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APPENDIX ED-05

**Cold Storage Building - Historic Context
(Reference Document)**

State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

**Innerbelt Bridge
Construction Contract Group 1 (CCG1)**

Revision Date: March 31, 2010

Historic Context for
Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building

CUY-IR 71/77/90 Cleveland Innerbelt, PID 77510

Prepared for the
Ohio Department of Transportation

Presented to the
Ohio Historic Preservation Office

by Nancy Campbell

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Introduction

The purpose of this report is to serve as mitigation for the removal of the Distribution Terminal Warehouse building as part of the project to improve the Cleveland Innerbelt and the Central Viaduct bridge. Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into consideration the effects of their undertakings on historic properties and to avoid the properties or to minimize the effect on them. If properties have to be demolished, the law requires the federal agency to mitigate the loss. Mitigation is determined through discussion among the project's consulting parties.

Consulting parties in the Section 106 process in Ohio include the State Historic Preservation Office, representatives of local governments, and people who have a demonstrated interest in the project and who have requested consulting-party status.

The Ohio Department of Transportation, the agent for the Federal Highway Administration in Ohio, met with consulting parties on May 20, 2009, to discuss mitigation. The consulting parties thought that the building's architecture had been sufficiently covered in the Phase I and Phase II reports that were prepared for the historical evaluation. The consensus was that additional information was needed to understand why Cleveland needed a large concrete cold-storage building. For the Distribution Terminal Warehouse, the agreement was that **“a historic context will be prepared documenting the significance of the resource in relation to the City of Cleveland's food distribution industrial history during the period of significance.”** The period of significance is 1927, the year the building was constructed.

The first section of this report contains a discussion of the modernization of the food distribution facilities in Cleveland in the 1920s, focusing on the construction of two large concrete cold-storage facilities. The first of these was built in 1927-28 by the Distribution Terminal & Cold Storage Company; the second was built a year later as part of the Northern Ohio Food Terminal, which has recently been known as the Gateway Cold Storage Building.

The second section illustrates aspects of grocery shopping in Cleveland in the early twentieth century.

The third section is a summary of the evolution of warehouse designs from the late nineteenth to the late twentieth century.

Appendix 1 and Appendix 2 contain reprints of the sections of the Phase I and Phase II reports that described the Distribution Terminal Warehouse. A brief historical context on the Distribution Terminal Warehouse is reprinted in

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Appendix 3. The Distribution Terminal Warehouse's building permit from the City of Cleveland is shown in Appendix 4, along with a comparison of its features in 1932 to aerial views in 2007. Wilbur J. Watson's 1932 article on the Northern Ohio Food Terminal is included in Appendix 5.

Section 1: The Modernization of Food Distribution Facilities in Cleveland in the 1920s

Shipping and distributing food and goods to a large city like Cleveland requires a complex system of transportation routes and storage facilities. The system includes transportation routes on rails and roads, buildings to house staples and perishable foods, and delivery systems to move the goods to each market and home.

The Distribution Terminal Warehouse was built in 1927-28 when Cleveland had re-organized its food distribution system because the construction downtown of Union Terminal on the Public Square had required the removal of the food markets. This massive construction effort transformed Cleveland's downtown and its passenger railroad systems by centralizing the local rapid-transit trains and the inter-city passenger trains that passed through Cleveland. The project also required the relocation of the city's wholesale food merchants and the food distribution warehouses.

O.P. and M.J. Van Sweringen, the brothers who developed Shaker Heights and Union Terminal and Tower, purchased the Nickel Plate Railroad in 1916. This was their first railroad acquisition and by the 1920s they had purchased several more, including the Chesapeake and Ohio and the Erie Railroad. In the grand plan for developing Union Terminal, the Nickel Plate Railroad was used as the solution for re-locating the wholesale food industry.

In 1926, the Nickel Plate Railroad offered the wholesale food merchants the opportunity to own a portion of the proposed complex to be located between East 37th and East 40th Streets near Woodland Avenue. The new facility would include rail shipping, cold storage, sales and auction buildings, and truck distribution facilities.

In a 1932 article in *Civil Engineering*, Wilbur J. Watson, the prominent Cleveland architect and engineer, wrote about the organization of the new Northern Ohio Food Terminal:

In order to build Cleveland's new Union Passenger Terminal, it was necessary to acquire considerable property occupied by various wholesale commission merchants. In fact, so large a part of the wholesale commission district was required that the district was practically destroyed. While the Union Terminal development was in the planning stage, therefore, the commission merchants were faced with the problem of moving to new quarters, and it was at this time that interests connected with the Nickel Plate Railroad conceived the idea of centralizing the business in an entirely new district.

The railroad went about the project quietly and bought up a large tract of low-grade residential land adjacent to its right-of-way at a point very close to the geographical center of population of greater Cleveland. When this was accomplished, an invitation was extended to the commission merchants of the city to form themselves into an association for the purpose of developing a new wholesale produce center, the Northern Ohio Food Terminal with adequate facilities to serve Cleveland and northern Ohio. The merchants responded to the idea; and their committee secured legal and engineering advice and proceeded to negotiate terms.

The basic principles agreed upon were simple and fair. The railroad would assume the entire cost of developing the yard and trackage, would turn over to the merchants, at cost, the land necessary for the market area and its streets, and would underwrite the buildings and improvements. It consented also to absorb in the yard costs all legal and engineering fees. For their part, the merchants agreed to form a company and construct the buildings and improvements, and to guarantee the down payments, interest, and amortization due the railroad. On this basis, the Northern Ohio Food Terminal, Inc., was formed and the project bearing that name was planned and constructed. At the time it was incorporated, its members were handling over 90 per cent of all the fruit and vegetable shipments coming into Cleveland.¹

The Northern Ohio Food Terminal opened in 1929. It consisted of a railroad track yard, four market buildings, fruit and dairy auction buildings, and a cold storage building.²

The firm of Wilbur J. Watson and Associates were the architects and engineers for all of the Northern Ohio Food Terminal building except the cold storage building. The Watson firm had previously designed the Distribution Terminal & Cold Storage Company's cold storage and warehouse building on West 14th Street.

From July 1927 to January 1928, prior to the opening of the Northern Ohio Food Terminal, the Distribution Terminal Warehouse, a dry- and cold-storage facility comparable in size to the Northern Ohio Food Terminal's cold-storage building, was constructed in Cleveland near the west side of the Central Viaduct.³ This multi-story warehouse had many of the same features as the Northern Ohio Food Terminal, including a rail spur adjacent to and into the building, but it did not have an auction center or separate buildings to house the individual wholesale merchants. Companies rented space in the building and used it to store and

¹ Wilbur J. Watson, "Cleveland's Cooperative Food Terminal, Nickel Plate Railroad builds facilities for local commission merchants," *Civil Engineering* 2, (June 1932): 364-367. A copy of this article is included in Appendix 5.

² See illustrations in the article by Wilbur J. Watson.

³ See building permit in Appendix 4.

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distribute their products, but it did not match the Northern Ohio Food Terminal's community of buildings and rail lines.

As a type of warehouse, a multi-story Distribution Terminal Warehouse with its cork insulation and four elevators was considered a modern advance in the 1920s. Providing both dry and cold storage, and conveniently located within the city, it was connected to roads and rail lines.

Section 2: Grocery Shopping in Cleveland in the late 1920s and 1930s

For American city-dwellers in the early twentieth century, the variety of food that was available and the methods for obtaining it changed dramatically from 1900 to 1930. The authors of *The Lifeline of America: Development of the Food Industry* described the food-shopping practices in urban America in 1900 as:

Food stores were numerous and small, located in every neighborhood. A shopper's range was the distance she could walk carrying her groceries. There was little transportation available, and little time for traveling beyond the immediate neighborhood.

It was necessary for the housewife to visit several stores to obtain her food needs. The bakery was often in a home, or in a small family-run shop. Meat was purchased from the local butcher with his straw hat and sleevebands, in a shop with a sawdust-covered floor. Fresh produce, in season, was purchased from a neighborhood produce market that featured sidewalk displays in boxes, crates, and hampers. Home delivery of milk, butter, and eggs was available, but many neighborhoods relied on dairy stores.

The grocery store was the source of staple foods such as flour, sugar, salt, spices, rice, dried fruit, candy, coffee, and tea. There were some canned foods and a growing number of items in packages, but many of the items were still dispensed in bulk.

Stores were poorly lighted and did little or no merchandising. All service was performed by clerks. Pricing systems mostly followed the code marking of the general stores, but the openly marked "one price to all" system was beginning to take hold.

Pushcart peddlers hawking fresh fruits and vegetables, milk, eggs, sausage, cheese, and many other items frequented the streets of the large cities. Local farmers made regular tours of neighborhoods, selling products from their wagons.⁴

Three developments caused major social changes in the way food was distributed and purchased during the period of the late 1920s and 1930s, according to historian Carol Poh Miller in her article on "Markets and Market Houses" in the *Encyclopedia of Cleveland History*.

The first was the development of Union Terminal and the organization of the Northern Ohio Food Terminal, which was described in Section 1 of this report.

⁴ Edward C. Hampe and Merle Wittenberg. *The Lifeline of America, development of the food industry* (New York, Toronto, London: McGraw-Hill Book Company, 1964), 292-293.

The second was the development of refrigeration. The forerunner of home refrigerators was the metal-lined wooden icebox, which required the regular delivery of new ice blocks (Figure 1). As more and more areas of the city were electrified, electricity-powered devices multiplied. With the widespread use of refrigerators, daily food shopping gave way to better food storage at home.



Figure 1:
Before electricity-powered refrigerators, ice blocks were used in metal-lined wooden icebox cabinets to preserve perishable foods. This undated photograph from the Cleveland Public Library's Postcard Collection shows the City Ice Delivery Company's residential service.

The third development was suburbanization and the growth of supermarkets. In the 1920s many of the neighborhood grocery stores had expanded to new locations or consolidated with competitors to start "chain" stores. The largest food retailer in Cleveland in the middle of the twentieth century, Fisher Foods, Incorporated, had started out in 1907 as the Fisher Brothers Company (Figure 2). By 1916, they had 48 stores in various parts of Cleveland and by 1928, they operated 323 stores in the northern Ohio region.⁵ A Cleveland chain called United Food Stores was created in 1929 when 33 of the city's largest grocery shops combined.⁶ New concepts such as the "cash and carry" system streamlined the bookkeeping and delivery sides of the business.

⁵ "Fisher Foods, Inc." *The Encyclopedia of Cleveland History*, <http://ech.case.edu/ech-cgi/article.pl?id=FFI> (accessed March 31, 2010).

⁶ Poh Miller, Carol, "Markets and Market Houses," *The Encyclopedia of Cleveland History*, <http://ech.case.edu/ech-cgi/article.pl?id=MAMH> (accessed March 31, 2010).



Figure 2:
This photograph, from the Cleveland Public Library's Cleveland Photograph Collection, shows the Fisher Brothers Company's first store in 1907. Located at 4623 Lorain Avenue, it was the beginning of a chain that grew to 323 stores in the region by 1928.

By 1930, these three factors along with the development of the wholesale grocery industry, increased prosperity in the 1920s, widespread availability of electricity, and new forms of transportation, brought about the rise of grocery chain stores, supermarkets, and the processed food products they stocked. Distribution of these items was accomplished through rail lines, multi-story warehouses, and delivery trucks.

The strong European traditions in Cleveland meant that the custom of multiple-merchant markets was maintained well into the twentieth century. The Cleveland City Directory of 1931 described the "Community Markets" in the introductory section:

Cleveland has ten retail community markets throughout the important business sections in the remote parts of the city. The market buildings are all up-to-date, well-lighted, sanitary structures, adapted in every way to such a purpose. In each of these markets food products of all kinds are marketed at retail. They are at once popular and permanent features of Cleveland's trading centers.⁷

Three markets in central Cleveland were listed under "Miscellaneous Information." Saturday was the big shopping day, with all three markets open from 6:00 a.m. to 10:00 p.m. The West Side Market was also open on weekdays in the mornings. The Central Market was open on Tuesdays and Thursday from 6:00 a.m. until 2:30 p.m. The Broadway Market was open on Tuesday and Thursday mornings.

- West Side Market – on West 2nd Street at the corner of Lorain Avenue (Figures 3 and 4).
- Central Market – on Ontario Street between Bolivar Road and Eagle Avenue.

⁷ The Cleveland Directory Company. *Cleveland City Directory, 1931* (Cleveland, OH: The Cleveland Directory Company, 1931), 13.

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- Broadway Market – on Broadway at the corner of Canton Avenue.⁸



Figure 3:
This 1923 view of the West Side Market eleven years after its opening in 1912 is part of the Cleveland Public Library's Cleveland Photograph Collection. The well-established market, still in operation today, included 100 stalls indoors and more than 80 produce stands outside.



Figure 4:
This 1928 view of the West Side Market's outdoor poultry market is also included in the Library's local photograph collection.

⁸ *Cleveland City Directory, 1931, [17].*

Section 3: Three Eras of Warehouse Buildings (1884-90; 1928; 1962)

Engineering a wholesale warehouse for maximum productivity evolved in the century from 1870 to 1970. During this period the preference went from buildings that were four stories in height to twelve stories to one story.

In 1884, Cleveland's newest warehouse was the Cleveland Storage Company's four-story building, constructed of wood beams and brick walls. It was located at 1944 Scranton Avenue in the Flats area on the west side of the Cuyahoga River, with access to the river and to three railroad lines. Built in four stages, the first warehouse was the largest. It was four stories in height, with two elevators and walls extending 180 by 120 feet.

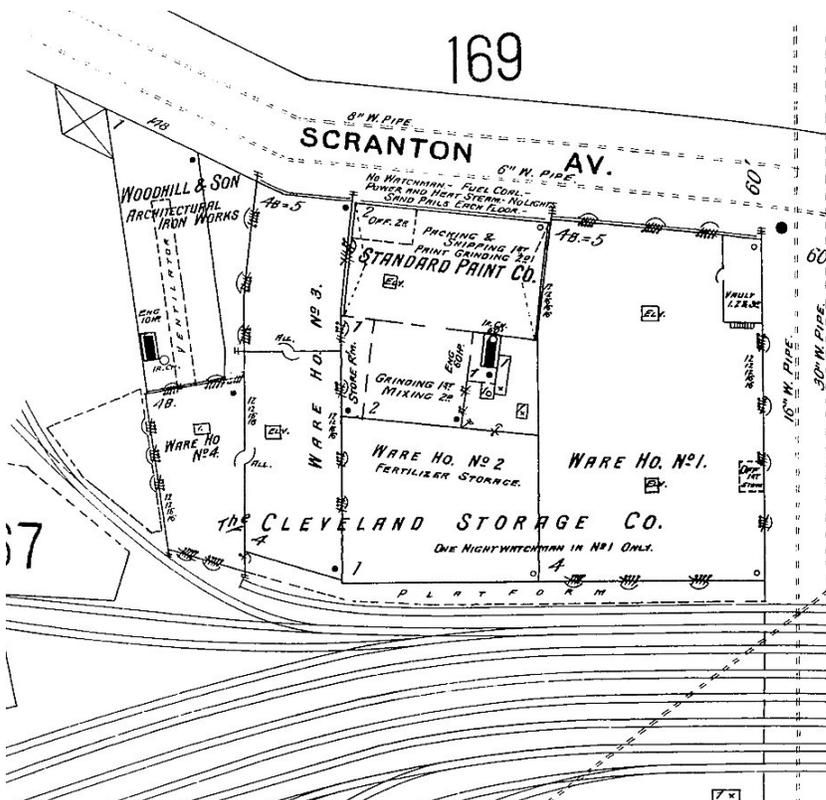


Figure 5: This view of the Cleveland Storage Company's premises is from the 1896 Sanborn map.

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Figure 6: Facing east, the remaining buildings of the Cleveland Storage Company are shown at this location on the west bank of the Cuyahoga River. The original warehouse (No. 1) was on the right in this view, but it has been razed.

In an 1884 advertisement, the company proclaimed:

We call your attention to the advantages offered by our warehouse....especially to that large class of merchants to whom it is an advantage to have a stock of goods in this city from which to supply all small orders in broken lots, or for quick delivery to any desired point. We are prepared to receive pig iron, iron ore, copper, lumber, dry goods, canned goods, household goods...⁹

⁹ Daniel M. Bluestone, editor. *Cleveland, An Inventory of Historic Engineering and Industrial Sites* (Washington, DC: Historic American Engineering Record, Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, U.S. Dept. of the Interior, 1978), 103.

The Cleveland Storage Company,
CAPITAL, \$100,000.00.

OFFICERS:
JOS. COLWELL, President,
J. H. McBRIDE, Vice-President,
J. R. PRICE, Secretary and Manager,
D. Z. NORTON, Treasurer,
W. A. KOEHLER, Asst. Secretary.

DIRECTORS:
JOS. COLWELL,
J. H. McBRIDE,
CHAS. A. OTIS,
ROBERT R. RHODES,
HARVEY H. BROWN,
DAN P. EELLS,
P. M. HITCHCOCK.



FOUR FIREPROOF BRICK WAREHOUSES, SCRANTON AV.
AND C., C., C. & ST. L., L. S. & M. S., AND ERIER R.'S.

FOUR STORIES AND BASEMENT. FIVE ACRES OF FLOOR SPACE.
ALL KINDS OF MERCHANDISE (NOT HAZARDOUS) RECEIVED ON STORAGE AND FOR RE-SHIPMENT.

Large Cold Storage Capacity.

TRANSFERRING, DISTRIBUTING AND FORWARDING.

WE MAKE A SPECIALTY OF PACKING, SHIPPING AND
STORING HOUSEHOLD GOODS.

OFFICE, 15 MERCANTILE BANK BUILDING, COR. SUPERIOR AND BANK STS.

'Phone Main 5. J. R. PRICE, Sec'y.

Figure 7:
In the Cleveland City Directory for 1900, the company had a full-page advertisement. With a photograph showing the complex of buildings next to the railroad tracks, the text touts their railroad access, their fireproof brick buildings, and their “large cold storage capacity.”¹⁰ The warehouse had a large cold-storage area for maintaining supplies of fruit, butter, eggs, and other perishable goods.¹¹

¹⁰ *Cleveland City Directory, 1900*, p. 217,
<http://distantcousin.com/Directories/OH/Cleveland/1900/Pages.asp?Pages=0217> (accessed
March 31, 2010).

¹¹ Bluestone, 103.

In this era the Sheriff Street Market was the food marketplace for shoppers in central Cleveland. Located on East 4th Street between Huron and Bolivar Roads, it opened in 1891 (Figure 8). The 1912 Sanborn map shows various features of the building, including two six-story cold-storage warehouses on the outside corners of the building (Figure 9). The central part was used for market stalls and offices. This building was extensively damaged by fire in 1930. The building was later used for markets and storage, but by the late twentieth century, it had been torn down.¹²



Figure 8: Sheriff Street Market, at corner of East 4th and Bolivar Streets¹³.

¹² "Central Market" and "Sheriff Street Market," *The Encyclopedia of Cleveland History*, <http://ech.case.edu/ech-cgi/article.pl?id=CM> and <http://ech.case.edu/ech-cgi/article.pl?id=SSM> (accessed March 31, 2010).

¹³ Library of Congress, "American Memory Project." <http://memory.loc.gov/service/pnp/det/4a10000/4a12000/4a12700/4a12712v.jpg>. (accessed March 31, 2010).

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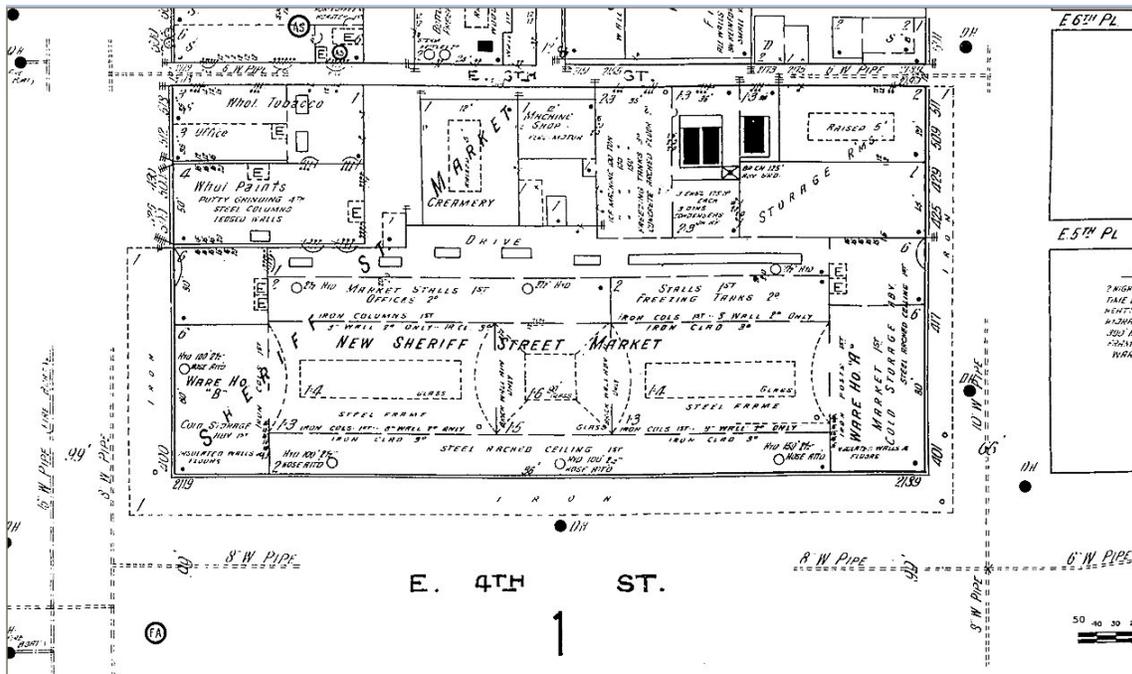


Figure 9: 1912 Sanborn map of the Sheriff Street Market.

By 1930, the Northern Ohio Food Terminal and the Distribution Terminal Warehouse were state-of-the-art warehouse facilities with efficient systems for unloading, storing, and distributing food and other goods to the Cleveland retail markets. Their central locations, proximity to rail lines, concrete construction, and well-designed buildings with four elevators provided fireproof storage and convenient access.

A generation later, new ideas about warehouse management led to a preference for single-story warehouses. In an educational manual published in 1962 by the U.S. Department of Agriculture and Oklahoma State University, the principles of “operating efficiency” for modern warehouses were outlined. Acknowledging that there were many multi-story warehouses still in use, the authors included guidelines for maximizing their efficiency.

Most multi-story grocery warehouses presently in use were built a good many years ago in the interest of reducing or keeping to a minimum capital expenditures, and usually are located in the industrial sections of highly populated urban areas. Multi-story grocery warehouses almost without exception resist any concentrated effort to improve operating techniques to the same level as new modern single-story warehouses. The few advantages of multi-story grocery warehouses can be summed up about like this: (1) they are, or at least have been conveniently located, (2) they have a relatively low rent value because they are deeply depreciated, (3) they have good utilities, and (4) they have effective police and fire protection.

The disadvantages are many. These disadvantages would include (1) lack of vertical communication, (2) the reliance on elevators which reduces tons-per-manhour movement of merchandise drastically, (3) the main, or ground floor can rarely be used for storage because this space must be used for the movement of goods in and out, (4) there is seldom sufficient room for more than two truck doors and one rail car, (5) additional tailgate space for trucks and car frontage is usually impossible, and (6) facilities cannot be expanded.¹⁴

Conclusion

By the end of the twentieth century, the Distribution Terminal Warehouse was an obsolete and vacant building, no longer served by the railroad nor by convenient truck routes. Its elevator access, limited number of truck bays, and inability to expand meant that it was outstripped by the efficiency of newer warehouses. While it once stood at the peak of industrial design and enabled economic growth by the efficient transfer of goods to Cleveland markets, eighty years later it was an empty building used only as an advertising billboard.

¹⁴ O. Dean Hubbard, Roy M. Brandenburg, and George S. Abshier. *Principles of Food Wholesaling, A Description of the Operations of a Wholesale Food Firm (an educational manual)*. (Stillwater, OK: Oklahoma State University, 1962), 21.

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Poh Miller, Carol. "Markets and Market Houses." *The Encyclopedia of Cleveland History*, <http://ech.case.edu/ech-cgi/article.pl?id=MAMH> (accessed March 31, 2010).

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<http://ech.case.edu/ech-cgi/article.pl?id=SSM> (accessed March 31, 2010).

Watson, Wilbur J. "Cleveland's Cooperative Food Terminal, Nickel Plate Railroad builds facilities for local commission merchants." *Civil Engineering* 2 (June 1932): 364-367.

Appendix 1: Excerpt from Phase I Survey

Pages 151-153 of Phase I Cultural Resources Survey for the Cleveland Innerbelt, CUY-Innerbelt, PID No. 77510, Cleveland, Cuyahoga County, Ohio, May 23, 2006

Prepared by Roy Hampton and Heather Kenney, Hardlines Design Company

Distribution Terminal Warehouse, 2000 W. 14th Street (CUY-7999-2)

(Appendix A map 13; Appendix C photo U1)

Description and History

This building is a reinforced-concrete-frame, high-rise warehouse with cold storage facilities (Figure 44). Each side of the building has reinforced-concrete walls with recessed arched panels. The recesses on the ends of the building are round-arched, while the recesses at the center of the building have flatter segmental arches. The south side of the building, facing Crown Avenue, has a series of loading docks with recent overhead metal doors. The first floor of the building's east side has a smaller loading dock and the building's main entrance, which consists of an original double door surrounded by concrete moldings with Art Deco pre-cast concrete ornament. The second floors of the east and south elevations have horizontal bands of steel industrial windows that appear to be original. Some of the window openings have been closed over with metal panels, while others have been filled in with glass block.

The walls are the original unpainted concrete except for several areas where advertisements have been painted on the sides of the building. At the top of the building on all sides is a concrete parapet with diamond-shaped, concrete relief ornaments. A gable is positioned at each end of the parapet on each side of the building. Sanborn maps indicate that the entire building is composed of a reinforced-concrete frame, with reinforced-concrete floors and exterior walls.

The Sanborn maps indicate that the building was constructed in 1927 as the Distribution Terminal Warehouse. The 1928 city directories identify the building as the Distribution Terminal and Cold Storage Company, and an advertisement states that the building provided cold and general merchandise storage for the Central Viaduct area. The advertisement also states that a spur of the Nickel Plate Railroad entered the building. By 1935, the building was serving as a warehouse and cold storage facility for a variety of companies, including Lubeck Beer Distributors, Macrick Bakers' Supply, Cleveland Fresh Sliced Apple Company, Senecabaugh Butter, Michelson Extract Importers, and U.S. Alcohol Sales.



Figure 44. Distribution Terminal Warehouse, 2000 W. 14th Street.

Through the 1940s and 1950s, the building continued to be used for cold and conventional storage for a variety of companies involved in food, chemicals, and electrical equipment businesses. Most of the tenants listed in 1963 were involved in food production (Figure 45). More recently, the building housed the Cleveland Cold Storage Company.

Cold storage warehouses were an important part of American urban life, especially during the period when portable small refrigeration equipment was not widely available to homes and businesses. Cleveland once had several cold storage facilities. One of the most notable was the 1914–1915 Sheriff Street Warehouse at 600–602 Bolivar Avenue. This building was demolished for the construction of the Jacobs Field/Gateway development.

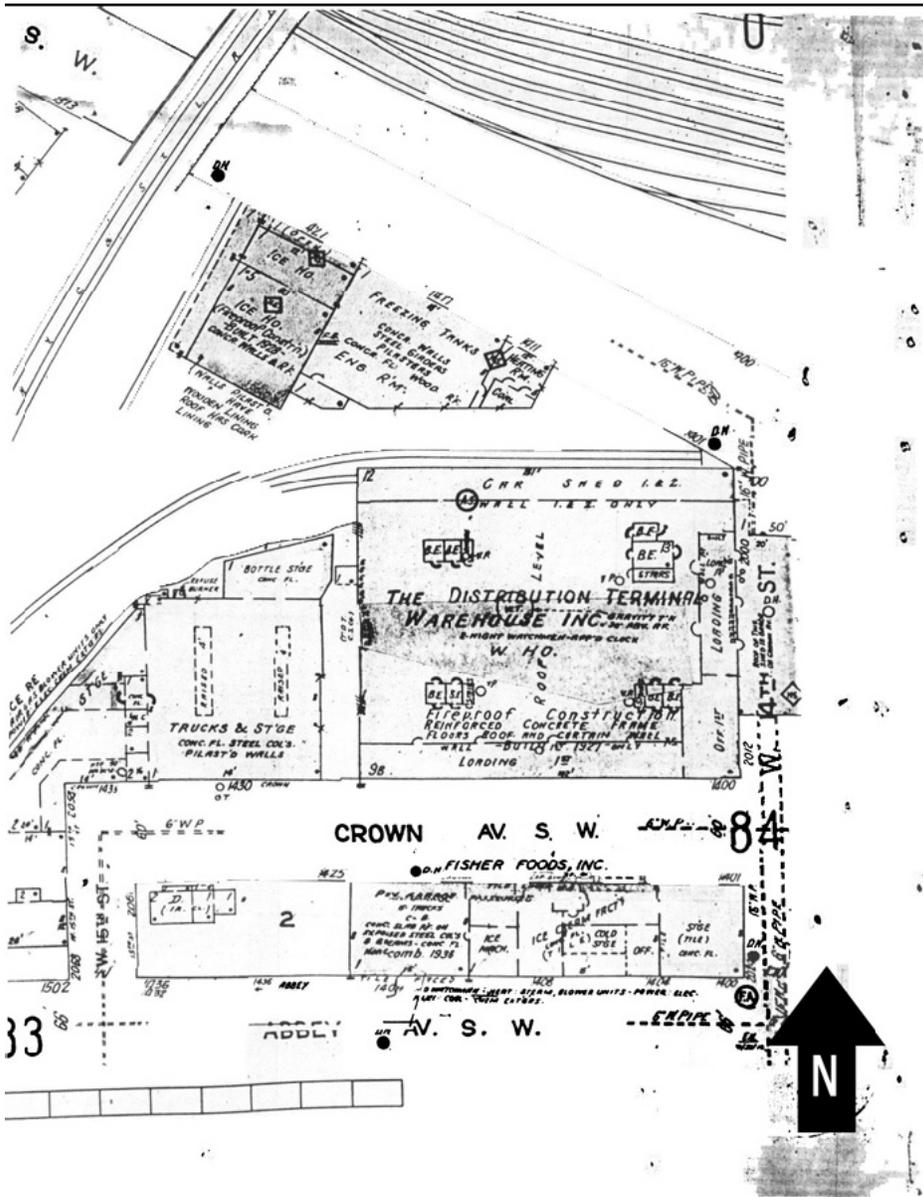


Figure 45. 1963 Sanborn map of the Distribution Terminal Warehouse
(North arrow added by HDC)

NRHP Evaluation: Recommended for Phase II

It is difficult to assess the significance of the Distribution Terminal Warehouse as an example of cold storage warehouse construction within the scope of this Phase I study. Literature review indicates the demolition of the 1914 Sheriff Street Cold Storage Warehouse at 600– 602 Bolivar Avenue, which may have been one of the earliest and largest cold storage warehouses in Cleveland.

Although few other large examples of this property type were found in OHI files, Cleveland may have additional examples that have not yet been inventoried. It is recommended that Phase II level research be undertaken to assess whether the large-scale reinforced-concrete cold storage warehouse is a rare or common property type in Cleveland.

Criterion A: The building is a particularly large example of a reinforced-concrete cold storage warehouse of the first half of the twentieth century. Such buildings are a distinctive property type, built with thick walls and few or no windows. These buildings were commonly built from about 1910–1930, in a time when electrical refrigeration equipment was available for large storage spaces, but the home refrigerator was still not widely available. The Distribution Terminal Warehouse appears to be one of the larger examples of this property type in the city of Cleveland, dating to the first half of the twentieth century. It may have played a major role in the city's food service industry during the late 1920s and the 1930–1956 period. The building appears to have a good overall level of exterior integrity. Additional Phase II newspaper and industry literature research would help determine how important a role this building played in the food service and cold storage industry in twentieth-century Cleveland. The building is recommended for additional Phase II research under Criterion A.

Criterion B: There is no evidence that important historical figures were significantly associated with this building. It is recommended that Criterion B eligibility is not appropriate for this building.

Criterion C: Stylistically, the building is a mixture of plain utilitarian construction paired with some Art Deco detail and traditional arches and gables, suggesting a vaguely Neoclassical inspiration. It does not appear to represent a distinctive architectural style. Reinforced concrete frame construction was common for industrial buildings by the late 1920s, so the building does not represent a construction technology that was advanced for its time.

Appendix 2: Excerpt from Phase II Survey

Pages 128-131 of Phase II History/Architecture Survey for the Cleveland Innerbelt Project (CUY-Innerbelt, Pid# 77510), Cuyahoga County, Ohio, December 21, 2006

Prepared by Sylvia F. Cleveland, M.H.P., Doug Owen, M.A., Don Burden, M.S.H.P., Lena Sweeten, M.A., Jennifer Mastri, M.S.H.P., Bernard Jim, Ph.D., Meghan Hesse, and Patrick O'Bannon, Ph.D., Gray & Pape, Inc.

4.3.21 Distribution Terminal Warehouse, 2000 W. 14th Street (CUY-7999-2)

The Distribution Terminal Warehouse consists of a 12-story reinforced concrete warehouse and its adjacent ice-making plant (Plates A116-A126; Figure 2). Built in 1927, the footprint of the main warehouse facility measures approximately 176 feet by 214 feet. Art Deco in style, each façade contains a series of recessed segmental arched panels that serve to divide the sides of the building into shallow bays. The corners of the building are punctuated at the roof line by gabled parapets, designed to resemble battlements. The parapet along the length of the roofline is decorated with diamond-shaped concrete relief ornaments.

The main entrance to the building, located on the east façade, retains its original double door, surrounded by Art Deco style, diamond-shaped concrete relief ornaments. Loading docks for trucks are located in recessed bays along the east and south facades. A car shed for railroad reefers is located along the former Nickel Plate spur at the north façade.

Historic Context

The 1927 Distribution Terminal Warehouse provides a well-preserved example of early Art Deco industrial architecture. The style stemmed from the 1925 Exposition Internationale des Arts Decoratifs et Industriels Modernes, held in Paris. Inspired by an eclectic mix of primitive African, Egyptian, Aztec, and industrial or machine age motifs, Art Deco came to epitomize the notion of modernity and progress in the 1920s and 1930s.

The 1932 Lorain-Carnegie Bridge, also designed by Wilbur Watson, is an Art Deco inspired bridge crossing the Cuyahoga Valley near Distribution Terminal. When viewed together, the vertical lines of both structures complement one another and convey the sense of modernity Watson imbued with his Art Deco structures.

Designed strictly to store blocks of ice, the building possesses few windows. Fenestration along the west and south facades consists of narrow bands of windows with fixed, steel-framed, one-over-one sash arranged in sets of twenty-six lights. Located only at the second and third stories, the windows extend the

entire length of the east façade and across all but three bays of the third-story south façade. Each bay on the west façade contains pairs of steel-framed four-over-four double-hung sash at the second and third floors. This pattern of fenestration continues along the north façade, which also contains narrow bands of fixed, 12 9 steel-framed one-over-one sash (identical to those on the east and south facades) at the fourth and fifth stories.

The asymmetrically shaped ice-making plant, located at the northwest corner of the warehouse, consists of a rectangular-shaped ice house and a pentagonal-shaped freezing tank storage house. Like the warehouse, the ice plant is constructed of reinforced concrete and mirrors the Art Deco style of the larger building. The five-story ice house, situated at the north end of the plant, features a series of gabled pilasters along each facade. Unlike the warehouse, the walls of the ice house feature neither windows nor relief ornaments. A covered loading dock is located on the north façade. The north façade of the freezing tank storage house, which extends along University Road, contains five large steel-framed multilight windows. Like the parapet of the warehouse, the parapet of the freezing tank storage house is decorated with diamond-shaped concrete relief ornaments.

Designed by local architect Wilbur Watson & Associates, and built by Lundoff-Bicknell Company, the Distribution Terminal is a representative example of a 1920s reinforced concrete ice plant and warehouse. Built to manufacture ice for use in the holds of ships, as well as general cold storage around the city, the Distribution Terminal is the largest and one of the last cold storage plants in Cleveland.

Before the invention of portable refrigeration units, ice houses were an integral component in the transportation and storage of perishable commodities. The advent of refrigerated railroad cars, trucks, and ship holds rendered large ice facilities like the Distribution Terminal obsolete. The owners sold the ice-making equipment in 1957 and then started searching for a way to dispose of the freezing tank storage house (Cuyahoga County Archives 1958). It is unclear whether the ice house remained operational, but it appears certain that the warehouse continued to function as a cold storage facility until 2003.

During the early 1920s, plans for construction of Cleveland Union Terminal imperiled Cleveland's existing wholesale commission district. The site of the Union Terminal was occupied by buildings and structures used by the city's perishable food industry, and construction of the Union Terminal required these businesses to relocate. The wholesale commission merchants of the city banded together and chose a new centralized site for their operations. These efforts led to the development of the Northern Ohio Food Terminal at 3725 Croton Avenue, where the Gateway Cold Storage building is located in Cleveland's southeastern section (Watson 1932:364). Other cold storage operators embraced a more decentralized vision for the industry and, during the 1920s, erected cold storage facilities along existing avenues of transportation and in separate sections of the

city. Distribution Terminal and the two Neal Storage warehouses reflect this decentralized response to the loss of the former wholesale commission district.

The former Gateway Cold Storage building on 40th Street is similar in design to the Distribution Terminal Warehouse (Plate A127). A seven-story reinforced concrete structure, Gateway Cold Storage was built in 1927 to provide cold storage for the Northern Ohio Food Terminal. Gateway Cold Storage was designed primarily to store food for local wholesale distributors, but also produced ice for distribution. The warehouse is utilitarian in design with few stylistic elements.

Two other cold storage facilities were located on Cleveland's west side. Designed by prominent Cleveland architectural firm, Christian, Schwarzenberg, & Gaede, these facilities were built in 1925 and 1928 (Plates A128 and A129). Both were built for the Neal Storage Company and are similar in design to each other. The brick warehouses are utilitarian in architecture with some Art Deco embellishments. The 1925 structure, now the Harvest Publishing Company at 9800 Detroit Avenue, and the 1928 structure, at 15145 Lorain Avenue, have masonry foundations and walls clad in tan brick. Both are seven stories tall, but are considerably smaller than Distribution Terminal and Gateway Cold Storage.

NRHP Evaluation

Though utilitarian in design, architect Wilbur Watson imbued the Distribution Terminal with a hint of industrial modernity. Indicative of Art Deco, the vertical lines of the warehouse's recessed panels accentuate the height of the building, lending the structure a sense of height otherwise lost by its bulk. The decorative relief ornaments along the parapet, which suggest an Egyptian or Aztec motif, further develop the building's sense of 1920s industrial design.

The Distribution Terminal Warehouse retains integrity of location, materials, design, workmanship, feeling, and association. The construction of I-90 slightly compromised the setting; however, the complex is still surrounded by industrial buildings dating to the first half of the twentieth century and the local landscape remains much as it did during the Distribution Terminal's period of significance. The Distribution Terminal Warehouse complex retains architectural integrity and is historically significant. It is recommended eligible for the NRHP under Criterion C as a well-preserved example of an early-twentieth century cold storage building and its association with a well-known architect.

Distribution Terminal Warehouse is not associated with any significant person in Cleveland's history and is not recommended eligible under Criterion B.

The warehouse is recommended eligible under Criterion A for its association with Cleveland's cold storage industry, and that industry's decentralization following the loss of the downtown district. The period of significance for the Distribution

Terminal dates from the building's construction in 1927 to 1957, when the facility ceased to produce ice for cold storage shipments.

Table 7. Chain of Title for 2000 W. 14th Street, Cleveland, Ohio			
Grantor	Grantee	Date	Book/Pag e
Cleveland Cold Storage, Inc. (merger)	Bojack's Meat & Poultry, Inc. (merger)	10/22/1992	49427/15
Connohio, Inc.	Cleveland Cold Storage, Inc	4/30/1981	15447/473
The Watson Investment Company	Distribution Terminal & Cold Storage Company (merged with Southern New England Ice Co. in 1946 to form Connohio, Inc.)	5/2//1927	3462/528
The Mather Realty Co.	The Watson Investment Company	6/8/1926	3437/168
Edgar B. Thomas	The Watson Investment Company	12/16/1923	2985/35

Boundary Description/Recommendation

The legal boundary for the Distribution Terminal Warehouse was established in 1866. It is described as follows: beginning on the northerly line of Crown Avenue, at its point of intersection with the westerly line of W. 14th Street; thence westerly along said northerly line of Crown Avenue, 228.4 feet to its point being the southwesterly corner of land conveyed to Mary Odell and Jay Odell in 1866. Thence, the boundary follows northerly along the westerly line of land conveyed to Mary and Jay Odell 150 feet to an angle; thence westerly along a southerly line of land conveyed to Mary and Jay Odell 107 feet to a southwesterly corner thereof; thence northeasterly an unspecified length to the southwesterly line of University Road. Thence, the boundary travels southeasterly along said southwesterly line of University Road about 278 feet to said westerly line of W. 14th Street; thence southerly along said westerly line of W. 14th Street about 200.8 feet to the place of beginning.

The proposed NRHP boundary follows the legal boundary, excluding any ODOT easements.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A116. View of the south and west façades of the Distribution Terminal Warehouse (CUY7999-2) from Crown Avenue, facing northeast.



Plate A117. View of the east façade of the Distribution Terminal Warehouse (CUY7999-2) from W. 14th Street under the I-90 Bridge, facing northwest.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A118. Detail of the southwest parapet of the Distribution Terminal Warehouse (CUY-7999-2), facing east.



Plate A119. Detail of the south façade of the Distribution Terminal Warehouse (CUY-7999-2) from Crown Avenue, facing northeast.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A120. Detail of the southern loading bays of the Distribution Terminal Warehouse (CUY-7999-2), facing east.



Plate A121. Detail of the eastern doorway of the Distribution Terminal Warehouse (CUY-7999-2) from W. 14th Street, facing northwest.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A122. Detail of the Nickel Plate A Railroad spur on the north façade of the Distribution Terminal Warehouse (CUY-7999-2), facing west.



Plate A123. View of the north façade of the Distribution Terminal Warehouse (CUY7999-2) and the northeast façade of the Ice House from University Road, facing south.

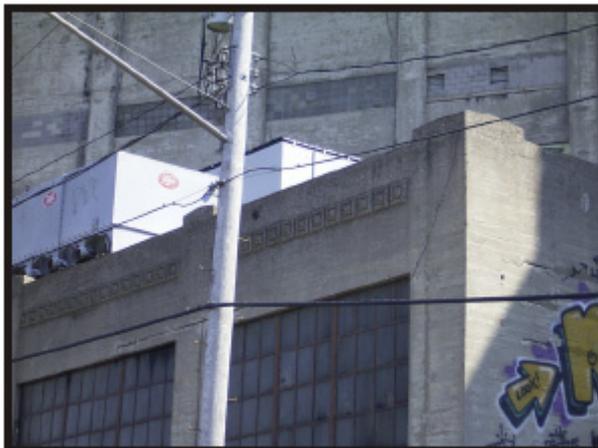


Plate A124. Detail of the northeast façade parapet of the Distribution Terminal Warehouse (CUY-7999-2) utility building from University road, facing south.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A125. View of the Distribution Terminal Warehouse (CUY-7999-2) and associated Ice House with the I-90 Bridge in the background, facing east.



Plate A126. View of the Distribution Terminal Warehouse (CUY-7999-2) and associated Ice House with the Nickel Plate Railroad Viaduct (CUY-3257-2) in the background, facing north.



Plate A127. View of Gateway Cold Storage Company at 3725 Croton Avenue, facing south.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 2: Excerpt from Phase II Survey



Plate A128. View of Harvest Publishing Company
(Neal Storage Company) at 9800 Detroit Avenue,
facing northwest.



Plate A129. View of Neal Storage Company at 15145 Lorain Avenue,
facing southeast.

Appendix 3: Excerpt from Historic Context

Pages 2-7 of Context for Distribution Terminal Warehouse Company Building,
2000 West 14th Street, Cleveland, Cuyahoga County, Ohio, January 2010

Prepared by Mary E. McCahon, TranSystems

Summary

The Distribution Terminal and Cold Storage Company building, a reinforced concrete, "fireproof" cold storage warehouse, was built in 1927-28 on the west bank of the Cuyahoga River adjacent to the Nickel Plate Railroad (New York Chicago & St. Louis) main line. It is a product of, and takes its name from, the 1924-1929 development of the Cleveland Union Terminal that consolidated passenger rail service through one electrified terminal at the southwest side Public Square. The massive construction project, the largest in the city in the 1920s, necessitated construction of many rail facilities to support both passenger and freight operations in and through the city. This privately financed cold storage facility utilized the Nickel Plate's freight operations, which were the most profitable part of its entire operations. The cold storage building housed many wholesalers who leased office and warehouse space. Perishables and dry goods were brought in by train at the lower level for local transshipment by trucks. Locals remember trucks lining up along University Avenue all day long to access the warehouse. The ammonia system refrigeration plant was located on the north side of the spur line and along University Avenue. Train service to the building ceased in the late 1970s and its overall usage declined gradually until the late 1990s when it was vacant.

Physical Description

The large, boxy, flat-roofed, 12-story, reinforced concrete, "fireproof," building is built into the slope on the west side of the Cuyahoga River valley. It is sited along a spur railroad line from the Nickel Plate Railroad's main line immediately south of University Avenue (Figure 1). The natural topography accommodated the advantageous siting of the building to have grade access to freight cars from the two lowest floors and then loading docks for vehicular access at the third level from Crown Avenue and West 14th Street as well as from University Avenue on lower levels (Figure 2. 1951 Sanborn map detail). From the Crown Avenue and West 14th Street elevations, the building offers a nine story appearance. Site conditions also accommodated construction of separate buildings for the mechanical equipment in a one-story, trapezoidal-shaped reinforced concrete building and a five-story, reinforced concrete ice making and storage building between the spur line and University Avenue. The five-story ice storage building had wood and cork insulation and its rail loading platform are clearly shown in Figure 1.

The boxy mass of the large building is relieved by using the moldable qualities of concrete to detail the building in the Art Moderne style. Decorated pilasters with pedimented parapets are used to define the corners while shallow arcades relieve the mass of the largely blank walls. The strong verticality of the building is relieved by the use of ribbon-like metal industrial windows that span from pier to pier on the lower levels of all elevations. The upper levels are blank. Cold joints in the concrete express the interior floor arrangement. The pedimented shape of the corner pilaster parapets is repeated for the band of pyramidal-shaped bosses used to terminate each elevation. The same motif is used on the equipment building along University Avenue. All loading docks, including those at the first and second levels where freight cars were unloaded, are inset or undercut to provide protection from the weather. The main entrance to the building is located at the northeast corner and accessed from West 14th Street. The original tripartite door frame is still in place. The interior is serviced by four banks of paired elevators and steps. The penthouses for each elevator bank are located on the roof.

Despite deterioration of ephemeral components like doors and window glazing, the building stands with its concrete components intact.

History

The Distribution Terminal and Cold Storage Company's reinforced concrete refrigerated warehouse and ice plant was built in 1927-28 as one of the many improvements to the city's passenger and freight operations to support the massive 1924-1929 construction of the Nickel Plate Railroad's Cleveland Union Terminal. The project with its electrified service, consolidated terminal was the largest construction project in the city in the 1920s, and it necessitated the construction of numerous new rail facilities including viaducts, bridges, and switching yard. This facility, intended to support and take advantage of the Nickel Plate's rapid movement of freight, was built by a corporation to serve as the transshipment point between long-haul perishable product that required refrigeration and non-refrigerated local distribution. A ca. 1960 aerial view of the Nickel Plate Railroad's double-track main line as it crosses University Avenue and transitions to grade shows the rear of the five-story ice storage building and the relationship of the spur-line serviced warehouse with the railroad (Figure 1). The spur tracks to the warehouse are on the left side of the image and the non-extant Abbey Avenue Viaduct is shown in the middle ground.

City directories show that building tenants were wholesale merchants of dry and perishable goods as well as some service businesses like a fur storage. Distribution warehouses with mechanical refrigeration were a common component of the food distribution system since the early 1900s. Mechanical refrigeration using an enclosed compressed gas system was developed in the mid 1850s and came into its own in the late 1890s. Meat packing companies like Swift and Armour led in use of manufactured refrigeration for warehouses and

distribution of perishable goods via refrigerated train cars. Since refrigeration for trucks was not perfected until the middle of the 20th century, the delivery chain depended on cold storage warehouses to support local transshipment. Rail-serviced cold storage warehouses were a common building type with the Distribution Terminal and Cold Storage facility on West 14th Street being one of several in the metro Cleveland area. A similar large, reinforced concrete cold storage warehouse is located on the southeast side of town east of IR 77. With advances in truck refrigeration after World War II, the need for railroad-supported transshipment facilities declined while truck-supported facilities, generally located away from the city center, increased.

Perishable and non-perishable food stuffs were delivered by train to the bays located on the lowest levels of the north elevation of the building adjacent to spur tracks, and they were moved through the windowless building by elevator. The ammonia-cycle refrigeration plant and ice plant with insulated storage lockers were located in separate buildings on the north side of the spur line and University Avenue. Loading docks accessible from Crown Avenue and West 14th Street were used by trucks for local transshipment of commodity. Bernie Sokolowski, the owner of a nearby business, remembers “forty-footers” lining up along University Avenue all day to access the building and load goods. The building housed a variety of both dry and perishable food stuff wholesalers and other businesses from Sears to suppliers of baking goods including sugar and chocolate. Train service to the warehouse ceased in the late 1970s, and the amount of produce that passed through the warehouse decreased. By the late 1990s the warehouse was vacant. Today it is unoccupied and deteriorating. It is used for displaying corporate advertising because of its prominent siting along the west side of the IR 90 Innerbelt Viaduct.

Architecturally the building is typical of its period and represents well understood structural and materials principals. Reinforced concrete for both commercial and residential buildings came into common usage during the first decade of the 20th century, and it was a common choice for factories and warehouses because of the load capacity it provides and the amount of clear floor space (Condit, pp.151-161). The material is also notable for its moldable qualities, which permits decoration, like the shallow arcading and the pyramidal-shaped boss bands. Neither of these features is innovative or distinctive. Use of an ammonia-cycle refrigeration system was also typical of the period as was the wood and cork insulation of the ice storage rooms.



Figure 1. Circa 1960 view looking south as Nickel Plate Railroad freight train crosses University Avenue and passes under the nonextant Abbey Avenue Viaduct. The left side of the image shows the west side of the Distribution Terminal and Cold Storage Company ice house and the railroad spur lines that service the transshipment facility. Used with permission for this report only from Cleveland Public Library (CPO 4355).

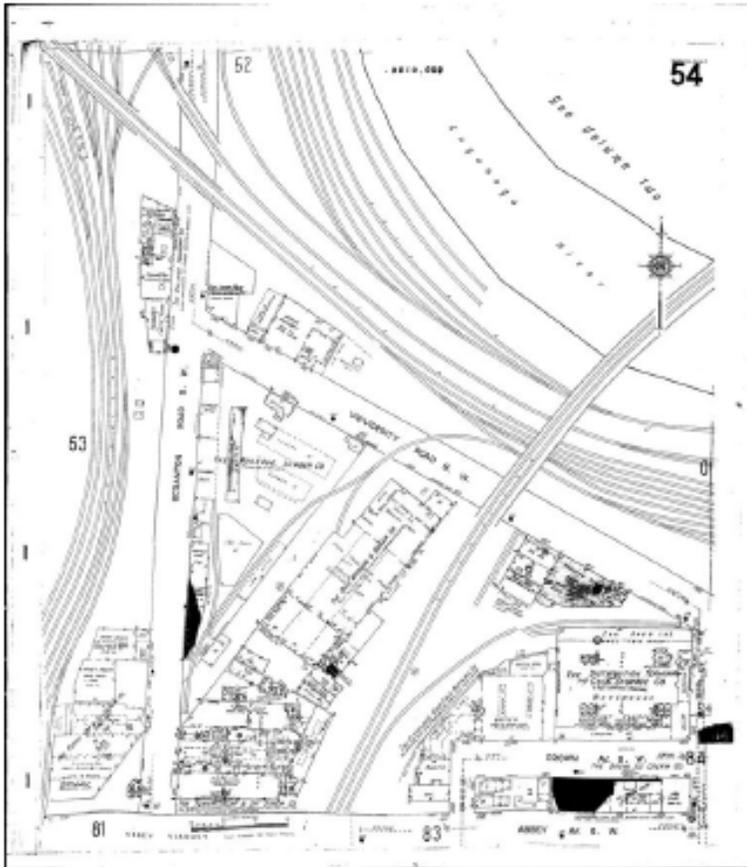


Figure 2. Detail of 1951 Sanborn Insurance Company map (Volume 3, Plate 54). Courtesy Cleveland State University Special Collections.

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Condit, Carl W. *American Building Arts Twentieth Century*. New York: Oxford University Press, 1961.

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Appendix 4: The Building Permit from the City of Cleveland for the Distribution Terminal Warehouse

Page 1:

CITY OF CLEVELAND

DEPARTMENT OF PUBLIC SAFETY
 DIVISION OF BUILDINGS

Permit No. 2091-D Floor Area \$
 Plan No. 2091-D \$
 Per Plan \$
 Bd. of App. Cal. PP. 1839 APPLICATION FOR PERMIT \$
 File No. PP. 1839 NEW STRUCTURE \$
 Total Fees \$ 1194
 (Permit will include ONLY such work as detailed in this application)
 Cleveland, O., 7-18-1927

To the Commissioner of Buildings—
 I, Distribution Terminal & Cold Storage Co. (Owner) hereby make application
 for a PERMIT to erect or build a structure as described in this application and the accompanying drawings,
 which are a part of this application.

1988.2012 LOCATION AND DESCRIPTION OF LOT Between Crown
 No. and Street West 14th St. Sublot No. 1 E. 1100
 Allotment original 30x120 ft. lot Side of Street West Ward
 Between University Road Street or Ave. and Crown St. Street or Ave.
 Being 175'-8" feet front and 292'-0" feet deep on the North Side
 Being 188'-6" feet rear and 228'-4" feet deep on the South Side

DESCRIPTION OF BUILDING

Purpose	Class	Grade
Length	Width	Stories
Roof Covering	Heating System	
Dwellings	Number of Chimneys	Size of Flues
Dwgs. & Store	Number of Stairs	Construction
Tenements	Number of Elevators	Type
Ten. & Stores	Character of Soil	Footings
Hotels	Number of families or persons	Total No. of rooms
Dormitories	Number of suites according to number of rooms	
Lodging Houses	1 R.	2 R.
	3 R.	4 R.
	5 R.	6 R.
	7 R.	8 R.
	Any occupancy other than Residential	
	Shortest distance to any building on the same lot	
	Is Sewer installed in street? Estimated cost \$	

MISCELLANEOUS

Private Garages	Purpose	Class	Grade
Stables	Length	Width	Height
Barns	Material	Roof Const.	Roof Covering
Bill Boards	Shortest distance to any building on the same lot		
Etc.	Shortest distance to any building on adjacent lots		
	Any occupancy other than described above Estimated cost \$		
	Additional Description		

NOTE—This Application to be typewritten or filled out in ink.

Page 2:

DESCRIPTION OF BUILDING

Purpose *Cold Dry Storage* Length *214'* Width *175'* Stories *12*

Occupancy of first floor *Dry Storage* Occupancy of floors above *Cold Storage*

Brick or Frame *Reinf. Conc.* Roof Covering *T. & G.*

Floor Construction *Reinf. Concrete* Roof Construction *Concrete*

Character of Soil *Sand* Footings *Concrete* Foundation *Concrete*

Heating System *Steam* Area of Floc. *In separate boiler room* Height above grade

Will a Ventilating System be installed? *Yes* Type *Mechanical*

No. of Stairs *4* Construction *steel* Enclosure *6" tall*

No. of Elevators *8* Type *electric* Enclosure *6" tall*

Total number of persons to occupy building *50*

Will Sprinkler System be installed? *Yes* Kind *dry pipe*

No. of Stand Pipes to be installed *2* Where located? *Stair 1 & 4*

Shortest distance to any building on the same lot *30*

Shortest distance to any building on adjacent lots *22.3*

Does any part of building encroach on public property? *No*

Estimated Cost \$ *4,000,000* Class. *3* Grade *2* Div. *D*

Additional Description _____

TABLE OF DATA REQUIRED (For All Buildings)

Stories	B	1	2	3	4	TYPICAL	5 TO 12	R
Stoey Heights		<i>10-8 3/4</i>	<i>10-8 3/4</i>	<i>10-8 3/4</i>	<i>11'-0"</i>		<i>11'-0"</i>	
Thickness of Walls		<i>See structural drawings</i>					<i>5 1/2" 12</i>	
Desig'd Live Load		<i>150</i>	<i>150</i>	<i>175</i>			<i>150 175 100</i>	
Desig'd Dead Load						<i>6 1/2</i>		
Occupancy		<i>Dry Storage</i>					<i>Cold Storage</i>	
No. of Persons			<i>40</i>				<i>10</i>	
Soil Pressure	<i>3 tons</i>							

Additional Information _____

Architect *Wibler, Matern & Associates* Address *4614 Prospect St.*

Mason Cont'r *Lundoff, Dicknell Co* Address *Keith Bldg.*

Carpenter Cont'r _____ Address _____

Steel Insp'r *L. N. Stewart* Address *4614 Prospect St.*

Concrete Insp'r *C. H. Nickay* Address _____

Cleveland's Distribution Terminal Warehouse:
 The Significance of a Cold Storage Building
 Appendix 4: Excerpt from Building Permit

Page 3:

The acceptance of the Permit herein applied for shall constitute an agreement on ^{our} part to abide by ^{my} all the conditions herein contained, and to comply with all ordinances of the City of Cleveland and the laws of the State of Ohio relating to the work to be done thereunder; and said agreement is a condition of said permit. A further condition of this permit that.....

OWNER.....
 TO BEB:.....
Distribution Terminal + Cold Storage Co
 Owner's Address *461st Prospect St. (67 Wall St. New York)*

Cleveland, O.,..... 192.....

County of Cuyahoga } ss.
 State of Ohio, }

.....being duly sworn deposes and says that he is..... the owner of the premises described in the foregoing application, and that the answers hereinbefore set forth are true.

Distribution Terminal + Cold Storage Company
 Owner's Address *67 Wall St. New York*
 (Agent or Attorney in Fact) *E. Van*

Sworn to and subscribed by the said..... before me at Cleveland, Ohio, this..... day of..... 192.....

Notary Public.

To the Commissioner of Buildings:—
 I hereby certify that I have examined the data furnished by the applicant and same is approved.

<i>E. S. Pappas</i> Examiner of Plans	<i>Chas. Schubert</i> Eng'r of Construction
<i>L. F. Ambrecht</i> Bureau of Wiring	<i>M. E. [unclear]</i> Bureau of Plumbing
<i>[unclear]</i> Division of Smoke	Heat. & Vent. Eng.
<i>[unclear]</i> Division of Fire	Division of Health
Department of Parks	Dept. of Public Service

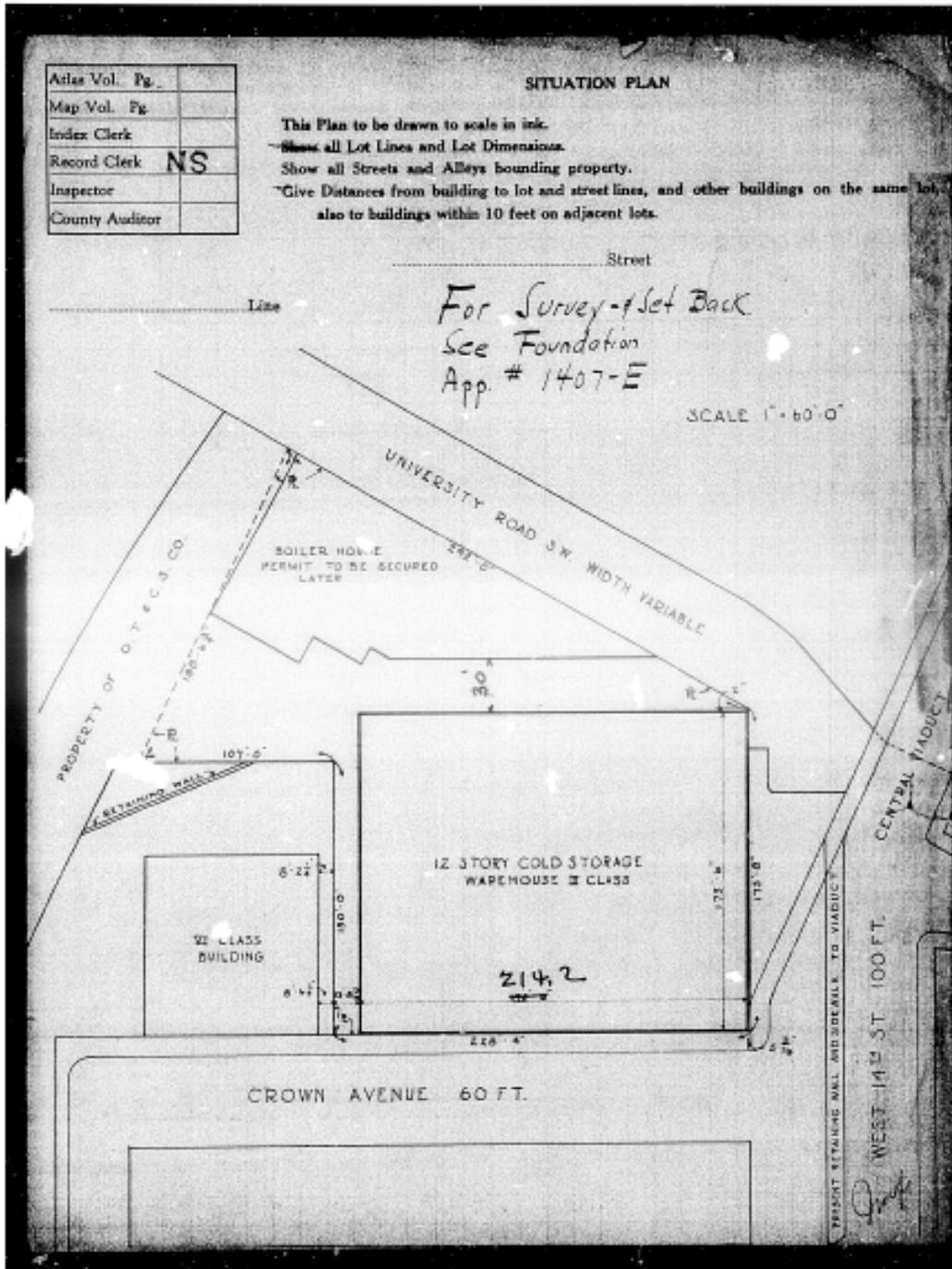
Cleveland, O., *July 21* 1927

I hereby approve the above application for a Permit to build.....
 Commissioner of Buildings.
 Per.....

To the Commissioner of Buildings:—
 Work on the structure herein described was started on the *26* day of *July* 1927 and completed on the *27* day of *Jan*, 1928. Final inspection made on the *27* day of *Jan*, 1928, disclosed building to be in accordance with plans and application, except as follows:.....

Date *Feb. 3, 28* *W. T. K.* Inspector.

Page 4:



Appendix 5: Article written by Wilbur J. Watson in 1932¹⁵ about the Northern Ohio Food Terminal, and a comparison with recent photographs

Cleveland's Cooperative Food Terminal

Nickel Plate Railroad Builds Facilities for Local Commission Merchants

By WILBUR J. WATSON

MEMBER AMERICAN SOCIETY OF CIVIL ENGINEERS

SENIOR PARTNER, WILBUR WATSON AND ASSOCIATES, ARCHITECTS AND ENGINEERS, CLEVELAND

IN ORDER to build Cleveland's new Union Passenger Terminal, described in CIVIL ENGINEERING for November 1930, it was necessary to acquire considerable property occupied by various wholesale commission merchants. In fact, so large a part of the wholesale commission district was required that the district was practically destroyed. While the Union Terminal development was in the planning stage, therefore, the commission merchants were faced with the problem of moving to new quarters, and it was at this time that interests connected with the Nickel Plate Railroad conceived the idea of centralizing the business in an entirely new district.

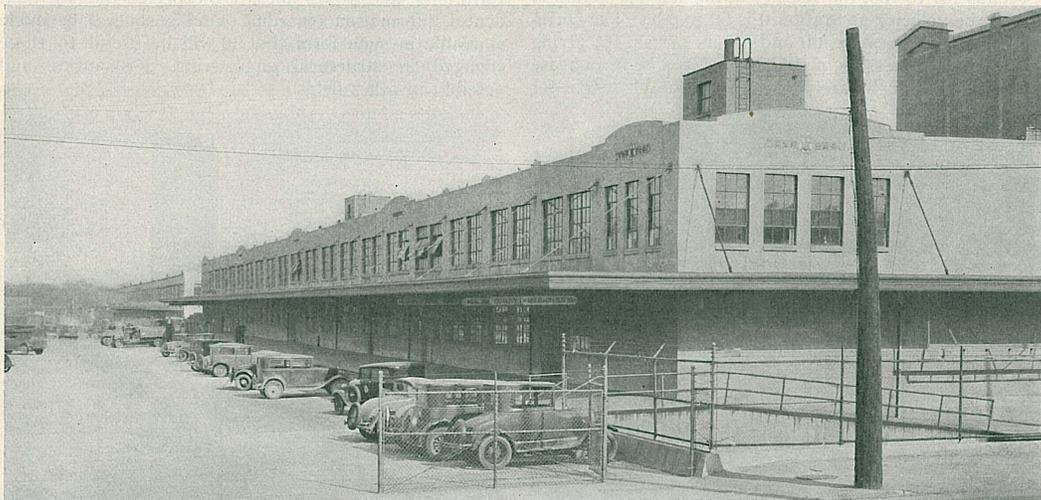
The railroad went about the project quietly and bought up a large tract of low-grade residential land adjacent to its right-of-way at a point very close to the geographical center of population of greater Cleveland. When this was accomplished, an invitation was extended to the commission merchants of the city to form themselves into an association for the purpose of developing a new wholesale produce center, the

FOR the purpose of bringing together into a central location the perishable food industry of Cleveland, the wholesale commission merchants of that city formed an association, organized as a public utility. Forced out of their former district by the construction of the recently completed Cleveland Union Passenger Terminal, they selected a new site with appropriate railroad facilities and convenient outlets for city deliveries by truck. This Northern Ohio Food Terminal project was financed and built by the Nickel Plate Railroad, under a contract by which each merchant eventually will own his particular unit. Yards and trackage are provided by the railroad. The gross investment represented in the terminal project is approximately \$6,000,000. At least 90 per cent of the fruit and vegetables coming into Cleveland were handled by its members at the time the corporation was formed.

Northern Ohio Food Terminal with adequate facilities to serve Cleveland and northern Ohio. The merchants responded to the idea; and their committee secured legal and engineering advice and proceeded to negotiate terms.

The basic principles agreed upon were simple and fair. The railroad would assume the entire cost of developing the yard and trackage, would turn over to the merchants, at cost, the land necessary for the market area and its streets, and would underwrite the buildings and improvements. It consented also to absorb in the yard costs all legal and engineering fees. For their part, the merchants agreed to form a company and construct the buildings and improvements, and to guarantee the down payments, interest, and amortization due the railroad. On this basis the Northern Ohio Food

Terminal, Inc., was formed and the project bearing that name was planned and constructed. At the time it was incorporated, its members were handling over 90 per cent of all the fruit and vegetable shipments coming into Cleveland.



NORTHERN OHIO FOOD TERMINAL, CLEVELAND
Unit No. 1 in Foreground; Unit No. 2 in Background

¹⁵ Watson, Wilbur J., Cleveland's Cooperative Food Terminal. *Civil Engineering* Volume 2 (1932), Number 6, pages 364-367.

The location selected is served directly by the Nickel Plate Railroad and admits of convenient connections with most of the other railroads entering Cleveland. To all these railroads it is open on the basis of a fixed charge per car. The tract purchased comprises approximately 33 acres lying between East 37th and East 40th Street, adjacent to Woodland Avenue. Its location in relation to greater Cleveland may be seen from Fig. 1. East 40th Street and Woodland Avenue are two of the main trucking thoroughfares of the city.

The project was financed by the Nickel Plate Railroad interests through a subsidiary, the Nickel Plate Development Company, which furnished the funds for construction purposes. On behalf of the Northern Ohio Food Terminal, Inc., the elected board of directors of that corporation controlled the planning of the layout of buildings and streets and the working out of the terms of the subscription agreement by which each member undertook to carry his share of the cost of the project.

As soon as general plans for the buildings were decided upon, members of the association chose their locations by lot, each taking from one to four units, according to the size and needs of his business. Certain changes were then made to accommodate individual owners, such as omitting elevators and changing partitions, but nothing was done that would make it impossible to revert strictly to the original typical 20-ft. unit at such time as this might be found desirable for any reason.

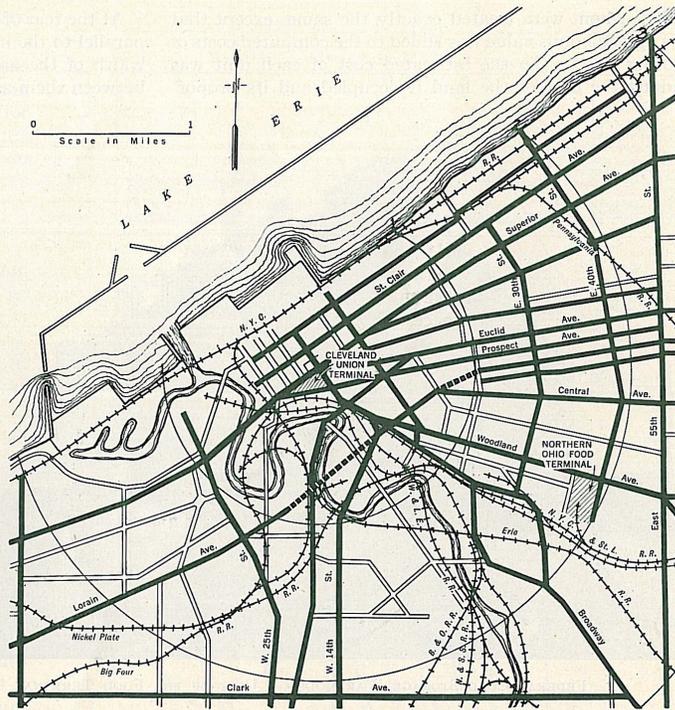
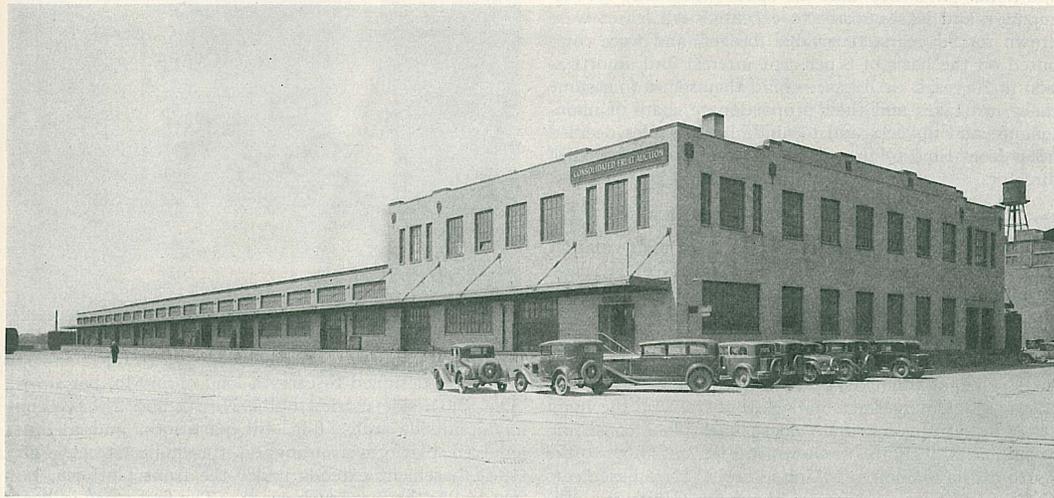


FIG. 1. LOCATION OF THE NORTHERN OHIO FOOD TERMINAL IN CLEVELAND
The Commission Merchants Originally Occupied the Area on Which Cleveland's New Union Passenger Station Stands

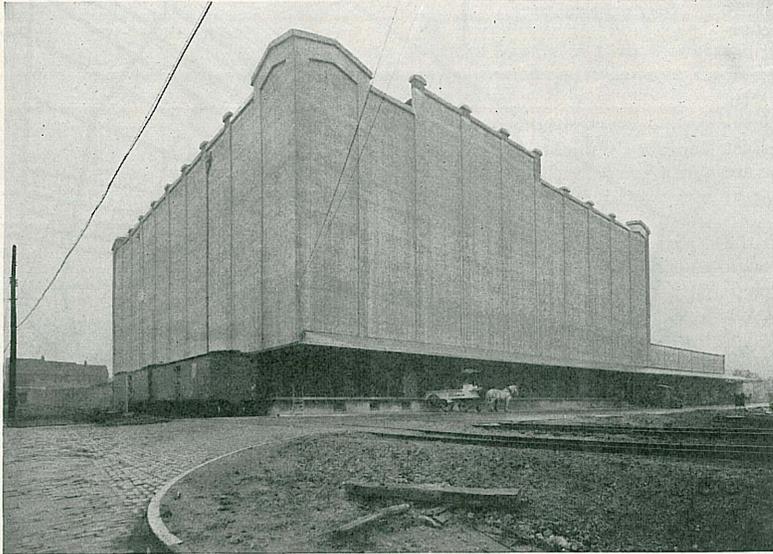
After these changes were incorporated in the drawings, careful cost estimates were prepared, and on these were based the subscription agreements between the Northern Ohio Food Terminal, Inc., and its member tenant-owners,



AUCTION BUILDING WITH TWO-STORY SECTION FOR OFFICES
Northern Ohio Food Terminal

all of whom were treated exactly the same, except that an agreed bonus value was added to the computed costs of corner units. To the estimated cost of each unit was added the cost of the land it occupied and its propor-

At the rear of the northerly units there is a 40-ft. street parallel to the main market street and extending the full width of the area. At the rear of the southerly units, between them and the ends of the yard tracks, there is a



FEDERAL COLD STORAGE WAREHOUSE, A UNIT OF THE FOOD TERMINAL

60-ft. street tying together all the yard driveways. The market section has an area of 408,000 sq. ft.; the yard occupies about 550,000 sq. ft. and has about 21,000 lin. ft. of trackage, all served by concrete drives of ample width.

In the western part of the yards there is a large modern auction shed with a two-story section containing the auction room, offices, and a restaurant. Adjacent to this is a cold storage plant occupying a ground area of 58,000 sq. ft. and having a gross storage capacity of 2,880,000 cu. ft. In the southeastern part of the yard is a covered area used as a farmers' or growers' market.

Around the entire area, including the yards and the market sections, is an 8-ft. woven wire fence with gates

tionate share of the joint streets and their improvement. To the sum thus obtained was added a flat 10 per cent as a buffer to care for the possible over-run of estimates and to provide a fund for joint operation and contingencies.

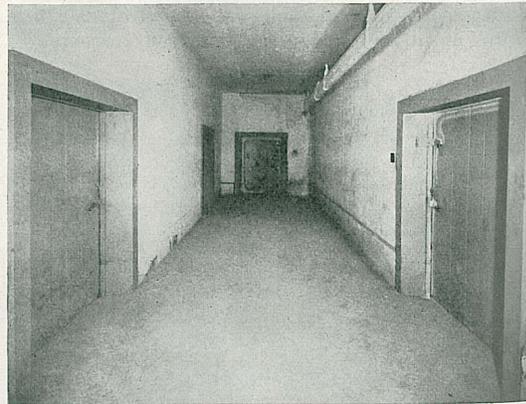
Each tenant, on signing his agreement to become a member in the undertaking, was required to deposit 2 per cent of the value of his unit or units and 8 per cent additional on notice that his space was ready for occupancy and leases ready to execute. All leases were drawn for 99 years, renewable forever, and were computed on the basis of 6 per cent interest and amortization in 20 years. All lessees bind themselves to assume their own taxes and their proportionate share of maintenance and upkeep, and to abide by the rules decided upon from time to time by their own elected board of directors.

PLAN PROVIDES COMPLETE SERVICE

In general, the project provides four main market unit buildings, paved yards with a capacity of 410 cars, an auction house, and a cold storage plant on the site, the last mentioned being a separate enterprise. The main market street, laid out at right angles to the yard tracks and drives, is 110 ft. wide and 1,020 ft. long, and is intersected, at about the center of the area, by a street 60 ft. wide. The market buildings that front on the main street are arranged in four blocks, each block consisting of similar 20-ft. units, as shown in Fig. 2. Those to the south of the main street (Units 1 and 2) have basements and two stories, and those to the north (Units 3 and 4) are one-story buildings, with basements under only part of their areas.

conveniently placed for entrances and exits, so that the entire district is under control for regulating hours of business and for economical policing.

Typical units are 20 ft. wide and 100 ft. deep, including a 22-ft. enclosed truck space at the rear. In general, the



INTERIOR OF COLD STORAGE PLANT

floors are designed to carry a load of 250 lb. per sq. ft. The south side market units, Nos. 1 and 2, have concrete outside walls, 6-in. tile partitions, and a 16-ft. covered platform fronting on the main street. The 10-ft. basement extends under the front platform, but not under the rear truck space. The first story is 12 ft. high; the second is 11 ft. high and extends for the full depth of the unit.

Provision is made for elevators of 3,000-lb. capacity, 7 ft. 6 in. by 8 ft. 4³/₄ in. in size, for each 20-ft. unit. Some of the merchants, however, occupy more than one unit and in this case the elevator for one of the units is omitted, but the units are so arranged that every 20-ft. unit can be served by its own elevator. The stairs serve two units jointly and have entrances both from the units and from the front platform.

Unit No. 1 is 492 ft. 10 in. long by 116 ft. 0 in. wide, and contains 168,503 sq. ft. of floor area. The truck space is protected in front by rolling steel shutters, and similar shutters are provided between the truck space and the store. Doors at the platform end are of the bifold type, 12 by 9 ft. Under the 16-ft. platforms of all units, space is provided for utilities, including the refrigerating pipes of the Federal Cold Storage Company.

Unit No. 2 is 425 ft. 2 in. in length by 100 ft. 0 in. in width and contains 147,635 sq. ft. of floor area. The design is similar to that of Unit No. 1. Unit No. 3 is 261 ft. 6 in. in length by 90 ft. wide and contains 26,150 sq. ft. of floor area. This unit can be extended in the future as additional space is required. Unit No. 4 is 456 ft. 6 in. in length by 90 ft. wide and has a basement under about two-thirds of its area. It has 27,587 sq. ft. of floor space.

The Auction Building is 110 ft. wide by 462 ft. in length and contains 65,838 sq. ft. of floor space. There is a small basement for boiler room and cold storage only. The two-story section, or head house, is 82 ft. by 110 ft. and the remainder is a single story. Concrete was used for the basement, and steel columns and beams, fire-proofed with concrete throughout, for the two-story section. The rest of the structure, the single-story part, has brick walls, steel trusses, and a timber roof. The auction room, 48 ft. 9¹/₂ in. by 64 ft., contains 286 seats and is acoustically treated.

In addition to these buildings there is a smaller structure known as the Dairy Products Building, 40 ft. in width by 130 ft. in length, which has two stories and no basement, and contains 10,544 sq. ft. of floor space. This building is of the mill type.

CENTRAL REFRIGERATION PLANT

The cold storage unit was constructed independently by the Federal Cold Storage Company on property leased to it by the development company. This unit comprises a cold storage building 200 ft. square and seven stories high, and a single-story refrigerating building approximately 200 by 100 ft. The latter is of reinforced concrete throughout and is of unique design in that all the outside walls are double, consisting of a 12-in. outer wall and a 16-in. inner bearing wall, between which was placed 16 in. of ground cork. The interior ceiling insulation and the roof insulation are of the wool type.

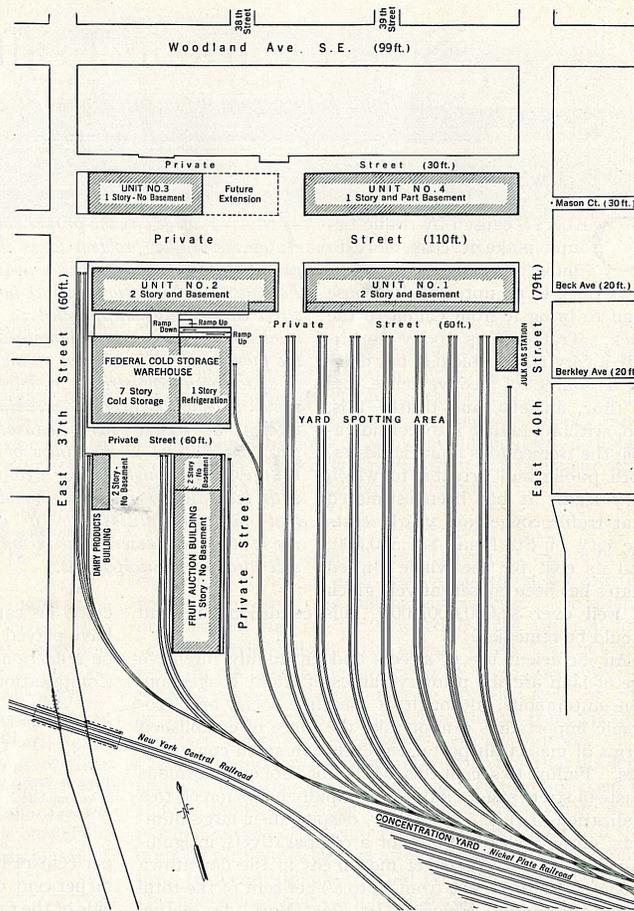


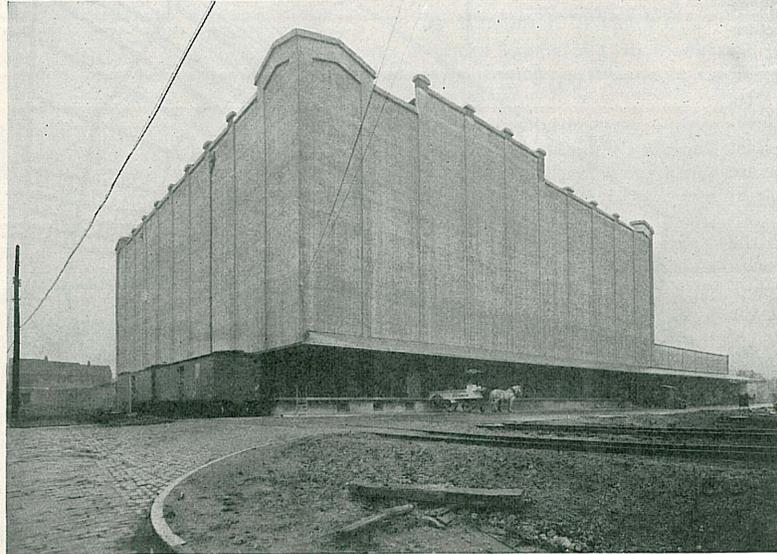
FIG. 2. GROUPING OF BUILDINGS, NORTHERN OHIO FOOD TERMINAL
Easy Access Is Provided to Tracks and Truck Routes

Excess capacity was provided in the refrigeration plant so that it could furnish refrigeration to the various stores in Units 1 and 2 of the terminal development. This refrigeration is supplied through pipe lines installed when the units were constructed.

PERSONNEL

The entire development was carried out under the direct charge of W. J. Bergen, Engineering Assistant to the President of the Nickel Plate Railroad. Wilbur J. Watson and Associates were the architects and engineers for all the buildings, with the exception of the cold storage unit. Unit No. 1 was built by the Craig-Curtiss Company; Units 2, 3, and 4, by the Sam W. Emerson Company; the Auction Building, by the Hunkin-Conkey Construction Company; and the Dairy Products Building, by the George A. Rutherford Company, all of Cleveland. The engineers for the Federal Cold Storage Company were the Ball Ice Machine Company of St. Louis, and the general contractors were the Blome Sinek Company of Chicago.

**The Northern Ohio Food Terminal, as illustrated in Wilbur J. Watson's
1932 article and as seen in aerial images in 2007**



FEDERAL COLD STORAGE WAREHOUSE, A UNIT OF THE FOOD TERMINAL

Gateway Cold Storage Building, located at 3725 Croton Ave., in Cleveland's Northern Ohio Food Terminal, is pictured in Wilbur Watson's 1932 article and labeled as the Federal Cold Storage Warehouse. The article says that Wilbur J. Watson and Associates were the "architects and engineers for all the buildings, with the exception of the cold storage unit," which was engineered by the Ball Ice Machine Co., St. Louis.



Watson describes this building as being "of unique design" with 12-inch concrete outer walls and 16-inch concrete bearing inner walls with 16-inch of ground cork between them (as insulation). This building has some decorative details, but fewer than the Distribution Terminal Warehouse, designed by Watson.

Cleveland's Distribution Terminal Warehouse:
 The Significance of a Cold Storage Building
 Appendix 5: Northern Ohio Food Terminal Article

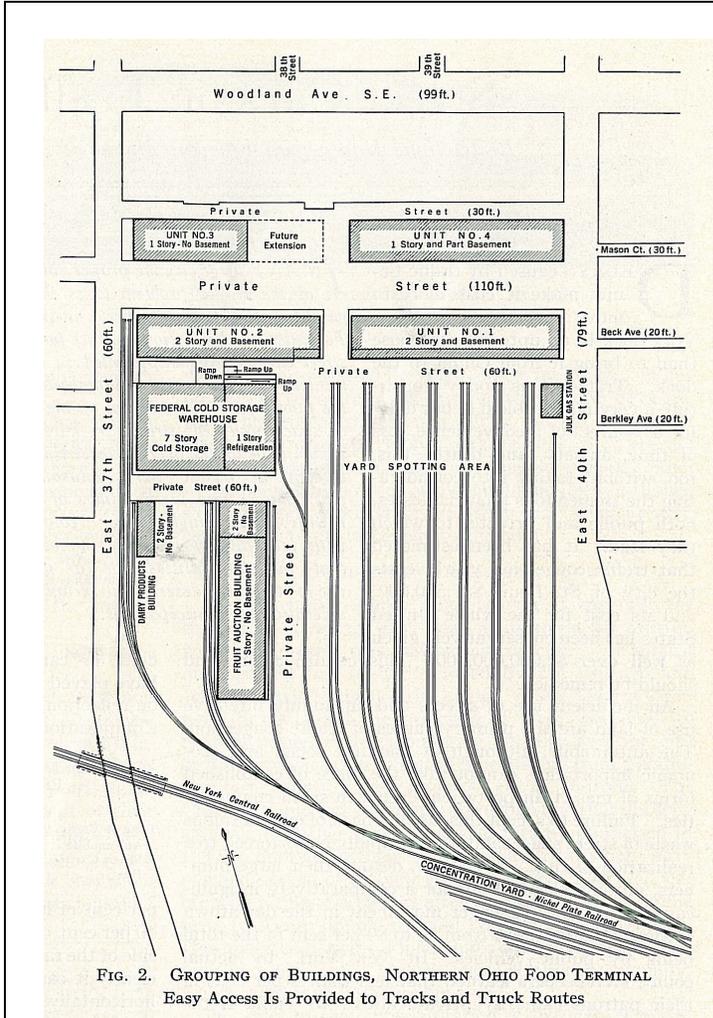
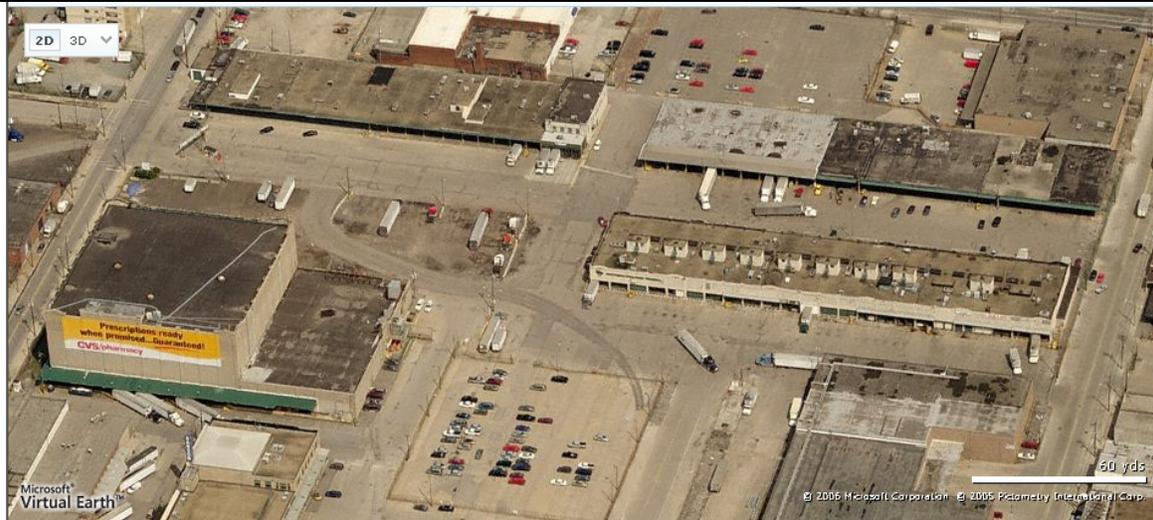


FIG. 2. GROUPING OF BUILDINGS, NORTHERN OHIO FOOD TERMINAL
 Easy Access Is Provided to Tracks and Truck Routes

Most of the buildings shown on the original site plan are still standing today. Unit No. 2 has been demolished, and the train tracks have been removed and paved over. The rail spur that ran along E. 37th Street appears on these photos.



Fruit Auction Building is shown above. Former tracks are now a parking lot. Units 3, 4, and 1 are near top of view.

Cleveland's Distribution Terminal Warehouse:
The Significance of a Cold Storage Building
Appendix 5: Northern Ohio Food Terminal Article



Building No. 1, as seen in 2007 (below) and as illustrated in the 1932 article (above).

