

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Gansevoort Market Historic District

other names/site number _____

2. Location

street & number Roughly bounded by West 16th St.; Ninth Ave and Hudson St., Gansevoort St;
West St. and Eleventh Ave. [] not for publication

city or town New York [] vicinity

state New York code NY county New York code 061 zip code 10014

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 as set forth in 36 CFR Part 60. In my opinion, the property meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide locally. ([] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

New York State Office of Parks, Recreation & Historic Preservation
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
[] see continuation sheet
- determined eligible for the National Register
[] see continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other (explain) _____

Signature of the Keeper

date of action

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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

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

Contributing	Noncontributing	
140	14	buildings
1	1	sites
2		structures
		objects
143	15	TOTAL

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(enter categories from instructions)

DOMESTIC: single dwelling, multiple dwelling, hotel
COMMERCE/TRADE: warehouse, store,
AGRICULTURE/SUBSISTENCE: processing, storage
INDUSTRY: manufacturing facility
TRANSPORTATION: rail-related
OTHER: stable

Current Functions
(Enter categories from instructions)

DOMESTIC: multiple dwelling, hotel
COMMERCE/TRADE: business, specialty restaurant, warehouse
AGRICULTURE/SUBSISTENCE: processing
INDUSTRY:
OTHER: garage
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival
LATE VICTORIAN: Italianate, Romanesque, Renaissance
MODERN MOVEMENT: Moderne, Art Deco

Materials
(Enter categories from instructions)

foundation Stone, Brick, Concrete
walls Brick, Terra Cotta, Stone
roof
other Metal, Copper, Cast iron.

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

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8. Statement of Significance

Applicable National Register Criteria

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

- A** Property 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 that 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 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 of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 Building Survey

- recorded by Historic American Engineering Record

Areas of Significance:

(Enter categories from instructions)

- Architecture
- Commerce
- Industry
- Transportation
- Community Planning and Development

Period of Significance:

1840-1950

Significant Dates:

Significant Person:

n/a

Cultural Affiliation:

n/a

Architect/Builder:

(See continuation sheet)

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: _____

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10. Geographical Data

Acreeage of Property approx. 44 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 1 | 8 | 5 | 8 | 4 | 0 | 5 | 0 | 4 | 5 | 1 | 0 | 2 | 8 | 6
Zone Easting Northing

3 1 | 8 | 5 | 8 | 3 | 5 | 8 | 7 | 4 | 5 | 1 | 0 | 0 | 1 | 2
Zone Easting Northing

2 1 | 8 | 5 | 8 | 3 | 9 | 8 | 1 | 4 | 5 | 1 | 0 | 0 | 8 | 6

4 1 | 8 | 5 | 8 | 3 | 6 | 8 | 6 | 4 | 5 | 1 | 0 | 5 | 7 | 6
(See continuation sheet for add'l UTM ref)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By (See continuation sheet for author)

name/title Contact: Kathy Howe, Historic Preservation Specialist

organization NYS Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau date April 2, 2007

street & number Peebles Island, PO Box 189 telephone 518-237-8643, ext. 3266

city or town Waterford state NY zip code 12188-0189

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with SHPO or FPO for any additional items)

Property Owner (Complete this item at the request of the SHPO or FPO)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. 470 *et seq.*)

Estimated Burden Statement: public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

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7. Narrative Description

The Gansevoort Market National Register Historic District occupies all or part of 19 blocks in the northwest corner of Greenwich Village and the southwest corner of Chelsea in New York City. The District is defined by Horatio and Gansevoort Streets to the south; Hudson Street and Ninth Avenue to the east; West 16th Street to the north; and Eleventh Avenue and West Street to the west. The District is composed of 140 contributing buildings (including those buildings contained within the two multi-building complexes); two contributing structures, the High Line elevated railway and the historic street pattern of the neighborhood; and one contributing site, a lumber yard at 400-406 W. 15th St. The district has fourteen noncontributing buildings and one noncontributing site (a small park).

Part of the District's southern boundary corresponds to a segment of the northern boundary of the Greenwich Village Historic District, so designated by the New York City Landmarks Preservation Commission in 1969, and listed on the National Register of Historic Places on June 19, 1979. The former Manhattan Refrigerating Company's complex of cold storage warehouses completes the Gansevoort district's southern boundary at Horatio St. Parts of an even larger industrial complex, formerly the bakeries and headquarters of the National Biscuit Company (Nabisco), delineate the District's northern edge at West 16th St., and provide a transition between Gansevoort and industrial Chelsea. To the east of Ninth Ave. and Hudson St., District boundaries take in Greek Revival houses and industrial loft buildings. The western boundaries of West St. and Eleventh Ave. stop just inland of the Hudson River waterfront. Although the waterfront played a prominent role in the area's development, the late-20th century Route 9A and the Hudson River Park have replaced its historic fabric, save for one structure on the Gansevoort Peninsula, the 1933 fireboat house of Marine Terminal 2.

With the exception of the site of the old West Washington Market (between Eleventh Ave./West St. and Thirteenth Ave., Gansevoort to Bloomfield streets, demolished 1950), the District includes the larger area long designated in the NYC Code of Ordinances as the West Washington Market: from Ninth Ave. to Thirteenth Ave, and from the south side of Gansevoort St. to the north side of West 14th St. Additionally, District boundaries generally correspond to the underground system of artificial refrigeration, provided by the aforementioned Manhattan Refrigerating Company, that served buildings in much of the market area for close to a century.

The Gansevoort Market District evokes a significant chapter in New York City's commercial history, circa 1840 to 1950. This period highlights the major forces that brought the area to commercial prominence and produced its extant physical fabric. These forces include local merchants of the 1840s, who built dwellings with ground-floor shops; the relentless alteration of the Hudson River shoreline; the mid-19th century introduction of the Hudson River Rail Road; the creation of two large markets in the 1880s; Hudson River pier improvements of the early 20th century; the arrival of large commercial and industrial entities; and the High Line and the Miller Elevated Expressway of the 1930s. The period of significance closes in 1950 with the replacement of the 1889 West Washington Market by the Gansevoort Market Meat Center (559-569 West St.). The area's historical character has changed very little in the past half century. Gansevoort remains a busy low-rise commercial district with open views of the surrounding city and the Hudson River.

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The District features several generations of buildings purpose-built or altered for use by wholesale meat and produce purveyors and other food suppliers, as well as major commercial buildings designed by prominent architects. The extant buildings occupy a street plan shaped by a long history of adjustments to the Hudson River waterfront and by advances in several modes of transportation. An accumulation of architectural and streetscape details reveal the layers of history that contribute to the area's overall character. These details include the market buildings' scale and design vernacular; distinctive sidewalk canopies; the physical evidence of alterations to individual buildings; high-style architecture; signage; Belgian block paving; connections between buildings provided by aerial pedestrian bridges and the High Line viaduct; cohesive market streetscapes; view corridors to the Hudson River; and wide intersections and open city views.

Building Typologies

Several building typologies illustrate Gansevoort's history as a marketplace of increasing prominence on local, regional and national levels: residential buildings; market buildings, either purpose-built or altered for market use; warehouses and loft buildings; large commercial complexes; and structures related to the area's historic transportation resources.

Three-story brick Greek Revival rowhouses of the 1840s are the earliest extant buildings. The dwellings preceded the Hudson River Rail Road, which would transform the area soon after its arrival in 1850. Many of the 1840s dwellings were built with ground floor stores (for example, 8-12 Little W. 12th St., 639 1/2 and 643-649 Hudson St.); others received alterations at later dates (7 and 44-60 Ninth Ave.). Despite nearly 160 years of hard use and serial alterations, many of these houses still indicate the basic Greek Revival vocabulary of stoop, lintels, cornice, entrance, and fenestration. The most intact example of this earliest group is 5 Ninth Ave.

The District features an important commercial contemporary of the 1840s residences: the Herring Safe and Lock Factory (669-681 Hudson St.). Silas Clark Herring filled a triangular block with three four-story Greek Revival brick buildings in 1849. The complex gained a floor and conversion to lofts with ground floor stores by 1884.

The Gansevoort and West Washington Markets

The opening of two huge municipally-sanctioned food markets set the pace for development during the 1880s. The Gansevoort Farmer's Market, a retail produce market, opened in 1884 on the block bound by today's Gansevoort, Washington, Little W.12th, and West streets (since 1950, the Gansevoort Market Meat Center, 559-569 West St.). The West Washington Market, a wholesale meat and poultry market, opened across West Street in 1889 (demolished 1950). The New York Central Rail Road's on-grade Tenth Avenue line ran between the two markets, which became the focus of regional commercial activity and spurred the development of purpose-built market structures and ancillary businesses throughout the area.

Market-related Development

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The purpose-built markets of the 1880s typically were two-story brick buildings, with large loading bays on the first floor and windowed offices on the second. Metal canopies (listed as "marquise" or "marquee" on building applications) spanned the front of the buildings to the curb line, and protected perishable food products from sun and precipitation. Excellent examples of this type are at 823-829, 831 and 833 Washington St., and 32-36 Little West 12th St. Examples of three-story purpose-built market buildings of this decade include 1 and 53-55 Little W. 12th St. A five-story purpose-built store and lofts (53-61 Gansevoort St.) for wholesale grocers dates to 1887. Other market buildings of this decade include a six-story warehouse (400 West 14th St.); a three-story facility for meat wholesalers (402-408 West 14th St.); and a five-story loft building with stores (428-432 West 14th St.), developed on land owned by the Roosevelt, Goelet and Astor families, respectively. The decade marked new buildings for purveyors of food products other than produce and meat, including a bottling works and ale warehouse (410-416 West 16th St.).

The decade of the 1880s also saw the development of worker housing. Brick dwellings with stores (67 Gansevoort St. and 641 Hudson St.), two five-story rows of tenements (52-58 and 60-68 Gansevoort St.) and multiple dwellings (817-821 Washington St. and 442 West 14th St.) supplemented the residential stock of the 1840s and 1850s.

Market-related alterations to older buildings began in the 1880s, timed to the opening of the new large markets, and continued for several more decades. Some rowhouses were altered with ground floor space for commercial use (803-807 Washington St.). Other dwellings were combined and altered for cold storage (53-55 Little W. 12th St.). Still others were converted from single-family dwellings into bachelor apartments with ground floor retail uses (351-355 West 14th St.). Many of the area's brick stables (445 West 14th St., 408-410 West 15th St. and 408 West 16th St.) were adapted to serve as garages.

The area features several examples of an alteration phenomenon of the 1930s and 1940s: older residential buildings, singly or in groups, that were reduced in height and converted to market use. The residential buildings had become anomalies in the predominantly market district, at a time when revised building codes mandated expensive upgrades to older multiple dwellings. Rather than retain, improve and pay taxes on the unused upper floors of dwellings, Depression-era owners whittled the residential buildings down to optimal market size and configuration (52-58 and 60-68 Gansevoort St., 817-821 Washington St.). This type of alteration reinforced the area's traditionally low-rise character, and bucked the time-honored trend of Manhattan development to rise ever upward.

Purpose-built market buildings continued to be added to the area through 1940, generally following the utilitarian two- or three-story program set in the 1880s (835 and 837-843 Washington St.). With a few exceptions that predate the two big markets (numbers 405, 407, 409-411, and 416-418), much of West 14th St. between Ninth and Tenth avenues was developed between 1890 and 1930. The last significant group of purpose-built market buildings includes structures built in the path of or adjacent to the 1934 High Line (including 437, 445, and 449 West 13th St.; 446-448 and 450-456 West 14th St.). Several buildings in this latter group introduced Art Deco and Moderne styling to the area's architectural mix.

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By the 1890s, market-related businesses and buildings – both purpose-built and altered – claimed portions of nearly every block in the area. Meanwhile, large commercial complexes, lofts and warehouses began to appear, attracted by the area's superior access to rail and waterfront transportation. The New York Biscuit Company in 1892 completed the first building (78-92 Tenth Ave.) of what became, by the 1930s, the National Biscuit Company's five-block bakery and distribution complex. In 1898, the Manhattan Refrigerating Company opened a power plant (109-111 Horatio St.) and cold storage warehouse (521-525 West St.). The company's operations occupied the entire block by the 1940s.

Six-story loft buildings were built in the 1890s on the east side of Hudson St., on either side of West 13th St. On the south side, a brick warehouse (number 652-664) faces its more decorative contemporary, a loft building (number 666-676). The turn of the 20th century brought large and distinguished lofts and warehouses, produced by well-known architects for prominent real estate investors and manufacturers. This group includes warehouses designed by Boring & Tilton and LaFarge, Morris & Cullen (29-35 and 2-8 Ninth Ave., respectively, both on Astor land); another warehouse by Boring (62-64 Ninth Ave.); and a loft building by Trowbridge & Livingston, leased by the Astor family to P.F. Collier & Son (416-424 West 13th St.). This generation of upright, elegant brick commercial buildings features handsome massing, detailing and materials, including corbelled brick cornices and stringcourses; decorative sills and lintels; arches; and terra cotta, cast-iron, and rusticated granite. Many in this group of buildings are landmarks of individual architectural merit.

The Waterfront

A series of 19th century landfills along the Hudson River created new blocks between Tenth and Twelfth Avenue by the 1850s. This landfill coincided with a surge in the growth and prominence of New York's port, which in the 1820s and 1830s had moved from the east side of Lower Manhattan to the west side. Dozens of new waterfront blocks soon filled with maritime businesses and iron works; lumber, coal and stone yards; manufacturers of plaster, varnish, turpentine, paint, and terra-cotta; and breweries and distilleries.

Between the mid-1890s and 1910, much of the area's mid-19th century landfill was excavated for the construction of piers that would accommodate longer ships. South of Gansevoort St., the Gansevoort Piers (1902) moved the waterfront back to West Street; north of Little West 12th St., the Chelsea Piers (1910) set the waterfront at Eleventh Ave.

Historic Streets

The area's oldest streets, Gansevoort and Greenwich, date to the earliest European settlement. Gansevoort followed a native path to the Hudson River, and Greenwich Road was the main artery between the downtown "city" and the village.

Gansevoort's distinctive street plan was shaped by the meeting of 18th century village streets with the 1811 grid that charted development between Houston and 155th streets. The intersecting street plans created triangular blocks just north of Gansevoort St. and corresponding triangular street intersections, where Gansevoort and West 14th streets meet Ninth Ave. Additionally, Chelsea Pier excavations resulted in Eleventh Ave., a street

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that angled through the grid and created triangular and trapezoidal vestiges of the westernmost blocks north of 13th St. The area's street plan also reflects the post-1812 extension of Hudson St. from Gansevoort St. to a point north of West 14th St., which created the five-cornered intersection with West 14th St. and Ninth Ave. By the mid-1880s, Washington St. was extended from Little West 12th St. north to West 14th St. In 1887, Gansevoort Street was widened to increase access to two huge markets to the west: the Gansevoort Farmer's Market (1884) and the West Washington Market (to open in 1889).

Belgian blocks still pave many of Gansevoort's streets and wide intersections, as they did 150 years ago. The broad sidewalks historically served as *de facto* extensions of market buildings, where products were loaded and unloaded under protective cover of steel canopies, or marquees. The granite paving, broad sidewalks and overhanging canopies are essential features of the historic Gansevoort streetscape.

Transportation

Many modes of transportation contributed to the area's development, giving local businesses access to increasingly wider markets. Ferries crossed the Hudson River near the end of the 18th century, joined by steam ferries early in the 19th century. Commercial shipping moved from the East River to the Lower West Side in the 1820s and 1830s, as the Erie Canal and western railroad networks reached the Hudson River. New York was firmly established as the nation's greatest port by 1850, with freight and passenger shipping concentrated on the Lower West Side.

The Hudson River Rail Road, the first to have direct access to the Lower West Side, reached the Gansevoort Market area in 1850. The area's fortunes were tied to the railroad for over a century, from the 1850s through the demise of the elevated High Line over the 1970s and 1980s. Although the railroad at first carried both passengers and freight, it soon evolved into a freight line. Early mass transit – ferries, omnibuses, and the Ninth Avenue Elevated Train – served local residents and commuting workers.

The area's transportation advantage was cemented in the next century under the vast West Side Improvement Project, which prompted the Miller Elevated Highway (1931) and the NYCRR's elevated High Line (1934). Just outside the District's northeast corner, the Port Authority's Union Inland Freight Terminal (1932) received and distributed freight for the several railroads that served industry along the West Side waterfront.

Today, West 14th St. is the area's main east-west thoroughfare. Hudson St./Ninth Ave., Tenth Ave., and Eleventh Ave./West St. accommodate most of the north-south traffic. The waterfront is the flat precinct's primary topographical feature, the essential fact of its development and, in recent years, an amenity. New York State's Route 9A Reconstruction Project has replaced the Miller Elevated Expressway with an on-grade highway along Eleventh Ave./West St. and public park along the Hudson River. A new park at West 14th St. and Tenth Ave. is a neighborhood gateway to the waterfront park; both operate under the aegis of the Hudson River Park Trust. The abandoned High Line viaduct, a powerful reminder of the area's commercial past, stands along Tenth Ave. and Washington St., and terminates abruptly at the north side of Gansevoort St. A private organization, the Friends of the High Line, is currently working with the city to transform this railway into an

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elevated park. The area is served by mass transit, with A, C, E, and L subway lines at 14th St. and Eighth Ave.; the 14th Street crosstown bus; and the M11 bus on Ninth and Tenth avenues.

The Commercial Heyday, Decline and Revival

The West Washington Market by 1912 provided 55 per cent of the meat sold to New York City grocers, restaurants, hotels, and steamship lines. That same year, the National Biscuit Company's New York operation, on the brink of becoming the world's largest bakery, introduced the Oreo cookie. *Collier's Weekly Magazine* enjoyed a national circulation of one million, and the Manhattan Refrigerating Company was preparing to install conduits to provide artificial refrigeration to market buildings within a 17-block service area. National commercial rail freight was approaching its peak (1916) capacity. The area's meat industry and large commercial ventures continued to flourish into the late 1940s, when post-World War II suburbanization began to lure industry from the nation's cities. Nabisco decamped for New Jersey in the late 1950s, and New York City eventually decentralized its wholesale food markets. Although the Gansevoort Market area's traditional primary role as a market, producer and distributor of foodstuffs has diminished, it continues to function as a vital commercial district. The remaining Gansevoort meat purveyors continue to supply Manhattan restaurants and retail outlets, and constitute an essential component of the urban food chain.

A hallmark of the area's buildings is that they have been remarkably adaptable to changing commercial conditions; thus, many former market buildings today house a new generation of commerce, which includes restaurants, caterers, galleries, clothing and design boutiques, production studios, and office and studio space for small businesses. Gansevoort remains a mixed-use commercial district of round-the-clock activity, characterized by three basic shifts: early morning meat market, daytime retail, and night life. The legacies of Gansevoort's commercial past – architecture, scale and a particularly redolent sense of place – have ensured its appeal as a prime commercial destination.

Building List

Streets and avenues within the district are listed in alphabetical order; buildings are listed in numerical order on each side of a street or avenue. The listings note address, date of completion, attribution, description, significant alterations, and any alternate address. Each street address is noted; secondary addresses refer to the entry for the building's primary address.

The district includes two large multi-building complexes, the Manhattan Refrigerating Company and the National Biscuit Company; the constituent buildings of each are listed under the company's name at the end of the list. Each complex is counted as a single historic resource.

The significant structures – the High Line and the Historic Streets – also are listed at the end; each is counted as a single resource.

Eleventh Avenue, east side, between W. 13th and W. 14th Streets

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2-4 Eleventh Ave. *See* 45-53 Tenth Avenue

Eleventh Avenue, east side, between W. 14th and W. 15th Streets

See West 14th Street Park

Eleventh Avenue, east side, between W. 15th and W. 16th Streets

28-44 Eleventh Ave. *See* **National Biscuit Company**: 81-95 Tenth Avenue

Gansevoort St., south side, between Hudson and Greenwich streets

28-30 Gansevoort St. *Noncontributing* One-story garage extends south across the rear lots of a row of four buildings at 643-649 Hudson Street (*see*). 1982.

32 Gansevoort St. *Contributing* Owner/builder John B. Ireland completed this five-story warehouse in 1893; Charles Behrens, architect. The three-bay, yellow brick building was converted to a store with lofts above in 1901. Alterations in 1961 allowed fine arts studios to occupy the upper floors, which became joint living/studio spaces upon 1974 alterations.

34 Gansevoort St. *Contributing* Architect Charles Mettam designed the five-story multiple dwelling with stores for William W. Giles. Projecting lintels and cornice ornament the three-bay, red brick building, completed in 1870. The building's interior was reconstructed in 1924 for use by a wholesale butter and egg firm; the marquee and a rear lot extension were added at this time.

36-40 Gansevoort St. *Noncontributing* In 2004, a two-story, 1948 red brick "Market Moderne" cold storage building was demolished, and a new five-story commercial building designed by Morris Adjmi was completed on the site in 2006. (*Aka* 831-835 Greenwich St.)

Gansevoort St., south side, between Greenwich and Washington streets

46-50 Gansevoort St. *Contributing* The Spanish-American Mercantile Co., Inc. commissioned this office, storage space and produce store from architect Charles H. Stadler. The two-story buff brick corner building, completed in 1939, leans toward the Moderne. The building was converted to a meat packing plant in 1973; by the 1990s, it housed restaurants. (*Aka* 842-846 Greenwich St.)

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52-58 Gansevoort St. *Contributing* One market building. This building achieved its extant form in 1937, when four three- to five-story buildings from the late 19th century were reduced to two stories. The resulting interior space was combined to form a single market building. The marquee dates to this alteration. S. Walter Katz, architect.

60-68 Gansevoort St. *Contributing* One market building. This building is the result of a 1940 alteration that connected and reduced in height five five-story multiple dwellings that were originally constructed in the 1880s and designed by George F. Pelham. The second floor's original incised lintels remain. Offices occupied the second floor, and a marquee was added to the exterior. Voorhees, Walker, Foley & Smith - a firm known for much more significant commissions - designed the alteration.

70-74 Gansevoort St. *See* 809-813 Washington St.

Gansevoort St., south side, between Washington and West streets

76-82 Gansevoort St. *See* **Manhattan Refrigerating Company**: 802-816 Washington St.

84-88 Gansevoort St. *See* **Manhattan Refrigerating Company**

90-92 Gansevoort St. *See* **Manhattan Refrigerating Company**

94-98 Gansevoort St. *See* **Manhattan Refrigerating Company**

100-102 Gansevoort St. *See* **Manhattan Refrigerating Company**: 527-531 West St.

104-108 Gansevoort St. *See* **Manhattan Refrigerating Company**

Gansevoort St., north side, between W. 4th and Hudson streets

15-19 Gansevoort St. *See* 652-664 Hudson St.

Gansevoort St., north side, between Hudson St. and Ninth Ave.

25-33 Gansevoort St. *See* 10-20 Ninth Ave.

Gansevoort St., north side, between Ninth Ave. and Washington St.

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45-51 Gansevoort St. Contributing One-story stable built in 1887 on a small triangular lot created when the widening of Gansevoort St. caused the demolition of 1 Ninth Ave. and the removal of the southernmost bay of 3 Ninth Ave.'s façade (*see*). In recent years, the former stable has been an extension of the corner store at 3 Ninth Ave.

53-61 Gansevoort St. Contributing Five-story brick purpose-built store and loft building, developed by Ogden and Robert Goelet in 1887; Joseph M. Dunn, architect. For its first 50 years, wholesale grocers occupied the building, with stores on the ground floor and factories above. It later housed the New England Biscuit Company. By 1950, the Goelets sold the building to the Gansevoort Refrigerating Company. The building served the meat industry for years, but more recently has housed a restaurant. On a triangular lot, the building's curved "prow" caught the attention of photographer Berenice Abbott, who documented it in her 1936 book, *Changing New York*.

63-65 Gansevoort St. Contributing One-story garage, developed in 1939 by the Rubel Ice Corp., was constructed under an alteration application filed for an extension to two garages on Little W. 12th St. (*see* 22-26 and 28-30 Little W. 12th St.). The resulting complex served as a full-service garage.

67 Gansevoort St. Contributing Three-story, four-bay brick multiple dwelling with store below, completed in 1887. Bernard J. Schweitzer, architect, for Bernard Hughes. A 1922 storefront remodeling accommodated an egg and cheese wholesaler. The metal marquee dates from 1947, when the store was converted into a wholesale meat market.

69 Gansevoort St. Contributing One market building. In 1949, a circa-1890 three-story building on the front of the lot was reduced to one story, a four-story building at the rear was reduced to two stories, and the two structures were connected. George H. Suess, architect, for Charles Pesko. The stainless steel storefront dates from this alteration.

71-73 Gansevoort St. *See* 817-821 Washington St.

Gansevoort St., north side, between Washington and West streets

93 Gansevoort St. Non-contributing The NYC Dept. of Public Markets, Weights and Measures completed this three-story meat processing and dry storage plant in 1939; Lewis & Churchill, architects. A one-story section (*aka* 820 Washington St.) sits under the High Line. The City annexed the building to its Gansevoort Market Meat Center (*see* 559-569 West St.) in 1959.

95 Gansevoort St. *See* 559-569 West St.

97 Gansevoort St. *See* 555 West St.

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Greenwich St., east side, between Horatio and Gansevoort streets

831-835 Greenwich St. *See* 36-40 Gansevoort St.

Greenwich St., west side, between Horatio and Gansevoort streets

838-840 Greenwich St. *Contributing* Four-story stable, completed in 1873 for Isaac H. Dahlman, was converted into a factory and warehouse in 1930. The building was converted into a multiple dwelling in 1980; a penthouse floor has been added.

842-846 Greenwich St. *See* 46-50 Gansevoort St.

Horatio St., north side, between Greenwich and Washington streets

85-87 Horatio St. *See* 799-801 Washington St.

Horatio St., north side, between Washington and West Sts.

91-95 Horatio St. *See Manhattan Refrigerating Company:* 802-816 Washington St.

97-103 Horatio St. *See Manhattan Refrigerating Company*

105-107 Horatio St. *See Manhattan Refrigerating Company*

109-111 Horatio St. *See Manhattan Refrigerating Company*

113-115 Horatio St. *See Manhattan Refrigerating Company:* 521-525 West St.

Hudson St., east side, between Gansevoort and W. 13th streets

652-664 Hudson St. *Contributing* Six-story industrial loft, red brick, with bays of paired windows, was completed in 1891 to designs by Rowe & Baker. Originally used as a storage warehouse, the building by 1917 housed the Edward R. Ermold Co.'s factory for bottling and labeling machinery. The building was converted to a multiple dwelling in 1979. (*Aka 15-19 Gansevoort St., 344-348 W. 13th St.*)

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Hudson St., east side, between W. 13th and W. 14th streets

666-676 Hudson St. Contributing John R. Pettit developed this six-story office building in 1890, designed by James M. Farnsworth, on land owned by the Astor family. The building's two main facades are a grid of tripartite windows, separated by slender brick piers and narrow decorated spandrel panels, which echo the more elaborate metal cornice. This building has long been connected to a smaller one at 342 W. 14th St. (*see*), which features identical façade components. This structure had been occupied almost exclusively by manufacturing firms and printers, and was converted to apartments in the late 1990s. Exterior changes are limited to the ground floor storefronts. (*Aka 339-349 W. 13th St.*)

678-684 Hudson St. *See* 350-354 W. 14th St.

Hudson St., west side between Horatio and Gansevoort streets

639 1/2 Hudson St. Contributing Three-story, three-bay red brick Greek Revival residence, built in 1854. The building was originally used as a residence over a first-floor store. A new storefront was installed in 1947. Alterations to the doorway and upper floor windows (brick lintels and sills) were made at this time. The original bracketed cornice remains.

641 Hudson St. Contributing Five-story, four-bay red brick building, constructed as a multiple dwelling with a ground floor store, was completed in 1886; James Stroud, architect. Much of the building's original detail remains, including the storefront cornice and the main cornice. The 1930s storefront was replaced in 2006. The building's upper floors still contain apartments.

643-649 Hudson St. Contributing Four four-story, four-bay brick Greek Revival rowhouses, c. 1840, originally served as single-family residences with stores below. By 1910, the upper floors of the row had been altered for use as multiple dwellings. The row's cornice has been removed. (*Aka 28-30 Gansevoort St.*)

Hudson St., west side, between Gansevoort and W. 13th streets

651-667 Hudson St. *See* 10-20 Ninth Ave.

Hudson St., west side, between W. 13th and W. 14th streets

669-685 Hudson St. Contributing One factory building; Herring Safe & Lock Company. Silas Clark Herring built a series of four-story brick buildings on this triangular block in 1849, and used the interconnected buildings for his safe and lock factory. The Herring factory occupied the building until the early 1880s. By 1884, the entire complex gained a fifth floor, and the interior was converted to stores with lofts above. Each

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façade of the red brick "Little Flatiron Building" features a steady tempo of fenestration and (with the exception of Ninth Avenue) the building's 1884 cornice. Many of the building's storefronts were bricked over, but a restaurant now occupying much of the ground floor removed the brick from many of the storefront openings. Lofts still occupy the upper floors. (*aka 22-36 Ninth Ave.; 355-361 W. 13th St.*)

Little West 12th St., south side, between Ninth Ave. and Washington St.

2-6 Little W. 12th St. *See 7 Ninth Ave.*

8-12 Little W. 12th St. *Contributing* Three three-story brick dwellings with stores below, developed on land owned by the Wendel family (*see 3 Ninth Ave.*) in 1849 (No. 12) and 1852 (Nos. 8 and 10). The buildings were combined and received a unified storefront of cast-iron columns and lintels in 1895.

14-20 Little W. 12th St. *Contributing* One-story purpose-built market building, developed by a descendant of the Wendel family (*see 3 Ninth Ave.*), replaced three earlier structures. Completed in 1928; John B. Snook Sons, architect. The unusual marquee is cantilevered from the roof, rather than suspended from the façade. Until recently, the building continued to serve the meat business; it is now a nightclub.

22-26 Little W. 12th St. *Contributing* Six-story brick stable, built by the American Transfer Company in 1909; John M. Baker, architect. Brick detail defines the three-bay building's tripartite façade. By 1932, the building was used as an auto-spring factory, a wagon repair shop, and for barrel storage. In 1937, it was combined with an adjoining building (*see 28-30 Little W. 12th St.*) and extended through the block to 63-65 Gansevoort St. (*see*). The combined buildings were used as a garage for auto repairs, gasoline sales, and storage, although No. 22-36's original horse ramps to the upper stories were not removed until 1948.

28-30 Little W. 12th St. *Contributing* One brick building. Also designed by John M. Baker for the American Transfer Company, this 1911 three-story brick stable repeats façade elements of No. 22-26 Little W. 12th St. (*see*). The two buildings were combined in 1937 and extended through the block to 63-65 Gansevoort St. (*see*), and the resulting complex was used as a full-service garage.

32-36 Little W. 12th St. *Contributing* Three two-story storehouses, completed in 1880. Patrick Gallagher, owner/builder; James Stroud, architect. Neo-Grec incised lintels decorate the simple red brick façade of the second floor. The three buildings were combined in 1939, extended at the rear, and joined to 823-829 Washington St. (*see*). In 1941, a new steel-framed marquee replaced one of wood. The building gained a new marquee c. 2000.

38-40 Little W. 12th St. *See 833 Washington St.*

Little West 12th St., south side, between Washington and West streets

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42-62 Little W. 12th St. *See* 559-569 West St.

Little West 12th St., north side, between Hudson St. and Ninth Ave.

1 Little W. 12th St. *Contributing* Completed in 1887, just after Gansevoort Street was widened to accommodate traffic to the big markets to the west, the three-story brick storehouse's plan and façade reflect the intersection of Little W. 12th and Gansevoort streets. The three-bay red brick building features cast-iron columns at the ground floor, segmental-arched windows joined by ashlar stringcourses at the sill line on the upper floors, and a brick cornice. The building had long been connected with 3 Little W. 12th St. and 2-8 Ninth Ave. (*see both*) as part of a meat processing, packing and cold storage complex.

3 Little W. 12th St. *Contributing* Five-story brick wholesale warehouse completed in 1919, designed by John J. Michel for Peter and James Rohr and Henry Hiddendorf. The latter's name until recently could be seen in the ghost of a painted sign on 1 Little W. 12th St. (*see*) to which this building had been connected. Segmental-arched windows fill the building's three bays. A brick parapet crowns the building, and the original cast-iron storefront remains. No. 3 had been joined to the two adjacent buildings and used as a meat processing plant.

5 Little W. 12th St. *See* 2-8 Ninth Ave.

Little West 12th St., north side, between Ninth Ave. and Washington St.

7-11 Little W. 12th St. *See* 9-19 Ninth Ave.

13 Little W. 12th St. *Noncontributing* Market building, created in 1933 when a four-story multiple dwelling with store and rear extension was reduced to one story. Martin Smith, architect, for Eleanor G. Burrows. The façade and sidewalk marquee date from the 1933 alteration. The altered building first served as a produce market, and has contained a meat market since 1961.¹

15 Little W. 12th St. *Noncontributing* Market building created in 1931, when a four-story multiple dwelling with store and rear extension was reduced to two stories, given a new façade, and converted to a store and office. Keeler & Fernald, architects, for Kaproco Realty Co. The building was connected at the rear to 408-412 W. 13th St. (*see*) in 1961.²

17-37 Little W. 12th St. *See* 416-424 W. 13th St.

¹ This building, along with 15 Little W. 12th St. and 408-412 W. 13th St., is slated to be demolished as part of a proposal, approved by the NYC Landmarks Preservation Commission in August 2006, to build a new commercial building on the lots.

² This building, along with 13 Little W. 12th St. and 408-412 W. 13th St., is slated to be demolished as part of a proposal, approved by the NYC Landmarks Preservation Commission in August 2006, to build a new commercial building on the lots.

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39 Little W. 12th St. *See* 835 Washington St.

Little West 12th St., north side, between Washington St. and Tenth Ave.

NW corner, Washington St. *See* 438-450 W. 13th St.

49 Little W. 12th St. *Contributing* The New York Central Rail Road built this loading platform in 1934, as part of the elevated High Line development. Edward A. Dougherty, architect. The platform sits in what was at the time the loading court of Swift & Co., one of the nation's leading meatpackers (*see* 438-450 W. 13th St.).

51 Little W. 12th St. *Noncontributing* One of a row of three three-story brick stores, built in 1888 for Sarah A. McClees; Alonzo E. Hudson, architect. (*See also* 53-55 Little W. 12th St.). The three buildings were combined in 1977 to serve as a meat processing plant with cold storage facilities. No. 51 has been altered beyond recognition.

53-55 Little W. 12th St. *Contributing* Two of a row of three three-story brick stores, built in 1888 for Sarah A. McClees; Alonzo E. Hudson, architect. (*See also* 51 Little W. 12th St.) Major interior alterations were made to Nos. 53 and 55 in 1933, and the three buildings were combined in 1977 to serve as a meat processing plant with cold storage facilities. Nos. 53 and 55 hint at the row's original appearance, minus the stamped metal cornice.

NE corner, Tenth Avenue Vacant lot, formerly 57-59 Little W. 12th St. (*aka* 20 Tenth Ave., *see* 20, 24-26, 28-30, 32-34 Tenth Ave).

Ninth Ave., east side, between Little West 12th and W. 13th streets

2-8 Ninth Ave. *Contributing* Vincent Astor developed this six-story warehouse, completed in 1913. Architects LaFarge, Morris & Cullen designed the sturdy buff brick building with a tripartite façade, rhythmically spaced windows, and a brick cornice ornamented with orange terra-cotta diamonds. Once connected to Nos. 1 and 3 Little W. 12th St. (*see*), the building was part of a meat processing, packing and cold storage complex. (*Aka* 5 Little W. 12th St.)

10-20 Ninth Ave. *Noncontributing* In 2002-2003, the 14-story Hotel Gansevoort was built on this formerly vacant lot. Architects: Stephen B. Jacobs and Andi Pepper for developer Michael Achenbaum. (*Aka* 25-33 Gansevoort St.; 352-362 W. 13th St., 651-667 Hudson St.)

Ninth Ave., east side, between W. 13th and W. 14th streets

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22-36 Ninth Ave. *See* 669-685 Hudson St.

Ninth Ave., east side, between W. 14th and W. 15th streets

44-60 Ninth Ave. *Contributing* Popularly known as "the Homestead Row," these nine Greek Revival three-story, three-bay rowhouses were built in two phases. William Scott built numbers 58-60 in 1841 and 1842; numbers 44-54 were built between 1845 and 1846. The architect is unknown. The Old Homestead restaurant moved into No. 56 in 1868 (and now also occupies nos. 54 and 52). Storefront alterations began in the mid-19th century; by the second decade of the 20th century, bachelor apartments occupied the row's upper floors. Luncheonettes, cigar stores and meat and produce purveyors moved into the storefronts. The buildings' original pitched, dormered roofs have been largely replaced by recent rooftop expansions. (No.44 Ninth Ave. *aka* 357 W. 14th St.)

62-64 Ninth Ave. *Contributing* This six-story yellow brick building was completed in 1906 and first served as a wine warehouse for Julius Wile & Sons Co., Inc. Architect: William A. Boring (*see also* 29-35 Ninth Ave. and 408 W. 16th St.). Decorative brickwork accents window bays stacked within tall arches, a top-floor arcade of paired round-arched windows, and a pedimented cornice on the Ninth Ave. façade. The building later housed meat market businesses; a wrap-around canopy was installed on this corner building in 1926 (since removed). In 2003, architect Greg Pasquarelli of SHoP Architects designed a non-historic residential tower above the warehouse, leaving the historic building's facades intact. Part of this residential tower cantilevers over 60 Ninth Ave. (*see*) (*Aka* 366-372 W. 15th St.)

Ninth Ave., west side, between Gansevoort and Little West 12th streets

3 Ninth Ave. *Contributing* Built in 1848-49, this three-story Greek Revival brick dwelling sacrificed its southernmost bay to the 1887 widening of Gansevoort St. It remained a residence, but lost its stoop and gained a corner storefront. Nos. 3, 5 and 7 are contemporaries, built on land owned by the Wendel family from 1837 to 1943; the houses may have been built by James Conkwright, who leased the property from 1838 to 1858.

5 Ninth Ave. *Contributing* Three-story brick Greek Revival dwelling, built in 1848-49 (*see* 3 Ninth Ave.) retains its stoop, entrance and some original iron work. The cornice has been removed.

7 Ninth Ave. *Contributing* Three-story brick Greek Revival dwelling, built in 1849 (*see* 3 Ninth Ave.). The building gained a ground-floor saloon by the mid-1870s, and the whole building was converted to a hotel in

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1897. The many changes to its façade are largely unrecorded, and appear to have taken place in the 20th century.³ In 1965, the first two floors became a bar and restaurant.

Ninth Ave., west side, between Little West 12th and W. 13th streets

9-19 Ninth Ave. Contributing Two-story commercial building, resulting from a 1922 alteration of six mid-nineteenth century three-story dwellings, stores and stables; Bloch & Hesse, architects, for Vincent Astor. Post-alteration, the building housed stores and a garage. (*Aka 7-11 Little W. 12th St.*)

21-27 Ninth Ave. Contributing Four three-story brick dwellings built between 1844-46. The northernmost dwelling originally had a ground floor shop. The four dwellings were combined for commercial use by 1922; new storefronts were installed in 1971, when the row was connected at the rear to 402-406 W. 13th St. (*see*). The original cornice has been removed, but much of the original fenestration of the facades survives. (*Aka 400 W. 13th St.*)

Ninth Ave., west side, between W. 13th and W. 14th streets

29-35 Ninth Ave. Contributing Boring & Tilton designed this six-story warehouse for the Estate of John Jacob Astor. Completed in 1903, the yellow brick building's two main facades are nearly identical, with full-height ground floor loading bays; segmental-arched windows; three floors of center bays in slightly recessed, round-headed brick arches; paired windows; and a brick cornice. Architect Boring's other buildings in the area include 62-64 Ninth Ave. and 408 W. 16th St. (*see both*). The building has served as a food processing plant and electronics component factory, and today houses a mix of commercial uses. (*Aka 401-403 W. 13th St.*)

37-45 Ninth Ave. *See* 400 W. 14th St.

Ninth Ave., west side, between W. 14th and W. 15th streets

47-59 Ninth Ave. *See* 401-403 W. 14th St.

61-67 Ninth Ave. *See* 400-406 W. 15th St.

Ninth Ave., west side, between W. 15th and W. 16th streets

³ Under a proposal approved by the Landmarks Preservation Commission in June 2006, 7 Ninth Avenue's façade is slated to be restored to its original Greek Revival configuration.

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69-75 Ninth Ave. *See National Biscuit Company*

81-83 Ninth Ave. *See National Biscuit Company*

85-87 Ninth Ave. *See National Biscuit Company*

Tenth Ave., east side, between Little West 12th and W. 13th streets

20, 24-26, 28-30, 32-34 Tenth Ave. Vacant lots on the entire eastern blockfront are owned by the NYS Department of Transportation. Buildings dating from the 1860s to the 1890s had occupied the blockfront; by the 1890s, all served the meat packing industry.

Tenth Ave., east side, between W. 13th and W. 14th streets

40 Tenth Ave. *Contributing* This 1852 brick multiple dwelling with stores was originally a five-story structure. It was combined with another five-story building on W. 13th St. and converted to a wholesale meat market, with offices and storage on the upper floors. The fourth and fifth stories were removed in 1944, and the altered building was combined with the adjacent three-story market building at 42 Tenth Ave. (*see*). (*Aka 453 W. 13th St.*)

42 Tenth Ave. *Contributing* This three-story warehouse, and the warehouse at No. 44-46 (*see*), were purpose-built markets designed by John E. Kerby and completed in 1903 for the Conron Brothers, poultry purveyors. No. 42 was connected to 40 Tenth Ave. (*see*) in 1944, when it likely lost its cornice and gained a parapet.

44-46 Tenth Ave. *Contributing* Purpose-built market, completed in 1903 for the Conron Brothers, poultry dealers; John E. Kerby, architect. (*See also 42 Tenth Ave.*) Used for meat cutting, storage and sale into the 1980s.

48-56 Tenth Ave. Vacant lot. Four rowhouses built in 1844 and altered in the early 20th century for cold storage and meat distribution were demolished on this site in 2004.

Tenth Ave., east side, between W. 14th and W. 15th streets

58-76 Tenth Ave. *Noncontributing* Chelsea Carwash, c. 2000. (*Aka 461-469 W. 14th St.; 460 W. 15th St.*)

Tenth Ave. east side, between W. 15th and W. 16th streets

78-92 Tenth Ave. *See National Biscuit Company*

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Tenth Ave., west side, between W. 13th and W. 14th streets

45-53 Tenth Ave. Contributing Three-story brick hotel on triangular plot, built in 1908, originally catered to sailors and then to truckers. Richard R. Davis, architect, for the Conron Brothers (*see also* 42 and 44-46 Tenth Ave.). Storefronts were added to the hotel in 1920; they and the cornice have been removed. Currently called the Liberty Inn Motel. (*Aka 2-4 Eleventh Ave. and 500-502 W. 14th St.*)

Tenth Ave., west side, between W. 14th and W. 15th streets

See West 14th Street Park

Tenth Ave., west side, between W. 15th and W. 16th streets

81-95 Tenth Ave. See National Biscuit Company

Washington St., east side, between Horatio and Gansevoort streets

799-801 Washington St. Contributing Six-story red brick warehouse, two bays on Washington and six on Horatio, completed in 1910. J. C. Cocker, architect. Tripartite façade defined by ashlar granite stringcourses at the second and sixth floors, and a prominent dentilled metal cornice. Former occupants include a paper and twine company and a marine supply firm. (*Aka 85-87 Horatio St.*)

803-807 Washington St. Contributing Three brick dwellings built in 1841 received their fourth stories, brick parapet and storefronts in 1922, when the buildings were adapted for market use. The original owner of Nos. 805 and 807 was Lewis B. Griffin, dock builder.

809-813 Washington St. Contributing In 1939, this one-story structure was erected on the foundations of three five-story buildings of the 1870s. Architect: Voorhees, Walker, Foley & Smith. The altered structure served as a freight and trucking depot until 1949, when it was converted to a wholesale meat and produce market, with cold storage facilities. The building remained a market through the 1980s. The building was altered with a new storefront in 2006. (*Aka 70-74 Gansevoort St.*)

Washington St., east side, between Gansevoort and Little West 12th streets

817-821 Washington St. Contributing The Astor family commissioned James W. Cole to design a five-story multiple dwelling with stores below, completed in 1886. The building was converted to commercial use in

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1940, when the top two stories were removed, and a marquee was added for a wholesale meat market on the ground floor. Despite major modifications, the red brick structure retains strong architectural features of the 1880s, including cast-iron columns and the storefront cornice. The building served as a meat market/cold storage facility through the 1980s. (*Aka 71-73 Gansevoort St.*)

823-829 Washington St. Contributing Four two-story brick market buildings, completed in 1880 for E. L. Donnelly to designs by Joseph M. Dunn. By 1940, the row was used as a wholesale meat market, and was joined at the rear to 32-36 Little W. 12th St. (*see*). The row received a new marquee during this alteration.

831 Washington St. Contributing A two-story storehouse, completed in 1880, appears to have undergone few changes. C.F. Ridder, Jr., architect, for James McComb. In 1940, a new steel-framed marquee replaced one of wood.

833 Washington St. Contributing A three-story storehouse upon its completion in 1880, the corner market building was reduced to two stories by 1920. Original owner and architect: M. Lawless and W. G. Buckley. The building gained a new marquee on both elevations in 1940, and new front windows with steel lintels in 1943. (*Aka 38-40 Little W. 12th St.*)

Washington St., east side, between Little West 12th and W. 13th streets

835 Washington St. Contributing Two-story "business building" completed in 1927. Keeler & Fernald, architects, for William Wallace Wotherspoon, whose family had operated a plaster works near the site in the mid- to late-19th century. The building features a marquee along Washington St., and more second-floor fenestration than is usual for purpose-built market buildings. (*Aka 39 Little W. 12th St.*)

837-843 Washington St. Contributing Purpose-built market building, completed in 1938. David M. Oltarsh, architect, for Zanville Realty Co. The building has two stories on Washington St., and one on W. 13th St. A marquee wraps around the corner building, which continues to serve in its original capacity as a meat market. (*Aka 426-430 W. 13th St.*)

Washington St., east side, between W. 13th and W. 14th streets

859-877 Washington St. See 428-432 W. 14th St.

Washington St., west side, between Horatio and Gansevoort streets

802-816 Washington St. See Manhattan Refrigerating Company

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Washington St., west side, between Gansevoort and Little West 12th streets

820 Washington St. *See* 93 Gansevoort St.

830-832 Washington St. *See* 559-569 West St.

Washington St., west side, between Little West 12th and W. 13th streets

NW corner, Little West 12th St. Vacant lot. (*See* 49 Little West 12th St.; 438-450 W. 13th St.)

856 Washington St. *See* 438-450 W. 13th St.

Washington St., west side, between W. 13th and W. 14th streets

862-868 Washington St. *See* 437 W. 13th St.

872-874 Washington St. *See* 440 W. 14th St.

West St., east side, between Horatio and Gansevoort streets

521-525 West St. *See* Manhattan Refrigerating Company

527-531 West St. *See* Manhattan Refrigerating Company

533-535 West St. *See* Manhattan Refrigerating Company: 104-108 Gansevoort St.

West St., east side, between Gansevoort and Little West 12th streets

555 West St. *Non-contributing* Upon its completion in 1908, this high pressure pumping station stood at the southwest corner of the former Gansevoort Farmer's Market. Designed by Bernstein & Bernstein for the City of New York, the petite two-story building features grand piers, arches and cornice. The municipal Gansevoort Market Meat Center (*see* 559-569 West St.) replaced the Farmer's Market in 1950, and in 1959 the pumping station was annexed by the municipal meat market and converted into a cold storage warehouse. (*Aka* 97 *Gansevoort St.*)

559-569 West St. *Contributing* The municipal Gansevoort Market Meat Center, designed by Alexander D. Crossett & Associates and completed in 1950, is a two-story red brick complex housing the offices, storage,

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refrigerated spaces, and loading platforms of several meat wholesalers. The Meat Center replaced the West Washington Market, which stood across West Street from 1889 to 1949. In 1959, the complex was expanded via a two-story extension at 95 Gansevoort St. and the acquisition of 555 West St.; 93 Gansevoort St. also is part of the market (*see all*) The municipal market had direct access to the NYCRR's elevated High Line (1934). (*Aka 830-832 Washington St.; 95 Gansevoort St.; 42-62 Little W. 12th St.*)

W. 13th St., south.. side, between W. 4th and Hudson streets

344-348 W. 13th St. *See* 652-664 Hudson St.

W. 13th St., south side, between Hudson St. and Ninth Ave.

352-362 W. 13th St. *See* 10-20 Ninth Ave.

W. 13th St., south side, between Ninth Ave. and Washington St.

400 W. 13th St. *See* 21-27 Ninth Ave.

402-404 W. 13th St. *Noncontributing* Cold storage warehouse, created in 1950 when two three-story buildings were reduced in height and combined into one two-story structure, with a new façade. A.L. Seiden, architect. (In 1950, the development included 406 W. 13th St., *see*.)

406 W. 13th St. *Noncontributing* Cold storage warehouse, created in 1950 when two three-story buildings were reduced in height and combined into one two-story structure, with a new façade. A.L. Seiden, architect. (In 1950, the development included 402-404 W. 13th St., *see*.)

408-412 W. 13th St. *Noncontributing* Purpose-built market building, completed in 1940-41. Charles N. and Selig Whinston for W. 13th St. Realty Corp. The front of the building is two stories high for a depth of only 20 feet; the remainder is one story. In 1961, the building was connected at the rear to another market building at 15 Little W. 12th St. (*see*).⁴

414 W. 13th St. *Contributing* Three-story warehouse completed in 1930 for General Electric, which in 1929 moved into the adjacent former headquarters of Collier's publishing house (*see* 416-424 W. 13th St.). Lockwood Greene Engineers Inc. designed the single-bay, brick International-style warehouse. This building is one of the earliest examples of modern architecture in New York City.

⁴ This building, along with 13 and 15 Little W. 12th St., is slated to be demolished as part of a proposal, approved by the NYC Landmarks Preservation Commission in August 2006, to build a new commercial building on the lots.

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416-424 W. 13th St. *Contributing* Three-story loft building, developed by the Estate of John Jacob Astor in 1902 and leased to P.F. Collier & Son Inc., publishers of *Collier's*, for use as a printing house. Trowbridge & Livingston's design features wide windows separated by brick piers and metal spandrel panels, rusticated end bays, and a columned entrance portico topped by a winged globe. General Electric replaced Collier's in 1929 (*see also* 414 W. 13th St.) The building now houses a variety of commercial tenants. (*Aka 17-37 Little W. 12th St.*)

426-430 W. 13th St. *See* 837-843 Washington St.

W. 13th St., south side, between Washington St. and Tenth Ave.

438-450 W. 13th St. Vacant lot with the High Line running through it. The building that was recently demolished on this site was built in 1934 by Swift & Co as a wholesale market to accommodate the New York Central Rail Road's new High Line. While the High Line remains, the building was demolished c. 2005. (*Aka 856 Washington St.*)

452 W. 13th St. Vacant lot. The one-story, purpose-built market building, which dated to a 1922 alteration by architect Erhard Djourup of an existing structure, was demolished c. 2005-2006. The site is being developed, in conjunction with 428-459 W. 13th St. as a hotel.

SE corner, Tenth Ave *See* 20, 24-26, 28-30, 32-34 Tenth Ave.

W. 13th St., north side, between W. 4th and Hudson streets

339-349 W. 13th St. *See* 666-676 Hudson St.

W. 13th St., north side, between Hudson St. and Ninth Ave.

355-361 W. 13th St. *See* 669-685 Hudson St.

W. 13th St., n. side, betw. Ninth Ave. and Washington St.

401-403 W. 13th St. *See* 29-35 Ninth Ave.

405-409 W. 13th St. *Contributing* One three-story brick stores and lofts, completed in 1909. Charles H. Cullen, architect, for John Jacob Astor. Four bays of triple windows illuminate the lofts. A marquee extends over the center two bays. Astor and Cullen produced this market structure under the new building application for 410 W. 14th St. (*see*), but the two buildings are separate.

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411-417 W. 13th St. *See* 412 W. 14th St.

419 W. 13th St. *Contributing* Six-story brick stable and lofts, completed in 1900 to designs by William H. Whittall for owners/builders H. McNally and D.P. Cheseboro. In 1911, the building was connected in the rear by bridges at the 2nd and 4th stories to a meat packing plant at 416-418 W. 14th St. (*see*). A stable remained on the ground floor, and the upper floors were used exclusively for storage. In 1939, the building was converted to a factory for the manufacture of industrial refrigerators.

421-425 W. 13th St. *Contributing* Six-story brick storage warehouse, completed in 1902. Hans E. Meyen, architect, for owners Kluber & Ryan. Courses of recessed brick create horizontal lines across this building's nine bays. The marquee at No. 425 dates from 1937, when meat markets occupied the ground floor.

427-429 W. 13th St. *See* 428-432 W. 14th St.

W. 13th St., north side, between Washington St. and Tenth Ave.

437 W. 13th St. *Contributing* The NYS Realty & Terminal Co. built this two-story meat storage facility in 1936. Kolb & Miller, architects. A marquee wraps around the corner building, which still functions as a meat market. (*Aka 862-868 Washington St.*)

439-443 W. 13th St. *Contributing* Offices and meat storage, designed by Henry Schneiders for the New York Central Rail Road and completed in 1936. The oddly shaped structure was designed to accommodate the NYCRR's 1934 High Line: one story is beneath the viaduct that carries the tracks, and four stories rise on the eastern side of it. The third and fourth stories provided a railroad loading platform at track level. A meat business still uses the building.

449 W. 13th St. *Contributing* A brick four-story loading platform and storage facility, built in 1934 by the NYS Realty & Terminal Co. to be used in conjunction with the New York Central Rail Road's elevated High Line. A one-story section extends beneath the viaduct.

453 W. 13th St. *See* 40 Tenth Ave.

W. 14th St., south side, between Eighth Ave. and Hudson St.

342 W. 14th St. *Contributing* This six-story loft building, completed in 1891, has long been connected to 666-676 Hudson St. (*see*). Designed also by James M. Farnsworth, this building features the larger building's

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identical façade components, including wide loft windows, slender brick piers, and decorative metal spandrel panels and cornice. The storefront and lobby were altered in 1957, and the building was converted to residential use in the late 1990s.

344-346 W. 14th St. *Contributing* This six-story multiple dwelling, completed 1904, retains its original exterior architectural elements of a rusticated base, heavily modeled lintels, and deep cornice. Bernstein & Bernstein, architects of the Gansevoort High Pressure Pumping Station (*see* 555 West St.) designed this building.

348 W. 14th St. *Contributing* Baker George Widmayer built the four-story brick dwelling in 1846. In 1931, the home lost its parlor floor when a tier of beams was relocated to create a high-ceilinged store with an interior balcony. The building's upper floors reveal the original Greek Revival façade, minus the cornice. In 1986, the store was converted to a private garage, with a photographer's studio on the top floors.

350-354 W. 14th St. *Contributing* The Estate of John Jacob Astor built four four-story brick dwellings in 1859. The buildings were combined in 1923, and converted into furnished rooms above ground floor stores. A wholesale meat purveyor occupied most of the ground floor for many years. Three stories were added to the entire row as part of its circa 1980 conversion into an apartment house. (*Aka 674-682 Hudson St.*)

W. 14th St., south side, between Hudson St. and Ninth Ave.

See 669-681 Hudson St.

W. 14th St., south side, between Ninth Ave. and Washington St.

400 W. 14th St. *Contributing* James A. Roosevelt developed this six-story warehouse, designed by Joseph M. Dunn. Completed in 1886, the red brick building still features its original cast-iron storefronts on Ninth Ave. and a brick cornice. It has long been occupied by wholesale and retail stores on the ground level, with commercial lofts above. (*Aka 37-45 Ninth Ave.*)

402-408 W 14th St. *Contributing* A purpose-built market for meat wholesalers, developed in 1891 by Robert O. Goelet; Frank Otto Fiedler, architect. The red brick, three-story row is punctuated by windows in 15 regularly spaced bays, and topped with a metal cornice. A rooftop addition was added to the building in recent years, and new storefronts occupy the ground floor.

410 W. 14th St. *Contributing* The Astor family built this three-story buff-colored brick store/lofts in 1909; Charles H. Cullen, architect. A decorative brick frame outlines the upper stories' three bays; a brick cornice tops the building. The building was converted to a cold storage warehouse in 1949; the marquee likely dates to this alteration. (*See also* 405-409 W. 13th St.– built under the same application.)

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412 W. 14th St. Contributing The Estate of William Astor built this three-story warehouse in 1901 to store wine and liquor; Thompson Starrett Co., architect. The building also has an address of 411-417 W. 13th St. By 1939, the building was used as a meat market and warehouse; a marquee was added, and part of the first floor on 14th St. was lowered to sidewalk level. In 1983, the upper floors were converted to a printing plant. A five-story addition to the 13th St. portion of the building was completed in 2003.

414 W. 14th St. Contributing Five-story, three-bay brick factory/storage building, completed in 1887 as an addition to 416-418 W 14th St. (*see*); Joseph M. Dunn, architect, for owner Aaron H. Wellington. Dunn's façade was altered in 1917 to match that of 416-418 W. 14th St. (*see*). Connected on the interior to Nos. 416-418, the building was used for cold storage after 1908, and eventually became part of a meat processing and cold storage complex encompassing 414, 416-418, 420-422, and part of 426 W. 14th St.

416-418 W. 14th St. Contributing Owner Aaron H. Wellington's six-bay brick factory/workshop/stable was completed in 1874; S.M. Johnson, architect. A fifth story was added to the building in 1917. In its earliest days, this building housed a cloth-printing business. It was converted in 1906 to a market with lofts above, and in 1911 was connected at the rear to 419 W. 13th St. (*see*). By 1943, the building was converted to a meat processing and cold storage plant, joining a complex of adjacent buildings (*see*). The Italianate façade was stripped of all architectural detail, and the windows were bricked up c. 1970. Fenestration was recently restored.⁵

420-424 W. 14th St. Contributing Completed in 1904, this six-story, five-bay brick loft building was converted in 1921 for the cold storage, packing and shipping of meat, eventually becoming part of a complex that included adjacent buildings (*see*). Despite changes in use, architect Thomas H. Styles' 1904 façade is largely intact: bays of paired and single windows; round-headed windows at the top floor, defined by a prominent string course and cornice. The sidewalk marquee likely dates from the 1921 conversion.

426 W. 14th St. Contributing Six-story, three-bay red brick warehouse, completed in 1910; Lafayette A. Goldstone, architect, for Jacob Mayers. The upper floors were long used for light manufacturing. The marquee dates from 1936, when a store and restaurant occupied the ground floor. A meat market replaced the restaurant in 1962, and the building joined the meat processing and cold storage complex to its east, down through 414 W. 14th St. (*see*). This building still houses a meat packing business.

428-432 W. 14th St. Contributing The Astor family developed buildings on both south corners of W. 14th and Washington Sts. in 1887. This five-story loft building occupies the entire eastern blockfront of Washington St. between W. 13th and 14th Sts. Designed by James W. Cole, the building originally held stores and lofts, and eventually wholesale meat markets on the ground floor. The building recently underwent a careful façade restoration, including replacement of its cornice and a new sidewalk marquee that wraps around the building's three elevations. (*Aka 859-877 Washington St.; 427-429 W. 13th St.*)

⁵ As part of a proposal approved by the NYC Landmarks Preservation Commission in 2006, the façade's architectural details are slated to be restored and a rooftop addition will be built on both 414 and 416-418 W. 14th St.

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W. 14th St., south side, between Washington St. and Tenth Ave.

440 W. 14th St. Contributing Also by James W. Cole for the Astor estate, 1887 (*see* 428-432 W. 14th St.) Four-story multiple dwelling. This highly decorative red brick building held ground floor stores and twelve apartments. A wholesale meat market moved into the first and second floors in 1927; the marquee dates from this period. The top two floors were vacant by 1935. The entire building was converted to a cold storage warehouse in 1956, at which time the windows were bricked in. In 1957, this building was connected to 442 W. 14th St. (*see*). In 2005-2006, the building underwent an extensive renovation, including the un-bricking of the window openings and the construction of a rooftop addition. (*Aka 872-874 Washington St.*)

442 W. 14th St. Contributing A former multiple dwelling, converted to market use in 1890. Thom & Wilson, architect, for John Harmon Rhode. The four-story, three-bay red brick building features contrasting stone lintels and stringcourses and a metal cornice.

444 W. 14th St. Contributing The Cunningham Bros., Inc., meat and poultry purveyors, altered a three-story c. 1850 dwelling in 1923, and connected it to a building on W. 13th St. (the latter replaced in the 1930s with a High Line structure); James S. Maher, architect. A modest stepped pediment tops this simple building, which contributes to the blockfront's continuous line of marquees.

446-448 W. 14th St. Contributing Completed in 1937 as a cold storage facility, this three-story Moderne limestone building continues to serve as a meat packing house. Original owner John Morrell & Co., one of the area's oldest packers, commissioned architects H. Peter Henschien and Axel S. Hedman. Henschien wrote the authoritative manual, *Packing House and Cold Storage Construction* (Chicago: Nickerson & Collins Co., 1915).

450-456 W. 14th St. Contributing The New York Central Rail Road completed this building in 1932, in conjunction with its development of the elevated High Line. In 1933, brickwork was removed from the structure's north and facades at the second and third stories to permit the track-carrying viaduct to be run through the building. In 1971, the upper stories were converted to cold storage; a meat market until recently occupied the storefronts. Architect Edward A. Dougherty gave the building its Moderne façade.

462 W. 14th St. *See* 56 Tenth Ave.

W. 14th St., south side, between Tenth and Eleventh aves.

500-502 W. 14th St. *See* 45-53 Tenth Ave.

14th St., north side, between Eighth Ave. and Hudson St.

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351-355 W. 14th St. *Contributing* Three brick dwellings in the Greek Revival style, built by Henry J. Sanford in two phases. Numbers 351 and 353 were built in 1842-1843, and number 355 was built in 1844. Each building is three bays wide. It is unknown when the row acquired its storefronts. In the first decades of the 20th century, the dwellings were converted to bachelor apartments. In 1920, a one-story rear yard addition connected the buildings to 362-364 W. 15th St. (*see*). A produce purveyor altered the storefronts in 1943, and added a marquee. The row's cornice was removed after 1940. (No. 355 is in the same tax lot as 44-54 Ninth Ave.)

357 W. 14th St. *See* 44-60 Ninth Ave.

W. 14th St., north side, between Ninth and Tenth aves.

401-403 W. 14th St. *Contributing* A 1923 purpose-built market building, developed by John J. Gillen and James S. Maher and designed by Maher. The corner three-story building has six bays of tripartite, multi-paned windows on each elevation, and a raised parapet at each corner bay. A meat purveyor formerly located in the West Washington Market was an early tenant; later tenants include a hotel supply company and stationery manufacturer. Gillen and Maher developed other buildings on this block: 413-419 and 421-435 W. 14th and 412-418 W. 15th (*see*). (*Aka 47-59 Ninth Ave.*)

405 W. 14th St. *Contributing* Carpenter Phillip Herrman in 1878 completed a simple Neo-Grec brick dwelling with storefront cast-iron columns and piers, topped by a deeply modelled metal cornice. The new building application specified a three-story building; 1882 records indicate a four-story building. A carpenter shop first occupied the ground floor. In 1882, Herrman built an L-shaped rear extension that also spanned the rear lot of 407 W. 14th St. (*see*). 1899 alterations made the storefront suitable for market use. Herrman family holdings c. 1900 included 405-407, and 409-411 W. 14th St.; 404-406 (demolished) and 408-410 W. 15th St. By 1926, a poultry, game and meat purveyor (located since 1917 at 409-411 W. 14th St., *see*) leased both 405 and 407 W. 14th St., and added a marquee (since removed).

407 W. 14th St. *Contributing* Phillip Herrman altered an existing 2.5-story brick dwelling in 1876, raising it to four stories and creating apartments on each floor. The façade is identical to 409-411 W. 14th St. (*see*) which was altered in 1876 to designs by Jonathan B. Snook. A metal cornice and segmental-arched drip molding enliven the four-story, three-bay façade. The building shared a party wall with No. 405. Both were leased to a meat purveyor in 1926, at which time a marquee was added (since removed).

409-411 W. 14th St. *Contributing* As of 1876, the Centennial Brewery operated at this address, in a building altered for that purpose by Jonathan B. Snook. A metal cornice and segmental-arched drip moldings define the four-story, eight-bay brick building. Although under different ownership, 407 W. 14th St. acquired an identical façade at this time (*see*), and the two buildings have long had the appearance of a single, 11-bay structure. The Herrman family added this building to its holdings on the block around 1900, and altered it for use as stores, light storage and manufacturing. In 1917, Nathan Schweitzer & Co., "Commission Merchants and Dealers in Poultry, Game and Meat Specialties," leased the building and made alterations necessary for market use. The Schweitzer firm remained on site for several decades.

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413-419 W. 14th St. *Contributing* Four-story purpose-built market building, developed in 1913 by John J. Gillen and James S. Maher; architect, Maher. (*See also* 421-435 W. 14th St.) The brick loft, lit by large south-facing windows, gained its fourth story in 1921, when Henry Kelly & Sons leased the building for its produce business. A marquee was added sometime between 1921 and 1956, when a portion was removed (entire marquee since removed). The Kellys in 1927 bought 412-418 W. 15th St. (*see*), another Gillen/Maher development, and connected the two buildings. The Kellys operated on the block through the 1950s. By 1964, the Bronx Meat Co. moved into the Kelly space.

421-435 W. 14th St. *Contributing* Three-story purpose-built market building, developed in 1913 by John J. Gillen and James S. Maher; architect, Maher. (*See also* 413-419 W. 14th St.) Simple brick pilasters frame the three-story brick loft's eight wide window bays. Most of the building's earliest tenants were involved in the meat business. Individual storefronts in the row gained marquees in between 1914 and 1954 (all since removed).

439-445 W. 14th St. *See National Biscuit Company*

449 W. 14th St. *See National Biscuit Company*

455-459 W. 14th St. *Noncontributing* An eight-story, through-block loft building, concrete slab construction with red brick facade, c. 1970. (*Aka* 450 W. 15th St.)

461-469 W. 14th St. *See* 58-76 Tenth Ave.

W. 14th St., north side, between Tenth and Eleventh aves.

West 14th Street Park *Noncontributing site* Opened in 2001 by the Hudson River Park Trust. Johansson & Walcavage, architects. This park is the local gateway to the new Hudson River Park. The block - which after c.1850 landfill extended 800' west from Tenth Ave. - was reduced to its current trapezoidal footprint during turn-of-the-century excavations for the Chelsea Piers. (The Armour Company, National Biscuit Company, and a dining car/gas station later occupied the block.)

W. 15th St., south side, between Eighth and Ninth avenues

362-364 W. 15th St. *Contributing* Two three-story red brick Greek Revival houses appears on maps from the 1850s; architect and original owners/builders are unknown. No. 362 has three bays, and No. 364 has four. A carriageway to the buildings' rear yard extended through the easternmost bay of No. 364, that is, through the middle bay of the buildings' combined seven-bay façade. Alterations in 1918 reconfigured the two private homes into bachelor apartments and reopened the carriageway; a 1920 alteration created a one-story rear yard extension to connect the buildings with 351-353 W. 14th St. (*see* 351-353 W. 14th St.).

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366-372 W. 15th St. *See* 62-64 Ninth Avenue

W. 15th St., south side, between Ninth and Tenth avenues

400-406 W. 15th St. *Contributing* One site. This corner lot contains the Prince Lumber company's yard and store. Parts of the site had been occupied by one or more lumber yards since the 1880s. Other previous occupants included two stores at 61 and 63 Ninth Ave. (1890s-1950); two three-story brick dwellings at 65-67 Ninth Ave. (demo'd 1950); two four-story brick tenements at 404-406 W. 15th St. (demolished after 1950), and a gas station (c. 1950). (*Aka 61-67 Ninth Ave.*)

408-410 W. 15th St. *Contributing* Six-story cream-colored brick stable completed in 1901 for the Herrman family, which owned several buildings on this block. Architect Robert Maynicke designed a three-bay façade with many decorative elements, all worked in brick. The Herrman estate altered the stable for factory use in 1926, removing the interior horse ramp and installing fireproof stairs, passenger and freight elevators, and the marquee. A produce company leased the basement, first and second floors through about 1932; that decade saw the successive occupancies of two bakeries, including one for the Longchamps restaurant chain.

412-418 W. 15th St. *Contributing* One-story garage, designed by James S. Maher for Gillen & Maher and completed in 1917. Cream brick façade features a panelled frieze and shallow pediment. The Kelly produce company, located in another Gillen & Maher building at 413-419 W. 14th St. (*see*), joined the two buildings at the rear in 1920.

422-430 W. 15th St. *Contributing* Six-story red brick stable designed by Jay H. Morgan for the Bradish Johnson Estate (the Johnson family owned a large distillery/sugar refinery on the block to the north in the 19th century); 1903. The broad façade has seven bays and simple details worked in brick. By 1916 the building served both as a stable and garage; alterations of that year legalized the building's use as a garage. The building continues to be used as a garage.

436 W. 15th St. *Noncontributing* James S. Maher designed this one-story brick garage on land owned by the Astor Estate; completed in 1914.

438-440 W. 15th St. *See National Biscuit Company:* 439-445 W. 14th St.

444 W. 15th St. *See* 449 W. 14th St.

450 W. 15th St. *See* 455-459 W. 14th St.

460 W. 15th St. *See* 58-76 Tenth Ave.

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W. 15th St., south side, between Tenth and Eleventh avenues

See West 14th Street Park

W. 15th St., north side, between Ninth and Tenth avenues

401-407 W. 15th St. *See National Biscuit Company: 69-75 Ninth Ave.*

409-419 W. 15th St. *See National Biscuit Company*

421-427 W. 15th St. *See National Biscuit Company*

429-459 W. 15th St. *See National Biscuit Company: 78-92 Tenth Ave.*

W. 15th St., north side, between Tenth and Eleventh avenues

501-507 W. 15th St. *See National Biscuit Company: 81-95 Tenth Ave.*

W. 16th St., south side, between Ninth and Tenth avenues

400-406 W. 16th St. *See National Biscuit Company: 85-87 Ninth Ave.*

408 W. 16th St. *See National Biscuit Company*

410-416 W. 16th St. *See National Biscuit Company*

418-420 W. 16th St. *See National Biscuit Company*

422-428 W. 16th St. *See National Biscuit Company: 421-427 W. 15th St.*

430-446 W. 16th St. *See National Biscuit Company*

448-460 W. 16th St. *See National Biscuit Company: 78-92 Tenth Ave.*

W. 16th St., south side, between Tenth and Eleventh avenues

500-512 W. 16th St. *See National Biscuit Company: 81-95 Tenth Ave.*

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Tenth Ave. (east side, between W. 16th and W. 14th streets), Mid-block of Ninth and Tenth Ave. (between W. 14th and Little W. 12th streets), Washington St. (west side, between Little W. 12th and Gansevoort streets

The High Line *Contributing* Completed by the New York Central Rail Road in 1934 to replace its on-grade Tenth Avenue tracks, the High Line was a key component of the Lower West Side's unparalleled commercial transportation advantages. The High Line connected industry along its original route (34th St. to Clarkson St.) with regional and national markets until its closing in 1980. By the mid-1980s, the High Line's southern end was demolished up to the north side of Gansevoort St. The High Line's steel viaduct still spans the Gansevoort area, incorporated in buildings along its route (*see* 58-76 and 78-92 Tenth Ave.; 450-456 W. 14th St.; 438-450, 445 and 449 W. 13th St.; 49 Little W. 12th St.; 559-569 West St.; and 802-816 Washington St.).

Multi-building complexes

Manhattan Refrigerating Company *Contributing* (see individual list of buildings in complex below).

The Manhattan Refrigerating Company was an essential component of the area's meat and produce business, providing cold storage for many area wholesalers and an efficient underground refrigeration system that, after an expansion in 1917, reached clients within an 18-block service area. The company's first two buildings opened in 1898: a warehouse at 521-525 West St. and a power plant at 109-111 Horatio St. The company developed additional buildings through the 1930s, and by 1949 owned or leased portions of every building on the block. The New York Central Rail Road - serving the area since 1850 - brought products to and from the warehouses in refrigerated cars. The NYCRR's elevated High Line (1934) ran through the complex along Washington Street (*see* 802-816 Washington St.). The company closed in 1979, and its buildings were converted to residential use in the mid-1980s.

The proposed National Register district includes eleven contributing extant buildings of the former Manhattan Refrigerating Company:

84-88 Gansevoort St. *Contributing* Seven-story, cream-colored brick meat market and cold storage warehouse, designed by John Graham Glover. Original owner J. B. Wallace Co. filed plans for a seven-story building, but completed only two stories in 1922. By 1926, the Manhattan Refrigerating Company owned the building, built the remaining five stories, and added the building to its complex of cold storage warehouses. The building continues the ground floor cast-iron columns and the sixth-story entablature of its neighbors to the west (*see* 90-92 and 94-98 Gansevoort St.).

90-92 Gansevoort St. *Contributing* Seven-story warehouse completed in 1912 for the Manhattan Refrigerating Company; John Graham Glover, architect. The cream-colored brick building continues façade elements and the sixth-story entablature of its predecessor and neighbor to the west, 94-98 Gansevoort St. (*see*).

94-98 Gansevoort St. *Contributing* Seven-story warehouse for the Manhattan Refrigerating Company, completed in 1910. Architect John Graham Glover's cream-colored brick building has a tripartite

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façade, with cast-iron columns on the first floor and prominent entablatures at the second and sixth floors. Glover's two later buildings to the east (*see* 84-88 and 90-92 Gansevoort St.) continue these elements.

104-108 Gansevoort St. Contributing Seven-story brick warehouse and office space for the Manhattan Refrigerating Company completed the company's Gansevoort St. blockfront. John B. Snook Sons, 1932. (*Aka 533-535 West St.*)

97-103 Horatio St. Contributing Two six-story cream brick warehouses, developed by former Mayor Hugh Grant, designed by George P. Chappell, and completed in 1900. The tripartite façade features a rusticated base; bays of paired windows enframed by pilasters and arches in the middle section, and a brick cornice. Portions of the interconnected buildings were leased to the Manhattan Refrigerating Company in 1949.

105-107 Horatio St. Contributing Seven-story cream brick warehouse, completed in 1913, joined the Manhattan Refrigerating Company's complex of cold storage warehouses on the block. John Graham Glover, architect, for the Estate of E. A. Hoffman.

109-111 Horatio St. Contributing Completed in 1898, this six-story building opened as the power plant for the Manhattan Refrigerating Company's first cold storage warehouse on the block, at 521-525 West St. (*see*). The two buildings were constructed simultaneously for the Estate of E.A. Hoffman; Lansing C. Holden, architect. In addition to cooling the company's own warehouse, the plant cooled the West Washington Market (having taken over an 1890 franchise granted for that purpose to the Greenwich Refrigerating Company) through an underground system of conduits carrying a refrigerated ammonia compound to market stalls. Eventually, machinery in the building would power an underground refrigeration system that served buildings in an 18-block area. The service district in 1917 was extended to the north side of 14th St.; the east side of Hudson St., the south side of Gansevoort St., and the east side of West St., Tenth and Eleventh Aves.

802-816 Washington St. Contributing Seven-story buff-colored brick warehouse, completed in 1935, incorporated the elevated tracks of the New York Central Rail Road's High Line. Designed by John B. Snook Sons for the NY State Realty and Terminal Co., the original lessee and eventual owner was the Manhattan Refrigerating Co., which operated a large complex of cold storage warehouses on the block. The High Line ceased operations in 1980; its viaduct along Washington St. was removed below Gansevoort St., and from this building, by the mid-1980s. (*Aka 91-95 Horatio St.; 76-82 Gansevoort St.*)

521-525 West St. Contributing The Manhattan Refrigerating Company completed this six-story brick cold storage warehouse in 1898, along with its power plant at 109-111 Horatio St. (*see*). Broad entablature and cornice define the tripartite façade. Brick piers divided the facades into blind bays. Upon the building's 1979 conversion to residential use, window openings were made in each bay. (*Aka 113-115 Horatio St.*)

527-531 West St. Contributing The Manhattan Refrigerating Company applied to build this six-story brick warehouse shortly after its 1898 opening on the block, but did not complete the building until 1906. Architect Lansing C. Holden's six-story building continues the basic vocabulary of his 1898 design to the south: a tripartite façade, regularly spaced bays, and extensive sidewalk marquees. (*Aka 100-102 Gansevoort St.*)

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National Biscuit Company *Contributing* (see individual list of buildings in complex below). In 1890, 23 bakeries in ten East Coast states consolidated to form the New York Biscuit Company. The company merged with the Chicago-based American Biscuit Company in 1898, and National Biscuit Company began to expand its New York operations. National headquarters moved to New York in 1906; by the 1920s, the company occupied all or part five blocks in the Gansevoort area, and boasted the biggest baking complex in the world. Known as Nabisco since 1941, the company ceased its New York City operations in 1957.

The National Register district includes thirteen buildings, on three blocks, associated with the former National Biscuit Company.

69-75 Ninth Ave. *Contributing* Six- and eight-story lofts and bakery built in 1907 by the National Biscuit Company, designed by A. G. Zimmerman. The "Ninth Avenue Bakery" features a prominent tower – a signature of Nabisco's factories across the nation – and Nabisco's warm palette of brown brick, buff terra-cotta and copper. (*Aka 401-407 W. 15th St.*)

81-83 Ninth Ave. *Contributing* In 1919, the National Biscuit Company replaced two 19th century dwellings on the site with a two-story warehouse of mill construction. James E. Torrance, architect. The building gained a third floor in 1922.

85-87 Ninth Ave. *Contributing* This one-story building achieved its current form in 1942. By 1922 the National Biscuit Company acquired two c. 1900 six-story tenements on the site, and a stable at 408 W. 16th St (*see*). The company's general offices were at this address from 1922 to 1930, at which time it converted the three buildings to light storage. The company demolished Nos. 85-87 in 1936, leaving a portion of the first story wall on W. 16th St. Used as "trucking space," the company enclosed the lot with brick walls and a roof in 1942. Louis Wirsching Jr., architect. (*Aka 400-406 W. 16th St.*)

78-92 Tenth Ave. *Contributing* In 1892, the two-year old New York Biscuit Company moved into its new bakery at 78-92 Tenth Ave. Architects Romeyn and Stever designed a massive, brown brick fortress-factory for the new company. Six-story tall arches, each inscribing three bays, march along the building's three facades. Seven-story tall pavilions, topped by peaked roofs, ornamented the Tenth Avenue entrance, the building's last bays on 15th and 16th Street, and the main entrance on W. 15th St. One pavilion remains, at 448 W. 16th St. (*Aka 429-459 W. 15th St.; 448-460 W. 16th St.*)

The flagship 1892 building received one of its most significant alterations in 1904, when the company routed a siding of the New York Central Rail Road through the building's open courtyard.

The Tenth Avenue bakery achieved its present configuration in the 1934 with the development of NYCRR's elevated High Line. The Tenth Avenue blockfront was demolished to a depth of 100' and replaced with a five-story shipping and manufacturing building, with the NYCRR viaduct on the second floor. The company also built a NYCRR viaduct and a sky bridge across Tenth Avenue, linking its buildings on both sides of the avenue.

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Various buildings within the National Biscuit Company complex itself were connected, by openings made in party walls and by interior and exterior sky bridges. The company added a sixth story laboratory to the shipping/receiving building in 1947.

81-95 Tenth Ave. Contributing The National Biscuit Company completed its Eleventh Avenue Factory in 1914 to designs by in-house architect Albert G. Zimmerman. The building displays the company's by-then national architectural identity of brick, terra-cotta and copper, and wide windows framed by brick piers. The Tenth Ave. elevation included a siding of the New York Central Rail Road. This on-grade transportation feature was replaced in the 1930s by elevated links to the High Line and to the company's Tenth Avenue complex. (*Aka 28-44 Eleventh Ave., 501-507 W. 15th, 500-512 W. 16th*)

439-445 W. 14th St. Contributing The newly incorporated New York Biscuit Company built this sturdy red brick stable in 1893, a year after completion of its bakery at 78-92 Tenth Ave. Architect Thomas R. Jackson's three-story, through-block structure repeats its main façade on 15th St. Each façade features four bays of paired segmental- and round-arched windows. Each of the middle bays is recessed within a round-headed arch outlined with drip molding. Each flanking bay is set within a recessed panel. Copper corbels support the cornice on the flanking bays, and a copper cornice outlines the triangular pediment over the center two bays. A series of alterations in the 1920s converted the stable into a garage for Nabisco's fleet of electric delivery trucks (*Aka 438-440 W. 15th St.*)

449 W. 14th St. Contributing The American Can Company built this eight-story red brick factory in 1906; James B. Baker, architect. The ninth floor is a later addition. Four prominent brick piers flank three bays of tripartite windows and tri-paneled brick spandrels. A similar arrangement, distributed over six narrower bays, prevails on the 15th St. façade. Monumental windows flanked the tall entrance. The National Biscuit company leased the seventh and eighth floors in 1922, installed portable gas ovens, and designated the building its 14th Street Bakery. Nabisco bought the building in 1929 and altered it for use as its general offices. The 1930 alterations included a pedestrian bridge across 15th St. to link the headquarters with the company's vast Tenth Avenue bakery (*see 78-92 Tenth Ave.*) The building served as Nabisco's headquarters until 1957. (*Aka 444 W. 15th St.*)

409-419 W. 15th St. Contributing Six-story bakery, built by the National Biscuit Company between 1903 and 1906, likely to designs by company architects William F. Wilmoth or A.G. Zimmerman.

421-427 W. 15th St. Contributing Six-story bakery, completed in 1904 to designs by William F. Wilmoth. The new National Biscuit Company early on developed a signature product for national distribution, the Uneda Biscuit. The product was phenomenally successful, and the company eventually opened an annex Uneda bakery (*see 418-420 W. 16th St.*) (*Aka 422-428 W. 16th St.*)

408 W. 16th St. Contributing Three-story brick stable designed for W. W. Strasser by William A. Boring, completed in 1906. A two-story central opening, outlined by a wide surround and segmental arch, dominates the façade. The third floor features three round-arched windows and a brick cornice. Like Boring's two larger buildings in the area (*see 29-35 and 62-64 Ninth Ave.*), all surface architectural detail is expressed in

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brick. The National Biscuit Company bought the stable and two adjacent buildings (*see* 85-87 Ninth Ave.) in 1922, and built a 25-foot deep, three-story addition to the stable, which it removed in 1936. The stable then served as a loading room to the truck lot created from the demolition of 85-87 Ninth Ave.

410-416 W. 16th St. Contributing This is the only extant building erected prior to the New York Biscuit Company's 1892 arrival on the block. Thomas McMullen, brewer and bottler, built a one-story brick warehouse and ale vault at Nos. 410-414 in 1883, and added three stories to the building in 1885. In 1887, McMullen built a six-story brick warehouse at No. 416. Augustus Hatfield designed both buildings and the 1885 addition. By 1892, an addition to McMullen's 1885 addition brought his entire warehouse and bottling company to six stories. The rugged red brick building has bays of segmental-arched single and paired windows, stone sill courses, and brick lintel courses and cornice. The McMullen estate sold the building to the National Biscuit Company around 1920.

418-420 W. 16th St. Contributing Six- and seven-story (front and rear) "biscuit works" completed by the National Biscuit Company in 1916; William F. Wilmoth, architect. This bakery was an annex to the company's "Uneeda Bakery" at 421-427 W. 15th St. (*see*). The two bakeries operated as one, and eventually were connected to the company's adjacent buildings on the block.

430-446 W. 16th St. Contributing Eight-story factory, completed in 1907 by the National Biscuit Company; A. G. Zimmerman, architect.

Throughout the district:

Historic Streets Contributing structure The street plan itself is an historical document of the Gansevoort area's pre-encounter settlement; 18th and 19th century landfill; the transition between meandering Village streets and the 1811 Commissioner's Plan for an orderly street grid; and bulkhead excavations necessitated by the City Beautiful-era Chelsea Pier improvements. The periodic widening or extension of individual streets created the district's characteristic wide Ninth Avenue intersections with Gansevoort and West 14th Streets, generous vistas to the Hudson River and surrounding neighborhoods. The district's hard-working market essence is preserved in the granite Belgian blocks that still pave many of its streets. The streets also display visible evidence of the Manhattan Refrigerating Company's underground refrigeration system that served area meat and produce wholesalers for a century. Some of the company's distinctive cast-iron manhole and valve covers still can be seen within the company's former 18-block service area, which ran from the south side of Gansevoort St.; the north side of W. 14th St.; the east side of Hudson St.; and the east sides of West St., Tenth and Eleventh Aves. (The system also served the old West Washington Market, demolished in 1949.)

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8. Statement of Significance

Summary

The Gansevoort Market National Register Historic District meets Criterion A in several areas of significance: commercial history, community development, industrial history, and transportation history. The Gansevoort area developed into an exemplar of industrial urbanism in the decades between 1840 and 1950, shaped by the rise of Manhattan's port, interstate rail traffic, the late-19th century establishment of two large food markets, and two elevated transportation arteries. During these years, the area became the metropolitan area's center for the production, storage and distribution of meat, produce and other food products. Additionally, Gansevoort's proximity to the waterfront and transportation systems drew important industries and manufacturers, several of which developed their national reputations while in the area.

The District is also meets Criterion C in the area of architecture. The Gansevoort Market Historic District is

"...an architecturally rich, mixed-use, mercantile district consisting of industrial, commercial and residential buildings historically linked to the city's working waterfront... Within the proposed district there are three kinds of buildings and places that render the whole area distinctive and compelling. First, there is the individual building of landmark quality, whether designed by a well-known architect for a wealthy client or by a lesser-known practitioner for an unknown entrepreneur. Second, there are visually cohesive streetscapes, where the treatment of facades along an entire block, the heights of all the constituent buildings, the inclusion of metal awnings – sometimes called sidewalk sheds, from which pulley systems were used to move animal carcasses – and even the rough-hewn stone paving of the street itself form a distinctive and memorable urban ensemble unique in New York City. Third, there are street intersections, unusually large and open by Manhattan standards due to the inclusion of streets that predate the insistent street grid of 1811, that are defined by architecturally interesting buildings revealing the area's historic evolution... One- or two-story meat market buildings are a hallmark of the district's streetscapes and distinguish them from those found in other industrial neighborhoods in Manhattan."⁶

Even forty years ago, before Manhattan's once-solid working waterfront began its transformation into a border of parks, recreational opportunities and residential development, Jane Jacobs petitioned the New York City Landmarks Preservation Commission to include the waterfront in the Greenwich Village Historic District (designated, without the waterfront portion, in 1969). In a letter to the Commission, Jacobs noted:

"As you know, the West Village was the old river-landing settlement. From its beginnings, the settlement combined work, residence and transportation... With truly remarkable integrity and fidelity, this historic land use persists today... Visually, too, the Village waterfront shows unique evidences of its

⁶ Thomas Mellins, *The Proposed Gansevoort Market District: An Overview* (New York: Save Gansevoort Market/Greenwich Village Society for Historic Preservation, 2001) 1-3.

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unbroken historic continuity....Enough of the early buildings remain so that the historic scale of the old town can be understood and felt.”⁷

Remarkably, the historic fabric of Gansevoort Market has changed relatively little since Jacobs' petition to the Landmarks Preservation Commission, and the area's layers of architectural and streetscape details still tell the story of its development. Gansevoort's enduring overall character derives from several elements, including an historic street plan; physical evidence of the waterborne and rail transportation systems that brought the area to prominence; purpose-built and altered buildings in the market vernacular; cohesive market streetscapes; and individual commercial buildings of architectural distinction. Significantly, 120 years after New York City opened Gansevoort's two markets, wholesale meat purveyors continue to do business against the historic backdrop of old market buildings.

The Emerging Village

Gansevoort's story begins well before the development of extant buildings in the 1840s. The Sapokanican, an Algonquin tribe, settled in the vicinity. Early Dutch settlers noted the rich land surrounding the native village, and called the area "Bossen Bouwerie," or Farm in the Woods. In 1633 Wouter Van Twiller, New Amsterdam's third director, established a tobacco plantation in the area, and prompted the settlement of "Noortwijck." Estates and farms developed throughout the 17th century. By 1713, English settlers dubbed the area "Greenwich." Pre-Revolution estates in the village of Greenwich included those of the Warren, Bayard, Delancey, Jeaucey and Mandeville families. The Village's population grew rapidly in the early 19th century, as yellow fever and cholera epidemics between 1798 and 1832 caused increasing numbers of City residents to flee uptown to a more salubrious setting.

German immigrant John Jacob Astor arrived in New York in 1784 to seek his fortune, and within twenty years began to find the greater part of it in Manhattan real estate. In 1805, Governor George Clinton sold a half interest in his Greenwich Village property to Astor for \$75,000: "Clinton and Astor planned to divide the property according to streets to be laid out by them. However, before the partners could complete the project, commissioners appointed by the New York legislature had laid out the new streets, which cut up the lots differently."⁸ Over a few years after Clinton's death in 1812, Astor mortgaged or purchased the remainder of Clinton's real estate holdings from his heirs. Astor continued to buy property throughout Manhattan, and also "secured grants to reclaim public land lying below high-water marks."⁹ Astor's heirs and relatives (including, by marriage, members of the Wendel, Goellet and Roosevelt families) continued their patriarch's highly remunerative practice of leasing land to developers, and figured prominently in the development of the Gansevoort Market area.

⁷ Jane Jacobs, unpublished letter to James Van Derpool, October 31, 1963.

⁸ Axel Madsen, *John Jacob Astor: America's First Multimillionaire* (New York: John Wiley & Sons, Inc., 2001) 58.

⁹Ibid., p. 253.

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The area's critical underpinnings – a waterfront shaped by landfill, the street plan and rail access – were largely in place by the middle of the 19th century, and set the stage for the Gansevoort area's development as a commercial center.

The Waterfront

To the commerce-minded Dutch settlers, Manhattan's advantageous location at the confluence of the Hudson River, Long Island Sound and Atlantic Ocean was its *raison d'etre*. From the beginning, Manhattan's waterfront was devoted to commerce, and was developed accordingly by private individuals. Colonial settlers in Manhattan found a high water line considerably inland of its modern location, and immediately began to smooth out the irregular shoreline with landfill from leveled topography, construction debris and waste. The Outer Streets and Wharves Act (1789) and the Randall Plan *aka* Commissioners' Map (1811) finally imposed some order on waterfront development, and guided future landfill and thoroughfares to serve Manhattan's burgeoning waterfront commerce.¹⁰

New York's port moved during the 1820s and 1830s from the East River to the deeper and wider Hudson River. The 1825 opening of the Erie Canal enabled the traffic of raw materials and finished products between Manhattan, via the Hudson, and western markets. Additionally, several of the country's new rail roads terminated in New Jersey, on the western shore of the Hudson, bringing car loads within a short ferry transport to West Side piers and industry.

In the vicinity of Gansevoort Market, the 17th century high water mark had hugged Tenth Avenue south to 14th Street, and then a line to the east of present-day Washington St. The City in 1837 mapped West Street as the edge of Manhattan below 14th St., prompting the deposition of landfill that created blocks between Washington and West streets, from Perry to Little W. 12th streets. Mid-19th century landfill also created blocks between Tenth and Twelfth avenues, north of West 14th St.:

"On the Hudson in the 1830s water lots were made into land to the west of Tenth Avenue, some as far north as West 16th Street. Fur trader-turned-realtor John Jacob Astor contributed to this expansion, filling in his water lots between West 14th and 16th streets well beyond Tenth Avenue. Shorefront bluffs were leveled to make streets and land for factories, warehouses and row houses. The debris was simply dumped into the river toward newly mapped Thirteenth Avenue."¹¹

Garbage also found its way into landfill, especially as the city's population expanded. One of several Lower Manhattan "dumping boards" – berths for garbage and manure scows – was located at the end of Gansevoort St. in the first half of the 19th century. Spillover refuse collected in the slips: "It was cheap fill...and there were few complaining neighbors to cause its removal. Soon water was turned into land for markets and peculiarly

¹⁰ Ann L. Buittenwieser, *Manhattan Water-Bound: Manhattan's Waterfront from the Seventeenth Century to the Present*, 2nd Ed. (Syracuse, NY: Syracuse University Press, 1999) 39-40.

¹¹ *Ibid.*, p. 42.

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shaped structures for shipping."¹² New waterfront blocks in the Gansevoort area circa 1850 filled with maritime businesses and iron works; lumber, coal and stone yards; manufacturers of plaster, varnish, turpentine, paint, and terra-cotta; and sugar refineries, breweries and distilleries.

From the time of the Dutch West India Company to the Civil War, Manhattan's waterfront, port facilities and transportation systems had been developed privately. Despite the uncoordinated arrangement of wharves, piers, railcar floats, and other structures and services ancillary to the working waterfront, the Port of New York achieved national pre-eminence by 1850, and international pre-eminence by 1870. However, port facilities were dangerously crowded and in poor repair. Widespread concern for the port's continued superiority led to the 1870 creation of the Department of Docks, which in 1871 issued a blueprint for bulkhead and pier development around the lower half of Manhattan. Redevelopment efforts were revived in 1880, when Chief Engineer George S. Greene Jr. proposed a series of 21 new piers to be built on the Hudson between West 11th and West 23rd streets, at one of the river's narrowest points:

"(Greene) recommended that all of the filling that had taken place at Chelsea-Gansevoort since the 1830s be undone. To construct new piers that met the requirements of contemporary steamships, part or all of the buildings on twenty-three city blocks would be razed and the blocks themselves excavated and turned back into deep water."¹³

The eventual excavations did not include the c. 1850 landfill between Gansevoort and Bloomfield streets, on which the West Washington Market opened in 1889. Greene's proposal made its way slowly through administrative and legal hurdles, and in 1894 the condemnation and excavation of land at the ends of West 11th to Gansevoort streets began: "The cornerstone for the Gansevoort section was laid in 1897.... The five Gansevoort piers were opened to the Cunard, White Star, and Leyland lines for their passenger trade in 1902. That same year condemnation proceedings began on the Chelsea blocks"¹⁴. The Chelsea Piers, from Bloomfield St. to West 22nd St., opened in 1910. The luxury steamships of the Cunard and White Star lines berthed at the Chelsea Piers, and became clientele for Gansevoort area ship provisioners and hotel suppliers.

Greene's pier development project, first proposed in 1880 and fully implemented in 1910, moved the Gansevoort area's western edge back to West St. and Eleventh Ave., to the south and north of Little West 12th St., respectively. The modern wateredge is between the colonial high-water line and the bulkhead line of the 1870s.

Historic Streets

The Gansevoort street plan has been shaped by waterfront additions and subtractions, and also by the meeting, at Gansevoort St., of the Village's 18th century street plan with the grid plan imposed in 1811 on the rest of Manhattan north of Houston St. This juxtaposition is evident in the triangular blocks just north of Gansevoort

¹²Ibid., p. 46.

¹³Ibid., p. 88.

¹⁴Ibid., p.96.

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St. and in corresponding triangular street intersections, where Gansevoort and West 14th streets meet Ninth Ave. These two unusually wide intersections serve as symbolic entrance portals to the market neighborhood. Additionally, Chelsea Pier excavations resulted in Eleventh Ave., a street that slashed through the grid and created triangular and trapezoidal vestiges of the westernmost blocks north of 13th St.

Gansevoort Street, the area's oldest street, traced an Indian path past the Sapokanican village to the Hudson River. The path became Old Kill Road, then Great Kill Road, and linked colonial estates to each other and to the waterfront. Great Kill Road led to Fort Gansevoort, built in 1811 on a peninsula – near today's Little W. 12th St. between Washington St. and Tenth Ave. – and named for General Peter Gansevoort. The road itself was renamed in 1837 in honor of Gansevoort who, as a Colonel, led a 20-day defense of Fort Schuyler against British and Indian attack in 1777. General Gansevoort's grandson, Herman Melville, completed *Moby Dick* in 1851 and spent his later years (1866 to 1885) as a Customs inspector on a wharf at the foot of Gansevoort St. Greenwich Street, the area's other ancient thoroughfare, linked rural Greenwich Village with the City at the tip of Manhattan.

The area's street plan also reflects the post-1812 extension of Hudson St. from Gansevoort St. to a point north of West 14th St., which created the five-cornered intersection with West 14th St. and Ninth Ave. By the mid-1880s, Washington St. was extended from Little W. 12th St. north to West 14th St. In 1887, Gansevoort Street was widened to increase access to two huge markets to the west: the Gansevoort Farmer's Market (1884) and the West Washington Market, then under construction.

The streets of Lower Manhattan, including the Village, became clogged with horse-drawn omnibuses (introduced 1831) and horse-drawn street railways (early 1850s). The noisome street railway ran along Greenwich St. and Ninth Ave. in the Village. Inventor Charles T. Harvey tested a quarter-mile segment of his elevated cable-drawn railroad in 1867, and by 1869 built an elevated transitway along Greenwich St. and Ninth Ave. up to 14th St. Stationary engines located on the ground powered the cables that pulled the cars along the elevated track. Harvey had planned for his line to extend up the West Side to Yonkers, but snapped cables and other technical difficulties thwarted his vision. The New York Elevated Railway Company acquired the line in 1871, and converted it to use with steam locomotives. The Ninth Avenue Elevated Railway reached as far north as Morningside Heights in the early 1890s. In the Village, the "El" had stations at Christopher, West 11th and West 14th streets. The latter station served the emerging Gansevoort Market area, and dominated the five-cornered intersection of Ninth Ave., Hudson and West 14th St. until its demolition in 1940.

The Rail Road

The first two centuries of New York's commerce relied on waterborne transportation: ocean-going sailing vessels supplemented by ferry service between Lower Manhattan, Brooklyn and New Jersey (Hudson River crossings began as early as 1661, and regular ferry service was established in 1775). The development of steam engines late in the 18th century introduced steam-powered ferries and boats. The year 1807 marked the first steam-powered vessel to navigate in open ocean (John L. Stevens' *Phoenix*) and steamboat service between New York City and Albany (Robert Fulton's *Clermont*); in 1812, Fulton's steam ferry (*Jersey*) plied the Hudson between Manhattan's Cortlandt St. and New Jersey's Paulus Hook. In the 1820s, entrepreneurs seized on the

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potential of steam-powered rail systems, and opened both the Mohawk and Hudson Railroad (between Albany and Schenectady) and the New York and Harlem Railroad (Fourth Ave., East 27th St. to the Harlem River) in 1831. The prospect of a continuous rail line between the west side of Manhattan and Albany was discussed for the next decade:

"The idea of uniting New York and Albany on a direct, grade-free line along the east bank of the Hudson River was discussed as early as 1832, but the project was greeted with nearly total lack of enthusiasm because it seemed inconceivable at the time that a railroad could compete with the fast, luxurious steamboats that offered low fares and spectacular bursts of speed up to 25 miles per hour, at least with the tide. The success of the Harlem, however, changed the climate of opinion before a decade had passed, so that a second proposal made in 1842 was taken more seriously."¹⁵

Finally, in 1846, the State granted a charter to the Hudson River Rail Road. The railroad literally ushered in the 1850s by opening the Canal Street-to-Poughkeepsie segment on December 31, 1849. The track ran through Manhattan along Tenth, Eleventh and Twelfth avenues (in the Gansevoort area, on recently-landfilled Tenth Ave. and West St.) Service to East Albany began in the fall of 1851, and in 1853 the railroad completed a bridge at Spuyten Duyvil (the confluence of the Hudson and Harlem rivers at Manhattan's northern tip). A ferry crossing here briefly connected the northern and southern runs of track; when the bridge was built, the railroad boasted a level 144-mile run along the Hudson River's eastern shore.

The Hudson River Rail Road established depots at 30th St. and Eleventh Ave. (1851) and Chambers St. (1853), and a large freight yard adjacent to its Tenth Ave./West St. tracks, between Gansevoort and Little W. 12th streets (1854). The freight yard included the site of Fort Gansevoort, which was demolished in 1849 and buried under landfill. Within city limits, steam engines were forbidden below 30th St. until 1867, so horses towed cars through Lower Manhattan. Stations at 23rd, 14th, Christopher, and West streets served Chelsea, Gansevoort and the Village. The Hudson River Rail Road handled both freight and passengers, but soon evolved into a freight line:

"More important for the city's economy than the mobility of the population and the expanding residential areas, however, was the fact that the Hudson River was the first railroad the main line of which directly served the waterfront docks. The end result was the intensive commercialization and industrialization of the river corridor on the West side from Battery Place to 72nd Street."¹⁶

Cornelius Vanderbilt took control of both the Hudson River and New York and Harlem railroads by 1864, and in 1867 acquired the New York Central Rail Road (formed by Erastus Corning in 1853 as a consolidation of ten smaller upstate carriers, including the Mohawk and Hudson). Vanderbilt merged his railroad holdings in 1867 and immediately made two key improvements to the new New York Central and Hudson River Rail Road. The first was a large freight and passenger terminal just south of Canal St. on the block bounded by Hudson, Varick,

¹⁵ Carl W. Condit, *The Port of New York: A History of the Rail and Terminal System from the Beginnings to Pennsylvania Station* (Chicago: University of Chicago Press, 1980) 32.

¹⁶Ibid., p. 35.

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Laight, and Beach streets (formerly the aristocratic Saint John's Park and today the Holland Tunnel's exit plaza). Vanderbilt also built the long-anticipated Hudson River railroad bridge between Rensselaer and Albany, thus securing the New York Central's direct access between Lower Manhattan industry and markets and suppliers in the western United States.

Vanderbilt's acquisitions coincided with the railroad industry's post-Civil War boom, and would contribute to the West Side's commercial and industrial prominence well into the next century. The United States issued the first patent for a refrigerator car in 1867. Refrigerated rail freight was common by 1885; apples and cherries from Washington State, oranges from California and Florida, and tropical fruit from Mexico are just a few examples of regional products that gained a national market. The meat industry quickly capitalized on the advantage of refrigerated cargo, by rail and steamship: "The first recorded shipment of mechanically refrigerated beef to be successfully delivered to London from New York City was in 1875."¹⁷ Ten years later, *Scientific American* reported in its May 9, 1885 issue:

"Dressed meats, and especially beef, are received at destination in much better condition for consumption than when shipped alive...the cold storage business is increasing at a corresponding rate, buildings for this purpose having been erected in upward of one hundred Eastern towns, exclusive of its chief cities, for receiving these shipments."

A later appraisal of the artificial refrigeration industry noted that the "financial success of a public cold storage warehouse is so dependent upon adequate railroad facilities that too much attention can hardly be paid to this feature."¹⁸

By the end of the 19th century, seven interstate railroads reached the Lower West Side waterfront. The New York Central Rail Road (successor of the Hudson River Rail Road) maintained exclusive direct access via its Tenth Avenue tracks. Five other railroads – the Pennsylvania; Erie; Delaware, Lackawanna & Western; Lehigh Valley; and the Central Rail Road of New Jersey – had headhouses on the New Jersey side of the Hudson River, and the Baltimore & Ohio's tracks terminated on Staten Island. Car floats brought the six railroads' cargo to receiving piers on the Lower Manhattan waterfront.

Manhattan's bustling West Side waterfront was dangerously congested by the late 19th century, when the on-grade railroad became as much hazard as boon. Into the 1920s, cowboys on horseback led trains along "Death Avenue" to clear street intersections for the trains' passage. Under the West Side Improvement plan of the early 20th century – which sought to improve circulation between Spring St. and Spuyten Duyvil – the New York State Legislature in 1923 passed a bill calling for the electrification and elevation of the New York Central tracks. The elevated portion of the tracks, the High Line, opened in 1934. The High Line ran from the New

¹⁷ W.R. Woolrich, *The Men Who Created Cold* (New York: Exposition Press, 1967) 54.

¹⁸ H. Peter Henschien, *Packing House and Cold Storage Construction* (Chicago: Nickerson & Collins Co., 1915) 120.

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York Central's 30th Street Yards down Tenth Ave. and Washington St. to a large new terminal bounded by Clarkson, Spring, Washington, and West streets.¹⁹

The West Side Improvement plan prompted a second elevated transportation facility to lift through-traffic above congested far-West Side streets, and ease on-grade truck access to waterfront business and industry. In 1926, the State Legislature authorized construction of the Miller Elevated Expressway, to run along Twelfth Ave. from Canal St. to 72nd St. The expressway's first section (Canal to 22nd streets) opened in 1931, and its remaining sections were in place by 1937. The Miller highway reflected the High Line's general objective to facilitate the movement of raw materials and products in and out of the industrial area, but was also an omen of sorts for the High Line's future:

"The relative falling off of rail traffic in the twentieth century was most intimately associated with the appearance of new, competitive transport facilities. The year 1916 marked not only the year of peak rail mileage, but it also marked the resumption of an interest by the federal government in highway construction when Congress passed the Federal Road Aid Act.... Unregulated by the federal government until 1935 and aided by a right of way that was virtually free (as compared to the railroads), truck operators took much traffic away from the railroads....The railroads also lost the bulk of their freight in animals and animal products to the truck, the volume of such business declining from 35,000,000 tons in 1919 to 9,500,000 tons in 1960.... By the early fifties the truck was carrying major portions of the country's eggs, poultry, milk, fruits, and vegetables."²⁰

Nonetheless, the High Line connected industry along its route with regional and national markets through the 1970s. Although several railroads long served the Lower West Side via car floats from New Jersey railheads to Manhattan piers, the New York Central maintained its exclusive direct access to the area – via its original 1850s route and the 1934 High Line – throughout Gansevoort Market's prime.

Earliest Buildings - Residences in the Greek Revival Style

The area's earliest extant buildings are three-story brick rowhouses from the 1840s. Some of these rowhouses were single-family residences; others were built with ground-floor stores. The "dwelling-with-store" prototype was common in Manhattan, before mass transit allowed merchants to live any significant distance from their places of business. The houses were designed in the basic Greek Revival vocabulary of three bays with simple lintels and sills, stoops, more elaborate entrances with transoms and sidelights, and cornices. The rowhouses illustrate the transition between the residential Village and the commercial district that was evolving adjacent to and on the new landfill to the north and west.

¹⁹ The High Line partially realized a vision that surfaced in the Hudson River Rail Road's earliest years: "The first 55 miles of the line had scarcely been placed under contract in September, 1847, when various officers of the company joined by local entrepreneurs began to entertain the idea of including the lower segment of the new railroad in a grand scheme for a 'New York and Boston Air Line.'" Condit, p. 32.

²⁰ John Stover, *American Railroads* (2nd ed.) (Chicago: The University of Chicago Press, 1997) 269-271.

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In later decades, as the Gansevoort area developed into a market/industrial district, all of the extant rowhouses were altered for commercial use. Ground-floor stores were added to rowhouses that had been exclusively residential; dwellings-with-stores were combined and altered for use as markets or cold storage; and some rows were combined and then reduced in height to serve as two- and three-story market buildings.

Extant rowhouses from the 1840s include 643-649 Hudson St., four four-story brick dwellings built with stores. Completed in 1840, the row's upper floors were converted to multiple dwellings in 1910, and the cornice has been removed. Three three-story brick houses at 803-807 Washington St. were completed in 1841. The row is just within the area's original high water line, and presumably was conveniently located for the first owner of numbers 805 and 807, a dockbuilder named Lewis B. Griffin. Edward Green, proprietor of the Garret and Green lumberyard on the north side of Horatio St., near West St., was the first owner of number 803. The row gained a fourth floor in 1922, when it was converted to market use.

A row of nine Greek Revival brick residences at 44-60 Ninth Ave. has defined the five-cornered intersection of West 14th St., Hudson St. and Ninth Ave. since the mid-1840s. Built by William Scott in two stages between the years 1841 and 1846, the three-story row was united by a cornice and topped by a pitched roof with dormers. They began to receive alterations for ground-floor commercial uses after the Civil War. The Old Homestead Restaurant opened in Number 56 in 1868 (and expanded to Numbers 52 and 54 in the 1950s). Number 44 received a storefront in 1887, and by 1916 the upper floors of the entire row had been altered for bachelor apartments. In 1931 the NYC Board of Aldermen added the eastern side of Ninth Ave. and a segment of the north side of West 14th St. to the area officially designated the West Washington Market, after which numbers 52 and 58 Ninth Ave. were altered for market use. Multiple dwellings now occupy the upper floors of 44-60 Ninth Ave., with restaurants and commercial space below. Recent penthouse additions to numbers 48 to 54 have altered the row's distinctive profile. The façade of numbers 44-54 was covered in stucco by 1940.

Three more Greek Revival dwellings complete the northeast corner of W. 14th St. and Ninth Ave. Henry J. Sanford built 351-353 W. 14th St. in 1842-1843, and 355 W. 14th St. in 1844. Sanford was president of the Stamford Manufacturing Company, a prominent Connecticut-based chemical processor of dye-stuffs, drugs, spices, extracts, minerals, clays, and paints. The firm had offices in Manhattan. Each of the Sanford buildings is three bays wide; the cornice or cornices were removed after 1940. The dwellings were converted to bachelor apartments in the first decades of the 20th century. In 1920, a one-story rear yard addition connected 351-353 W. 14th St. to 362-364 W. 15th St., two more dwellings built in the 1840s. A produce purveyor altered the 14th St. storefronts in 1943 and added a marquee, since removed.

Other buildings from the 1840s include 48-54 and 56 Tenth Ave., built in 1844 and 1843, respectively, by Robert White and Robert Henry Ludlow. All were three-story brick residences; Numbers 48-54 shared a continuous façade and cornice. Number 56 was built with a ground-floor store, and its upper floors were converted to office space in 1905. The building was altered for meat cold storage in 1915. In 1922, numbers 52 and 54 were joined to 56, and numbers 48 and 50 were combined for cold storage. In 1949, all five buildings were joined to form a wholesale market complex. In 2004, the buildings were demolished, and the site is now a vacant lot.

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A row of four three-story dwellings, the northernmost with a ground-floor shop, rose at 21-27 Ninth Ave. between 1844 and 1846. All four buildings were combined for commercial use by 1922. The current storefronts date from a 1971 alteration. A four-story brick residence, built by baker George Widmayer in 1846, stands at 348 W. 14th St. Although the lower portion of the façade has been altered, the upper half reveals the original Greek Revival design.

Merchant John J. Wendel, a favorite employee and brother-in-law of John Jacob Astor, in 1837 acquired land on the eastern end of the block now bounded by Gansevoort, Ninth, Little W. 12th, and Washington Sts. Wendel divided his land into ten lots, and leased it for development. Lessee James Conkwright in 1848-49 built four brick three-story dwellings (1, 3, 5, and 7 Ninth Ave.), and two three-story dwellings with stores (8-10 Little W. 12th St.), followed by a third in 1852 (12 Little W. 12th St.). Wendel also owned lots at 14-20 Little W. 12th St., which were occupied by a turpentine distillery into the 1850s, replaced at a later date by three dwellings. The Wendel family amassed a fortune in Manhattan real estate (Wendel ordered his seven children never to marry and thus break up the holdings; all but one child complied). The family held its Gansevoort property until 1943, by which time all extant buildings thereon had been greatly altered. Number 7 Ninth Ave. gained a ground floor saloon in 1870, and was converted into a hotel in 1897. The 1887 widening of Gansevoort St. claimed 1 Ninth Ave. and the southernmost bay of 3 Ninth Ave.; 5 Ninth Ave. has managed to retain its stoop and entrance, and as such is the most intact example of the area's Greek Revival rowhouses. Numbers 8-12 Little W. 12th St. were unified with a new cast-iron storefront in 1895.

With the arrival of the Hudson River Rail Road, new development west of Hudson Street turned increasingly commercial and industrial. Residential development, with or without stores, slowed in the 1850s. Extant residential buildings from the decade include a five-story brick dwelling with stores at 40 Tenth Ave. (1852); brick dwellings at 407 and 409-411 W. 14th St.; a brick dwelling with stores at 639 1/2 Hudson St. (1854); and a row of four five-story brick residences at 350-354 West 14th St. developed on Astor land (1859). Number 639 1/2 Hudson St. retains much of its original appearance. Number 40 Tenth Ave. was combined with the building to its rear, on West 13th St., and converted to a wholesale meat market. The top two floors of the combined structure were removed in 1944, and the remaining three-story building was combined with 42 Tenth Ave., for meat market use. The buildings at 407 and 409-411 W. 14th St. received the first of several major alterations in the mid-1870s. By the 1920s, 350-354 W. 14th St. housed a meat purveyor on its Hudson Street frontage. The row received an additional three stories in the early 1980s, when it was converted to an apartment house.

The Area's First Industry: 1840s and 1850s

By the early 1850s, landfill had extended the Gansevoort waterfront to Eleventh Ave., and the maritime and building trades filled the wide-open spaces of the new blocks to the west. Nearly every block in the area had a lumber, coal and/or stone yard, interspersed with plaster works, white lead refiners, foundries, turpentine distilleries, and other manufacturers serving builders of the growing city. Butchers were located within and in the general vicinity of the several downtown markets; their general presence attracted such related commercial concerns as lard refineries, soap makers and ice houses to waterfront blocks. Four major manufacturers established themselves in the Gansevoort area in the 1850s, and developed national reputations during their

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formative Village years: the Herring Safe and Lock Company; the Hudson River Pottery & Terra Cotta Works; the DeLamater Iron Works; and Wm. M. Johnson & Sons, sugar refiners and distillers.

Vermont-born Silas Clark **Herring** opened a wholesale grocery store in New York in 1834, and was hit hard both by the Great Fire of 1835 and Panic of 1837. He became a sales agent for "Salamander" fireproof safes (not surprisingly, suddenly in great demand) and eventually purchased the right to manufacture the safes. Herring built a row of three seven-bay, four-story brick buildings on the triangular block just south of the intersection of Ninth Ave., Hudson and West 14th streets in 1849, for the Herring Safe and Lock Factory (669-685 Hudson St.). In addition to fire- and burglar-proof safes, Herring manufactured bank locks. Herring's foundry was a few blocks south, at 740 Greenwich St. (near West 11th St); the company's sales room was at 251 Broadway. By the late 1870s, the company had an additional factory across Hudson St., on the site of 666-676 Hudson St. (1890), and employed 600 workers.

Herring served the Village as Assistant Alderman (1847) and Alderman (1849), and was a director of The Broadway Bank, The Importers' & Traders' National Bank, The Manhattan Life Insurance Co., and other corporations.²¹ Herring died in 1881; the family sold the building in 1884 to Joseph D. Eldredge, who made interior alterations. Each façade of the red brick "Little Flatiron Building" features a steady tempo of fenestration and (with the exception of Ninth Avenue) the building's 1884 cornice. The Herring company's 1849 building is the oldest artifact of early industry in the Gansevoort area.

The **Hudson River Pottery & Terra Cotta Works** by 1850 occupied a site that extended from Little W. 12th to West 13th streets between Ninth and Tenth avenues. The company's offices were at 34 Fulton St. Owned by brothers Edward and John W. Roche, the company manufactured architectural terra cotta, and received a bronze medal at the 1853 Crystal Palace Exhibition of the Industry of All Nations. The company operated on the site until 1884, at about which time Washington Street bisected this block – and the block to the north – on its northward extension to W. 14th St. The New York City Pottery took over the Hudson River Pottery's operations, and occupied the new west side blockfront of Washington Street until 1889, when Chicago meatpackers Swift & Co. arrived on the block.

In 1843, 21-year old Cornelius H. **DeLamater** and Peter Hogg took over James Cunningham's Phoenix Foundry, located since 1838 on West St. between Vestry and Laight streets. The Phoenix Foundry fabricated all types of steam engines and boilers, as well as the 36-inch diameter cast-iron pipes for the Croton Aqueduct. The foundry flourished under the booming demand for steam-driven machinery, and by good fortune had become the laboratory for the brilliant Swedish engineer and maritime innovator John Ericsson, whose early credits included the screw propeller and the caloric engine.

Hogg & DeLamater soon needed a larger site, and in 1851 moved to West 13th St., on the block to the west of Tenth Ave. However, "Much of this site was under water and it required a great deal of fill to make land and have it solid enough to carry the weight of the heavy tools which the firm then possessed..."²² The foundry

²¹ Henry Hall, *America's Successful Men of Affairs*, v. I, (New York: The New York Tribune, 1895-1896) 310.

²² H.F.J. Porter, *The DeLamater Iron Works: The Cradle of the Modern Navy* (New York: The Art Press, 1918) 9.

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included a shipyard and several factory buildings on both sides of West 13th St., and soon diversified its output to include machinery for sugar refineries (of which there were several on the Lower West Side). Hogg left the partnership in 1858.

Ericsson continued to work with the DeLamater Iron Works, and secured the firm's most famous commission: the development of the ironclad warship, the *Monitor*. Ericsson designed the ship; the foundry cast the boilers and assigned its own workmen to operate the boilers and engines when the ship steamed to Hampton Roads, Virginia in March 1862 for its victorious battle with the *Merrimack*. During the 1860s, the DeLamater Iron Works grew to fill most of the two blocks bounded by Little W. 12th and West 14th streets and Tenth and Eleventh avenues.

DeLamater participated in the innovation of Charles T. Harvey's cable-driven "elevated road," which ran up Greenwich St. to 14th St. by 1869: "In all of this development DeLamater took great interest, offering the use of his works for experimental purposes and getting much of the work of construction."²³ The Ninth Avenue El emerged from Harvey's experimentation, and DeLamater was appointed to the City's first Rapid Transit Commission, in 1875.

The DeLamater Iron Works and John Ericsson remained at the forefront of industrial engineering through the 1880s. Their later collaborations include a steam-powered rock drill for Ingersoll and Rand; hoisting machinery for mining companies; and boilers and other equipment for the artificial refrigerating industry. In the latter category, the DeLamater foundry worked with refrigeration pioneers Raoul Pictet, John C. De La Vergne, and Tessie du Motay and Auguste J. Rossi. DeLamater built machines for Pictet's ice-making plant at 530 West St. (in operation by 1878), and set up an experimental De La Vergne ice-making plant at the foundry (De La Vergne later opened his own large manufactory in Port Morris, the Bronx).

DeLamater and Ericsson died within one month of each other in the spring of 1889, and the DeLamater Iron Works closed in 1890. The company built a reputation for taking "a prominent part in the industrial advances of the times;"²⁴ indeed, DeLamater's contributions to local maritime, artificial refrigeration and elevated railway industries helped to shape the Gansevoort Market area. The two blocks on which the DeLamater Iron Works stood for nearly forty years were excavated early in the 20th century for the Chelsea Piers. A small triangular block on the west side of Tenth Ave. between West 13th and West 14th streets marks the former site of this early industrial giant. Facing the intersection known as "DeLamater Square," the block has been occupied since 1908 by the Liberty Hotel (45-53 Tenth Ave., originally the Strand Hotel).²⁵

A fifth manufacturer, **Wm. M. Johnson & Sons** (*aka* Johnson & Lazarus Distillery and Sugar Refinery), was firmly established on W. 15th St. by the mid-19th century. William Johnson and George Bradish in 1795 built the Magnolia Plantation in Louisiana, and pioneered a method of sugar refining. Johnson's son, Bradish,

²³Ibid., p. 23.

²⁴ Ibid., p. 30.

²⁵ DeLamater's esteemed collaborator, John Ericsson, is honored with a statue in Battery Park and a street name in Tribeca. He long lived at 26 Beach St., on the southern boundary of what today is the Holland Tunnel exit plaza. A segment of Beach St. was renamed "Ericsson Place" in the early 1920s.

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oversaw the family's New York operation through the 1870s. The Johnson refinery comprised many buildings: storehouses for sugar and grain; kilns; production facilities for malt and molasses; a rum distillery; and offices, stables, storage sheds, and engine rooms. These facilities occupied much of the block bounded by West 15th and West 16th streets and Ninth and Tenth avenues. The Johnsons' W. 15th St. plant distilled itself into a single sugar refinery in the 1870s, as Manhattan's growing refineries moved almost *en masse* to larger sites on the Brooklyn waterfront. Bradish Johnson, long a prominent citizen of New York, returned to New Orleans in the 1870s. His estate included property in the vicinity of the family's former W. 15th St. complex. The site of the Johnson refinery's W. 15th St. complex eventually became the home of the New York (later National) Biscuit Company, which moved to the block in 1892 and eventually occupied the entire block.

In addition to extant buildings from the Herring operations, three commercial buildings from the 1870s are prominent on West 14th St. between Ninth and Tenth avenues. Aaron H. Wellington built a cloth printing factory at 416-418 W. 14th St. in 1874, and a second factory building at 414 W. 14th St. in 1887. Joseph M. Dunn designed Wellington's second building in a style similar to several others he designed in the area during the 1880s. The façade of the Dunn building was altered around 1917 to match that of the adjacent 1874 building, which itself received an additional floor after a fire. As altered, both five-story brick buildings featured a somewhat Italianate façade, with segmental-arched windows on the second and third floors; tall round-headed windows on the fourth floor; and shorter round-headed windows on the fifth floor, topped by a deep metal cornice. Corbels placed between each fifth floor window supported the cornice; each corbel extended to the springline of the arched windows. Both buildings were altered for market use by 1910, and by the 1940s were joined to numbers 420-424 and 426 to create a large meat processing and cold storage complex. The 1917 façade of number 414 survives relatively intact. The windows and façade elements of no. 416-418 were obliterated in a c. 1970 renovation²⁶; fenestration on the second through fourth floors has recently been restored.

In 1876, an existing brick 2.5-story dwelling at 407 West 14th St. was raised to four stories and converted into a multiple dwelling. Owner Phillip Herrman was a prominent builder and, at the time of this alteration, President of the 9th Ward Bank.²⁷ Alteration records do not address the newly-four story building's façade, but it is identical to that of 409-411 West 14th St., a four-story brick building that was altered in 1876 to serve as the Centennial Brewery. Proprietors O'Reilly, Skelly and Fogarty hired architect J. B. Snook, who evidently unified the two buildings with an Italianate façade. Slightly projecting segmental-arched drip moldings with keystones articulate the buildings' eleven bays (number 407's three bays are more widely spaced than number 409-411's eight bays), as does a decorative metal cornice. Stucco now covers architectural details on the upper floors, save for the cornice.

²⁶ As part of a proposal approved by the NYC Landmarks Preservation Commission in 2006, the architectural details of the façade at 416-418 are slated to be restored and a rooftop addition will be built over both 414 and 416-418 W. 14th St.

²⁷ According to research published by Regina Kellerman, Herrman in 1867 developed two dwellings just outside the district, at 336-338 and 340 W. 14th St. Both were designed by Julius Munckwitz; number 340 was the Herrman family home.

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Philip Herrman built 405 West 14th St. in 1878, a four-story brick dwelling with storefront cast-iron columns and piers, four bays of windows with flat stone lintels and slightly projecting sills, and a metal cornice. A carpenter's shop initially occupied the first floor; 1899 alterations adapted the space for market use.

The Centennial Brewery closed in the late 1890s, and the Herrman family soon acquired 409-411 West 14th St. James Stewart Herrman (Phillip's son) joined it with number 407 in 1900, and added the storefront.

Manufacturing, the building trades and the maritime industry dominated the area through the 1870s. The next decade brought two large food markets to Gansevoort St., on either side of West St.

The Markets - "Special Excellence of Location"

Lower Manhattan's long history of food markets began with the Dutch West India Company's own store, in the 1630s, joined by markets in the Dutch and English settlements throughout the 17th and 18th centuries. Most markets were located near the East River or south of Wall Street.

Lower West Side markets appeared in the late 18th century. The Bear Market opened in 1771 on Greenwich St. between Fulton and Vesey streets. The State Prison Market opened in 1804 on Greenwich St., across Christopher St. from the Newgate Prison (1797). The Washington and Greenwich markets replaced the Bear and State Prison markets, respectively, in 1812. The Washington Market moved one block to the west, to the block bounded by Fulton, Vesey, West, and Washington streets. A fish market was added on the site in 1824. West Street had not yet been extended through the immediate area, and complaints about congestion on Washington St. – and the market's filth and disarray – arose in the 1830s and sparked much discussion about expansion and other remedies:

"When in 1831 the City determined to set aside for future public use the land lying beneath the Hudson River from Jane Street to the south side of Fort Gansevoort, it already was clear that New York's major food market, the downtown Washington Market...was woefully inadequate to handle the tons of meat, poultry, milk products, fruit, and vegetables, and the thousands of wholesalers, retailers, and jobbers who crammed its several hundred stalls each day."²⁸

Indeed, the Board of Alderman in 1833 ordered that the underwater block of Gansevoort, Little W. 12th, West, and Washington streets be "filled and a market place made on this site."²⁹

The Village received two more markets in the 1830s: Jefferson, at today's Sixth Ave. and West 12th St. (1833); and Weehawken, on Weehawken St. north of Christopher St. (1834). The Washington Market in the 1840s expanded onto new landfill between Dey and Vesey streets beyond West St., creating an annex that would be

²⁸ Jeffrey P. Zaleski, *The Greenwich Village Waterfront: An Historical Study* (New York: Greenwich Village Society for Historic Preservation) 29.

²⁹ I.N. Phelps Stokes, *The Iconography of Manhattan Island, 1498-1909* (Union, NJ: The Lawbook Exchange, Ltd./Martino Fine Books, 1998) v.III, p. 959.

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called the West Washington Market. (*N.B.: This "old" West Washington Market is not to be confused with the "new" West Washington Market that would open in 1889 on a block north of Gansevoort St.*) However, in 1849 Mayor William Havemeyer vetoed a proposal to build a new market structure on the landfill, indicating that future waterfront development beyond West Street would be limited to port facilities.³⁰

Fortunately, the city already had identified a new market site to the north. An Act of Congress on August 8, 1848 granted the city title "to part of the land at West Washington and Gansevoort Street. Another part of the ground was already vested to the city by the original charter grants...." Fifteen years later, the city acquired land at West Bloomfield and Gansevoort streets, "for the purpose of building the West Washington Market."³¹

In the middle of the 19th century, local and regional growers sent produce to Manhattan markets. Meat came from as far west as Ohio, the livestock driven in herds or carried by railroad to New Jersey, ferried to Manhattan, and slaughtered and packaged by numerous individual butchers. The rise of refrigerated rail and steamship freight in the 1870s allowed frozen carcasses ("dead beef") to be delivered to meat purveyors, who packaged and distributed the product to meet local demand. The refrigerated transportation link was critical to the development of the meatpacking industry. It allowed the efficient delivery of product from distant places (e.g., stockyards in Chicago, St. Louis, Texas); prompted the construction of cold storage facilities proximate to rail lines; centralized meat-related businesses; and generally encouraged the industry's economies of scale in production and distribution. The Gansevoort area, served since 1850 by a railroad, was poised to take maximum advantage of its location.

By the late 1870s, the city made plans to remove the old West Washington Market from its waterfront-encroaching site and to construct a new building for the Washington Market. Streets around both markets were crowded with produce vendors who had been unable to secure market stalls (the sheer number of competing vendors invited Tammany-era corruption), and the reconstruction of the Washington Market would displace additional vendors. The city in 1879 relocated produce vendors from the downtown Washington markets uptown to the former Hudson River Rail Road freight yard, on Gansevoort St. (the Bleecker Street Railway Company had occupied the yard in the decade since the railroad's move to the St. John's Park terminal). On May 7, 1880, the *New York Times* reported that the city had dedicated both the former freight yard and the block to the west would to market use. The following year, William Astor conveyed lots on eight blocks between Horatio and West 17th streets to the city's Department of Docks.³² This conveyance included block 651, across West Street from the freight yard, thus completing site assemblage for the new West Washington Market.

Tavern and restaurant owners in the downtown Washington Market area led the clamor for the produce vendors' return, and stalled the implementation of the uptown produce market. The city reaffirmed its intentions in 1884, and in March opened the Gansevoort Farmer's Market, an open-air retail produce market, on the former freight

³⁰ Thomas F. De Voe, *The Market Book: A History of the Public Markets of the City of New York* (New York: Augustus M. Kelley Publishers, 1970 c. 1862) 46.

³¹ Stokes.

³² Bittenwieser, p. 103, footnote #18.

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yard. Up to 400 vendors, mostly from Long Island and New Jersey, daily parked their wagons in ten parallel lanes: "(The market) has no buildings of any kind...it is by legislation restricted to the use of farmers and gardeners for the sale of products they themselves have grown."³³ The Gansevoort Farmer's Market soon became commonly known simply as the "Gansevoort Market."

The produce market's counterpart would be the new West Washington Market, a wholesale meat market on block 651, the landfilled site bounded by Gansevoort, Bogart and West streets and 13th Ave. One north-south avenue and six east-west streets divided the site into ten lots. Ecole des Beaux-Arts-trained architect Douglas Smyth designed the new West Washington Market, and construction began in 1887. Two-story brick and terracotta buildings occupied each lot, and were united by Roman arches that spanned each street, and picturesque chimneys and architectural details. Smyth won several other important municipal commissions in the 1880s, including a new masonry building to replace the Jefferson Market's wooden sheds, and new cast-iron buildings for the downtown Washington and Fulton markets. The new West Washington Market opened in January 1889, and accommodated 420 wholesale vendors of meat and poultry in stalls ranging in size from 12x18' to 18x25'. The West Washington Market's stalls were sold at auction and could, until 1912, be included in the stall occupant's estate or be sublet.

The West Washington Market, directly served by the New York Central Rail Road, gained a second infrastructure advantage in 1890, when the Greenwich Refrigerating Company at 514 West St. secured a city franchise to refrigerate the new market's stalls via underground conduits

"...beneath the surface of the following streets, viz.: West street and Tenth avenue, from Horatio street to Fourteenth street; Fourteenth street, from Tenth avenue to the North river; Thirteenth avenue, from Horatio street to Fourteenth street; Horatio street, from Thirteenth avenue to West street; Gansevoort street, from West street to Thirteenth avenue; and Bloomfield street; and the streets or parts of streets immediately adjoining the new market...."³⁴

The introduction of an efficient technology to cool multiple storage spaces in a large area would have a significant impact on the future development of the Gansevoort Market (a discussion of the Manhattan Refrigerating Company to come).

The 1912 Report of the Mayor's Market Commission described the conditions under which food markets operated in the five boroughs, and identified congestion and the high price of doing business as major issues: "The terminals in the city where food products are brought in are entirely those provided by transportation lines and are not sufficient to handle the volume....There is a great deal of congestion of trucks and wagons, causing delay in moving the goods...."³⁵ The Gansevoort and West Washington markets received special scrutiny:

³³Mayor's Market Commission, *Report of the Mayor's Market Commission of New York City* (New York: Mayor's Market Commission, 1912) 24.

³⁴Board of Estimate and Apportionment, *Report of the Bureau of Franchises* (New York City: Board of Estimate and Apportionment, 1905).

³⁵Mayor's Market Commission, pp. 10-11.

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"The Gansevoort Market Business Men's Association, the West Washington Market Association, the Chelsea Association of Merchants and Manufacturers, and the Greenwich Village Public Service Commission asked us especially to examine the conditions in and around Gansevoort and West Washington Markets, looking toward the construction of a new market in that vicinity when the present West Washington Market should be taken for dock purposes."³⁶

The Commission suggested that steamship piers replace the West Washington Market (landfill to its north and south had already been transformed into the Gansevoort and Chelsea piers), and that the functions of the two markets either be combined on the site of the Gansevoort Market, or be moved further uptown along the New York Central Rail Road's route. Representatives of both markets were reluctant to consider a move from the neighborhood:

"...the fact that the banks, cold storage warehouses, and present business of the trade are located in this neighborhood makes the plan to take the market away from this location impractical. Besides that, outgoing steamers and trains must be supplied and the erection of...buildings in the lower end of Manhattan containing a very large population...makes it desirable that a market should be located in this vicinity."³⁷

The West Washington Market remained on its site,³⁸ but the Commission's report begged the question of the future of the Gansevoort Market. The underlying real estate was assessed at \$850,000; vendors paid a fee of 25 cents per day, and the city lost \$40,000 to \$50,000 per year: "It is doubtful if there is enough benefit conferred on anybody by this market to warrant devoting such a valuable piece of property exclusively to this purpose, at such an expense to the city at large."³⁹ Despite the Gansevoort Market's disappointing financial returns, the Commission noted both markets' "special excellence of location:"

"The vicinity...is recognized as a center from which the food supply of the city may be best distributed to meet the large demand of the downtown residential district and the uptown hotel and residence district. It is the center of the steamship supply district. It is contiguous to all of the incoming railroads and steamship lines bringing in New York's food supply."⁴⁰

The city's Department of Public Markets began to eye the Gansevoort Market site as the location of a modern, centralized wholesale meat market. Both the High Line and the Miller Elevated Expressway were on the drawing board in 1926, when the city recommended the closing of the farmer's market. The market remained open, albeit in reduced form, through the early 1940s. The city's Department of Public Markets, Weights and

³⁰ Ibid., pp. 9-10.

³⁷ Ibid., p. 26.

³⁸ The four local business associations had proposed an alternative site in the neighborhood: a six-block complex of five enormous five-story buildings, stretching from the north side of Gansevoort St. to the south side of Bethune St., and from the west side of Greenwich St. through the western edge of blocks fronting on Washington St., laced by railroad sidings at the third floor, all designed by John Graham Glover in a busy Renaissance Revival style.

³⁹ Mayor's Market Commission, p. 20.

⁴⁰ Ibid., p. 63.

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Measures developed the block's first post-High Line structure. The three-story meat processing and storage plant (93 Gansevoort St.) opened in 1939, and was leased to the Cudahy company, a Milwaukee meatpacker. The new building included a one-story section below the High Line's Washington St. viaduct, and a loading platform at the track level.

Long in planning, the new Gansevoort Market Meat Center (559-569 West St.) opened on the block in 1950. (Workers who were sinking the new building's foundation pilings in 1949 discovered remains of Fort Gansevoort, demolished exactly one century earlier.) The city's Department of Public Works developed the two-story red brick market, and leased the market's office, storage and refrigeration facilities to private meat purveyors. The building's loading platform gave vendors direct access to the High Line, which ran along the block's Washington St. frontage.

Purpose-built Market Buildings and Market-related Alterations

The Gansevoort Market and the West Washington Market influenced the area's development from the 1880s onward. The two huge markets attracted related businesses and prompted the construction of purpose-built markets throughout the immediate area. Increased market activity also spurred the alteration of older buildings for market use.

The block immediately to the east of the former Gansevoort Market has several examples of market-related developments of the 1880s. A row of two- and three-story brick market buildings rose on the east side of Washington St. in 1880, in anticipation of the produce market that would open across the street in 1884. The Washington St. row includes numbers 823-829, 831, and 833, designed by Joseph M. Dunn, C. F. Ridder Jr., and W.G. Buckley, respectively. Dunn also designed an 1880 alteration to Alexander Jackson Davis' 1839 Octagon Tower at the former Lunatic Asylum on Roosevelt Island, and would design three more buildings in the Gansevoort area. The Washington St. buildings became the prototype for the area's purpose-built markets: ground floor commercial space, with large doors for loading carcasses and boxes; sidewalk-deep steel and wood marquees that extended nearly the width of the façade; and windowed storage and office space on the second floor (number 833 was built as three stories, and reduced to two stories in 1920). The red brick markets have simple architectural details of brick or stone lintels and sills and stamped metal cornices.

On this block, Gansevoort St.'s extant development was shaped by the 1887 widening of the street to increase access to the big markets to the west. The one-story 45-51 Gansevoort St., formerly a stable, was built to fill a small triangular lot created by the street widening (which also claimed all of 1 Ninth Ave. and part of 3 Ninth Ave). A brick store and lofts at 53-61 Gansevoort St., developed by the Goelet family in 1887, housed wholesale grocers and the New England Biscuit Company. The five-story building reads as a taller version of the decade's typical market building; architect Joseph M. Dunn previously designed the two-story market at 823-829 Washington St. The reddish-brown brick building's distinctive features include a marquee and a rounded edge at the façade's eastern end; the cornice has been removed.

The four-bay, three-story brick dwelling-with-stores at 67 Gansevoort St. also dates from 1887, and is reminiscent of the area's earlier generation of such buildings. An egg and cheese wholesaler originally

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occupied the building's commercial space; the marquee dates from the 1947 alteration to accommodate a meat wholesaler. The five-story multiple dwelling at 817-821 Washington St. (aka 71-73 Gansevoort St., reduced to three stories in 1940) was developed on Astor property in 1886, and designed by James W. Cole.

Pockets of market-related development occurred during the decade beyond the blocks immediately adjacent to the two markets. In 1883, Thomas McMullen built a one-story brick warehouse and ale vault at 410-414 West 16th St.; added three stories in 1885; built a six-story warehouse at 416 West 16th; and in 1891 added another three floors to number 410-414. By 1892, McMullen's ale warehouse and bottling company occupied a six-story structure that spanned 410-416 West. 16th St. Architect Augustus Hatfield designed both McMullen buildings, and alterations to them through the 1880s. The resulting rugged red brick warehouse has bays of segmental-arched single and paired windows from the second through the fifth floors, and round-arched windows on the sixth floors. Stone stringcourses unite the window sills on all floors, and decorative brick stringcourses unite the brick lintels. The simple cornice is worked in brick. By 1913, according to the firm's letterhead, Thomas McMullen & Co. imported Vichy and Vittel *sources minerales francaises*, olive oil from Lucca, and "sardines, tunnyfish, sprats, etc." The McMullen warehouse is the only extant building on its block to predate the buildings of the New York (later National) Biscuit Company; by 1920, the National Biscuit Company added it to its block-big Tenth Avenue bakery.

In 1887, John J. Cole designed a second multiple dwelling on land owned by the Astor estate on Washington Street, the four-story red-brick building at 440 West 14th St. Like 817-821 Washington St., 440 West 14th St. was highly decorated with architectural details worked in brick, including pilasters and spandrel panels. Cole also designed the five-story red brick 1887 loft building at 428-432 W. 14th St., also on Astor land, in a design vocabulary similar to the two multiple dwellings. Stone stringcourses and spandrel panels worked in brick decorate the façade. The loft building has frontages on West 14th, Washington and West 13th St.; its cornice and wrap-around marquee are recently restored.

Another multiple dwelling of the era included 641 Hudson St., an 1886 multiple dwelling with a ground floor store. Two rows of c.1880-1890 multiple dwellings lined the south side of Gansevoort St.: numbers 52-58 and 60-68, the latter designed in the 1880s by George F. Pelham, a prolific architect of multiple dwellings.

Joseph Dunn, architect of market buildings at 823-829 Washington St. and 53-61 Gansevoort St., designed a five-story warehouse at 400 W. 14th St. on land owned by James A. Roosevelt. Dunn designed a slightly more decorative building for this prominent corner location. Completed in 1886, original cast-iron storefront piers survive on the building's Ninth Ave. elevation. Brick pilasters frame groups of four bays on Ninth Ave., and groups of three bays on West 14th St. Stone stringcourses unite sills and lintels. The building's paneled, corbelled brick cornice is particularly handsome.

Other market buildings of the 1880s include two brick three-story stores at 53 and 55 Little W. 12th St., completed in 1888. The row of stores at 402-408 West 14th St. is categorized, by virtue of its form and original use, with market buildings of the 1880s. Completed in 1891 for Robert O. Goelet to designs by Frank Otto Fiedler, the three-story purpose-built market building has 15 bays of tall rectangular windows, simple stone

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lintels and sills, and a metal cornice. Another purpose-built market building rose in 1893 at 32 Gansevoort St., a five-story warehouse converted in 1901 to a store with lofts.

The first generation of market-related development in the 1880s would be followed by a series of purpose-built and altered market building to respond to the expanded underground refrigeration system; revised residential building codes/Depression; and the arrival of the High Line.

Industrial/manufacturing Complexes of the 1890s

Two large former industrial complexes anchor the Gansevoort Market National Register District at its southern and northern boundaries. The Manhattan Refrigerating Company and the National Biscuit Company gained their footholds during the 1890s, and expanded over the next four decades. Both complexes reinforced the area's identity as a producer and distributor of foodstuffs, and are excellent examples of the industrial urbanism that was central to Gansevoort's development.

In 1898, the **Manhattan Refrigerating Company** assumed the Greenwich Refrigerating Company's 1890 franchise, and provided cold storage for local meat and produce purveyors located within and outside the West Washington Market. The company's founding president, T. Albeus Adams, previously served as the general manager of Swift & Co.'s New York branch. Adams and his brother, Robert A. Adams, then formed a wholesale meat and provisioning firm, which they sold to Swift & Armour. Adams was president of the Gansevoort Bank from 1898-1906. In 1916, Adams persuaded three New Jersey counties to support the Holland Tunnel project, and soon became a member of the New Jersey Interstate Bridge and Tunnel Commission. Adams "took an active part in the improvement of the Port of New York, particularly of wholesale market terminals," and organized the Warehouseman's Protective Committee "to resist the invasion of the railroads into the commercial warehouse business."⁴¹

The Manhattan Refrigerating Company operated from a new power plant at 109-111 Horatio St. and a new cold storage warehouse at 521-525 West St. Architect Lansing C. Holden, a specialist in warehouse and cold storage facilities, designed the two six-story, cream-colored brick buildings. Both buildings feature a robust tripartite façade, with broad friezes, cornice and balustrade; an arcade of large, round-headed first floor window openings unites both buildings' Horatio St. elevation.

The artificial refrigeration industry's standard by the end of the 19th century was a closed system of the compression, condensation and evaporation of a volatile refrigerant, usually anhydrous ammonia, *aka* "brine." The technology was developed between the mid-18th and mid-19th centuries, primarily in Scotland and France, and by the 1850s was used to cool warehouses for oysters and beer in Florida, Georgia, Louisiana, and Texas. The technology's advantages over ice-cooled storage were economy, efficacy, dry cold storage, and machinery that could be designed to cool a variety of storage capacities and configurations, including warehouses, ship cargo holds and train cars.

⁴¹"T.A.Adams Dead; Retired Executive," *New York Times*, 15 September 1940: 52.

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The technology came to New York City by the mid-1870s. One of its first applications was in a large brewery on 47th Street (perhaps Ruppert), which installed Tellier machinery in 1875. Swiss scientist Raoul Pictet exhibited his machinery at the Philadelphia Exposition of 1876; established the Pictet Artificial Ice Company in New York at the Coal and Iron Exchange (then at Cortlandt and Church streets); and by 1878 installed a 24-ton ice machine near the then-northwest corner of West and Horatio streets.

New York City had many ice manufacturers and several refrigerated warehouses in market neighborhoods in Lower Manhattan and Brooklyn by the 1880s. It has not yet been determined which of these warehouses delivered refrigeration, via underground conduits, to other sites. However, the Greenwich Refrigerating Company's service to the West Washington Market was an early example of off-site service; the first such system was introduced in Denver in 1889.⁴²

At the time of its opening, the Manhattan Refrigerating Company was located at the southeast corner of West and Horatio streets, cater-corner to the West Washington Market and directly south of the Gansevoort Farmer's Market. The New York Central Rail Road ran between the markets and past the company's West Street loading docks. The surrounding market activity created a steady demand for refrigerated storage space, and the company responded by building or leasing new warehouses on the block. Two six-story cream brick warehouses at 97-103 Horatio St., developed by Hugh J. Grant (Mayor of New York, 1889-1892) and designed by George P. Chappell, were completed in 1900 (and leased to the company in the 1940s). A six-story warehouse at 527-531 West St., completed in 1906, reprised Holden's design for the company's first warehouse.

Architect John Graham Glover designed the next three buildings to appear on the block: 94-98 Gansevoort St. (1910), 90-92 Gansevoort St. (1912), and 105-107 Horatio St. (1913). All three buildings were seven-story, cream-colored brick warehouses. The Gansevoort St. warehouses shared façade elements, including a tripartite façade, cast-iron columns with Doric capitals at the first floor, and a sixth-story frieze. The Horatio St. warehouse has slightly broader, less detailed features.

The company sought a franchise in 1915 to continue its operations in the West Washington Market, and to operate its underground system in a larger district, roughly bounded by the north side of 14th St.; the east side of Hudson St., the south side of Gansevoort St., and the east side of West St., Tenth and Eleventh avenues. The City in 1917 granted the Manhattan Refrigerating Company approval to serve an 18-block district with underground conduits. The new service district reached buildings on the north side of West 14th St.; the east side of Hudson St.; the south side of Gansevoort St.; and the east side of West St., Tenth or Eleventh avenues.

The Manhattan Refrigerating Company continued to benefit from its proximity to the markets and the NYCRR, and built two more cold storage warehouses. The seven-story, cream-colored brick warehouse at 84-88 Gansevoort St. (1926) was architect Glover's fourth contribution to the block; John B. Snook and Sons designed the seven-story warehouse and office at 104-108 Gansevoort St. (1932). In 1935, the company leased (and later owned) 802-816 Washington St., a new seven-story warehouse designed by John B. Snook & Sons that incorporated the viaduct of the NYCRR's elevated High Line. The High Line, at the Washington Street end of

⁴² "Refrigeration for Towns and Cities by Street Mains," *Scientific American*, 5 September 1891: 151.

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the block, in 1934 replaced the on-grade railroad that had always served the company's West Street loading platforms.

The Manhattan Refrigerating Company closed in 1979, and its constituent buildings were converted to housing in the 1980s. The underground system of conduits continued to serve area markets after 1979, powered by a new compressor located at 93 Gansevoort St. The 1898-1917 conduits, packed in insulating cork and tar and boxed by heavy timbers, were in use until the late 1990s. Many of the Manhattan Refrigerating Company's cast-iron manhole and valve covers trace the conduits' route, and contribute to the historic streetscape. Round manhole covers with the initials "MRC" are at street intersections; smaller rectangular valve covers are in the middle of streets, and are distinguished by a pattern of concentric circles. Each valve controlled a branch conduit that served three or four buildings.

The ultimate service boundaries of the Manhattan Refrigerating Company's underground system correspond neatly with those proposed for the Gansevoort Market National Register District – evidence that the underground system was an important technology that shaped the area's development.

On West 15th St., the warm aroma of baked goods provided a counterpart to the chill on Horatio St. In 1890, 23 bakeries in ten East Coast states consolidated to form the **New York Biscuit Company**. Two years later, the new company moved into its new bakery at 78-92 Tenth Avenue between 15th and 16th Streets. Architects Romeyn and Stever designed a massive, brown brick Romanesque Revival fortress-factory for the new company. Six-story tall arches, each inscribing three bays, marched along the building's three facades. Seven-story tall pavilions, topped by peaked roofs, ornamented the Tenth Avenue entrance, the building's terminal bays on 15th and 16th Streets, and the main entrance on W. 15th St. (One pavilion remains, at 448 W. 16th St.)

The 1890 building application described three buildings of mill construction connected by two fireproof sections. The Tenth Avenue blockfront comprised three structures: two buildings, each with 75' of frontage, extending 197'6" east on both W. 15th and 16th streets, and connected by a 56'6" x 34'5" fireproof entrance pavilion-with-driveway. The plans were amended to extend the W. 15th Street frontage a total of 427' east from Tenth Avenue with a fourth building, also of mill construction, connected to the original group by a fireproof pavilion. An open courtyard extended eastward from the Tenth Avenue driveway/entrance pavilion.

Charles William Romeyn studied with Calvert Vaux and Frederick Law Olmsted, and designed several commercial buildings, including the former Hess Brothers Confectioners building, 504 W. 30th St. Romeyn also designed the Grolier Club, 29 E. 32nd St., and specialized in residences in his later career.

The New York Biscuit Company also completed a stable (445 W. 14th St.), on land leased from William Waldorf Astor, in 1892. Architect Thomas R. Jackson and carpenter Hugh Getty produced a handsome red-orange brick through-block building. Jackson is known for several monumental warehouses in Tribeca, including the Mercantile Exchange; the New York Times' first building, on Park Row (altered); and the East 14th St. headquarters of the notorious Tammany Hall (demolished). The façade features four bays of paired segmental arched windows; paired round-arched windows accentuate the two middle bays of the third story. Each of the two middle bays is recessed within a round-headed arch outlined with a brick drip molding. A

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corbelled brick cornice supports a pediment over the central two bays. Each flanking bay is set within a recessed panel. A simple length of brick corbelling mediates the distance between the surface of each recessed panel and the building's outer plane. Small copper corbels decorate the cornice on the flanking bays, and a copper cornice outlines the pediment. The 15th Street elevation echoes the main elevation, with the exception of several partially bricked-in windows.

The stable eventually served the National (formerly New York) Biscuit Company as a garage. A series of alterations in the mid-1920s converted it to a garage for the company's electric delivery trucks, which made deliveries to local distributors.

In 1898, the New York Biscuit Company, the American Biscuit Company of Chicago, and the United States Baking Company of California merged to form the National Biscuit Company. The new corporation occupied the New York Biscuit Company's 1892 building on Tenth Avenue.

The company began a period of rapid expansion upon the turn of the century, and its operations soon filled the entire block. In 1902, the company filed an application to build a bakery immediately east of its Tenth Avenue bakery. The Uneeda Bakery, at 421-427 W. 15th St., was completed in 1904, and was joined shortly by 419 W. 15th St. The company's next two buildings, completed in 1906, had identical development timetables: 69-75 Ninth Ave. and 430-446 W. 16th St. Company architect William Wilmoth designed the six-story, through-block "Uneeda" bakery in a vocabulary that company architects would apply to its later buildings, both on the block and in other cities. The company's headquarters moved from Chicago to New York in 1906.

"Cookie cutter architecture" is an appropriate description of the National Biscuit Company's appearance in cities across America: warm brown brick; repetitive units of vertical piers framing bays of horizontal windows; terra cotta entrance surrounds, lintels and cornices; copper detailing; and a prominent corner or central tower. *The American Architect* devoted its June 19, 1912 issue to modern manufacturing buildings. Wilmoth contributed an article entitled "The Buildings of the National Biscuit Company:"

"A few manufacturers have latterly become patrons of the arts and they now deign to counsel with the architect, along with the erstwhile many-sided genius, the millwright...."

"Probably one of the first companies to inaugurate this policy was the National Biscuit Company. It began by dismissing all question of cost and asked what was the ideal location, size and arrangement for its business; what would give the highest efficiency as a manufacturing unit; minimum cost of maintenance; greatest safety for employees and freedom from interruption of business; best light, ventilation, and sanitary conditions; and, lastly, a building of such pleasing architectural quality and dignity as would not only be a source of pride to its directors, stockholder, and employees, but would, in a measure, express to the public the purpose and ideals of the Company."

The original 1892 building, eventually known as the "Tenth Avenue bakery," received one of its most significant alterations in 1904, when the company routed a siding of the New York Central Rail Road through

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the building's open courtyard. Thus, this building had direct access to NYCRR, fully thirty years before the High Line.

A few buildings on the same block, not yet owned by the National Biscuit Company, went up around this time. In 1905, a Mr. William Strasser built a stable at 408 W. 16th St., and tenements were developed and/or altered at 81-83 and 85-87 Ninth Avenue.

By 1913 the company - already the largest bakery in the world and, with 5,000 workers, one of New York City's largest private employers - filed plans to build an eleven-story, 560,000-square foot plant at 81-95 Tenth Ave. An additional 2,000 employees would work in the new building. The steel-framed, fully fireproof building occupies the entire block directly to the west of the former Tenth Avenue bakery. Shortly after the building's 1914 completion, the company designated its newest building the Eleventh Avenue Factory.⁴³

The salmon-colored brick factory has a rusticated, two-story base, topped by a broad entablature. Each elevation featured a prominent entrance, crowned by a keystone and a terra-cotta panel with the inscription ".N.B.C." A terra-cotta cornice at the second story level frames the panel and the entrance bay. (Recent alterations have erased some of the original façade details.) On all elevations, piers rise the height of the building, and frame horizontal windows. The new building's bakeries were on the sixth and tenth floors, which are taller than the other floors.

The Eleventh Avenue Factory opened with a production capacity of more than 60 per cent of the entire Tenth Avenue plant. A ground-level siding of the New York Central Rail Road entered the building on Tenth Avenue, through the bay just to the north of that façade's main entrance. The company unloaded raw materials from the trains, and loaded finished products; freight elevators carried raw materials up to the bakeries, and finished products down to the track. Among other transactions, the NYCRR carried flour from the National Biscuit Company's Toledo mill and boxes from its Beacon, NY factory directly into the building.

The National Biscuit Company next built an annex to its Uneeda Bakery, at 418-420 W. 16th St. (1916), and a two-story storage building at 81-83 Ninth Avenue (1919, third story added in 1922).

In the 1920s, the National Biscuit Company bought the properties at 85-87 Ninth Ave. and 408 and 410-416 W. 16th Street (the former McMullen warehouse), completing its occupation of the entire block. In 1922, the company leased the seventh and eighth floors of the American Can Company building, 449 W. 14th St., for baking fruit cake and plum pudding; developed a repair shop at 58-76 Tenth Ave. in 1924; and in 1930 created a one-story carpenter shop from a five-story, 1897 warehouse at 455-459 W. 14th St. (demolished). By 1930, the company's operations encompassed four blocks in the District: the Tenth Avenue factory complex; the Eleventh Avenue Factory; the 1892 stable, headquarters at 449 W. 14th St., and a repair shop, on the block south of the Tenth Ave. plant; and an oil storage facility on the block south of the Eleventh Ave. Factory. (Outside the District, the company maintained a gas station, garages and storage facilities on the block north of the Tenth

⁴³ During excavation for the new building, workers discovered remains of a schooner, covered by landfill since 1811. "Long Buried Ship Sank Before 1811," *New York Times*, 30 April 1913: 7.

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Ave. plant; and a bakery at the corner of West and Bethune streets, on the site of a former American Biscuit Company bakery.) The company moved its national headquarters from 85-87 Ninth Ave. to 449 W. 14th St. in 1930.

The Tenth Avenue bakery achieved its present configuration in the 1930s with the development of the New York Central Rail Road's elevated High Line. The Tenth Avenue bakery was demolished to a depth of 100' and replaced with a five-story shipping and manufacturing building, also at 78-92 Tenth Avenue, with the NYCRR viaduct on the second floor, just east of Tenth Avenue (the company added a sixth floor to the shipping building in 1947). Concurrent with the development of the shipping building, pedestrian bridges were built to link the Tenth Avenue complex to company facilities on blocks to the west and south, and the 1904 siding into the building was removed. By the mid-1930s, internal and external connections linked company buildings on three city blocks, in addition to connections effected by the High Line.

In 1943, Nabisco (so renamed in 1941) completed a wholesale modernization of its Tenth Avenue bakery, combining 78-92 Tenth Avenue and 421-427, 409-419 W. 15th St. and 69-75 Ninth Ave. into one huge double-tier bakery, extending the length of the block.

A 1943 article in *The N.B.C.*, the company newsletter, reflected that proximity to the "world's greatest dining room" was "the first and obvious general advantage of our strategic location." Moreover,

"In the matter of distribution, two things are important: speed and economy, and we get both by manufacturing in the West 14th Street District. The location of our New York Bakeries is ideal, being convenient to vehicular tunnels and the ferries for deliveries to our distributing agencies in New Jersey. And, of course, the West Side elevated motor highway has materially lessened congestion in the streets used for trucking in this section. Rail shipments are also of great importance and here again the West Side offers superior facilities. The territory assigned to our New York Bakeries (beyond the scope of our own trucks) is, on the average, within 48 hours' service for carload rail shipments. These cars are loaded in the Bakeries on our own private siding, and the flow of biscuits and crackers from ovens into freight cars is practically uninterrupted....

"All railroads entering New York have pier stations...in the North River; incoming and outgoing less-than-carload shipments via any of these roads may be efficiently handled by truck through Manhattan's first Union Inland Freight Station, located in the huge Port Authority Commerce Building...directly across the street from our Ninth Avenue Bakery. Furthermore, many important motor carriers have their terminals on the West Side."

Nabisco's New York City operation kept pace with industry advances until the early 1950s, when it became clear that further modernization of the facility was not feasible. Although the New York plant had replaced many of its reel ovens with the newer band ovens, its days were numbered:

"Most of the Nabisco bakeries were located in the middle of urban areas where any great extension of factory footage was impossible. Since the band oven could not operate vertically, there was no

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alternative if the company was to modernize – but to declare the old factories obsolete, buy land outside the city...and build a new type of bakery."⁴⁴

Despite the aforementioned transportation advantages and the huge footprint formed by the New York plant's constituent buildings, Nabisco relocated to a 40-acre campus in Fair Lawn, New Jersey in 1958. The corporate headquarters moved from 449 W. 14th Street to Park Avenue in 1957.

The Herring, Devoe and DeLamater companies were among the first of the West Village's start-up businesses to acquire national reputations, but the National Biscuit Company was the first to become a true household name. In addition to its vast New York City flagship operation, the company had bakeries in cities across the country, including Philadelphia, Cincinnati, Detroit, Chicago, Milwaukee, Minneapolis, St. Louis, Kansas City, Houston, Denver, and Salt Lake City. The company issued a composite illustration of its bakeries and sales agencies in the 1920s: all bear the corporate identity devised by in-house architects A.G. Zimmerman and William F. Wilmoth. Venerable Nabisco product lines - Fig Newton, Animal Crackers, Vanilla Wafers, Oreo - still fill cupboards from coast to coast.

Turn-of-the Century Commercial Development

In addition to the first buildings of the Manhattan Refrigerating Company and New York (later National) Biscuit Company, the 1890s brought loft buildings – a mainstay of Manhattan's post-Civil War commercial development – to the area. Generally built on land owned by prominent investors, by companies that wished to express a certain gravity of purpose, and designed by architects of note, the Gansevoort area's loft buildings tended to express a higher architectural ambition than the area's vernacular, purpose-built market buildings.

Developer John R. Pettit built 666-676 Hudson in 1890 on land leased from the Astors in 1884. James Farnsworth designed the six-story loft at the corner of West 13th St. The two main facades are a grid of tripartite windows, separated by slender brick piers and narrow decorative stamped metal spandrel panels, which echo the more elaborate metal cornice. Pettit's 1891 addition to the building, at 342 West 14th St., features the identical facade treatment. Henry J. Newton leased Pettit's building in 1893, and later bought it. Just a few years later in 1898, Newton lost the building to foreclosure, but nonetheless, the building was long known as the "Newton." The Stephen Philbin estate owned the building until 1923. Printers were the Newton's primary tenants. The building retains the original character of its exterior, and has been converted to loft residences.

The Newton's contemporary, across West 13th Street, is 652-664 Hudson St., completed in 1891. Rowe & Baker designed the utilitarian but handsome six-story red brick storage warehouse. Edward R. Ermold's factory for bottling and labeling machinery eventually occupied the building, which was converted to residential use in 1979.

⁴⁴ William Cahn, *Out of the Cracker Barrel: From Animal Crackers to ZuZu's*. (New York: Simon and Schuster, 1969) 278.

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In addition to buildings that display the evolution of the meat market vernacular and industrial complexes that illustrate industrial urbanism, the Gansevoort area has several buildings of landmark quality, designed by celebrated architects for discerning clients.

Irish immigrant Peter Fenelon Collier began his company in 1875, first publishing tracts and religious books for New York's growing Roman Catholic population. The publisher moved into encyclopedias, reference works, and periodicals, and in 1888 debuted *Collier's Once a Week* (subsequently restyled as *Once a Week*, *Collier's Weekly*, *Collier's Illustrated Weekly*, and in 1905, *Collier's*). In the early 1890s, **the P.F. Collier Publishing Company** moved into space on the south side of West 13th St., west of Tenth Ave., recently vacated by the DeLamater Iron Works. The former DeLamater blocks were scheduled to be excavated for the Chelsea Piers development, and in 1902 P.F. Collier moved its offices and operations into a new building at 416-424 West 13th Street, between Ninth Ave. and Washington St. The company leased the land from the Astor family, and commissioned the firm of Trowbridge & Livingston to design the three-story printing plant:

"The structure has two fully articulated facades on Little W. 12th Street and West 13th Street. The building served as both the offices and printing plant for Collier's, perhaps inspiring Trowbridge & Livingston's intriguing blend of neo-classical, abstract modernist and industrial features. Industrial features include the repetitive bay module and large amount of glazing, which provides maximum illumination for the interior and emphasizes the building's curtain wall.... Neo-classical details include the treatment of the piers between bays as Tuscan pilasters, the rustication of the end bays on both facades and the Tuscan entrance portico crowned by an allegorical sculpture...of a winged globe surmounted by a torch and flanked by a quill and pen. The building also includes abstracted, proto-modernist, classical features such as the paneled parapet, and paneled metal spandrel panels."⁴⁵

Trowbridge & Livingston's notable Manhattan commissions include the B. Altman & Co. Department Store, the J. P. Morgan & Co. building and the St. Regis Hotel.

Collier's also occupied part of a six-story warehouse at 421-425 West 13th St. (1902), and connected the two buildings with an aerial bridge across West 13th St. (the bridge was removed in the 1930s). Hans E. Meyen designed the six-story warehouse with a decorative brick façade. Every seventh course of warm orange-red brick is recessed, effecting a bold horizontally striated façade.

P. F. Collier's flagship weekly soon rivalled the *Saturday Evening Post* as America's favorite household magazine. In it were published the era's leading writers, illustrators and photojournalists, including Jack London, Ida Tarbell, Samuel Hopkins Adams, Maxfield Parrish, Charles Dana Gibson, and James H. Hare. *Collier's* distinguished itself with investigative journalism during its early years in the new building. Upton Sinclair's April 1905 article, "Is Chicago Meat Safe?," was widely credited – along with his novel, *The Jungle* – with gaining public support for the federal 1906 Meat Inspection Act. (One can imagine what Swift and Armour, both of whom had meatpacking plants within blocks of the publisher, thought of their neighbor's muckraking.) Collier died in 1909; the Crowell Publishing Company of Springfield, Ohio acquired the

⁴⁵ NYC Landmarks Preservation Commission, Staff Memo, March 2002.

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company soon after his son Robert J.'s death in 1918. Editorial offices remained in New York until 1929. General Electric moved into 416-424 West 13th St. in 1930, and that year built the brick and glass Moderne-flavored annex at 414 W. 13th St., designed by the venerable firm of Lockwood Greene Engineers Inc. Now a multinational design consultant for high-tech and energy industries, the firm originated in the 1830s as a designer of New England mill buildings and later specialized in factories, including the first ones to incorporate electricity. By the 1920s, the firm's commissions included publishing, food processing and electrical engineering plants. General Electric used the former Collier's building as an assembly plant.

The next act of architectural patronage on property leased from the Astors was the commission of a six-story yellow brick warehouse at 29-35 Ninth Avenue from architects Boring & Tilton in 1902; the building was completed in 1903. William Alciphron Boring and Edward Lippincott Tilton are best known for the U.S. Immigration Station at Ellis Island, for which they won the Gold Medal from the Paris Exposition of 1900. Prominently sited at the northwest corner of Ninth Ave. and West 13th St., the warehouse's two principal facades are mirror images of each other. Large square-headed loading bays punctuate the first floor. Small rectangular windows, paired or single, occupy the outermost bays above the first floor. The middle four bays include segmental-arched windows on the second floor and paired rectangular windows on the sixth floor. Three-story tall brick arches inscribe the slightly recessed window bays of the third through fifth floors. Copper cresting once topped the brick cornice; a remnant is visible at the western end of the 13th St. façade. The warehouse, which formerly served as a food processing plant and electronics factory, was converted in 2003 into the SoHo House, a private members club.

William A. Boring designed a second handsome yellow brick warehouse two blocks to the north, at 62-64 Ninth Ave. Completed in 1906 for the Tuttle Estate, the six-story building first served as a warehouse for Julius Wile Sons & Co., Inc., importers of liquors and wine since 1877 (the Wile label lives on, under the auspices of Golden State Vintners, in California). The warehouse features Boring's familiar façade treatment of window bays stacked within tall arches; each bay of second- through fifth-floor windows is slightly recessed within a tall segmental arch. Pairs of round-arched windows top each bay at the sixth floor. Dentilled brick stringcourses at the lintel line of the second and sixth floors define a tripartite façade. The Ninth Ave. façade features a slightly pedimented parapet, topped by a brick cornice worked in corbels and dentils. The building gained a marquee in 1926 when the cellar, first and second floors were altered for meat market use. In 2003, a large, residential tower was built over the building, but the addition did not alter Boring's façade design.

Boring contributed a third building to the area: a three-story stable at 408 W. 16th St, completed in 1905.⁴⁶ Like Boring's two larger warehouses on Ninth Ave., the three-story stable features decorative brickwork and a monumental arch. The two-story high central opening is outlined by a wide surround and segmental arch and flanked by tall narrow windows. Three round-arched windows on the third floor and a corbelled brick cornice complete the façade. The National Biscuit Company acquired the stable in the early 1920s, added three stories to the building in 1922, and removed the addition in 1936.

⁴⁶ The Astor family had commissioned Boring to design a fourth building in the District, a stable at 9-19 Ninth Ave. Boring's design was never executed.

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An elegant six-story warehouse, completed in 1910, marks the northeast corner of Washington and Horatio streets. Designed by architect J.C. Cocker, the dark reddish-brown brick building has two bays of tripartite windows on Washington St., and six on Horatio. The commercial building was a departure for Cocker, who designed many walk-up apartment buildings in Harlem between the 1900 and the mid-1920s. The building's tripartite façade is defined by corbelled brick courses topped by bands of rusticated granite, which unite the sills of windows at the second and sixth stories. Rusticated granite serves as the sills of the building's remaining windows. Segmental and round brick arches with stone keystones outline fifth-floor windows; a metal cornice features a dentilled course, modillion blocks and a simple molding profile. The warehouse once housed a paper and twine company and marine supply firm.

The Astor estate engaged a third distinguished firm, LaFarge Morris & Cullen, to design the six-story warehouse at 2-8 Ninth Avenue, completed in 1913. The sturdy buff-colored brick building has a tripartite façade and a cornice ornamented with orange terra-cotta diamonds. The building's Ninth Ave. façade has four bays of paired windows and one stairwell bay of staggered windows; the bays on the Little W. 12th St. façade are organized into a 1-3-1 rhythm. The warehouse once was connected to buildings 1 and 3 Little W. 12th St., and the complex served as a meat processing and cold storage plant.

Market-related buildings and alterations, 1900 to 1930

The Gansevoort Market area's mix of purpose-built market buildings, buildings altered for market use, and commercial lofts and complexes continued to develop after the first decade of the last century. Several factors spurred market-related development as far north as West 15th St. and as far east as Hudson St.: the opening of the Chelsea Piers (1910); the extension of the Manhattan Refrigerating Company's service area (1917); the Miller Elevated Expressway (1926-1931); the High Line (1923-1934); and the centralization of New York City's meat wholesaling in the Gansevoort Market Meat Center (1950).

New development outpaced alterations in the first decade of the century. The Conron Brothers, poultry wholesalers, built 42 and 44-46 Tenth Ave. in 1903 for their use. Several lofts and warehouses completed the south side of West 14th St. and the north side of West 13th St. between Ninth and Tenth avenues. Astor properties on W. 14th St. sprouted two three-story, through-block buildings: a wine and liquor warehouse at 412 W. 14th St./411-417 W. 13th St. (1901), and a loft building at 410 W. 14th St./405-409 W. 13th St. (1909). Other 14th Street developments of the decade include the six-story brick loft building at 420-424 W. 14th St. (1904), and a six-story brick warehouse at 426 W. 14th St. (1910). Two six-story warehouses filled out the north side of W. 13th St., at numbers 419 (1900, with a ground-floor stable) and 421-425 (1902). Large stables were built at 408-410, 412-418 and 420-430 W. 15th St. (1901, 1917 and 1903, respectively); and at 22-26 and 28-30 Little W. 12th St. (1909 and 1911).

The Chelsea Piers (1910) served luxury ocean liners, and drew ship provisioners and hotel suppliers to the Gansevoort and Chelsea neighborhoods. Generally, the hotel suppliers were subsidiaries of the large meat packing firms. The Strand Hotel, 45-53 Tenth Ave., opened for sailors in 1908. The aforementioned Conron Brothers, poultry dealers at 42 and 44-46 Tenth Ave., developed the hotel. (The Conrons leased other local real

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estate between 1902 and 1934 –including 44 Ninth Ave. and 351-353, 400 and 402-408 W. 14th St. – and eventually became the proprietors of a large cold storage facility in the Bronx.)

The Gansevoort High Pressure Pumping Station, across from the piers at 555 West St., opened in the same year. Part of a system that provided high pressure pumping service to Lower Manhattan, the station was positioned to serve the new piers and nearby market structures. Architects Bernstein & Bernstein endowed the two-story brick station with grand architectural detail, including pilasters, tall arched windows, drip moldings and a broad cornice. Bernstein & Bernstein tended to design pump houses and similar municipal commissions, but also produced the rather florid Renaissance Revival six-story multiple dwelling at 344-346 W. 14th St. (1904).

The north side of West 14th St. between Ninth and Tenth avenues was shaped by the development activities of the aforementioned Herrman family, whose c. 1900 holdings included 405, 407 and 409-411 West 14th St. and 404-406 (two tenements, demolished in the 1950s) and 408-410 West 15th St. The American Can Company built an eight-story red brick factory at 449 W. 14th St. (1906); two six-story brick warehouses (1897, reduced to one story in 1930, demolished in 1969) stood to the west. The developer/architect team of John J. Gillen and James S. Maher matched the Herrman family's previous real estate maneuvers on the block, producing the purpose-built markets at 413-419, 421-425 and 401-403 W. 14th St. (1913, 1913 and 1923) and the garage at 412-418 W. 15th St. (1917). Gillen and Maher also acquired the Herring Building in 1923.

The 1917 expansion of the Manhattan Refrigerating Company's service district effectively moved the market area's outer boundaries to the north side of West 14th St. and to the east side of Hudson St., and triggered market-related alterations. Among the first post-expansion alterations was the 1917 conversion of 409-411 W. 14th St. to a market. Nathan Schweitzer & Co., "Commission Merchants and Dealers in Poultry, Game and Meat Specialties," leased 409-411 West 14th St. from the Herrman estate in 1917, and in 1926 leased numbers 405 and 407. The Schweitzer firm added marquees to the 14th St. Herrman buildings, and remained on the street through the 1940s. Other cold storage conversions of the period include 420-424 W. 14th St. (1921) and 48-54 and 56 Tenth Ave. (1922, now demolished). Buildings adapted for market use (which often included the addition of a cold storage facility) in the 1920s include 803-807 Washington St.; 34 and 67 Gansevoort St.; 452 W. 13th St.; 405-407, 440 and 444 W. 14th St.; and 62-64 Ninth Ave. Additionally, a two-story market structure at 9-19 Ninth Ave. was created in 1922 on the foundations of six late-19th century stables and houses; the four 1840s dwellings immediately to the north, at 21-27 Ninth Ave., were combined for commercial use that same year. A descendant of John Wendel built a one-story market building at 14-20 Little W. 12th St. in 1928.

By the late 1920s, the marquees of market buildings lined both sides of West 14th St. between Ninth and Tenth avenues. Markets also drifted eastward, prompting a 1931 amendment to the Code of Ordinances that added the blockfront on Ninth Avenue between West 14th St. to West 15th St. to area officially designated as the West Washington Market. Storefronts at 52 and 58 Ninth Ave. and the wine warehouse at 62-64 Ninth Ave. had been altered for market use in the mid-1920s.

The 1930s - the High Line Decade

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Development in the 1930s responded primarily to the opening of the High Line and the Miller Elevated Expressway (previously discussed; see **The Rail Road**). Several buildings were constructed or altered to carry the High Line viaduct on its route through the market area. The National Biscuit Company in 1934 replaced the Tenth Avenue frontage of its 1892 bakery at 78-92 Tenth Ave. with a shipping and receiving building that accommodated the viaduct, and sacrificed its repair shop (on the block to the south) to the viaduct's path. The National Biscuit company's Eleventh Avenue Factory, at 81-95 Tenth Ave., also received a High Line siding.

The New York Central, through its New York State Realty and Terminal Corporation, built 450-456 W. 14th St. (1932) specifically for the viaduct; the five-story building also contained office and storage space. John Morrell & Co., one of the area's oldest meatpackers, built the adjacent cold storage building, at 446-448 W. 14th St., in 1937. The three-story limestone Moderne building was designed by H. Peter Henschien and Axel S. Hedman. Architect Henschien was a Norwegian immigrant who arrived in Chicago in 1902 and first worked for Swift & Co. Henschien wrote the authoritative book *Packing House and Cold Storage Construction* (1915) and designed some 300 cold storage buildings over the course of his career.

The New York Central also built 437, 439-443 and 449 W. 13th St. between 1934 and 1936. All three provided space for meat storage; the latter two structures held the viaduct and loading platforms. Swift & Co.'s new facility at 438-450 W. 13th St. (1934) included a loading platform alongside the High Line viaduct (building now demolished). The High Line then traversed the west side of Washington St., through 93 Gansevoort St., and continued through a warehouse at 802-816 Washington St., built by the NYCRR in 1935 but leased (and soon owned) by the Manhattan Refrigerating Company.

New market-related buildings arose across from the High Line at 835 and 837-843 Washington St. (1927, 1938). Built in the area's traditional market vernacular, each two-story building contributed a marquee to the solidly market streetscape. The Spanish-American Mercantile Company completed its Moderne two-story office, storage space and produce store at 46-50 Gansevoort St. in 1939.

Other local development during the 1930s responded to the opening of the Miller Elevated Expressway.⁴⁷ The two large stables at 22-26 and 28-30 Little W. 12th St. were converted to garages in 1937, and combined with a new extension at 63-65 Gansevoort St. A one-story truck freight depot was built on the foundations of three older residential buildings at 809-813 Washington St.. Additionally (none of the following are extant), the block bounded by Tenth and Eleventh avenues and W.14th and W. 15th Sts. acquired a gas station and diner, and served the area as a truck stop. A diner also appeared on W. 13th St., across from the Herring Building.

The south side of Gansevoort St. between Greenwich and Washington streets features three examples of redundant residential buildings altered for market use. The first such alteration was to 52-58 Gansevoort St., a row of five late-nineteenth century dwellings cut down to two stories and converted to a market in 1937. In 1939, Voorhees, Walker, Foley & Smith – the principals of which were known for far larger and more significant commissions, including the New York Telephone Company buildings – designed alterations to both

⁴⁷ The Holland Tunnel opened near Canal St. in 1927, and also facilitated the movement of vehicular traffic through Lower Manhattan.

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60-68 Gansevoort St. and 809-813 Washington St. The five five-story dwellings of number 60-68 were reduced to two floors, combined, and converted to market use. The second floor's incised lintels suggest the building's original appearance and use. Voorhees *et al* also designed a one-story truck depot on the foundations of 809-813 Washington St. - three five-story buildings of the 1870s - at the corner of Gansevoort St.

The building directly across Gansevoort St., James W. Cole's 1886 five-story dwelling at 817-821 Washington St., was reduced to three stories in 1940. (The top two floors of Cole's other multiple dwelling, at 440 W. 14th St., were also vacant at this time, but escaped demolition; the entire building was converted to cold storage in 1956.) An even older dwelling, 40 Tenth Ave. (1852), was cut from five to three stories in 1944 and combined with the adjacent three-story market building at 42 Tenth Ave.

Market Development of the 1940s

As everywhere else, the 1940s were a transitional time for the Gansevoort Market. The City was moving to centralize the area's meat market functions in a modern facility; still, the closing of the West Washington Market dispersed meat purveyors throughout the metropolitan area. The war years slowed physical development, but kept local provisioners busy, supplying troop ships docked at the Chelsea Piers. After the war, affordable plane travel began to draw passengers away from the luxury liners. Within a generation, the cruise ships abandoned the Chelsea Piers altogether for longer piers in Midtown. Expanding local and interstate highway systems brought city dwellers to the suburbs, and urban industry soon followed.

Local development of the decade focused on meat market and cold storage facilities, to accommodate purveyors relocating from the West Washington Market. A new two-story brick cold storage building rose in 1948 at 36-40 Gansevoort St. (now demolished). The freight depot at 809-813 Washington was converted to meat market and cold storage in 1949. Buildings on West 14th St. were converted to cold storage, including number 410 (1949), and a large complex comprising numbers 414, 416-418, 420-424, and 426 (by 1943). Numbers 48-54 and 56 Tenth Ave. – several dwellings from the 1840s, each with a long history of market-related alterations (now demolished) – were combined into a single wholesale meat market in 1949. The Gansevoort Refrigerating Company purchased 53-61 Gansevoort St. (the five-story store and lofts, occupied by wholesale grocers since 1887) in 1950.

An important non-cold storage alteration occurred in 1949, when two late-nineteenth century dwellings at 69 Gansevoort St. were reduced in height, connected and altered for restaurant use. The stainless steel storefront and sign date from the 1949 alteration. Open round the clock, the R&L Restaurant fed market workers, who dubbed the diner the "eat'em and beat'em." Operated since 1985 as Restaurant Florent, the diner continues to serve market workers as well as the more recently arrived clientele of the area's retail and nightlife attractions – and is widely credited as the inspiration for renewed commercial interest in the area.

Conclusion

The area's period of significance closed in 1950 with the simultaneous opening of the Gansevoort Market Meat Center and the demolition of the 1889 West Washington Market. With few exceptions, the Gansevoort Market

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area's built form and scale are largely unchanged since 1950 – for the moment. A variety of building types, as well as the visual record of alterations to those buildings, illustrates main themes in the area's rise to commercial prominence between 1840 and 1950. The area's several layers of development history are expressed also in streetscape features and building materials. Belgian block pavers; wide sidewalks; metal marquees; painted signs; cast-iron storefronts; terra-cotta detailing; a range of warm brick tones from buff to pale yellow to red; and intricate brick work all contribute to Gansevoort's distinctive historic texture.

Gansevoort remains a mixed-use commercial center. A core group of meatpackers continues to pursue the traditional commerce, both in the Gansevoort Market Meat Center and in historic market buildings throughout the area. Located between the West Village and Chelsea, Gansevoort is an important retail and entertainment destination, offering galleries, restaurants and nightclubs. The old market buildings have proven to be attractive, and adaptable, to new commercial uses. In 1995, Nabisco's former Tenth Avenue bakery complex was transformed into the Chelsea Market, a block-long, mixed-use commercial development featuring food-related retailers on the ground floor. The adaptive reuse celebrates the buildings' historic function and industrial architecture, and re-establishes the former Nabisco complex as a dominant presence in the neighborhood. Throughout the market area, retailers and building owners are restoring historic facades and marquees. The High Line viaduct, the monumental relic of the New York Central Rail Road *nee* Hudson River Rail Road, awaits its long-anticipated transformation into a park-like and/or recreational amenity that will enhance Gansevoort and neighborhoods to the north.

The long battle over the replacement of the Miller Elevated Expressway resulted in a new on-grade roadway paralleled by the Hudson River Park.⁴⁸ For the first time in Lower Manhattan's history, its waterfront is devoted to recreation, rather than to commerce. Understandably, the adjacent low-rise Gansevoort Market neighborhood is attracting development interest of a type and scale that could easily overwhelm its sense of place.

Preservationists have advocated the protection of Gansevoort Market, via local landmark designation, since the 1960s. Preservation advocacy resumed in the mid-1980s, led by the Greenwich Village Society for Historic Preservation, which created Save Gansevoort Market in 2000. Save Gansevoort Market, a coalition of area residents and businesspeople, worked to galvanize support and publicity for the neighborhood's preservation. Its efforts were funded by Preserve New York, a joint program of the New York State Council on the Arts and the Preservation League of New York State, and endorsed by such neighborhood and citywide groups as Manhattan Community Boards #2 and #4, the Municipal Art Society, and the Historic Districts Council, as well as by local and citywide elected officials. The Preservation League of New York State noted the urgent need for protecting the Gansevoort Market area by listing it on the 2002 "Seven to Save" agenda.

The NYC Landmarks Preservation Commission (LPC) designated the Gansevoort Market Historic District in September 2003. However, the LPC district boundaries define a smaller area than the National Register District. While both districts feature the same southern boundary, their other three boundaries differ. The

⁴⁸ The NYC Dept. of Sanitation's 1953 "Gansevoort Destructor" stands on the site of the West Washington Market. As of 2003, it is being demolished, and the site will be added to the Hudson River Park.

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LPC's western boundary lies primarily east of Washington Street. However, the following buildings on the west side of Washington Street are included in the local district: the Manhattan Refrigerating Company complex; 440 – 448 West 14th Street; and 439 – 445 West 14th Street. The LPC's northern boundary includes buildings on the eastern half of the north side of W. 14th St. between Ninth and Tenth avenues, and 44-54 Ninth Ave. The LPC's eastern boundary excludes the following areas that are within the National Register District: 62 – 64 Ninth Avenue; the buildings on the east side of Hudson Street between Gansevoort Street and the south side of West 14th Street; and the site of the Gansevoort Hotel.

In addition to advocating for the designation of the historic district, Save Gansevoort Market undertook other advocacy projects to protect the market character of the neighborhood. These advocacy efforts included the successful campaign to stop the development of a 37-story hotel in the middle of the district; persuading Con Ed to restore Belgian block paving torn up during repairs to underground utilities; and honoring historically sensitive restorations of old market buildings (e.g., 859-877 Washington St.). In 2005, the Greenwich Village Society for Historic Preservation decided to dissolve the Save Gansevoort Market program since the group's primary goal of creating a historic district had been accomplished. Future preservation efforts in the neighborhood will be overseen by the Greenwich Village Society for Historic Preservation.

With the 2005 move of the nearly two hundred year old Fulton Fish Market to the Bronx, Gansevoort Market is the only working remnant of Manhattan's 19th century wholesale food market. It remains today a many layered, three-dimensional textbook of Manhattan's commercial development.

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Geographical Data

UTM References (cont'd)

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
5) 18	584009	4510398

Verbal Boundary Description

See attached Sanborn map for district boundaries.

Boundary Justification

The Gansevoort Market National Register Historic District is defined by Horatio and Gansevoort Streets to the south; Hudson Street and Ninth Avenue to the east; West 16th Street to the north; and Eleventh Avenue and West Street to the west.

East of Washington Street, the district's southern boundary corresponds to a segment of the northern boundary of the Greenwich Village Historic District (designated a New York City historic district in 1969 and listed on the National Register of Historic Places on June 19, 1979). The Greenwich Village Historic District, while adjacent to Gansevoort Market, is primarily a residential neighborhood with a variety of rowhouse and apartment building types that reflect the growth of the neighborhood in the nineteenth century. West of Washington Street, the former Manhattan Refrigerating Company's complex of cold storage warehouses completes the Gansevoort district's southern boundary at Horatio Street. Below Horatio Street between Washington and West Streets is the neighborhood of the Far West Village. Although a neighborhood with a mixed residential and industrial feel, the Far West Village has a history separate from the market-related uses of the Gansevoort Market Historic District, and therefore was not included as a part of the district.

The district's northern boundary of West 16th Street corresponds to the boundaries of the National Biscuit Company (Nabisco) complex. North of West 16th Street is the neighborhood of West Chelsea, another industrial neighborhood that contains some residential uses with a history separate from the market character and uses of the Gansevoort Market Historic District. Immediately to the north of West 16th Street between Ninth and Tenth Avenues is a New York City public housing project, the Robert Fulton Houses, built in the 1960s. North of the district between Tenth and Eleventh Avenue is the Merchants Refrigerating Company Warehouse, listed on the National Register in 1985.

The eastern boundary of the Gansevoort Market Historic District runs along Ninth Avenue and Hudson Street to encompass the market-related buildings on the neighborhood's eastern edge. Between West 15th and West 16th Street, the district's eastern boundary terminates at the west side of Ninth Avenue, as the east side of Ninth Avenue is the block-long, fifteen-story Port Authority Commerce Building. Between West 14th and West 15th Streets, the boundary takes in both sides of Ninth Avenue, as well as a handful of buildings along the side streets. South of West 14th Street to Gansevoort Street, the district includes the buildings on both sides of Hudson Street, as well as the several residential buildings along the south side of West 14th Street. The eastern boundary only includes the west side of Hudson Street between Horatio and Gansevoort Street because the west

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side of Hudson Street at this location is within the Greenwich Village Historic District. In general, the neighborhood east of the Gansevoort Market Historic District encompasses the residential neighborhoods of Chelsea (north of West 14th Street) and Greenwich Village (south of West 14th Street), both of which have histories distinct from the history of Gansevoort Market.

The western boundaries of West Street and Eleventh Avenue stop just inland of the Hudson River waterfront. Although the waterfront played a prominent role in the area's development, the late-20th century Route 9A and the Hudson River Park have replaced nearly all of its historic fabric.

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Form Prepared By:

Sue Radmer
Greenwich Village Society for Historic Preservation
232 East 11th Street
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Black and White Photos

Gansevoort Market Historic District
New York County, NY

Photographer: Melissa Baldock

Date: June 13 and 15, 2005

Negatives on file: Greenwich Village Society for Historic Preservation
232 East 11th Street
New York, NY 10003

1. 448 West 16th Street, between Ninth and Tenth Avenues, part of the Nabisco complex. Facing west.
2. View looking west on West 16th Street showing where the High Line enters the West 16th Street façade of the former Nabisco building at 78-92 Tenth Avenue.
3. North side of West 15th Street between Ninth and Tenth Avenues. The view is looking west from Ninth Avenue. This complex of buildings was the main bakery of the Nabisco factory.
4. View looking east on West 15th Street between Ninth and Tenth Avenues. The pedestrian bridge connects 444 West 15th Street (aka 449 West 14th Street), a former Nabisco building on the right side of the photo, to the company's main bakery complex across the street (left side of photo).
5. Tenth Avenue façade of 81-95 Tenth Avenue, a full block building that was part of the Nabisco complex. The building's West 15th Street façade is also visible on the left. View looking northwest.
6. East side of Ninth Avenue between West 14th and West 15th Streets. The brick buildings on the left of the photo are 56-60 Ninth Avenue. View looking southeast.
7. 351-355 West 14th Street. North side of street between Eighth and Ninth Avenues; view looking northeast.
8. 408-410 West 15th Street, south side of the street between Ninth and Tenth Avenues.
9. South side of West 15th Street between Ninth and Tenth Avenues. The building on the left side of the photo is 422-430 West 15th Street. Facing west.
10. View looking northwest from West 14th Street and Ninth Avenue. The three-story building on the left is 401-403 West 14th Street. North of the three-story building is a lot containing a lumber yard. The buildings in the distance are part of the Nabisco complex.
11. North side of West 14th Street between Ninth and Tenth Avenues. View looking west. The building on the right side of the photograph is 401-403 West 14th Street.
12. 439-445 West 14th Street, between Ninth and Tenth Avenues.
13. Hudson Street façade of the Herring factory building at 669-695 Hudson Street. Facing southwest.

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14. South side of West 14th Street between Ninth Avenue and Washington Street; facing west. The building at the left side of the photo is 400 West 14th Street.
15. West side of Ninth Avenue between West 13th and West 14th Streets; facing south.
16. Northeast corner of West 13th Street and Washington Street; facing northeast. The building pictured is the West 13th Street and Washington Street facades of 428-432 West 14th Street.
17. South side of West 14th Street between Washington Street and Tenth Avenue; facing southwest. No. 440 West 14th Street at left side of photo.
18. 450-456 West 14th Street, between Washington Street and Tenth Avenue; facing southeast.
19. Detail of canopy at 444, 446-448 West 14th Street, between Washington Street and Tenth Avenue. Facing west.
20. West side of Washington Street between West 13th and West 14th Streets; facing north. The building on the left is 437 West 13th Street.
21. North side of Little West 12th Street between Hudson Street and Ninth Avenue; facing west. The building on the right is 1 Little West 12th Street.
22. West 13th Street façade of the Collier's building, 416-424 West 13th Street, south side of street. Facing east.
23. 414 West 13th Street, south side of street between Ninth Avenue and Washington Street.
24. West side of Ninth Avenue between Little West 12th Street and West 13th Street; facing northwest. Building on the left is 9-19 Ninth Avenue.
25. North side of Little West 12th Street between Ninth Avenue and Washington Street; facing west. Building on the right is 9-19 Ninth Avenue.
26. North side of Little West 12th Street between Ninth Avenue and Washington Street; facing east. The building on the right is 835 Washington Street (aka 39 Little West 12th Street). The other building is the Little West 12th Street façade of the Collier's building (416-424 West 13th Street).
27. Detail of the canopy of 837-843 Washington Street (east side of Washington Street between Little West 12th Street and West 13th Street). Facing south.
28. South side of Little West 12th Street between Ninth Avenue and Washington Street; facing east. The building on the right is 833 Washington Street (aka 38-40 Little West 12th Street).
29. 53-61 Gansevoort Street, north side of street, between Ninth Avenue and Washington Street. Facing west.
30. North side of Gansevoort Street between Ninth Avenue and Washington Street; facing west. The one-story white building is 63-65 Gansevoort Street.
31. North side of Gansevoort Street between Ninth Avenue and Washington Street; facing east. The building on the left side of the photo is the Gansevoort Street façade of 817-821 Washington Street (aka 71-73 Gansevoort Street).
32. East side of Washington Street between Gansevoort Street and Little West 12th Street; facing north. The building on the right side of the photo is 821 Washington Street (aka 71-73 Gansevoort Street), at the northeast corner of Washington Street and Gansevoort Street.
33. East side of Washington Street between Gansevoort Street and Little West 12th Street; facing south.
34. Detail of the Belgian block paving where Gansevoort Street, Greenwich Street, Ninth Avenue and Little West 12th Street merge.

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35. South side of Little West 12th Street between Washington Street and Tenth Avenue; facing east. View of the municipal Gansevoort Market Meat Center, 559-569 West Street.
36. South side of Little West 12th Street between Washington Street and Tenth Avenue; facing west. The High Line is in the foreground and in the background is the Little West 12th Street façade of the municipal Gansevoort Market Meat Center, 559-569 West Street.
37. Interior court of the municipal Gansevoort Market Meat Center; view facing west from Washington Street.
38. West side of Washington Street between Gansevoort Street and Little West 12th Street; facing north.
39. Detail of the Gansevoort Street façade of the pump house at 555 West Street (aka 97 Gansevoort Street).
40. East side of West Street between Gansevoort Street and Little West 12th Street; facing south.
41. South side of Gansevoort Street between Greenwich Street and Washington Street; facing west. The building on the left is 46-50 Gansevoort Street (aka 842-846 Greenwich Street).
42. 60-68 Gansevoort Street between Greenwich Street and Washington Street; facing west.
43. Horatio Street façade of 799-801 Washington Street; facing northeast.
44. Manhattan Refrigerating Company, south side of Gansevoort Street between Washington Street and West Street; facing west.
45. Manhattan Refrigerating Company, south side of Gansevoort Street between Washington Street and West Street; facing east.
46. Manhattan Refrigerating Company at north side of Horatio Street; facing west.