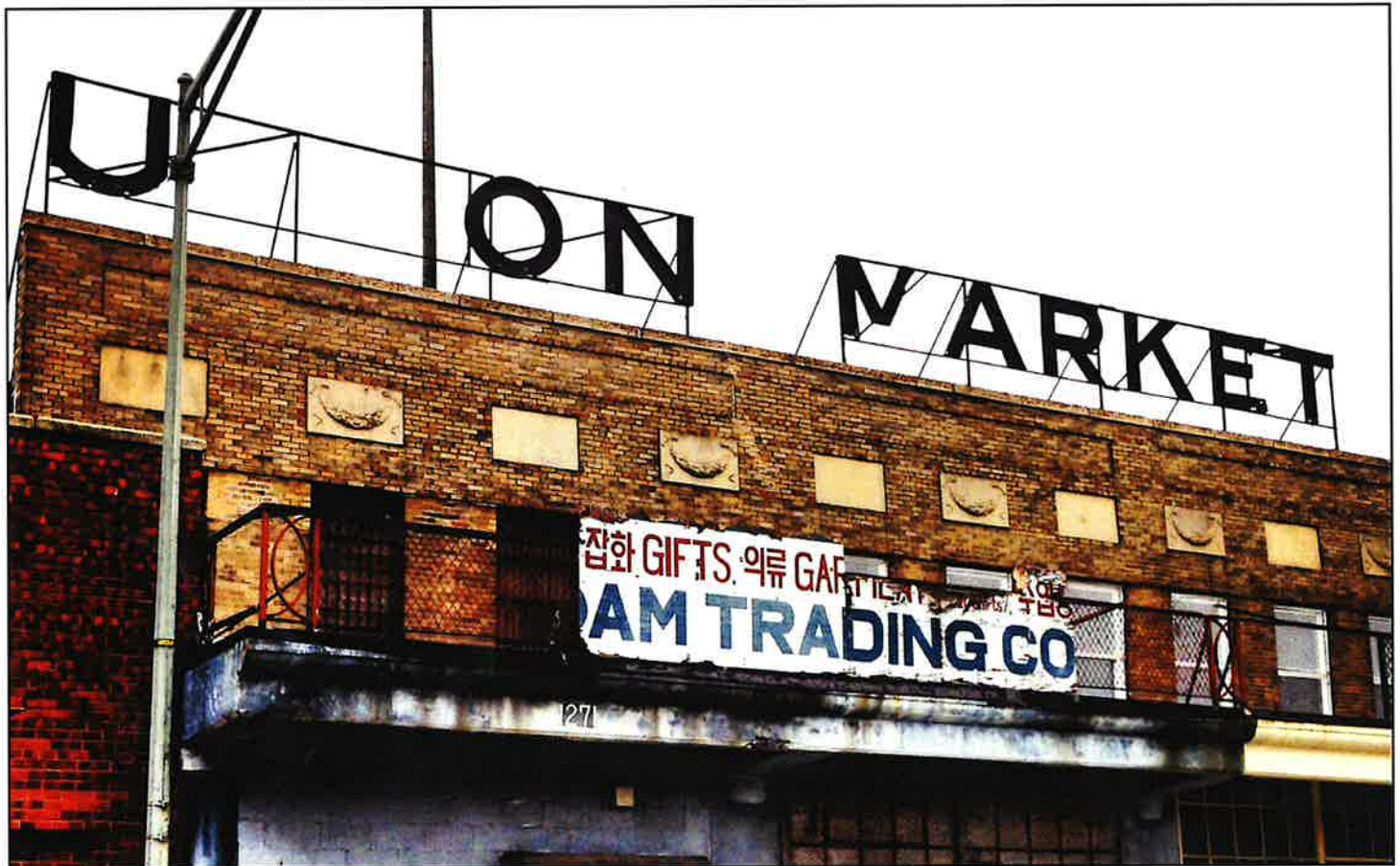


FLAP MEAT WITH  
FLANK STEAK  
NEW YORK STEAK  
RIBEYE STEAK

BEEF TRIPE  
COW FEET  
COW SKIN  
OXTAIL

SMOKED GOAT  
FRESH WHOLE LAMB LEG

# UNION MARKET TERMINAL HISTORIC DISTRICT DESIGN GUIDELINES



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*Pages 6 and 24-28 have been intentionally omitted from this draft and will be included in the final document.*

## **INTRODUCTION**

### **PURPOSE OF THE DESIGN GUIDELINES**

The Union Market Terminal Historic District is listed in the DC Inventory of Historic Sites, and in the National Register of Historic Places as a historic district. These designations recognize the unique industrial architectural, historical, and cultural significance and character of the complex. As a DC-designated historic district listed in the National Register, the district and its contributing resources are protected by the DC Historic Landmark and Historic District Protection Act (DC Law 2-144 as amended [DC Municipal Regulations Title 10A]). This means that all exterior alterations that require a DC Building permit will be subject to a design review process regulated by the District's preservation law.<sup>1</sup> The Historic Preservation Review Board (HPRB) and Historic Preservation Office (HPO) staff review building permit applications to ensure that such work preserves important character-defining features of historic properties and that alterations are compatible with the district's character. Proposed work that complies with the Design Guidelines are eligible for expedited HPO review.

These design guidelines have been developed to assist property owners in understanding the principles and practices of preservation and compatible alterations in the proposed Union Market Terminal Historic District. These guidelines supplement the policies established in the city's preservation law, regulations, and current practices as well as other standards and guidelines currently used in the preservation program. These are the first design guidelines

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<sup>1</sup> Applications for building permits for new construction and demolition and for the recordation of certain types of subdivisions are also subject to review and approval under the city's preservation law.

specifically created for a commercial historic district in DC.

In March 2009, the DC Office of Planning prepared the Florida Avenue Market Study, which produced a small area plan (SAP). The DC Council approved this plan in June 2009. These design guidelines are intended to clarify the framework for the strategic redevelopment of the area provided in the SAP.

HPO has a professional staff of architects, and preservation specialists who can provide architectural and technical assistance on appropriate products, services, and techniques relevant to the renovation contributing structures. Property owners are encouraged to consult with HPO staff informally before submitting an application for exterior work, either by phone, email, or in person.

### **WHAT IS A HISTORIC DISTRICT?**

An historic district is a geographic area listed as an historic district in the DC Inventory of Historic Sites. Protection for the historic district under DC law requires that the State Historic Preservation Officer has nominated or issued a written determination to nominate the district to the National Register after a public hearing before the Historic Preservation Review Board.

(from DC Municipal Regulations Title 10A; Chapter 99 Definitions)

### **WHAT DOES IT MEAN THAT A BUILDING IS CONTRIBUTING OR NON-CONTRIBUTING?**

Buildings and other resources located within the historic district have been identified as contributing or non-contributing.

**Contributing** buildings and resources are

those that are integral to defining the historic character of the Union Market Terminal Historic District and conveying its significance. Per the Historic District nomination, the period of significance incorporates the first period of development, from 1929-1939. Buildings and resources constructed within this period represent the district's period of significance and the significant features of these buildings and resources should be preserved. Changes to contributing buildings and resources will be reviewed using the **guidelines for contributing buildings**. It is important to note that because the district has an extended history of use as a place of wholesale industry, many buildings within it have sustained alterations and changes to their historic functions and these alterations and changes may have acquired their own historic significance.

**Non-contributing** buildings and resources are those that do not contribute to the historic character of the district. These properties include vacant lots, buildings built outside the district's period of significance, buildings that have been so altered that they no longer convey the historic and architectural character of the district, or buildings unrelated to the historic wholesale market character of the district. Changes to non-contributing buildings will be reviewed under **guidelines for non-contributing buildings**.

## **BUILDING PERMIT REVIEW**

Most types of work affecting a building in the District of Columbia require a building permit. Permits ensure compliance with construction, zoning, fire, electrical, and other applicable codes to protect the safety and well-being of District residents. The HPO reviews all permit applications for exterior work in historic districts to ensure compatibility with the site and surrounding neighborhood. Please note

that in some cases permits are required for work in historic districts that does not require a permit if proposed outside the boundaries of an historic district.

Permits are required for window, door, porch, and roof replacements; work and replacement of front steps or walks; retaining wall construction or repair; re-pointing brick masonry; installing or replacing fences; additions, new construction, and demolitions.

Property owners are encouraged to consult informally with the HPO before submitting an application for exterior work. The staff can approve most types of work, such as repair and replacement and minor alterations in an expedited permit review process. More substantial projects, such as new construction and additions, are subject to review by the HPRB at its monthly meetings. Complex projects may require more than one presentation to the HPRB. The HPO staff can provide property owners or their representatives the necessary guidance and direction to obtain a building permit.

### **Work Subject to Permit Review:**

Proposed work that does not comply with the design guidelines and requires a building permit will be subject to historic preservation review:

- Additions and new construction
- Window and door replacement
- Roof replacement
- Fences, retaining walls, and driveway and sidewalk paving
- Masonry repair and repointing
- Exterior mechanical and solar equipment

### **Work Not Subject to Permit Review:**

The following work does not require a building permit and is not subject to historic preservation review:



- Minor repairs and general maintenance
- Painting
- Window screens, storm windows, security bars, and removable air conditioners
- Outdoor furniture, play equipment, and garden sculpture, and other movable site features not requiring a foundation
- Most landscaping, including planting, maintenance, or removal of trees and shrubs (Please note that some landscaping in public space may require a public space permit. Before removing trees, owners should consult with the Urban Forestry Division, District Department of Transportation at <http://ddot.dc.gov/page/ddot-urban-forestry>)

The DC Permit Center is located at 1100 4th Street, SW on the second floor (Waterfront Metro). For further information on building permit requirements, see the DCRA website at [www.dcr.dc.gov](http://www.dcr.dc.gov).

**Work that follows Design Guidelines:**

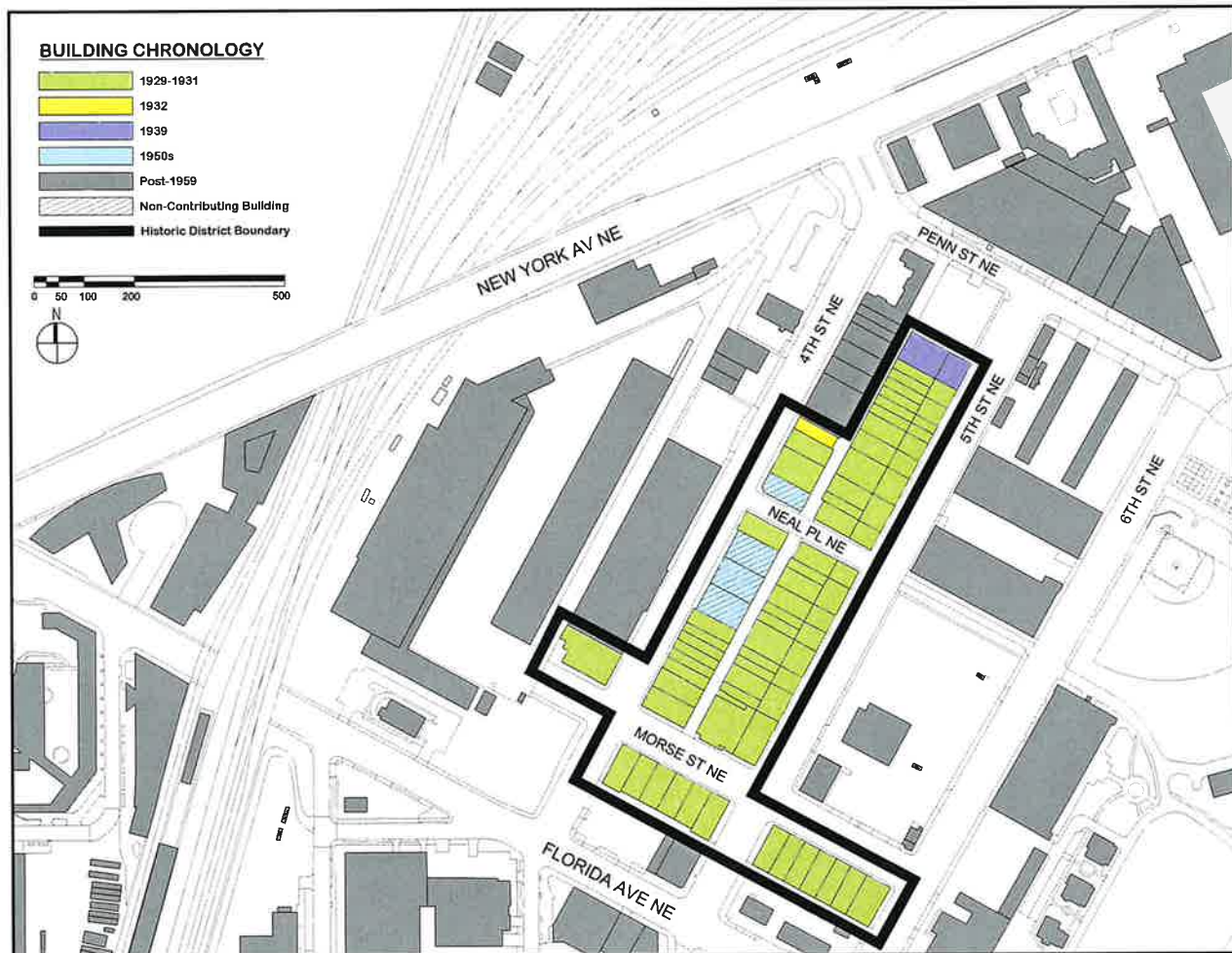
Many types of work can be approved by HPO staff in an expedited, “over the counter” permit review. The following work is eligible for this type of review:

- Window replacement
- Addition of doors
- Masonry repair and repointing
- Signage
- Lighting
- Painting
- Flagpoles
- Additions

Additions within the heights and setbacks outlined in the Additions section of these design guidelines can be approved by HPO staff in an expedited matter. Zoning Commission will review the specifics of design and massing as a component of the planned unit development (PUD) process.

For further information and full texts of the preservation law and regulations, see the HPO website at <http://planning.dc.gov/page/historic-preservation-office>.

## MAP OF HISTORIC DISTRICT



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

### HISTORY OF THE UNION MARKET TERMINAL HISTORIC DISTRICT

The Union Market Terminal Historic District is comprised of seventy contributing buildings located with the historic core of the Union Market Terminal, a large complex of wholesale warehouse buildings constructed between 1929 and 1939, which correspond to the dates of the proposed period of significance. The Union Market complex comprises approximately forty-acre tract of land is located to the east of the intersection of Florida and New York avenues, with the former serving at the

complex's north boundary and the latter as its south boundary. The historic district, however, is smaller than the Union Market Terminal complex, and is comprised of two central rows of buildings along 4th and 5th streets, N.E., two smaller rows along Morse Street, N.E., and the buildings at the northwest corner of 4th and Morse streets.

In March 1927, Congress directed the Commissioners of the District of Columbia to study potential sites for a new farmers' market, to replace the Central Market and associated market structures that were demolished for the

development of Federal Triangle, per the 1926 Public Buildings Act. The Commissioners' identified nine sites which met their conditions – that the farmers' market and wholesalers operated in a single, central location, and that the site was in close proximity to highways, waterways, and railroads – including the Patterson Tract (the present-day location of Union Market Terminal). By early 1928, the Commissioners recommended a site located in Southwest Washington, bound by Tenth, Eleventh, E, and G streets. Despite widespread criticism of the site, including its inconvenient location, Congress approved the bill in February 1929, receiving President Coolidge's signature in March.



Center Market. National Museum of American History Archives.

While Congress was working towards selecting a new market site, a group of merchants, later known as the Union Market Terminal Association, began to take steps to secure a site for a private market in Northeast Washington. In 1928, the group purchased forty acres of land within the Patterson Tract, to establish a market center to include wholesale houses, a farmers' market, and a retail market. By 1931, the Union Market Terminal was comprised of forty-two acres of the Patterson Tract. The Patterson Tract, historically an eighty-six acre parcel located near the northwest sector of Florida Avenue and 6th Street, N.E., was an estate originally owned by Eleanor Brent and her husband, North Carolina congressman

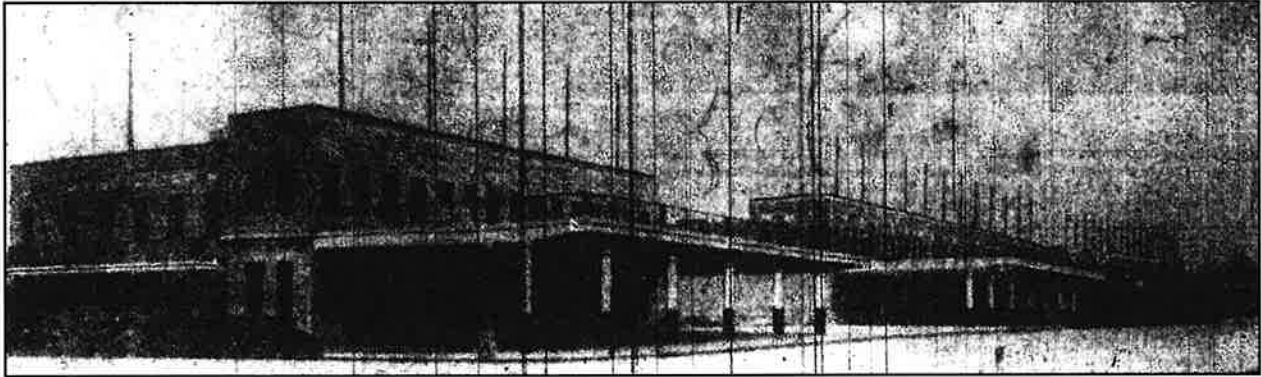
Joseph Pearson. In 1817, the Pearson's erected Brentwood, a Greek Revival style mansion designed by architect Benjamin Henry Latrobe. In the 1830s, the Pearson's only daughter married into the Patterson family, whom remained on the estate through the nineteenth century. In 1915, the mansion was destroyed by fire, and in 1917 the federal government leased the land from the Patterson family to establish Camp Meigs, a mobilization point where men were being trained for military duty in France.

After the closure of Camp Meigs, the local citizenry and members of the Board of Trade pushed for creation of a public park on the site. However, the parcel was purchased by the Hechinger Building and Plumbing Company in 1919, who demolished the remains of the 1817 mansion and the government's Camp Meigs buildings. In 1928, the forty-two-acre northeast portion of the Patterson Tract was acquired through condemnation proceedings by the National Capital Parks and Planning Commission for the creation of the long desired public park, named Brentwood Park.

Construction of the Union Market Terminal originally began in 1929. Six streets were laid – three northeast-southwest streets - 4th, 5th and 6th streets - and three northwest-southeast cross streets - Morse and Penn streets, and Neal Place – creating six squares. The earliest buildings, designed by either E.L. Bullock, Jr. or builder Charles H. Tompkins, Co., were generally symmetrical, two-story, Classical Revival style buildings clad in buff brick materials, with projecting loading docks with covered roofs. Classical detailing included garland bas-reliefs, Doric columns, blind arches above single rectangular window openings, and occasional projecting pediments on center units. The earliest buildings were constructed in long rows, creating a unified streetscape. As part of the market center's master plan, the Union Market Terminal Company negotiated

with the Baltimore & Ohio Railroad to construct rail lines to the center from the main line tracks; and with the city to provide public

market at Union Market Terminal instead of the Farmers' Market approved by Congress in 1929. By August 1931, it was reported



*Washington Post*, February 15, 1931

Union Market Terminal was to be comprised of three parts: stores/warehouses for wholesalers; a five acre farmers' market site, located on the east side of 5th Street, to the north of Neal Place and to the south of Penn Street; and a retail market located between 5th, 6th, and Morse streets and Neal Place. In August 1929, clearing of the site had begun and in October, the Company filed permits to construct the first groups of market buildings to be located on 5th and Morse streets. In 1930 and 1931, several additional groups of buildings were constructed, including market buildings at the second block of Morse Street and buildings along the east side of 4th Street. On the farmers' market site, two, open air, steel framed sheds had been constructed, as well as a comfort station at the corner of 5th Street and Neal Place. The planned retail market did not come to fruition.

In February 1931, Union Market Terminal officially opened. At the time of its opening, 215 farmers had signed up for the 300 stands available at the new market. These numbers were not necessarily a surprise: one year earlier, the 300-member Maryland and Virginia Farmers' Marketing Association voted in favor of establishing their outdoor

that 100 merchants had moved into the market buildings, with plans underway for an expansion. After 1931, several additional warehouses were constructed which reflected the site's accepted building models, but were constructed as single buildings as opposed to the earlier style of long rows. By 1947, however, newly constructed buildings permanently diverged from the market's original standard building form.



Union Market, June 26, 1949. Historical Society of Washington, Wymer Collection.

The farmers' market operated out of the Union Market Terminal for roughly three decades. During the era of urban renewal, however, the farmers' market was closed due to health code violations. Although there was interest in retaining the farmers' market on site, the property's owners sold the six-acre



tract, thereby permanently closing the farmers' market. Regardless of this loss, wholesale operations at Union Market Terminal continued to thrive. In the 1950s, several new buildings were constructed on site, with almost all D.C. wholesalers operating out of Union Market in 1958. Shortly thereafter, however, changes to wholesale distribution, including supermarkets establishing their own distribution centers, the use of large tractor trailers which caused congestion within the markets roads, and aging buildings saw an out flux of merchants to newer facilities and the suburbs.

In an effort to stimulate the city's ailing wholesale food industry in the early 1980s, the District purchased eight acres of land adjacent to Union Market and, partnering with local developers and wholesale merchants, constructed a 200,000 square foot facility, with the hope of encouraging merchants to move into or remain at the market and expand into the new building.



Union Market, circa early 1980s

At this time and afterwards, an influx of Chinese and Korean immigrants, as well as other immigrant-owned business, began to move into the old market buildings, creating a diverse group of wholesalers at the market.

In 2007, The DC Office of Planning partnered with property owners, Paul Pascal, Gallaudet University, and Edens to create the Florida Avenue Market Study and corresponding Small Area Plan (SAP). In 2009, the SAP

was approved and put in place in order to incentivize investment through density. From 2012-2016, Edens made a sizable investment into the 45-acre area, which resulted in the re-opening of the market and several other buildings, as well as three planned unit developments (PUDs). Since the re-opening of the market, considerable attention has been paid to the area and based on the SAP, substantial investments have been made by institutional investors including Prudential, JP Morgan, CalSTRS, Trammell Crow Company, and others.

Today, Union Market Terminal continues its intended use as a wholesale market complex. Many of the original buildings constructed between 1929 and 1931 have undergone several alterations, including filled-in loading docks, filled-in windows, additions on top of the loading dock roofs, and missing flagpoles, in addition to other changes.

## DESIGN GUIDELINES

### **DESIGN GUIDELINES: GENERAL PRINCIPLES AND COMPATIBILITY**

These design guidelines for the Union Market Terminal Historic District supplement the policies established in the city's preservation law and regulations, as well as other standards and guidelines currently used in the preservation program. These are the first design guidelines created for a specifically commercial historic district in DC.

For more information, please visit the website of the DC Historic Preservation Office at [www.planning.dc.gov/historicpreservation](http://www.planning.dc.gov/historicpreservation), where these materials are available, including the following design guidelines that have been adopted by the HPRB:

- Window Repair and Replacement
- Standards for Signs, Awnings, Canopies and Marquees
- Walls and Foundations
- Roofs
- Porches and Steps
- Basement Entrances and Basement Windows
- Landscaping, Landscape Features and Secondary Buildings
- Utility Meters
- Additions to Historic Buildings
- New Construction in Historic Districts
- Accommodating Persons with Disabilities
- Energy Conservation
- Historic Commercial Buildings

## **GUIDELINES FOR CONTRIBUTING BUILDINGS**

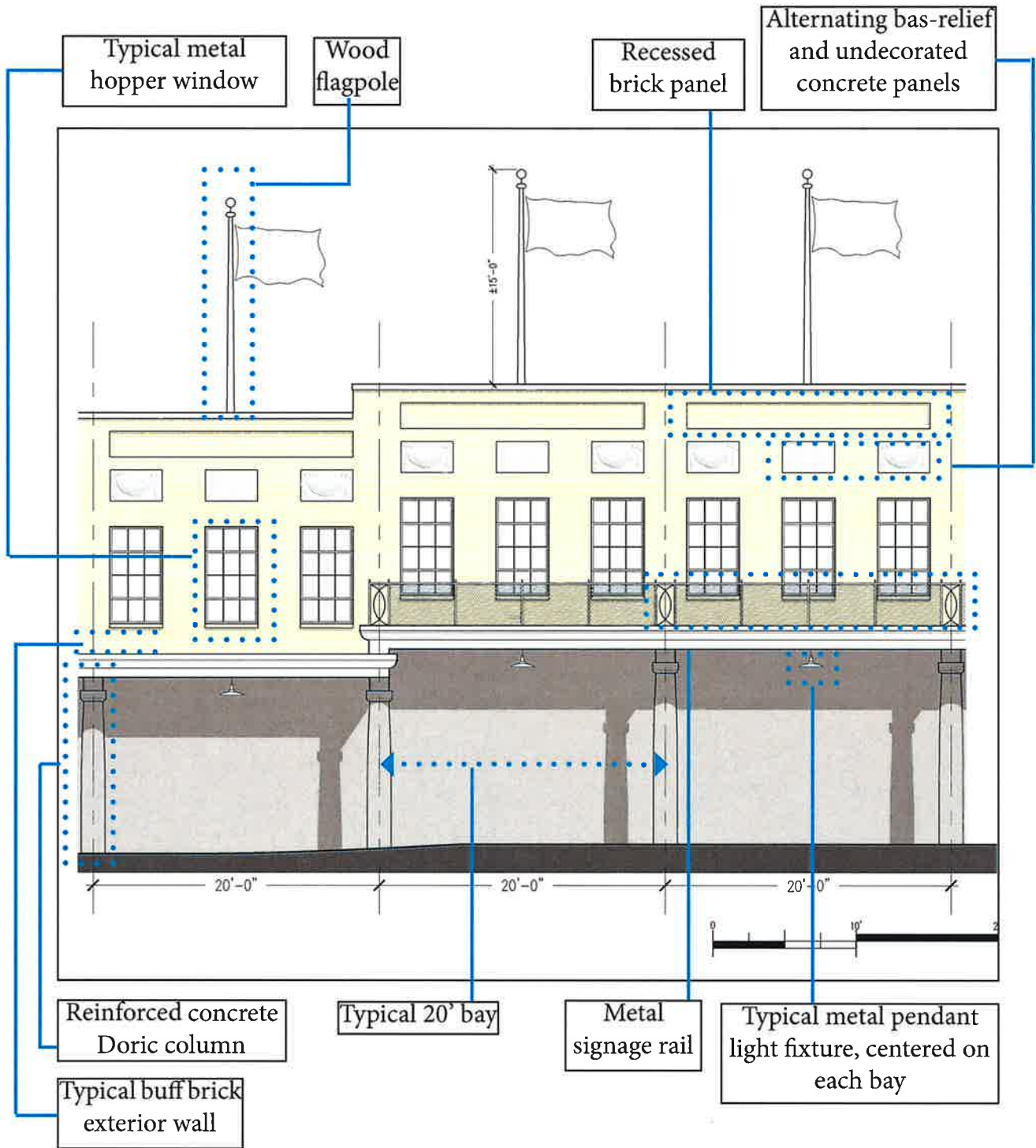
### **ANATOMY OF THE BUILDINGS**

Architect E.L. Bullock, Jr. designed basic building type consisting of a two-story buff brick building in a reduced Classical Revival style that could be easily replicated and arranged in multiples to form a continuous building the length of each block. The effect of the building design is realized in the repetition of the building type throughout an entire block where a sense of order and master planning are evident.

The two-story buildings are characterized by their overall symmetry and Classical details:

- The typical first story had a projecting open loading area covered with a concrete roof supported by Doric columns made of reinforced concrete (Nearly all of the formerly open loading areas have since been filled in with incompatible building materials such as concrete block or new brick.)
- An arcade connected the continuous line of loading areas, and light was provided via pyramidal skylights. Each bay contained a skylight, only a few remain open today.
- Typical second story features three symmetrically-placed windows (originally six-over-six metal frame windows) topped with three concrete rectangular panels that alternate between a classical garland and an undecorated panel, except on the south elevation of the building located at the northwest corner of 5th and Morse Streets, which has decorated bas-relief panels in every location above the second floor windows. Above this decorative element is a recessed panel. The recessed panels distinguish the buildings and occur with the same frequency as the first floor bays
- A parapet obscures the flat roof and is

# ANATOMY DIAGRAM



stepped according to changes in elevation. Slightly behind the parapet, in the middle of each building, is a wood pole, which likely served as a flagpole

- The standard structural bay for each building, the area between the columns at the arcade and defined by party walls, defined ownership and tenancy. Each bay measured 20 feet, and could be joined with one or two others to create buildings ranging from 40 feet to 60 feet. The projecting bays were originally topped with a metal rail that was used to hold signage. Portions of this rail are extant along 5th Street

- The typical bay section included 40' overhangs attached to buildings with depths that ranged from 55 feet on Morse Street to 70 feet on 5th Street to 72 feet on 5th Street

Other elements of Bullock's original design included a continuous arcade along each block. Alleyways divided each square and also provided additional points of access to the businesses. Although there was a standard design, there were some variations in both design and use. For example, one building featured a pediment while another had an interior ramp to access a second-story garage. Character-defining elements are the original details of Bullock's design that remain as a part of the historic fabric today:

- The continuity that arises from the repetition of the same building design along an entire block, sometimes stepped according to the topography, which gives the market an architectural cadence and an identifiable rhythm
- Decorative and functional elements of Bullock's design are important historic elements. Although many of the arcades have been filled, columns are visible in a

few places giving a sense of the pattern and space created by the original open arcade

- Second-story decorative elements, such as the recessed panels in the brickwork and the bas-relief panels, are also key elements of the original design

Original materials such as windows and signage provide additional embellishments on these essentially industrial buildings. The "Union Market" sign in particular creates a strong sense of the Market and is an important identifier for many patrons.

The following addresses within the boundaries of the historic district are contributing:

1250-52 4th Street NE	1300 5th Street NE
1254 4th Street NE	1302 5th Street NE
1251-53 4th Street NE	1304 5th Street NE
1255 4th Street NE	1306 5th Street NE
1257 4th Street NE	1308 5th Street NE
1259 4th Street NE	1310 5th Street NE
1261 4th Street NE	1312 5th Street NE
1263 4th Street NE	1316 5th Street NE
1265 4th Street NE	1318 5th Street NE
1269 4th Street NE	1320 5th Street NE
1271 4th Street NE	1322 5th Street NE
1250 5th Street NE	1324 5th Street NE
1252 5th Street NE	1326-30 5th Street NE
1254 5th Street NE	1332 5th Street NE
1256 5th Street NE	1334 5th Street NE
1258 5th Street NE	1336-68 5th Street NE
1260-62 5th Street NE	416 Morse Street NE
1266-68 5th Street NE	401-403 Morse Street NE
1270 5th Street NE	405 Morse Street NE
1272 5th Street NE	407 Morse Street NE
1274 5th Street NE	409 Morse Street NE
1276 5th Street NE	411 Morse Street NE
1278 5th Street NE	413 Morse Street NE
1287 4th Street NE	415 Morse Street NE
1307 4th Street NE	417 Morse Street NE
1315 4th Street NE	419 Morse Street NE



1317 4th Street NE	501 Morse Street NE
1280 5th Street NE	505-07 Morse Street NE
1286 5th Street NE	509 Morse Street NE
1290-92 5th Street NE	511 Morse Street NE
513 Morse Street NE	521-23 Morse Street NE
515 Morse Street NE	525 Morse Street NE
517 Morse Street NE	527 Morse Street NE
519 Morse Street NE	1314 5th Street NE
421-23 Morse Street NE	

## EXTERIOR WALLS AND FOUNDATIONS

Historic masonry should be preserved and retained.

### 1. Materials

- Existing masonry wall materials found throughout the district are unpainted buff brick laid in American bond coursing, and the bas-relief and other panels are concrete

### 2. Masonry cleaning and repair

- Where necessary, cleaning the masonry should begin with the gentlest means possible, by washing with water and detergent with a hand brush. If this proves to be unsuccessful, exploration of cleaning methods should proceed in careful steps to more aggressive methods until dirt, pollutant, or graffiti is removed, in order to protect the integrity of the brick. Cleaning methods should be tested on a small inconspicuous area of the wall to determine effectiveness. Concrete and brick are not of the same composition and any effort to clean them should take into account their basic differences. As when cleaning brick, test patches should be made on the concrete surfaces before proceeding.
- \*HPO should be informed of plans to clean masonry so they may inspect the test patches
- Aggressive cleaning methods and substances that erode surfaces should never be used. This includes power washing and any abrasive methods such as sand blasting.
- If necessary, areas of masonry that require replacement should use in-kind materials to match original
- Repointing should match the original in joint width, color, tooling, profile, and mortar composition, per mortar analysis



Existing typical masonry wall.



Existing typical wall at rear alley.

## WINDOWS AND FENESTRATION

Preservation of original windows and masonry openings is encouraged. If possible, historic windows should be retained and repaired.

### 1. Materials

- Original windows are typically of metal with six-over-six lights, hopper with metal frames

### 2. Window Repair and Replacement

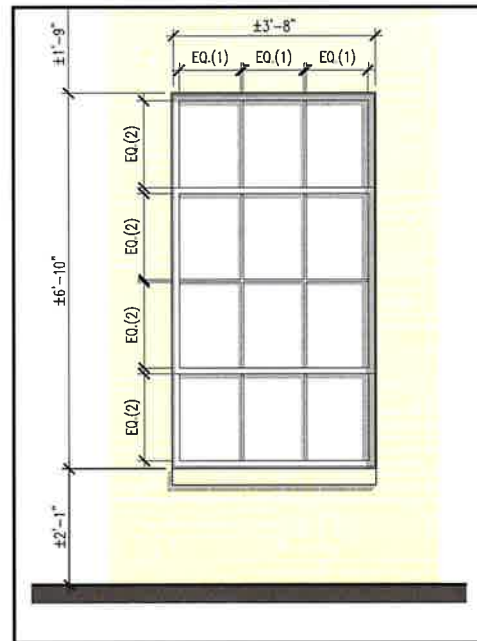
- Retention and repair of historic windows is the most appropriate treatment, and repair options should be evaluated prior to considering replacement.
- If historic windows on primary elevations are beyond repair and cannot be retained, replacement windows should closely match the visual appearance of the original windows in material and finish, replication of the pane configuration, dimensions and profile of the sash, framing elements and muntins, and match the finish and visual qualities of the historic windows.
- If existing windows on primary elevations are not historic windows, replacements should be consistent with the historic design or character of the building.
- Replacement windows on primary elevations should properly fit and fill historic window openings to match the historic appearance. New installations should not result in an increase in the size of the exterior framing or diminution in the amount of glazing.

### 3. Energy Efficiency

- In addition to basic maintenance and repair, the energy efficiency of windows can be greatly improved with weather stripping, storm windows, or replacement glazing. Double-glazed windows using the historic configuration of six-over-six lights and the sash and frame profile generally will be

found to be acceptable replacements.

### 4. Typical window



Existing original window detail with dimensions.



Existing original window detail.



## DECORATION

Concrete panels that alternate between decorated bas-relief classic garland and undecorated are in every location above the second story windows. Above these panels is a recessed brick panel. The recessed panels distinguish the buildings and occur with the same frequency as the first floor bays.

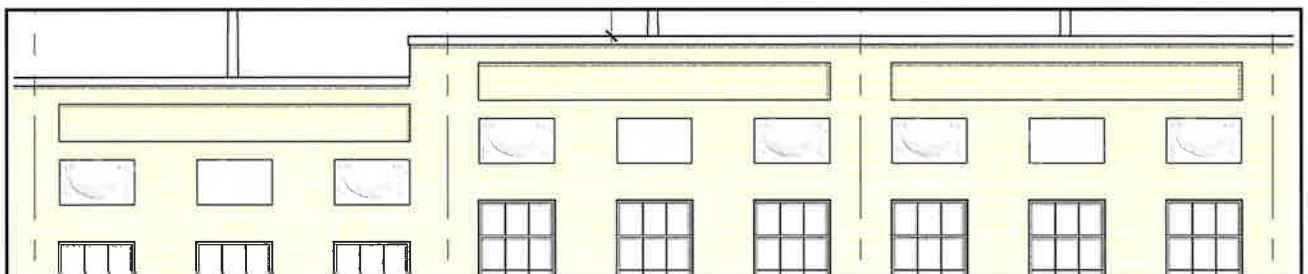
The alternating decorated/undecorated concrete panels and recessed brick panels should be repaired and maintained where they are located. These decorative concrete panels may suffer from cracking over time. Repair work should be done under the supervision of a qualified masonry conservator.



Existing window and panel conditions.



Existing window and panel conditions.



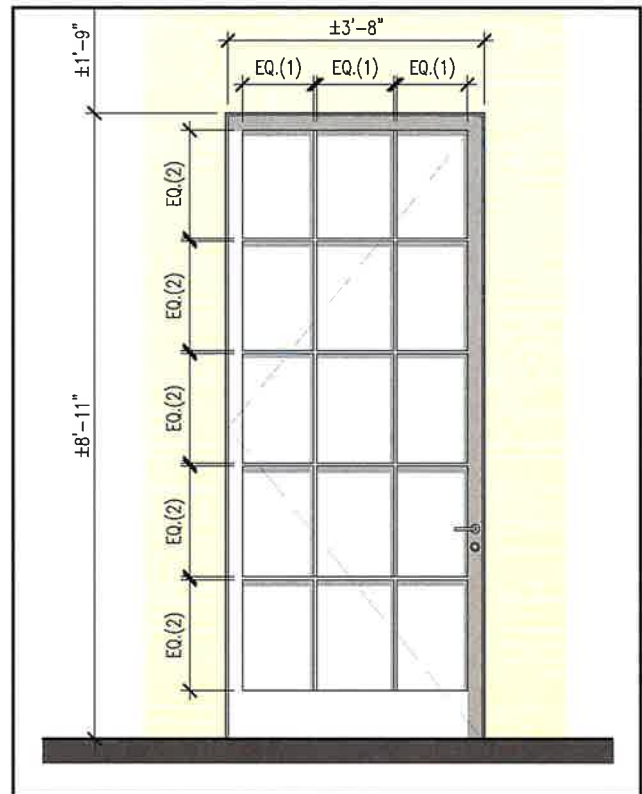
Typical panel location and frequency on elevation.



## DOORS AND OPENINGS

Preservation of original windows and masonry openings is encouraged. If possible, historic windows should be retained and repaired.

1. Materials
  - One storefront at the northwest corner of Morse and 5th Streets retains an open bay free of infill materials. This reveals the original first story exterior wall and configuration of a centrally located entry flanked by one window to either side.
2. Accessibility/ADA
  - Creating an accessible entrance may require modifying steps, landings, doors, and thresholds or adding ramps or exterior lifts. At the Market, the entry level is at grade making it possible to achieve accessible entry without adding ramps or making modifications. Ideally, the accessible entrance should be the primary entrance to the building. However, if modifying this entrance or adding ramps or lifts at this location would significantly alter the historic character of a building, then a secondary public entrance should be considered. Rear or service entries should be considered. Rear or service entries should not generally be considered the primary accessible entrance unless no other option is available. IF a rear or service entrance is used as the accessible entrance, its appearance should be upgraded. In order to provide access to the rooftops of the projecting bays, existing windows may be enlarged to create doors. These openings should be located at every third window.



Example of door opening to rooftop of projecting bay.

## PROJECTING BAYS

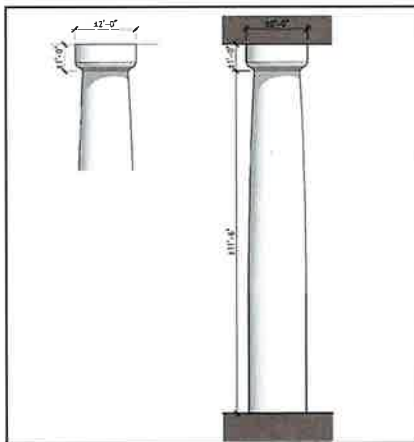
1. Materials
  - Concrete
2. Storefronts
  - Majority are currently infilled with inappropriate materials
3. Doric Columns
  - Reinforced concrete should be repaired
4. Skylights
  - Re-opening of pyramidal skylights is encouraged
5. Re-opening is encouraged, through glassy storefronts



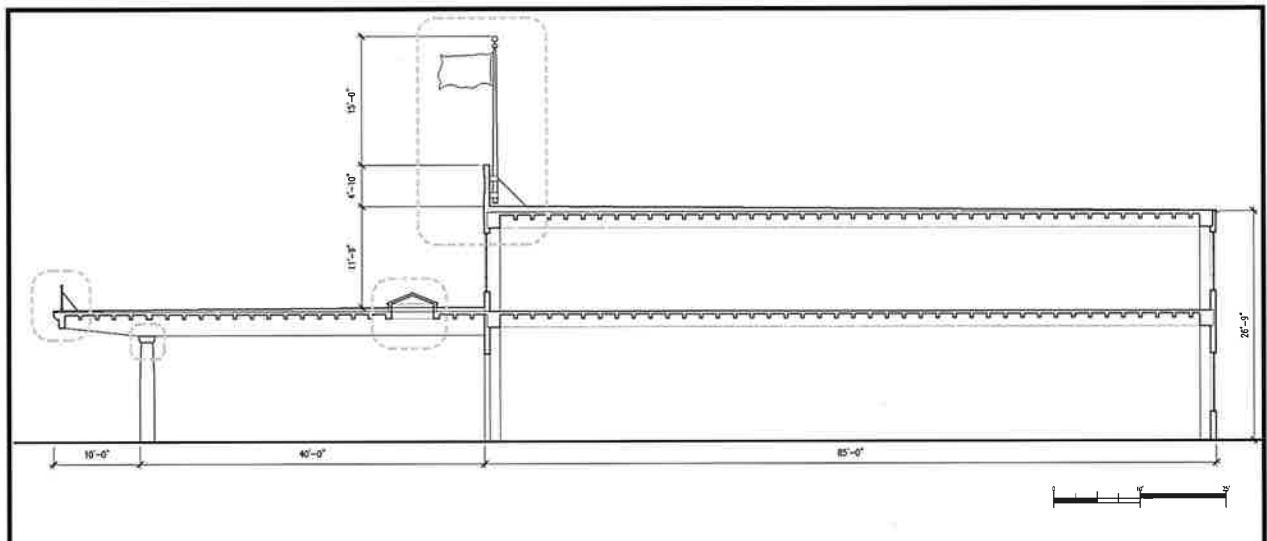
Existing open bay at northwest corner of Morse and 5th Streets, NE.



Existing column conditions.



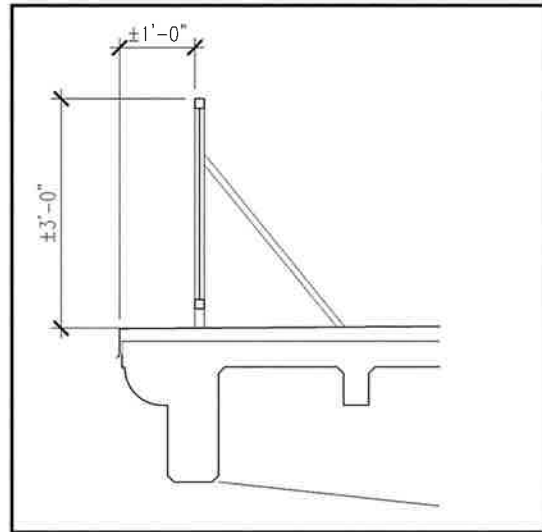
Detail drawing of column.



Typical projecting bay section

## ROOFS, CORNICES, AND OTHER APPURTENANCES

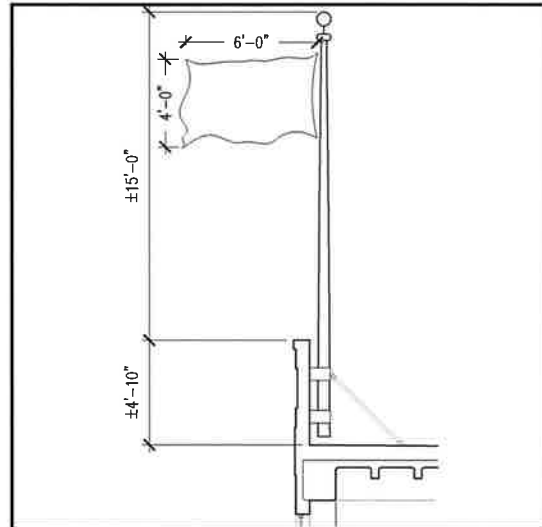
1. Stepped cornices
2. The cornices are stepped according to the topography, which gives the market an architectural rhythm and an identifiable pattern. The retention of this aspect of the building design is important to the retention of the character and appearance of the historic district.
3. Flagpoles
  - Flagpoles are composed of wood, and should be activated.



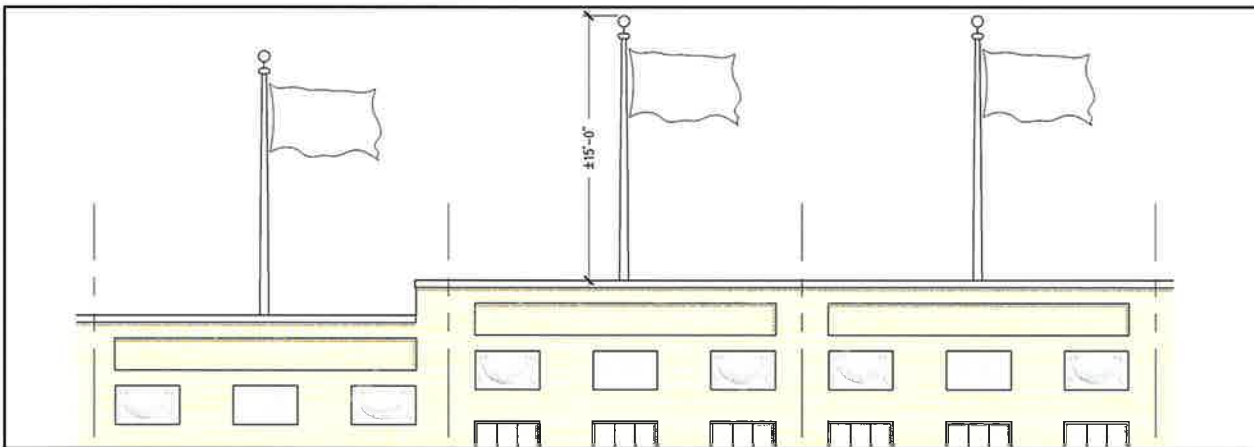
Detail drawing of projecting bay cornice and signage rail.



Existing cornice conditions.



Detail drawing of building cornice and flagpole.



Detail drawing of rooftop and cornice elements.

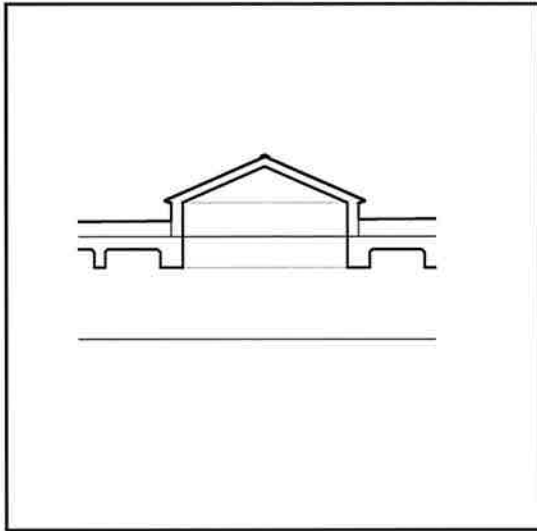
## SKYLIGHTS

Each projecting bay was designed and built with a pyramidal skylight set back near the second story. All of these skylights were closed off at some point, and one has been re-opened.

The re-opening of these skylights with glazing is encouraged.



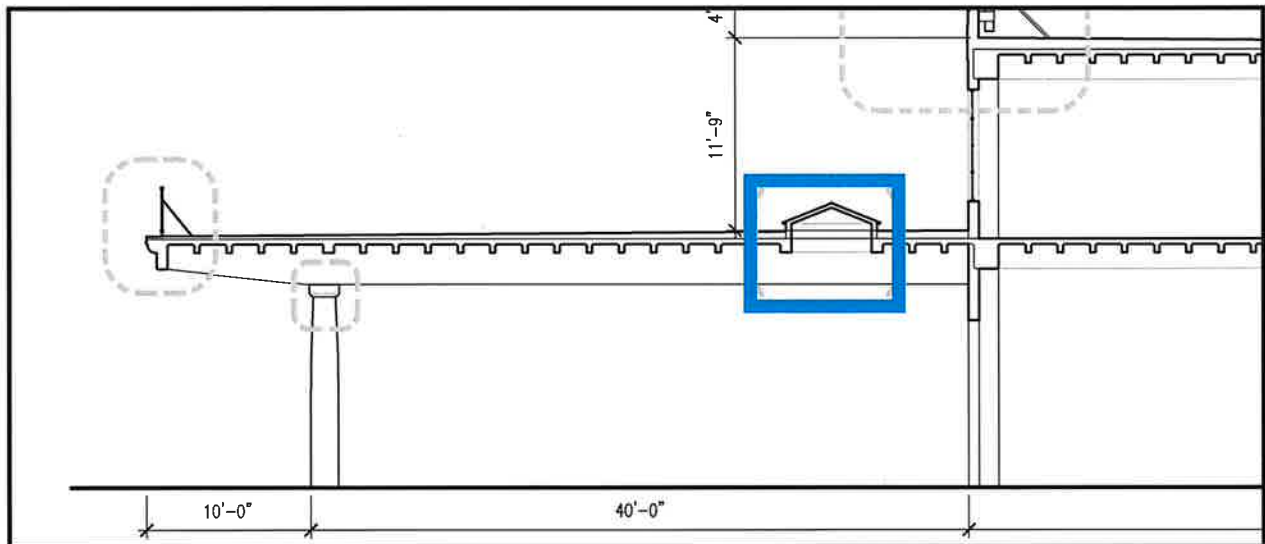
Image of original skylight.



Detail drawing of skylight.



Example of re-opened skylight.



Typical projecting bay section with skylight outlined in blue.



## LIGHTING

Metal pendant light fixtures that hang underneath the projecting bays on 5th Street are likely original. They are located in the center of each bay, and depth from facade varies in relation to the cornice height of the building.

The majority of fixtures are missing, and should be replaced with fixtures to match the existing fixtures



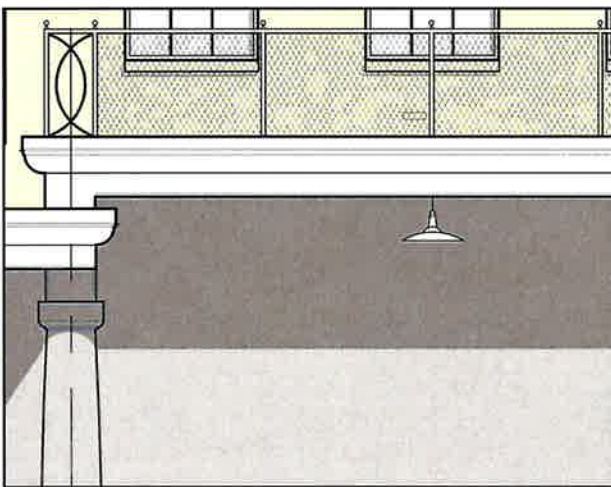
Existing light fixture at 5th Street.



Existing light fixtures and locations at 5th Street.



Existing light fixture at 5th Street.



Typical light fixture location at projecting bay.

## SIGNAGE

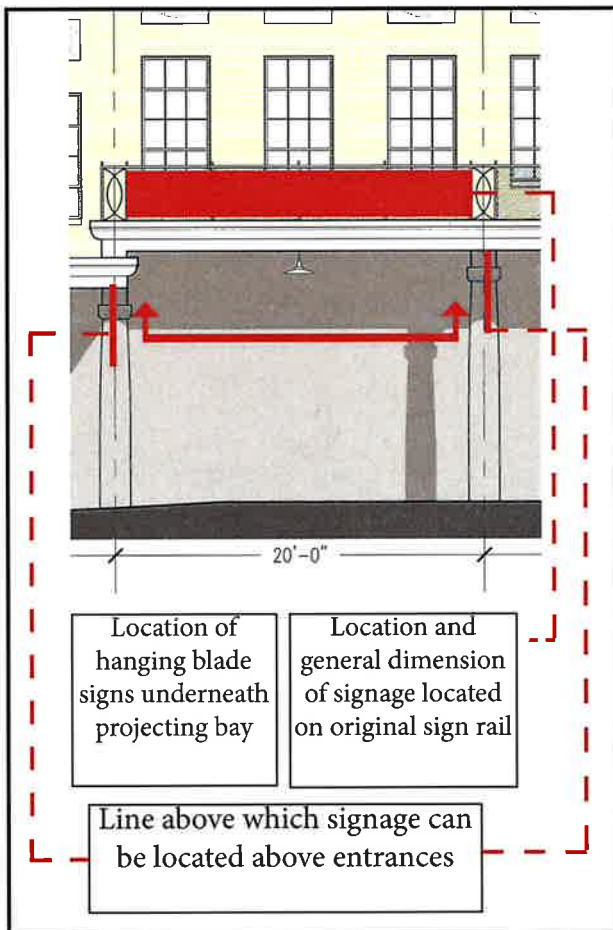
Signage along 4th and 5th streets should be located within the expanse of the metal rail above the cornice that was originally used to hang signs. The height of these signs should not exceed the height of this rail. Where missing, the rail should be replaced in kind to match existing. The width of these signs should not exceed the width of the individual 20' bays, and should fit within the dividing columns.

Other signage locations include:

- Above the openings on the infilled walls along 4th and 5th Streets
- Blade signs beneath canopies along 4th and 5th Streets, hung in line with columns
- Above the first floor windows on elevations along Morse Street and Neal Place



Existing blade sign along 5th Street.



Existing signage located above first floor windows on Morse Street.

## PENTHOUSES

Mechanical penthouses, elevator overruns, antennas, and other equipment should be set back from the street façade and located so as to minimize visibility. All enclosures should be designed to be part of the new construction rather than to read as add-on components. There should be a 1:1 setback above maximum height, per DC zoning code.

Refer to District of Columbia Municipal Regulations 2906 - Penthouses (*Final Rulemaking published at 58 DCR 4788, 4797 [June 3, 2011]; as amended by Final Rulemaking published at 63 DCR 390 [January 8, 2016]*), and 1502 - Penthouse Setbacks (*Final Rulemaking published at 63 DCR 2447, 2712 [March 4, 2016 – Part 2]*).



## PROJECTING STOREFRONT INFILL

The majority of projecting bays are currently infilled with inappropriate materials, such as CMU block.

Infill materials should allow for a sense of the original openness of the projecting bays. Appropriate materials include:

- Large portions of glazing
- Brick masonry



Example storefront design - 4th Street



Example storefront design - Morse Street



Example storefront design - Morse Street



Example storefront design - 5th Street

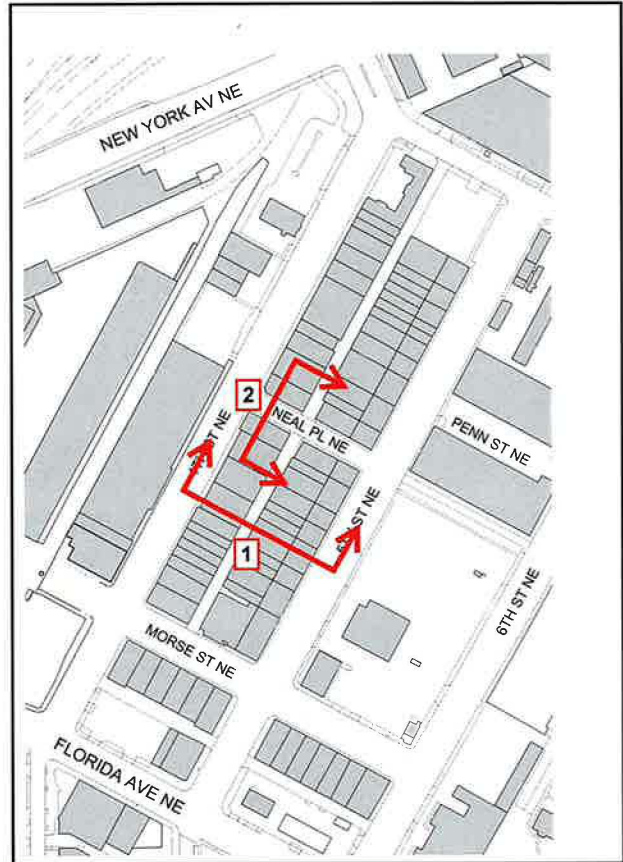


## GUIDELINES FOR NON-CONTRIBUTING BUILDINGS

Properties classified as “non-contributing” include vacant lots, buildings built outside the district’s period of significance, and buildings that have been so altered that they no longer convey the historic and architectural character of the district. Because these properties have little to no historic fabric, preservation guidelines do not apply but the general guidelines below are recommended. Non-contributing buildings can be altered or replaced; alterations and new construction should be compatible with the character of the streetscape and consistent with the Design Guidelines.

The following addresses within the district boundaries that are considered non-contributing are the following:

1273 4th Street NE	1285 4th Street NE
1279 4th Street NE	1301 4th Street NE



Key plan showing locations of typical condition sections

## SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION

*The following is quoted from the Department of Interior regulations, 36 CFR 67.*

The Rehabilitation Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

## USEFUL LINKS

### Agencies

- DC Historic Preservation Office (HPO)  
1100 4th Street, SW  
Washington, DC 20024  
[www.planning.dc.gov/page/historic-preservation-office](http://www.planning.dc.gov/page/historic-preservation-office)

### HPO Guidelines

- Historic District Guidelines: [www.planning.dc.gov/page/historic-district-guidelines](http://www.planning.dc.gov/page/historic-district-guidelines)
- Design Guidelines: [www.planning.dc.gov/page/design-guidelines](http://www.planning.dc.gov/page/design-guidelines)

### Organizations

- ANC (5d): [www.anc5d.org](http://www.anc5d.org)

### Acknowledgments

These Design Guidelines were developed by:

- Eric Colbert & Associates PC
- EHT Traceries
- Edens