

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
HISTORIC PRESERVATION OFFICE



**HISTORIC PRESERVATION REVIEW BOARD**  
**APPLICATION FOR HISTORIC LANDMARK OR HISTORIC DISTRICT DESIGNATION**

New Designation   X  

Amendment of a previous designation       

Please summarize any amendment(s) \_\_\_\_\_

Property name Union Market Terminal (Florida Avenue Market)

*If any part of the interior is being nominated, it must be specifically identified and described in the narrative statements.*

Address Between 4<sup>th</sup> and 5<sup>th</sup> Street NE; Florida Avenue and Penn Street NW

Square and lot number(s) Square 3587, Lot 808; Square 3588, Lots 15-22, 25, 801, 802; Square 3589; Lots 3, 8-12, 23-36, 49-52, 804 - 809; Square 3590, Lots 1-6, 10, 11, 800, 801, 802; Square 3592, Lots 1, 2, 6-18, 803, Parcel 01290027, 01290028, 01290030, 01290034, 01290043, 01290068

Affected Advisory Neighborhood Commission   5D  

Date of construction 1929-1939 Date of major alteration(s) \_\_\_\_\_

Architect(s) Charles J. Bullock, Jr.

Architectural style(s) 20<sup>th</sup> Century Revival/Classical Revival (Industrial)

Original use Warehouse/Market Buildings

Property owner Various (see attached)

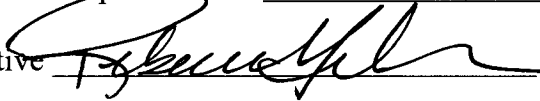
Legal address of property owner See Attached

NAME OF APPLICANT(S) DC Preservation League

*If the applicant is an organization, it must submit evidence that among its purposes is the promotion of historic preservation in the District of Columbia. A copy of its charter, articles of incorporation, or by-laws, setting forth such purpose, will satisfy this requirement.*

Address/Telephone of applicant(s) 1221 Connecticut Avenue, NW, Washington, DC 20036

Name and title of authorized representative Rebecca Miller, Executive Director

Signature of representative  Date 7/8/2016

Name and telephone of author of application DC Preservation League 202.783.5144

Date received 7/28/16  
H.P.O. staff FW

#16-18

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

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

### 1. Name of Property

Historic name: Union Market Terminal

Other names/site number: 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 4<sup>th</sup> and 5<sup>th</sup> 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

Signature of certifying official/Title:	Date
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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

---

#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

---

Signature of the Keeper

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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**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.)

20<sup>th</sup> CENTURY REVIVAL/Classical Revival (Industrial)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**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**

Union Market Terminal is a large complex of wholesale warehouse buildings occupying an approximately 40-acre tract of land located just east of the intersection of Florida and New York avenues with Florida Avenue forming its southern edge and New York Avenue its northern border. In its entirety, the 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 district boundaries, however, include only the core section of this larger complex, comprising two central rows of buildings lining 4<sup>th</sup> and 5<sup>th</sup> Streets, NE, and two smaller rows on Morse Street NE, south of and running perpendicular to 4<sup>th</sup> and 5<sup>th</sup> streets. This core grouping includes architecturally uniform warehouse buildings that were constructed in the first years of after the 1929 establishment of the complex. Today, these rows include 74 distinct addresses.

As conceived in 1929, the individual warehouse buildings making up the core of the complex 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 each of the buildings facing 4<sup>th</sup> and 5<sup>th</sup> Streets, and a large neon lettered sign on the roofs of several 4<sup>th</sup> Street buildings, contribute to the sense of uniformity to the complex.

Union Market Terminal

Name of Property

Washington, D.C.

County and State

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 district 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. Although these post-1939 examples are one- and two-story brick warehouse buildings, they do not follow the standard model established for Union Market and followed by all of the 1929-1939 examples.

---

## **Narrative Description**

The Union Market Terminal Complex in northeast D.C. consists of several groupings of warehouse buildings, comprised of two blocks lining Morse Street, two blocks lining the east side of 4<sup>th</sup> Street, and two blocks lining the west side of 5<sup>th</sup> 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 4<sup>th</sup> and 5<sup>th</sup> Street, facing 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

Union Market Terminal

Name of Property

Washington, D.C.

County and State

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 5<sup>th</sup> 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 5<sup>th</sup> and 6<sup>th</sup> 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.

Union Market Terminal

Name of Property

Washington, D.C.

County and State

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 5<sup>th</sup> Street

The long block of warehouse buildings on the west side of 5<sup>th</sup> 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.

Like the other groupings, all but one of the loading bays has been filled in up to the columns. The surviving open bay is at the southern-most building at 5<sup>th</sup> and Morse streets NE (1250 5<sup>th</sup> 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 4<sup>th</sup> and 5<sup>th</sup> streets. One exception to this rule is with the southern group of buildings at 1250-1258 5<sup>th</sup> 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 this building follows the standard two-



Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

story, buff-brick pattern with the garland bas relief decoration, it is the only building that lacks the open loading dock. A shallow porch covering does project over the first story, however.

1300-1334 5<sup>th</sup> Street NE and 1336-1338 5<sup>th</sup> Street NE

The warehouse buildings lining 5<sup>th</sup> Street from Neal Place to just south of Penn Street NE and having the addresses 1300-1334 5<sup>th</sup> 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 5<sup>th</sup> 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 5<sup>th</sup> 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 4<sup>th</sup> Street NE (non-contributing); and 1287 4<sup>th</sup> Street NE

This block of buildings on the east side of 4<sup>th</sup> Street facing west between Morse Street and Neal Place NE consists of three warehouse groups: those at 1253-1269 4<sup>th</sup> 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 4<sup>th</sup> Street, built in 1930 and consistent with the established model.

The warehouses at 1253-1269 4<sup>th</sup> Street follow the standard 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 4<sup>th</sup> 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 4<sup>th</sup> Street, has been painted at the second-story level. Six flagpoles project from the roofline along with remnants of a sign with large letters forming UNION MARKET rising above the cornice line towards the north end of the row.

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

Abutting the north end of this grouping are three longer, and lower, one-story red brick warehouse buildings. These non-contributing buildings, 1271-1285 4<sup>th</sup> 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 4<sup>th</sup> Street, was built in 1931 according to the standard model. Although its loading bay and several windows have been filled in, or partially filled in, 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 4<sup>th</sup> Street (non-contributing); 1307; 1315; and 1317 4<sup>th</sup> Street NE

These four buildings from 1301-1317 4<sup>th</sup> Street NE form the southern end of the block of 4<sup>th</sup> Street between Neal Place and Penn Street NE. This group includes one non-contributing building (1301 4<sup>th</sup> 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 4<sup>th</sup> Street NE—a one-story red brick non-contributing building at the intersection of 4<sup>th</sup> Street and Neal Place. Abutting this building to the north is 1307 4<sup>th</sup> 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 4<sup>th</sup> Street, abutting the north end of 1307 4<sup>th</sup> 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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

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 4<sup>th</sup> 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 4<sup>th</sup> and 5<sup>th</sup> 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 Terminal is 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, windows and doors, though some rooftop additions (on loading bays and main roof) do also exist. However, almost all of these alterations are additive in nature and readily reversible. The uniform design scheme, historic materials, feeling and association are all present.

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**Union Market Terminal—List of 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
1316 5TH STREET NE	1929
1318 5TH STREET NE	1929

Union Market Terminal

Washington, D.C.  
County and State

Name of Property

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
501 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
1314 5TH STREET NE	1929
421-23 MORSE STREET NE	1929

**Union Market Terminal--Non-Contributing Building List**

ADDRESS

DATE

1273 4th STREET NE	1957
1279 4th STREET NE	1957
1285 4th STREET NE	1957
1301 4th STREET NE	1959

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

## 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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1929-1939

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1929-1931

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Charles J. Bullock, Jr.

\_\_\_\_\_  
\_\_\_\_\_

Union Market Terminal

Name of Property

Washington, D.C.

County and State

**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 Terminal is a large complex of wholesale warehouse buildings occupying an approximately 40-acre tract of land located 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 Market<sup>1</sup> 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, either for individual owners or speculatively. During the 1930s, the market expanded to include new warehouse buildings that followed the model established by Bullock and Tompkins, even though they generally involved different architects. However, by the late 1940s following a World War II-era building hiatus, new warehouse construction at the complex no longer followed the model established in 1929. Instead, the 1940s introduced longer and lower, utilitarian buildings with little attention to architectural articulation and detail.

The Union Market Terminal Historic District includes only the historic core of the complex, comprised primarily of those buildings constructed in 1929-1939. The Union Market Terminal meets D.C. Designation Criteria A (Events), B (History), and D (Architecture and Urbanism). 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 Terminal 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. The market is a unique building type in D.C., and is distinguished architecturally for its uniform design scheme of individually built and privately owned buildings.

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 completed.

Union Market Terminal is an active wholesale market complex whose buildings have been altered over the course of its almost 100-year history. However, almost all of these alterations are minor and reversible, such as the filling in of open loading bays, windows and doors. The uniform design scheme, historic materials, feeling and association are all present as is a palpable sense of place that contributes to the city's industrial heritage.

---

<sup>1</sup> 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.



Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**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 19<sup>th</sup> 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 20<sup>th</sup> 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 10<sup>th</sup> and 11<sup>th</sup> 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 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."<sup>2</sup>

---

<sup>2</sup> "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, 70<sup>th</sup> Congress, 1<sup>st</sup> Session, Document No. 119 (MLK HE 859 D63).

Union Market Terminal

Name of Property

Washington, D.C.

County and State

Over the next many months (January to April 1928), Congress debated the merits of the recommended sites.<sup>3</sup> 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.<sup>4</sup> Similarly, other groups supported sites in mid-city or in northeast.<sup>5</sup> 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.”<sup>6</sup>

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 5<sup>th</sup> 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.<sup>7</sup>

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 10<sup>th</sup>, 11<sup>th</sup>, 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

---

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

<sup>4</sup> 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.

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

<sup>6</sup> *Ibid*, p. 4.

<sup>7</sup> 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.

Union Market Terminal

Washington, D.C.

Name of Property

County and State

in Northeast, D.C.<sup>8</sup> 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 5<sup>th</sup> Street, NE for construction of a market center proposed to include wholesale houses, a farmers' market and a retail market.<sup>9</sup> The Union Terminal Market Association announced that the market would encompass "40 stores of the most modern design and equipment."<sup>10</sup>

### 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 6<sup>th</sup> Street, NE. Historically, this tract was the site of Brentwood, an 1817 Greek Revival-style mansion designed by architect Benjamin Henry Latrobe (**Figure 1**). 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 19<sup>th</sup> 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 (**Figure 2**). 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.<sup>11</sup> Camp Meigs was apparently the only mobilization point located in the heart of the city.

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 appropriations for the purchase of the tract of land for a public park.<sup>12</sup> 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

<sup>8</sup> 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.

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

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

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

<sup>12</sup> "Seek Patterson Tract for a Park," *The Washington Post*, May 30, 1919, p.9.

Union Market Terminal

Name of Property

Washington, D.C.

County and State

Citizens Association continued its effort to encourage the governmental purchase of the site for a park.<sup>13</sup>

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.<sup>14</sup> 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 Terminal

Following the announcement of its purchase of part of the Patterson Tract for market purposes, the Union Market Terminal Company<sup>15</sup> 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.<sup>16</sup> 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 5<sup>th</sup> Street, NE at the intersection formed by New York and Florida Avenues, NE. Dedicated “farmers’ space” is shown on the map above the commission houses.”<sup>17</sup> 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 Terminal Buildings

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

<sup>14</sup> “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.

<sup>15</sup> 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.”

<sup>16</sup> Before its sale, the Patterson Tract comprised 80 acres. Ibid.

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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

Construction of the Union Market Terminal began in 1929. Three parallel streets—4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> 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.”<sup>18</sup> 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 either E.L. Bullock, Jr. as the architect, or builder Charles H. Tompkins Co., as the architect.

As part of the master plan for this 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 5<sup>th</sup> Street, NE; 1300-1334 5<sup>th</sup> Street and 403-419 Morse Street NE). Together, the long row of buildings extended up 5<sup>th</sup> 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 4<sup>th</sup> Street. In February 1931 the Union Market Terminal officially opened. The *Evening Star* 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 farmer’s market, to be operated 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.”<sup>19</sup>

On February 15, 1931, at the time of its opening, the large advertising spread announcing the opening of the wholesale market appeared in the *Washington Post*. The advertisement for The New Union Market Terminal covered a full half-page, including a photograph of the market buildings. The narrative noted that “...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

---

<sup>18</sup> “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 any association between the two architects.

<sup>19</sup> “New Union Market to Open Tomorrow,” *The Evening Star*, February 15, 1931, M14.

Union Market Terminal

Name of Property

Washington, D.C.

County and State

Street Market' to the expansive thoroughfares [sic] 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 advertisement further notes, “Visit this new food center, conceded to be one of the best planned markets of its kind in the country.”<sup>20</sup>

In August 1931, local press reported that about 100 merchants had moved into the complex and plans were underway for expansion. Although the local press anticipated an equally vigorous building campaign in ensuing years, construction continued instead at a relatively modest pace. After 1931, several more warehouses were constructed, but they were single buildings and not the long rows as built the previous years.<sup>21</sup> To begin with, designs for the individual buildings followed the uniform model already established for the complex; by 1947, however, with construction of the building at 1323 4<sup>th</sup> Street NE, the standard building type and style had been abandoned and would not re-materialize.

### The Farmers' Market

To complement the wholesale market buildings and attract truck farmers to the market center, the Union Market Terminal Co. planned construction of a large outdoor market on the designated farmers' market site, a five-acre site located on the east side of 5<sup>th</sup> Street, north of Neal Place, NE and south of Penn Street, NE.<sup>22</sup> 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 Terminal as opposed to the Congressionally approved Farmers' Market site in southwest.<sup>23</sup> 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 built and opened in February 1931, the farmers' market consisted of two long steel frame sheds extending 560 feet long and 30 feet wide. The sheds (no longer standing) were designed by E.L. Bullock and built by Tompkins. The company also built a comfort station at the corner of 5<sup>th</sup> Street and Neal Place, NE. At the time of its opening, approximately 215 farmers had signed up for 300 stands in the new Union Market Terminal.<sup>24</sup> An *Evening Star* article stated that, “most of the dealers occupying space in the terminal recently abandoned their former places of business in or near the Center Market, which is now being razed to make way for the Federal buildings in the Pennsylvania Avenue-Mall triangle.”

The retail market, initially planned for Square 3590 (between 5<sup>th</sup> and 6<sup>th</sup> Streets and Morse Street and Neal Place, NE), never materialized, although the retail-based D.C. Market was eventually

<sup>20</sup> “The new Union Market Terminal,” [advertisement], *The Washington Post*, February 15, 1931.

<sup>21</sup> See “New Market Addition,” *The Evening Star*, May 14, 1932, p. B-2

<sup>22</sup> “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.”

<sup>23</sup> “Farmers Indorse Union Market Site, Shun Congress' Plans,” *The Washington Post*, January 16, 1930.

<sup>24</sup> “215 Farmers Sign for Space in New Market Terminal,” *The Evening Star*, February 24, 1931.

Union Market Terminal

Name of Property

Washington, D.C.

County and State

built just north of it, in Square 3593, in 1968. Throughout the 1920s and early 1930s, the unbuilt open land became the “circus” grounds, providing space for circus tents when the circus came to town. For three decades, the farmers’ market operated near the wholesale market. In the era of urban renewal, however, the farmers’ market closed due to health code violations. Despite the farmers’ desire to remain at the site and the District Commissioners agreement to work with the farmers to correct violations, the owners of the property<sup>25</sup> decided instead to sell the land, thereby eliminating the farmers’ market. Several years earlier, the market in southwest had been razed for urban renewal, leaving the city with no farmers’ produce market. Despite the closure of the farmers’ market component of Union Market, wholesale operations have continued to thrive through the decades.

### The Market in the mid-20<sup>th</sup> Century

During the 1950s, new buildings were constructed alongside the 1930s ones. 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 Union Market Terminal. 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 20<sup>th</sup> century, tractor trailers were jamming the markets’ streets. The market buildings were also aging, compelling 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 L-shaped 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 addition to establishing a development framework, this plan provided a history of the market and made preservation recommendations including the establishment of a Union Market Terminal Historic District.

---

<sup>25</sup> Although built by Union Market Terminal, the six-acre tract was apparently owned by Winslow family heirs.

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

“215 Farmers Sign for Space in New Market Terminal,” *The Evening Star*, February 24, 1931.

“Building to House Market Under Way,” *The Washington Post*, May 15, 1932, R-4.

“Center Market’s Dealers Moving,” *The Evening Star*, December 30, 1930, B-1.

“Clearing of Site for Market Begins,” *The Evening Star*, August 29, 1929, p. 21.

Commissioners Report, Farmers’ Produce Market (GPO, 1927).

CORE Architecture + Design and EHT Traceries. Florida Avenue Market Study, Small Area Plan, Washington, D.C., 2009 for the D.C. Office of Planning.

D.C. Aide Calls NE Market Health Threat, *The Washington Post*, June 10, 1962.

“Extension Planned for Union Market,” *The Evening Star*, July 11, 1931, B-1.

“Farmers Approve Eckington Market,” *The Evening Star*, January 31, 1928.

“Farmers Endorse Union Market Site,” *The Washington Post*, January 16, 1930.

“Farmers’ Market Closing Threatened,” *The Evening Star*, December 6, 1960.

“Farmers’ Market to Go for Big New Structure,” *The Evening Star*, September 25, 1965.

“Farmers’ Market Site,” House Hearings before subcommittee on Parks and Playgrounds, January 12, 1928.

“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, 70<sup>th</sup> Congress, 1<sup>st</sup> Session, Document No. 119 (DCPL Call number HE 859 D63).

“Federation Has Plans for Market,” *The Evening Star*, April 1, 1928, p. 1.

“Location of Farmers’ Produce Market in D.C.,” Senate Hearing, March 20, 1928.



Union Market Terminal

Name of Property

Washington, D.C.

County and State

“History of Union Market Terminal,” Historic Preservation Office, 2005.

“House Approves Southwest Site,” *The Evening Star*, February 28, 1928, p. 1.

MacPherson, Myra. “While the City Sleeps,” *The Evening Star Magazine*, December 10, 1961.

“Merchants Ready to Buy Patterson Market Site,” *The Evening Star*, February 8, 1928, p. 1.

Mid-City Market Site is Held Best, *The Evening Star*, January 29, 1928, p. 4.

“New Farm Market Plan Disclosed,” *The Evening Star*, April 2, 1928, p. 4.

“New Market Addition,” *The Evening Star*, May 14, 1932.

“New Union Market To Open Tomorrow,” *The Evening Star*, February 15, 1931, M14.

“North of Avenue Market Favored,” *The Evening Star*, January 29, 1928, p. 1.

“North Market Site Proposed in Bill,” *The Evening Star*, March 27, 1928, p. B-2.

“Northeast Citizens Urge MidCity Site,” *The Evening Star*, February 14, 1928.

“One Hundred of Center Market Dealers Move to New Business Stands,” January 1, 1931, B-4.

“Patterson Tract Market Center Deal is Closed,” *The Evening Star*, August 11, 1928.

“Plan Northeast Market Center,” *The Sunday Times*, August 12, 1928.

“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 Terminal  
Name of Property

Washington, D.C.  
County and State

“There’s a Stench from Florida Avenue Market,” *The Examiner*, December 8, 2006, p. 7.

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.

---

**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):** \_\_\_\_\_

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

---

## 10. Geographical Data

**Acreage of Property** 40

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: | Longitude: |
| 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: |

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

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

The boundaries have been drawn around the historic core of Union Market Terminal, including those buildings constructed between 1929 and 1949.

**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: \_\_\_\_\_  
organization: \_\_\_\_\_  
street & number: \_\_\_\_\_  
city or town: \_\_\_\_\_ state: \_\_\_\_\_ zip code: \_\_\_\_\_  
e-mail \_\_\_\_\_  
telephone: \_\_\_\_\_  
date: \_\_\_\_\_

---

**Additional Documentation**

Submit the following items with the completed form:

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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State

**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:

City or Vicinity:

County:

State:

Photographer:

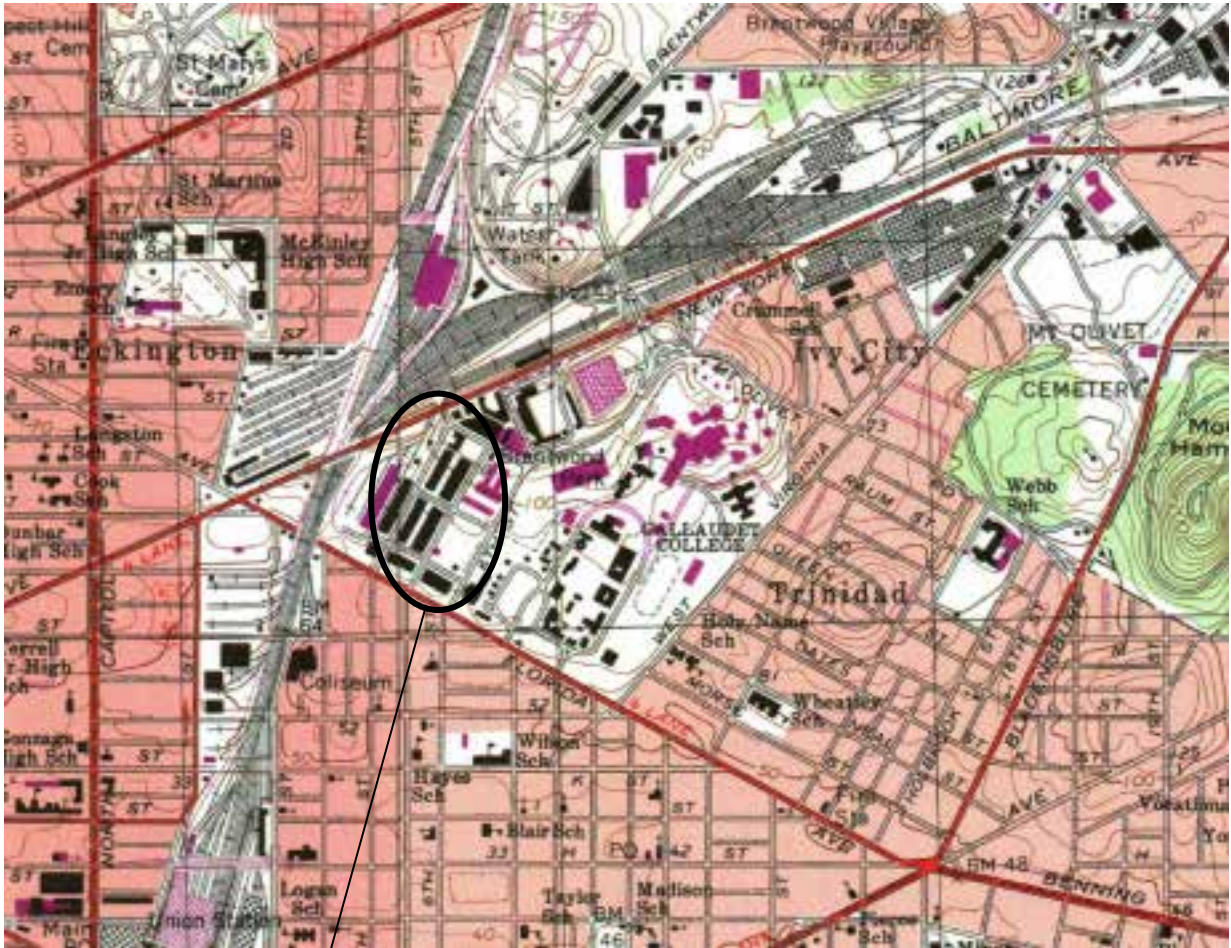
Date Photographed:

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

1 of \_\_\_\_.

Union Market Terminal  
Name of Property

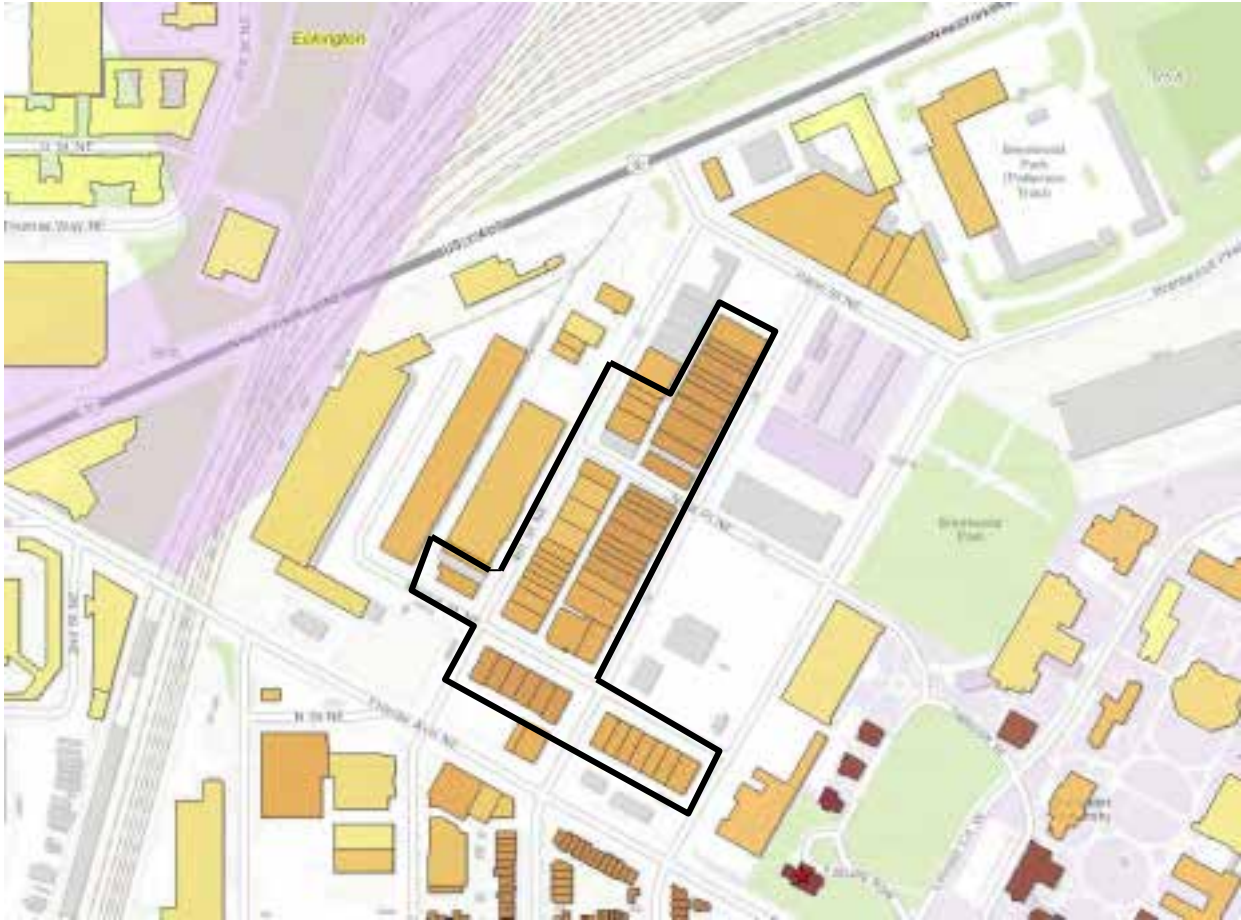
Washington, D.C.  
County and State



Site map showing Union Market Terminal  
(USGS Quad Map)

Union Market Terminal  
Name of Property

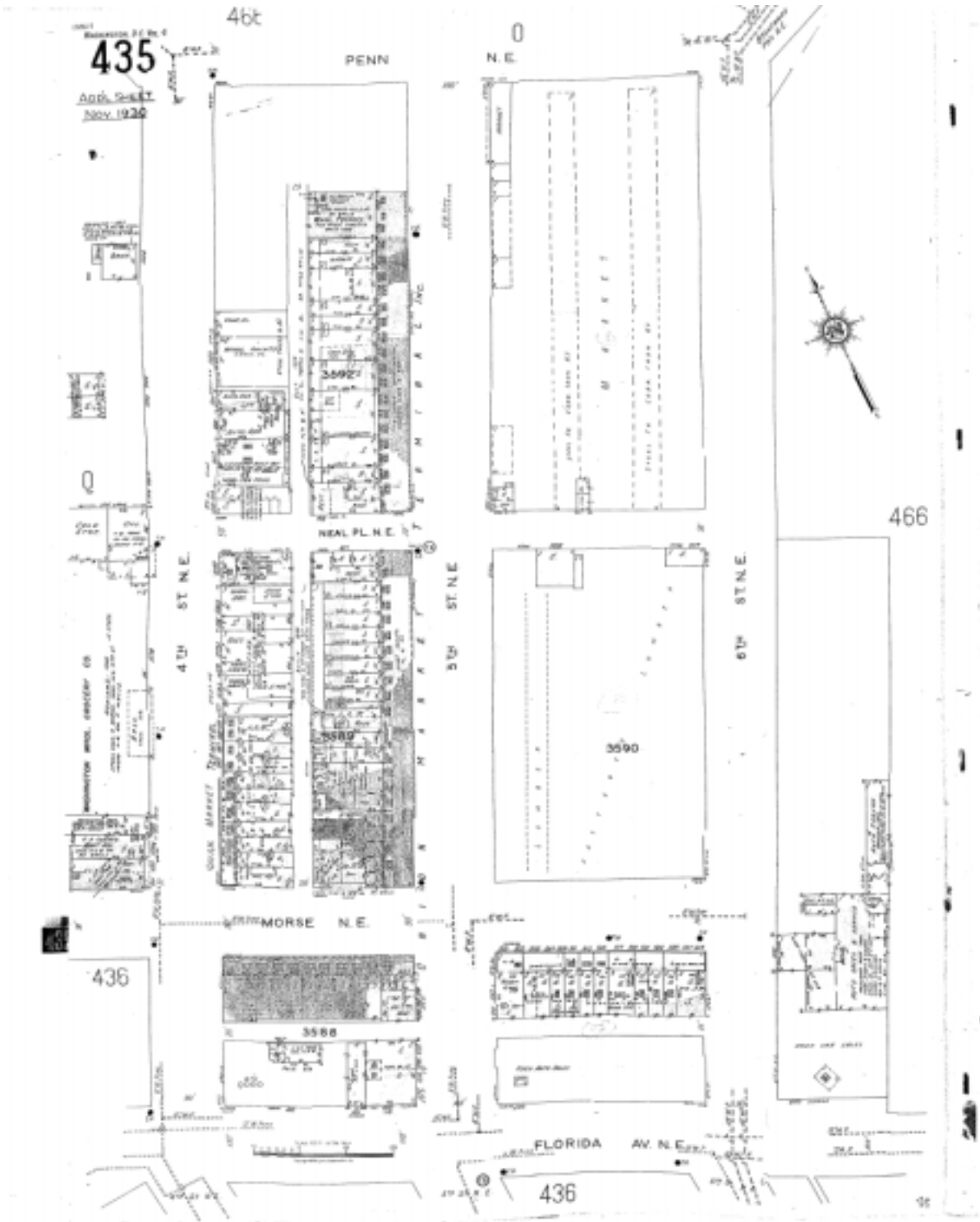
Washington, D.C.  
County and State



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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State



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



Union Market Terminal  
Name of Property

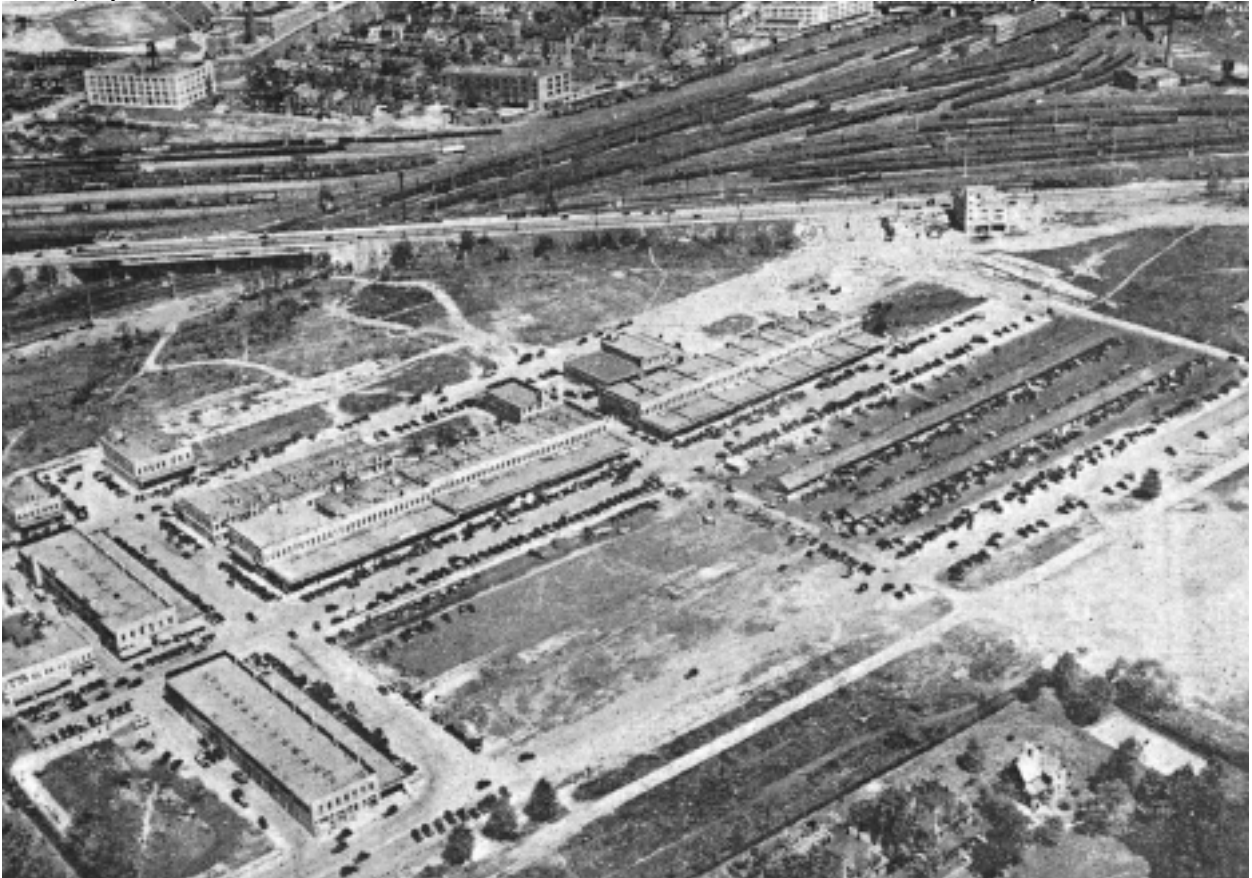
Washington, D.C.  
County and State



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

Union Market Terminal  
Name of Property

Washington, D.C.  
County and State



1938 Aerial View showing site of Union Market Terminal

Union Market Terminal  
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.



TR  
KO  
101

- White SUV
- Black SUV
- Red car
- Black pickup truck

- Orange traffic cone
- Orange traffic cone

- Red minivan



**CDN-WASHINGTON SUPPLY CORP.**  
RESTAURANT PAPER PRODUCTS MAINTENANCE SUPPLY  
202-544-3570 202-544-3571

**CHINA D.C.  
NOODLES**  
LONGHORN NOODLES • CHOP BOUL SUING

**CDN-WASHINGTON SUPPLY CORP.**  
RESTAURANT PAPER PRODUCTS MAINTENANCE SUPPLY  
202-544-3570 202-544-3571

**MARKET DELI**  
BREADS • BUTTER AND OILS  
LUNCH • PANINIS • SANDWICHES  
BROCHETTES • PIZZA • CATERING  
GROceries • DELICIOUS





Yellow sign on the building facade.

Small white sign on the building facade.

HAYMAN BROS  
POULTRY

Large white semi-trailer truck with 'HK' logo.



KARMA MEAT CO.  
MEATS & DELICIOUS

SAM MURPHY INC.

MARKE CITY CARRY-OUT  
ALL FRESHNESS PRICES & SERVICE

MORSE

金宇號 Solid Gold Inc.  
Tel: 202-546-1315  
1323 4th Street N.E. Washington, D.C. 20002







SMALL BIRD	1/2 BHEAT	BEEF TROPE	SMOKED GOAT
MED BIRD	LAMB STEAK	COW FEET	GOAT
WGT BIRD	WYON STEAK	COW SKIN	WHOLE LAMB
WGT BIRD	LAMB STEAK	OKTAIL	LAMB LEG



**ABSOLUTE**  
**SCREEN PRINTING**  
 & Promoframe  
 Custom & Made "Sweet Start" Plates  
 240-899-5



77  
WHOLESALE  
TEL. 547-8383 GENERAL MERCHANDISE



SONG'S

**ABSOLUTE  
SCREEN PRINTING**  
& Promotions  
\*Custom T-Shirts \*Sweat Shirts \*Pants \*Hats \*Etc...  
Washington DC  
Souvenirs & Apparel **240-899-5418**

Flat Truck  
240-278-2834 202-544-1177  
240-833-2829  
140-433-2821



UNION MARKET

FLORIDA MARKET  
Wholesale Inc.

Florida Market  
Wholesale Inc.

Florida Market  
Wholesale Inc.

Super Food Inc. 一品食品公司  
202-546-5205



MARKET

Florida Market  
Wholesale Inc.

ASIAN

Super Food Inc. 一品食品公司  
202-546-5205

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

STOP



U I O N

M A R K E T

잡화 GIFTS, 의류 GARMENTS, 수제품 THE  
DAM TRADING CO

271

259



WARNING  
Please do not  
park in this  
zone



AA WHOLESALERS CO

BEST BUY MEAT

VIRGINIA VEET, INC.

FLORIDA BEEF

GRAND OPENING

421 West St

# U N I O N M A R K E T

잡화 GIFTS. 의류 GAR  
AM TRADING CO

271

269



WAY →







DONG-BU NATURAL

ROBERTSON MEAT CO

5

ONE WAY

NO PARKING

5

CARRIER

DONG-BU

5

**Market**  
**Inc.**  
259 LUGGAGES SCARFS SUNGLASSES SCARFS  
1238 4th St. N.E., Washington DC 20002



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



**U NATURAL NUTRITION CO**  
영부 영신 건강도매  
100-1000 100-1000 1000-1000  
100-1000 100-1000 1000-1000  
100-1000 100-1000 1000-1000

**BROTHERS PRODUCE**  
202-644-8945

FOOD SERVICE TRAINING DISTRIBUTOR  
ALL FOODS AVAILABLE  
FRESH MEATS & SEAFOOD  
FRESH BAKED BREADS  
FRESH BUTTER & EGGS  
FRESH MILK & CREAM  
FRESH FRUITS & VEGETABLES  
HOTLINE 202-644-8945

**LAB 1270**



STOP

EVER TRADING CORPORATION  
ACCESSORIES GENERAL MERCHANDISE  
EARPHONES SOCKS, BLANKET, T-SHIRT  
CASES, CHARGERS PURSES, SUNGLASSES, CAPS  
(202)540-2088

LAB1270

LAB 1270

LAB 1270





HAT  
TOYS  
DRESSES  
BLANKETS  
LUGGAGES  
**A+A** WHO  
MEMBERS  
202-6

**BEST BUY MEAT**

**FLORIDA BEEF, INC.**

AFRIK MEAT  
SEAFOODS

BRISCHIE

**SAN JUNG TOFU**  
삼정두부

**AFRIK INTERNATIONAL FOODS**

BEENAPER  
LUPIN CHORNO  
MAGGI  
CROAKER

AFRIK MEAT SEAFOODS  
AFRIK MEAT SEAFOODS  
AFRIK MEAT SEAFOODS  
AFRIK MEAT SEAFOODS

VALONILLA  
FRUITA COSTILLA  
LINGUA COLA PATA  
CE RESA  
CORDERO CHIVO  
POLLO  
SEADO

**FLORIDA BEEF**  
후로리다 정육점  
고기 전문 도매상  
(202)546-4343

**GRAND OPENING**  
**A+A** WHOLESALERS CO, Inc.

401 Morse St.





WALSH'S

WALSH'S

WALSH'S

WALSH'S

WALSH'S

WALSH'S

WALSH'S

WALSH'S

A+ HAT  
A+ TOYS  
A+ DRESS  
A+ SHOES  
A+ BLANKET  
A+ LUGGAGES



**WHOLESALES CO., INC.**

202-675-1080

401 Morse St. N.E. Wash. D.C.



LAMB  
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  
543-1111

1251  
4-514

Be  
G/O  
IM  
Account Prices!

ATM

Adimo

hbk

Mojo

Mojo

Mojo

**LAMB**  
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  
543-1111

1251  
4-514

Be  
G/O  
IM  
Account Prices!

ATM

Adimo

hbk

Mojo

Mojo



**HARTMAN MEAT CO.**  
MEATS & POULTRY  
546-5888

**SAM MIRMAN, INC.**  
FRESH PORK POULTRY  
BOXED BEEF IMPORTED MEATS  
546-9600

HARTMAN MEAT CO.  
202-546-5888

HARTMAN MEAT CO.  
HOTB. RENDERS. HOV. STEAK.  
202-546-5888  
416 Morse St. N.E., Washington, D.C.  
MEATS, POULTRY, PROVISIONS  
A Family Business Since 1956

USDOT 621442





NEW  
WAG  
CHINESE  
Restaurant

JUSTICE  
BARRY  
FARMS!

DABS  
DAY  
2016

White graffiti tag on the brick wall.

**DONG-BU NATURAL NUTRITION CO.**  
(동부 영신 건강도매)  
HERB TEA, DIETER TEA, 풀, 인삼, 생로망솔라, 안약제  
영양제, 암석약, 귀피, 풀기루, 상비약, 쿠쿠림솔, 진지재분  
1258 5th St. Tel: 202-543-1510

**THE BROTHERS PRODUCE**  
202-544-6949  
WHOLESALE OF MEXICAN GROCERY, FRUITS & VEGETABLES

**DONG-BU NATURAL NUTRITION CO.**  
(동부 영신 건강도매)  
HERB TEA, DIETER TEA, 풀, 인삼, 생로망솔라, 안약제  
영양제, 암석약, 귀피, 풀기루, 상비약, 쿠쿠림솔, 진지재분  
1258 5th St. Tel: 202-543-1510



Handwritten graffiti on the wall, including the word "JUICE" and other illegible tags.

**J & P Cafeteria**  
RESTAURANT  
& CARRY-OUT

한국식당



LAB 1270

LAB 1270  
ALBERTA • CANADA

DUNN  
LEWIS

LAB 1270



**FRESH LAMB**  
SLAUGHTER DAILY FROM  
OUR FARM  
DISCOUNT PRICES

**FRESH GOAT** • **SEAFOOD**  
**FRESH FISH** • **POULTRY**

**FRESH GOAT**  
SLAUGHTER DAILY FROM  
OUR FARM  
DISCOUNT PRICES

**FOWL**  
**DRUM**  
**LEG QTR.**  
**CANN. BONELESS BREAST**

**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 THOMAS ST.  
643-1111

46%  
OFF DAILY  
OUR FARM  
Discount Prices

ATM







ABSOLUTE  
SCREEN PRINTING  
& Promotions  
240-899-5418

KAYMAN BROS CO.  
NEWS & POLYESTER  
240-899-5418

DAW METALL AC

HAYMAN MEAT CO.



FRESH LAMBS

CHICKEN

FRESH BEEF  
FRESH BEEF RIBS  
FRESH BEEF LEGS  
FRESH BEEF KNUCKLE

FLAP MEAT / AJITA  
FLANK STEAK  
NEW YORK STEAK  
RIBEYE STEAK

BEEF TRIPE  
COW FEET  
COW SKIN  
OXTAIL

SMOKED GOAT  
GOAT (FRESH)  
WHOLE LAMB  
LAMB LEG

50% OFF  
AIR FRYER  
SPECIAL PRICES

hbk

MOJO

mojo

hbk

hbk

hbk

GOAT FRESH FISH SEAFOOD POULTRY

GOAT





Red graffiti on the wall, including the word "SIM" and other illegible markings.

White graffiti on the wall, consisting of a stylized, abstract design.



Red graffiti tags, including the letters "SM" and "MT".

White graffiti tags, including the letters "E" and "B".

**CDN-WASHINGTON SUPPLY CORP.**  
RESTAURANT, PAPER PRODUCTS, MAINTENANCE SUPPLY  
202-544-3570 202-544-3571

**CDN-WASHINGTON**  
RESTAURANT, MAINTENANCE SUPPLY  
TEL: 202-544-3570 | 202-

**CHINA D.C. NOODLES**  
LARGE NOODLES - EGG ROLL KING

**MARKET DELI**  
HOME MADE  
BREAKFAST KOSHER HOT DOG  
LUNCH FRENCH TOAST  
AMERICAN FOOD FRIED CHICKEN  
SINCE 1948 202-547-8254





**CDN-WASHINGTON SUPPLY CORP.**  
RESTAURANT PAPER PRODUCTS MAINTENANCE SUPPLY  
202-544-3570 202-544-3571

**CDN-WASHINGTON SUPPLY CORP.**  
RESTAURANT PAPER PRODUCTS MAINTENANCE SUPPLY  
TEL: 202-544-3570 FAX: 202-544-3571

**CHINA D.C.**  
**NOODLES**  
LONGHORN NOODLES - BOB HOLL BRIDGE

**MARKET DELI**  
HOMI MADE  
BREAKFAST LUNCH AMERICAN FOOD  
KOSHER HOT DOG FRENCH TOAST FRIED CHICKEN  
SINCE 1944 - 800 N.W. 42ND

