

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

200 W. Centre Street/601 N. Howard Street

and/or common

Baltimore Regional Council of Governments

2. Location

street & number

200 W. Centre Street

 not for publication

city, town

Baltimore

 vicinity of

congressional district

Seventh

state

Maryland

county

Baltimore

3. Classification

Category

district
 building(s)
 structure
 site
 object

Ownership

public
 private
 both
Public Acquisition
 in process
 being considered
 not applicable

Status

occupied
 unoccupied
 work in progress
Accessible
 yes: restricted
 yes: unrestricted
 no

Present Use

agriculture
 commercial
 educational
 entertainment
 government
 industrial
 military
 museum
 park
 private residence
 religious
 scientific
 transportation
 other:

4. Owner of Property (give names and mailing addresses of all owners)

name

Mayor & City Council c/o Park Centre Ventures

street & number

519 N. Charles Street

telephone no.:

city, town

Baltimore

state and zip code MD 21201

5. Location of Legal Description

courthouse, registry of deeds, etc.

Baltimore City Courthouse

liber

SEB2705

street & number

100 N. Calvert Street, Room 610

folio

12

city, town

Baltimore

state

MD

6. Representation in Existing Historical Surveys

title

date

 federal state county local

depository for survey records

city, town

state

7. Description

Survey No. B-1953

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Resource Count: 2

This circa 1930 Art Deco building, originally a bus station and now used as a local government office, sits on the northwest corner of North Howard and Centre streets. The two-story building of buff sandstone is accented by bands of blackish blue art tile with similarly tinted mortar. The streamlined, horizontal lines and a curved wrap-around facade epitomize the idea of movement inherent in the late Art Deco aesthetic and was common mode of expression for bus stations. The Howard Street frontage is 201'9" and the Centre Street frontage is 142'9". Across the driveway on Centre Street is a one-story garage building veneered with sandstone-colored tiles.

Both the Howard and Centre street facades share a similar profile with a stepped up massing of three blocks. The block of the building at the corner has the tallest profile of two-plus stories, the flanking blocks of office space are stepped down to two stories, and the edges of the building are one-story blocks shielding the loading platforms from the eye of the street. Driveways at the far ends of the building lead to the loading platforms in the rear.

The three massing blocks of the Howard Street facade are unified by the use of sandstone and art tile. The first "bay" (the one-story massing block) is simply a blank wall with a dark tile facing on the lower level capped by a narrow tile band. A narrow band of the dark tile also runs along the flat roof line.

The second "bay" or massing block is two stories high with various fenestration patterns emphasizing horizontal lines. The first story has a total of 15 windows. Moving north to south there are five small windows of three lights with horizontal mutins. Next is a grouping of one tripartite window, one quadripartite window and one tripartite window. These multipartite windows are twice as long, having six lights with horizontal mutins. The second story has a similar fenestration pattern but the windows are shorter; the first five have two lights and the multipartite windows have five lights. The planar surface of the buff-colored sandstone is accented by the dark tile at the sidewalk level beneath the windows, and by the narrow bands of tile that run along the wall and cornice line. Raised stone panels between the multipartite window have horizontal grooves incised in them, adding to the aerodynamic flow of the building. There are nine grooves on the first-story panels and eight on the second-story panels.

The third "bay" or massing block is the entrance section on the corner. The first story is clipped and the second story is cantilevered out over the corner. Beneath the overhang is a glassed-in lobby reached by glazed double doors. A squared pier

B-1953

200 W. Centre Street/601 N. Howard Street
Baltimore, MD

Section 7 Description

7.1

covered in tile supports the overhang. The second-story band wraps around the facade in a curved bend. The second-story windows follow the curve and are framed on top and bottom by bands of the dark tile. The windows are paired, each pair set apart by an engaged column. This central section rises beyond the second story to an embellished parapet wall with a corbelled-back cornice line accented by the ribbon bands of dark tile. A vertical marquis is placed perpendicular to the facade; it runs higher than the roof line.

The Centre Street (south) facade follows a similar pattern and aesthetic. The first "bay" or massing block is that containing the entrance and cantilevered overhang. The windows and ribbon banding are the same as the Howard Street facade.

The second "bay" or massing block is stepped down. It has an elaborate window roughly centered on the wall. The window is actually three sets of paired windows, sharing a common sill and lintel but separated by the engaged columns. Each window is a 4/4 sash with horizontal mutins. The sandstone wall is edged with the dark tile around the foundation, with a ribbon band above the foundation and along the cornice line.

The third "bay" or massing block is stepped down to only one story. The dark tile facing and ribbon bands run continuously through this section. The only fenestration is a tripartite window unit of three 3/3 sash with horizontal mutins. It has no architrave.

The east and north walls face the concrete loading platforms. The buff and dark color scheme of the facade is maintained, but buff-colored glazed small tiles are used in place of stone. A variety of windows dot the wall surface; some are now blocked up doorways that once opened on to the loading platform.

The interior has been remodelled into a modern office space. The main entrance is not on the main facade, but to rear where the loading zone has been converted to a parking lot. The entrance lobby is a narrow space with wall boarding and suspended acoustical tile ceiling. The interior wall partitions often have rounded rather than square corners; the Moderne aesthetic has been integrated somewhat in the adaptive reuse.

A detached, one story garage is situated in the southwest corner of Centre Street and Park Avenue. The building is laid in the same buff and blue tiles as the facade of the loading platforms. Facing the bus station (on the west wall) there are garage doors in the south bays and doors in the north.

8. Significance

Survey No. B-1953

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Builder/Architect unknown

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

This building is an excellent example of an Art Deco bus station. The facade reveals many of the hallmarks of the streamlined phase of the Art Deco period, circa 1930. The sleek rounded corners, the incised horizontal grooves implying movement, the banded windows that wrap around the facade, the vertical marquis, the use of art tile, and juxtaposition of light and dark colors to create a smooth planar surface, the low massing with an emphasis on horizontal lines, all these elements are characteristics of the Art Deco style. The machine-inspired imagery was particularly appropriate for building types related to the transportation industry--hence the bus station in its slick incarnation.

The continuation of the essential decorative motifs on the inner walls of the bus court are modified by their expression in small glazed tiles and not in the panels of sandstone and tile. The effect is more utilitarian and not as sleek as that on the street facade. Nonetheless, this inner side would have been often seen by the visitors loading and unloading on the passenger platforms. The utilitarian aesthetic of the small tiles is also picked up in the parking and repairs building behind the loading platforms. Thus the degree of finish articulates the primacy of the street view over the effect of the users' view.

The location of the building on the corner of Howard and Center streets is a compromise of utility and efficiency. A downtown location would be preferable, making it more convenient for passengers. On the other hand, traffic in and out of the station must move easily and efficiently and so a main street is desirable but not a main street at a main intersection. This corner is up several blocks from the primary commercial activity on Howard and Baltimore streets, but is close enough to the downtown.

9. Major Bibliographical References

Survey No. B-1953

10. Geographical Data

Acreege of nominated property _____

Quadrangle name Baltimore East Quad

Quadrangle scale _____

UTM References do NOT complete UTM references

A
 Zone Easting Northing

B
 Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Diane Shaw, Architectural Historian

organization CHAP, Room 1037

date December 21, 1991

street & number 417 E. Fayette Street

telephone 301-396-4866

city or town Baltimore

state MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

MARYLAND HISTORICAL TRUST
 DHCP/DHCD
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032-2000
 301-514-7600

COMPREHENSIVE PLAN DATA

HISTORIC CONTEXT:

Geographic Organization:
Piedmont

Chronological/Developmental Period:

Modern Period, 1930-present

Historic Period Themes:
Architecture
Economics

Resource Type:
Building

Historic Environment:
Urban

Historic Function and Use:

Transportation

Known Design Source:
None



B-1953

200 W Centre St.

Baltimore MD

Diane Shaw

8/91

Maryland SHPO

SW Elevation

1/2



B-1953

200 W. Centre St.

Baltimore MD

Diane Shaw

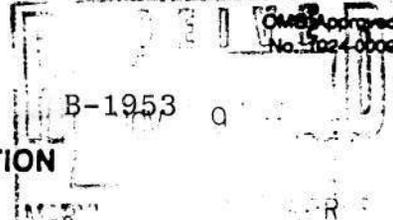
8/91

Maryland SHPO

NW Elevation

2/2

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE



HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 — EVALUATION OF SIGNIFICANCE

NPS Office Use Only

NRIS No:

NPS Office Use Only

Project No:

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of property: Pennsylvania Greyhound Lines Terminal
 Address of property: Street 230 W. Centre Street
 City Baltimore County _____ State MD Zip 21201
 Name of historic district: Mt. Vernon Historic District
 National Register district certified state or local district potential historic district

2. Check nature of request:
 certification that the building contributes to the significance of the above-named historic district for the purpose of rehabilitation.
 certification that the structure or building and, where appropriate, the land area on which such a structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
 certification that the building does not contribute to the significance of the above-named district.
 preliminary determination for individual listing in the National Register.
 preliminary determination that a building located within a potential historic district contributes to the significance of the district.
 preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact: David Freeman
 Name Gould Architects, P.A.
 Street 518 N. Charles Street City Baltimore
 State MD Zip 21201 Daytime Telephone Number 301-244-0070

4. Owner:
 I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.
 Name Ms. Elinor Bacon Signature *Elinor Bacon* Date 11/12/90
 Organization Park Centre Ventures, Limited Partnership
 Social Security or Taxpayer Identification Number # [REDACTED]
 Street 2418 St. Paul Street City Baltimore
 State MD Zip 21218 Daytime Telephone Number 301-467-2585

NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application — Part 1" for the above-named property and hereby determines that the property:

- contributes to the significance of the above-named district and is a "certified historic structure" for the purpose of rehabilitation.
- contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- does not contribute to the significance of the above-named district.

Preliminary Determinations:

- appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
- does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
- appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
- appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- does not appear to qualify as a certified historic structure.

Date _____ National Park Service Authorized Signature _____ National Park Service Office/Telephone No: _____

See Attachments

NATIONAL PARK SERVICE

8-1453

REVIEW SHEET

Historic Preservation Certification Application—Rehabilitation

Property: PENNSYLVANIA GREYHOUND LINES TERMINAL Project No.: _____

Certified Historic Structure? yes no

Type of Request: Proposed rehabilitation Final certification (Part 2 previously reviewed)

Final certification (Part 2 not previously reviewed)

11/29/90 date initial application received by State _____ date(s) additional information requested by State

11/29/90 date complete information received by State _____

12/14/90 date of this transmittal to NPS _____

Inspection of property by B. PONCEK of State staff. Date(s): 10/90

NUMBER
1

There is adequate documentation enclosed to evaluate the overall rehabilitation project.

There is insufficient documentation to evaluate the project adequately. The application is missing the following items:

Reasonable efforts have been made to obtain this documentation. Copies of documentation requests are enclosed.

NUMBER
2

This project involves:

- an individually designated NHL
- substantial demolition
- new addition(s)

- substantial interior alterations
- problematic window treatments
- precedent-setting issues
- other major work items (specify) _____

NUMBER
3

Official State Recommendation

The project has been reviewed according to established NPS procedures by B. PONCEK, a professionally qualified architect, architectural historian, or historian on my staff and appears:

- to meet the Standards.
- to meet the Standards but with concerns/reservations listed on reverse.
- to meet the Standards *only* if the specific conditions listed on reverse are met.
- not to meet Standards 1 2 3 4 5 6 7 8 9 10 for the reasons listed on the reverse.
- to warrant denial for lack of information.
- This application is being forwarded without recommendation.

For completed work previously reviewed, also check as appropriate:

- completed rehabilitation conforms to work previously approved
- completed rehabilitation differs substantively from work previously approved (describe divergences from Part 2 application on reverse).

NUMBER

4

In the space below, describe the project and justify your recommendation. Include a description of the inspection of the property and any negotiations between the State and the applicant. Where approval with conditions is recommended, list the conditions. Distinguish between conditions that must be met to bring the project into conformance with the Standards and recommended changes that would improve the project but are not required for approval. Where denial is recommended, fully explain the reasons why the project does not meet the Standards for Rehabilitation. Continue on separate page if necessary.

B-1953

Summary and Evaluation of Project:

NPS Comments:

SEE ATTACHED LETTER

Concerns/Reservations/Recommendations:

Conditions for Approval:

Reasons for Denial:

See attachments:

Items sent separately: _____ plans _____ specifications _____ photographs _____ others:

Other documentation on file in State:

12/18/90
Date


State Official Signature

Date

NPS Reviewer

REVIEW SHEET

B-1953

Historic Preservation Certification Application—Significance

Pr: PENNSYLVANIA GREYHOUND LINES TERMINAL Project No.: _____

Historic District: MT. VERNON

11/29/90 date initial application received by State _____ date(s) additional information requested by State

11/29/90 date complete information received by State _____

12/14/90 date of this transmittal to NPS _____

Inspection of property by State staff? no yes date(s): 10/90

There is adequate documentation enclosed to evaluate the historic character and integrity of this property.

_____ There is insufficient documentation to evaluate the property adequately. The application is missing the following items:

Reasonable efforts have been made to obtain this information. Copies of the information requests are enclosed.

NUMBER	This property involves:
1	<input type="checkbox"/> Extensive loss of historic fabric
	<input type="checkbox"/> Substantial alterations over time
	<input type="checkbox"/> Preliminary determination of listing
	<input type="checkbox"/> _____ for district
	<input type="checkbox"/> _____ for individual property
	<input checked="" type="checkbox"/> Significance less than 50 years old <u>RIGHT AT 50</u>
	<input type="checkbox"/> Obscured or covered elevation(s)
	<input type="checkbox"/> Moved property
	<input type="checkbox"/> State recommendation inconsistent with NR documentation
	<input type="checkbox"/> Recommendation different from the applicant's request

NUMBER	Complete item(s) below as appropriate.
2	(1) The documentation on file with the National Register cites the period(s) of significance of this historic district as <u>1790-1945</u>
	(2) The property <input checked="" type="checkbox"/> contributes _____ does not contribute to the historic significance of this registered historic district in: <u>(SEE ATTACHED LETTER)</u>
	<input checked="" type="checkbox"/> location <input checked="" type="checkbox"/> design <input checked="" type="checkbox"/> setting <input checked="" type="checkbox"/> materials <input checked="" type="checkbox"/> workmanship _____ feeling <input checked="" type="checkbox"/> association
	_____ Property is mentioned in the NR or State or local district documentation in Section _____, page _____.
	(3) For properties less than 50 years old:
	_____ the historical merits of the district (the periods and areas of significance) are documented in the National Register form or district documentation on file as less than 50 years old, justifying the certification of this property's contribution.
	_____ the exceptional historical or architectural significance of this property as described in the National Register form or district documentation on file justifies its certification as contributing.
	_____ there is insufficient justification to consider this property as contributing to the district for its individual exceptional architectural or historical significance or the significance of the district does not extend to the last 50 years.
	(4) For preliminary determinations:
	A. The status of the nomination for the property/historic district:
	_____ Nomination has already been submitted to State review board, and nomination will be forwarded to the NPS within _____ months. (Draft nomination is enclosed.)
	_____ Nomination was submitted to the NPS on _____
	_____ Nomination will be submitted to the State review board within twelve months.
	_____ Nomination process likely will be completed within thirty months.
	_____ Other, explain:
	B. Evaluation of the property:
	_____ Property is individually eligible and meets National Register Criteria for Evaluation
	_____ Property is located within a potential registered district that meets National Register Criteria for Evaluation: _____ A _____ B _____ C _____ D
	Criteria Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G

(5) The property is located in a registered district, is outside the period(s) or area(s) of significance as documented in the NR form and: appears to contribute to the expanded significance of the district. Enclosed is the revised nomination documentation.

_____ does not appear to contribute to the period(s) or area(s) of significance of the district. (SEE ATTACHED LETTER)

NUMBER

3

Describe and evaluate the physical characteristics of the property, its integrity, and its significance within the context of the historic district (or individually for preliminary determinations of individual listings).

THE PENNSYLVANIA GREYHOUND LINES TERMINAL AT 230 W. CENTER ST. IN THE MT. VERNON DISTRICT WAS CONSTRUCTED IN 1941, AND IS ONE OF THE PRINCIPAL ART MODERNE OR STREAMLINED BLDGS IN BALTIMORE. ALTHOUGH THE MT. VERNON DISTRICT IS DISTINGUISHED BY ITS RESIDENTIAL PARK SQUARES (NHL), IT CONTAINS A DIVERSE COLLECTION OF RESIDENTIAL, COMMERCIAL + INSTITUTIONAL BUILDINGS IN THE FULL RANGE OF ARCHITECTURAL STYLES, CONSTRUCTED 1790 THROUGH 1945. THE EXTERIOR OF THE STRUCTURE, WHICH PROVIDES THE DISTINGUISHING ARCHITECTURAL ELEMENTS, IS IN AN EXCELLENT STATE OF PRESERVATION.

NUMBER

4

State Official Recommendation:

This application for the above-named property has been reviewed by BILL PENNEK

- a professionally qualified architect, architectural historian, or historian on my staff.
- The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.
- The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- The property does not contribute to the significance of the above-named district.
- The property appears to meet the National Register Criteria for Evaluation and will likely be nominated.
- The property does not appear to meet the National Register Criteria for Evaluation and will not be nominated.
- The property appears to contribute to the significance of a:
- potential historic district which appears to meet the National Register Criteria for Evaluation and will likely be nominated.
- registered historic district but is outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS. Revised nomination or district documentation is enclosed.
- The property should be denied a preliminary determination that it could qualify as a certified historic structure.
- Insufficient documentation has been provided to evaluate the structure.

Detailed NPS review recommended Precedent-setting case Forwarded without recommendation

Date

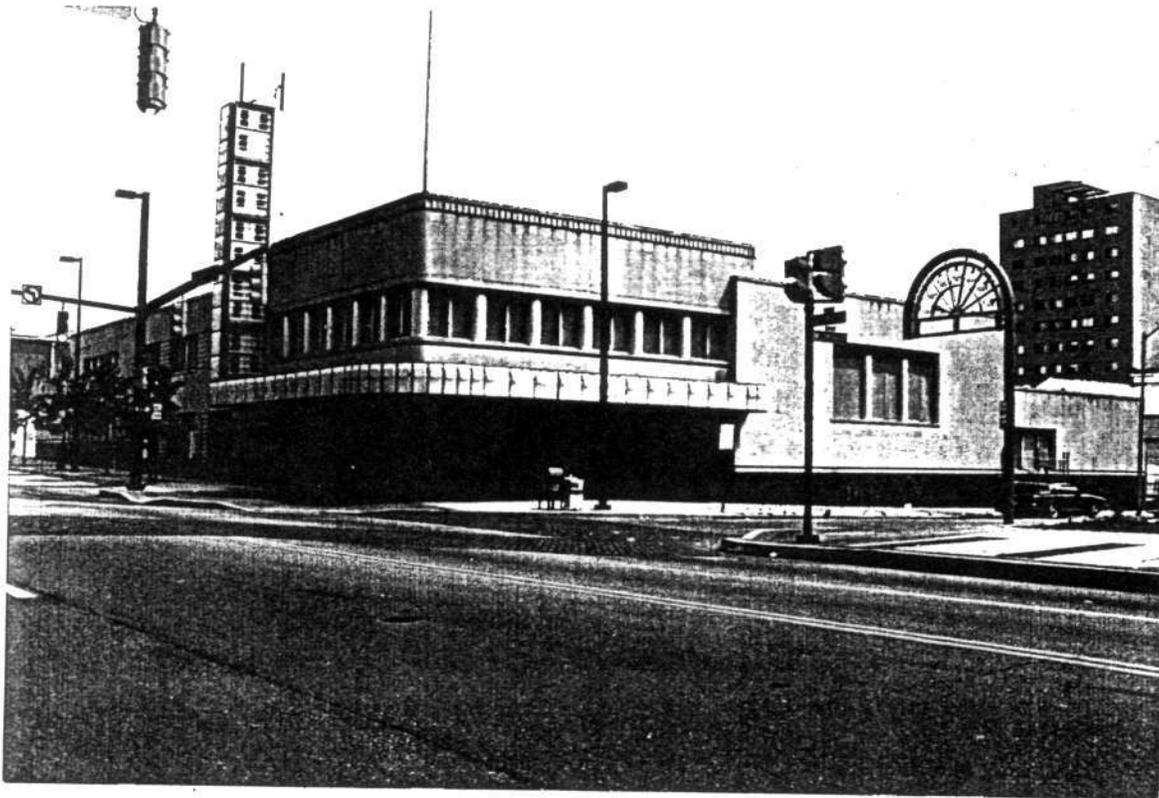
12/18/90

State Official Signature



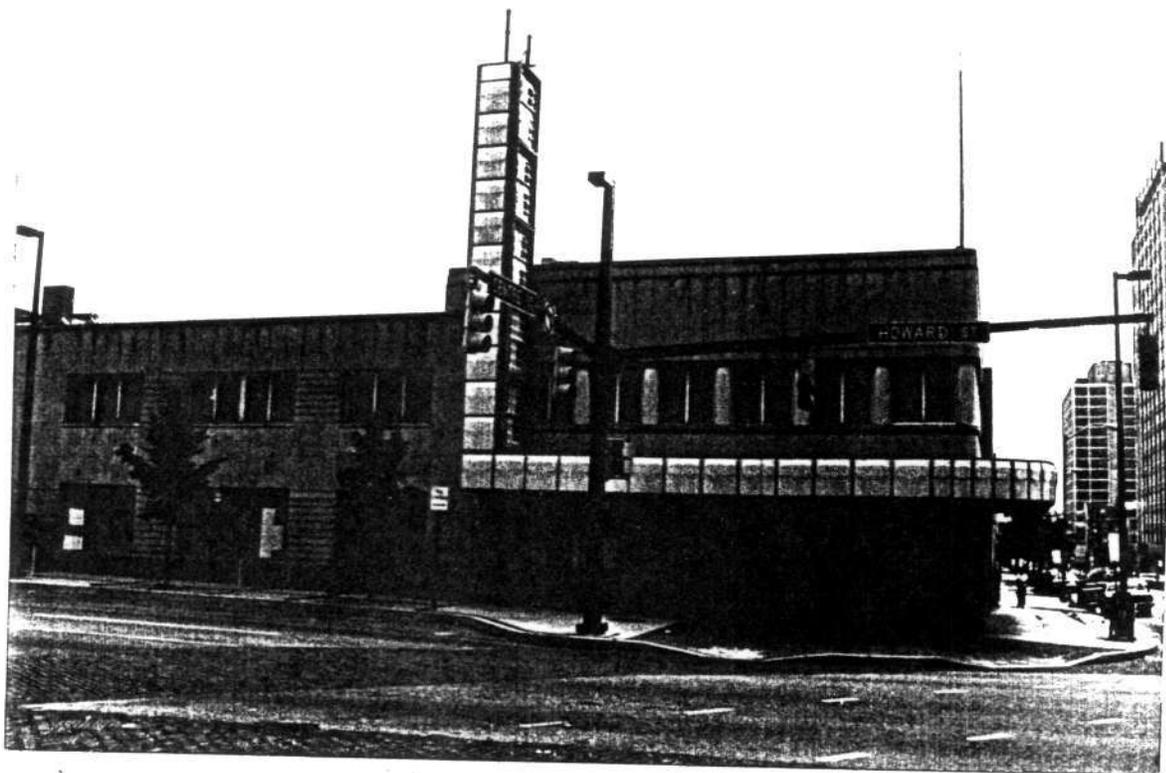
See attachments:

NPS Comments:



1. SW CORNER-LOOKING NE 11/14/90

2. WEST FACADE-LOOKING E. 11/14/90



Survey No. B-1953

Magi No. 0419535811

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Pennsylvania Greyhound Lines Terminal and Service Buildingsand/or common Greyhound Bus Station

2. Location

street & number 200-230 Center Street not for publicationcity, town Baltimore vicinity of congressional districtstate Maryland county city

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name

street & number

telephone no.:

city, town

state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liberstreet & number Calvert and Fayette Streets foliocity, town Baltimorestate Maryland

6. Representation in Existing Historical Surveys

title

date

 federal state county local

depository for survey records

city, town

state

7. Description

Survey No. B-1953

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Summary

The Baltimore terminal and service building, constructed in 1941 and located at the corner of N. Howard and W. Centre Streets, are restrained but well-articulated examples of the art moderne (or streamlined) style of architecture, especially as it was expressed in transportation facilities. (See Figures 1 and 2.) This style was popular in the United States from approximately 1930 to 1945. The Greyhound terminal and service building fit the typical design elements which characterize the art moderne style. These include rounded corners, a ribbon or band of windows with metal frames, a flat roof, curved canopies, stepped facades, and smooth wall finishes. Building materials are generally concrete faced with smooth stone, glass or tile. Aluminum or stainless steel were favored materials for trim. Because all these elements work together to create a clean, often streamlined effect, the style is sometimes called streamline moderne. The style was a response to the new age of transportation and was therefore particularly appropriate for bus station design.

The Exterior

Based on historic photographs of the Baltimore bus station, it appears that the exterior of both the terminal and the service building have not been significantly altered. (See Figures 3, 4, and 5.) Much of the original design intent can still be seen.

The terminal building is a sleek corner structure with a strong horizontality emphasized by a sweeping marquee and stepped-down facades. As in the case of many moderne structures, it is constructed of consciously man-made materials, including terra cotta and white porcelain enamel bricks with blue glass and enamel detail. Large plastic lettered tiles and the Greyhound logo appear to have been placed directly over the original marquee, and this new lettering is perhaps the most noticeable change to the terminal building's exterior. Similar unlettered tiling has been placed over a streamlined metal sun shade which wraps around the corner of the building. The window panes and mullions also appear to have been altered, although the original fenestration configuration and location are unchanged. The entry to the terminal has bright blue tiled walls. It is unclear from photographs whether or not this is original. (The color indicates that it probably is not.)

The exterior of the service building also remains today much as it was originally designed. It is a large, one-story, concrete-block structure which

B-1953

relates well in its design to the nearby terminal building. It has a slightly more restrained art moderne design, and retains its porcelain, terra cotta, and stone facing, its original door and window configurations.

Interior

According to historic photographs of the interior of the bus terminal, it appears that the central waiting room was unaltered for many years. A photograph which appears in the 1945 Pencil Points article does not differ from one found in the Enoch Pratt Free Library which was taken in the 1950s. (See Figures 6 and 7.) In both views the room was furnished with rows of banked, back-to-back wooden seats. The terrazzo floor was laid in a checkerboard pattern. Telephone booths, lockers and a newsstand lined the walls.

The terminal building underwent interior alterations in 1975 in preparation for the Bicentennial celebrations. While the major room configurations were not altered, the general ambiance of the interior was changed. New signage and furnishings give the station a modern appearance. Certain elements, such as the terrazzo floors were left intact.

The service building interior is essentially one large utilitarian space. It retains much of its interior fabric such as its roof system, but has also received some changes. Cinderblock partition walls were built to create smaller spaces in the western portion of the building, which originally housed a restaurant and station offices.

8. Significance

Survey No. B-1953

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
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		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1941 Builder/Architect Wischmeyer, Arrasmith & Elswick;
Roldon F. Dressler

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G
Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

Summary

The Baltimore Greyhound station was built in 1941 during the height of the growth of the bus transportation industry. It is an example of a building type which developed during a 20-year period between 1930 and 1950. The two Baltimore Greyhound station structures were built as part of a cohesive combination of terminal/service building, and were cited at the time of their construction as an example of the quintessential bus station plan. The terminal building was designed by one of the leaders in bus terminal design, William Arrasmith, who was among the most prolific and prominent architects in the field.

Construction History

The Greyhound Bus Terminal, located in the southern half of the block bounded by North Howard, Centre, Park and Monument Streets, was built on the former site of the Academy of the Visitation, a building which dated to the mid-19th century. The academy was vacated in the 1930s when the Order of the Visitation sold the property and moved to a different site.

The bus station and its neighboring service building were constructed in 1941 for Pennsylvania Greyhound Lines. The station was designed by the Louisville firm, Wischmeyer, Arrasmith & Elswick in association with Baltimore architect Lucius R. White, Jr. The service building was designed by engineer Roldon F. Dresser, also in association with White. Although the two buildings were designed by separate firms, they are of a compatible design (both buildings were constructed of and decorated with the same materials) perhaps due to the mutual association of both firms with White. The Cummins Construction Company was responsible for the erection of the complex.

B-1953

The Architect

William Arrasmith, one of the principals of the firm Wischmeyer, Arrasmith & Elswick which is responsible for the design of the station, was one of the most prolific and prominent bus terminal architects in the 1930s and 1940s-- the period when bus transportation was booming and reached its peak. During those years, he designed at least 65 terminals for the Greyhound Lines, according to Arthur Judd, his partner at the time of his death.¹ (See Figure 8 for an illustration of the Louisville, Kentucky station. It is markedly similar to the Baltimore terminal.)

Born in 1898, Arrasmith received his architectural education at the University of Illinois. Upon graduation in 1921, he worked for a year in New York City with McKim, Meade & White. In 1923 he moved to Louisville, Kentucky where he practiced for most of the rest of his life. During the 1930s and 1940s when he designed bus terminals, he was known as an expert in the field. He was, in fact, hired jointly by the Central Greyhound and Pennsylvania Greyhound Lines to make an exhaustive study of the building and construction needs of these two large operations.² Today, at least one of Arrasmith's bus terminals is on the National Register of Historic Place (Evansville, Indiana) and a second has been nominated (Washington, D.C.). (See Figure 9.) Besides bus stations, Arrasmith designed institutional buildings such as hospitals, dormitories, governmental buildings, libraries, and student centers. In addition he designed offices and manufacturing plants. Most of these structures are in Kentucky.

Arrasmith's Treatise on Bus Station Design

In the 1940s Arrasmith made an extensive study of the construction needs of his employers, the Central Greyhound and the Pennsylvania Greyhound Lines. The principles he developed were incorporated into an article published in Pencil Points in 1945. (See Attachment A.) Arrasmith outlined several factors which he felt were necessary to insure the success of any terminal. These include proximity to the central core of a town (convenient to downtown amenities, yet far enough from the center to avoid traffic congestion); size of the site (large enough to accommodate all the terminal's needs, preferably on a single site); and good traffic circulation. In addition, Arrasmith described ideal conditions for the layout of the terminal building (the best location for ticket counters, restaurants, restrooms, lockers, etc.).

The Baltimore terminal was used as an example of the quintessential station by the editors of the Pencil Points article. Pencil Points' analysis of the Baltimore terminal was based on the principles in Arrasmith's treatise on bus station design; checked against this criteria, the journal concluded that the station "would appear to be as progressive a plan solution to the problem as has been built to date." All of the facilities that made for operational efficiency and passenger comfort were considered: site location, size and physical characteristics; traffic circulation; property value; and facilities such as waiting rooms, ticket counters, restrooms, a restaurant, and the platform.

One fact that stands out about the Baltimore station is that it is a complex, i.e., that it includes both a terminal and a service building on the same

8-1953

site. This is rare among Greyhound stations according to an interview with Robert A. Arthur, author of the forthcoming publication on art moderne bus terminals. Of the approximately 60 bus terminals studied or visited by Arthur, dating c.1935-1949, this is the only terminal with its service building remaining on the same site. The 1945 Pencil Points article remarks on the "great advantage of the on-site garage and Service Building," citing the "operational flexibility (without waste motion) it gives to coping with peak periods of travel."

Design Awards Given to the Structures

Soon after their completion, the Baltimore terminal and service building were singled out for special recognition. In 1943 they received a local award from Baltimore's Association of Commerce. This was one of eleven citations given for buildings erected 1940-1942 which were outstanding for "good design and construction and ... intended to encourage better building in the community."³) (See Attachment B.)

Recommendations

The Greyhound Bus terminal and service building are likely candidates for listing on the National Register. Although they have not yet reached the 50 years of age generally required for listing on the Register, exceptions to the 50-year rule are made where appropriate, and the Baltimore terminal appears to be a likely exception. In fact, one of Arrasmith's bus station designs which is also less than 50 years old (the Evansville, Indiana station) is already listed on the Register.

The Baltimore terminal and service building's significance is based on several factors: 1) the importance of that complex's design within the context of bus station design nationwide, 2) the complex's role as a "quintessential" station, "as progressive a plan solution as has been built to date," and 3) its association with one of the most important bus terminal architects in the country. The two structures present a strong sense of time and purpose.

From a design standpoint--with a forty-year perspective since its erection, and compared to many other stations built in the same era--the Baltimore station is not unusual. While it is a good and intact design, and one which is representative of the art moderne style, it is not one of Arrasmith's most refined designs which most fully maximizes the use of the art moderne vocabulary. However, its lack of strong design significance is outweighed by its significance in the other areas outlined above.

It is important to note that the entire complex (i.e., both the terminal and service building) should be considered in such a National Register designation. According to Greyhound terminal scholar, Robert Arthur, the Baltimore bus station complex is unusual in that its service building is adjacent to the terminal. In most large cities, the service building was located on another site due severely restricted space. In addition, very few service buildings which were built on the site with the terminals still stand, are in such excellent condition, or show so much design compatibility with their terminal structures. Additional research into the subject of bus station design nationwide would strengthen or disprove this argument.

B-1953

The significance of the interiors of the two structures is not clear. The interiors would appear to contribute to some degree to the overall significance of the buildings. Both have relatively intact spaces in good condition. However, additional study should be made into the degree of integrity of both. There may be room for argument that the contribution of the interior spaces is not as strong as the exteriors.

Whether or ~~not~~ the terminal is eventually listed on the Register, ~~or included in a National Register Historic District~~, it is recommended that the significant elements of the terminal and service building be retained. These elements include the exteriors of both, and perhaps to a lesser degree their interiors.

NOTE: In addition to the potential for individual listing of the structures on the National Register, provisions have been already made which could include the Greyhound site in the existing Mount Vernon Historic District. At the time of the district designation, it was agreed that the Greyhound building would be excluded from the district. However, if Greyhound vacates the buildings that "exclusion shall no longer be effective." (See Attachment C for applicable wording from the Mount Vernon Expansion Ordinance.) However, the point should be made that these buildings relate more strongly to the retail district to its south which is currently being inventoried by CHAP than to the residential Mount Vernon district to its north. The station was more likely located on its site because of its proximity to Baltimore's downtown than because of the residential neighborhood to its northeast. ^{#4} If the retail district is ever nominated to the National Register, it would be more appropriate for the bus station and terminal to be included in that nomination rather than to be incorporated into the Mount Vernon historic district.

FOOTNOTES

¹ American Institute of Architects Library, Baldwin Memorial Archive, file on Arrasmith.

² Pencil Points, July 1945, p. 64.

³ Article (no citation), Enoch Pratt Free Library, Maryland Room, vertical files.

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Fistere, John C., "Bus Terminal Construction," Architectural Forum, December 1930, pp. 781-84.

_____, "Bus Terminal Planning," Architectural Forum, December 1930, pp. 745-50.

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"New York Terminal of Greyhound Lines," Architectural Record, September 1935.

INTERVIEWS

Arthur, Robert A., author of forthcoming publication on art moderne bus terminals.



FIGURE 1



PHOTO: William Lebovich

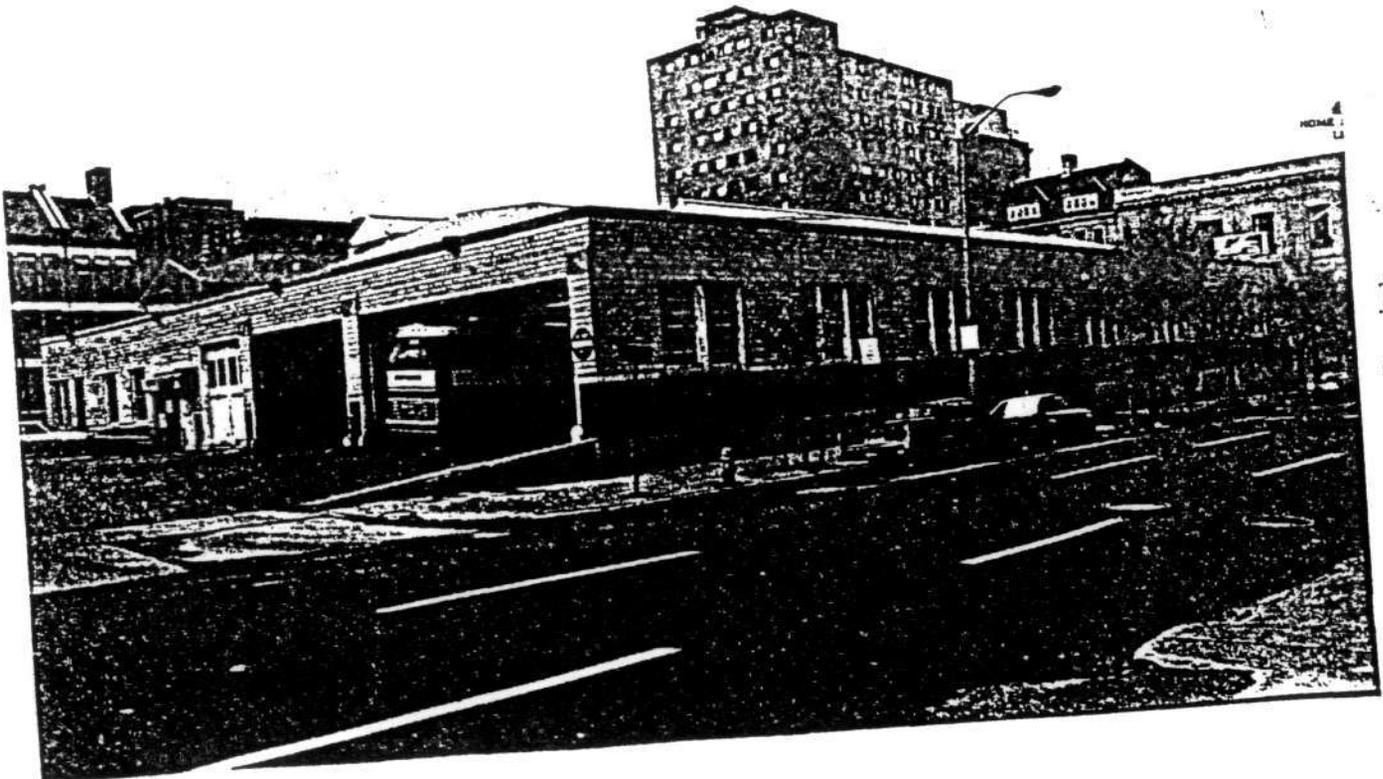
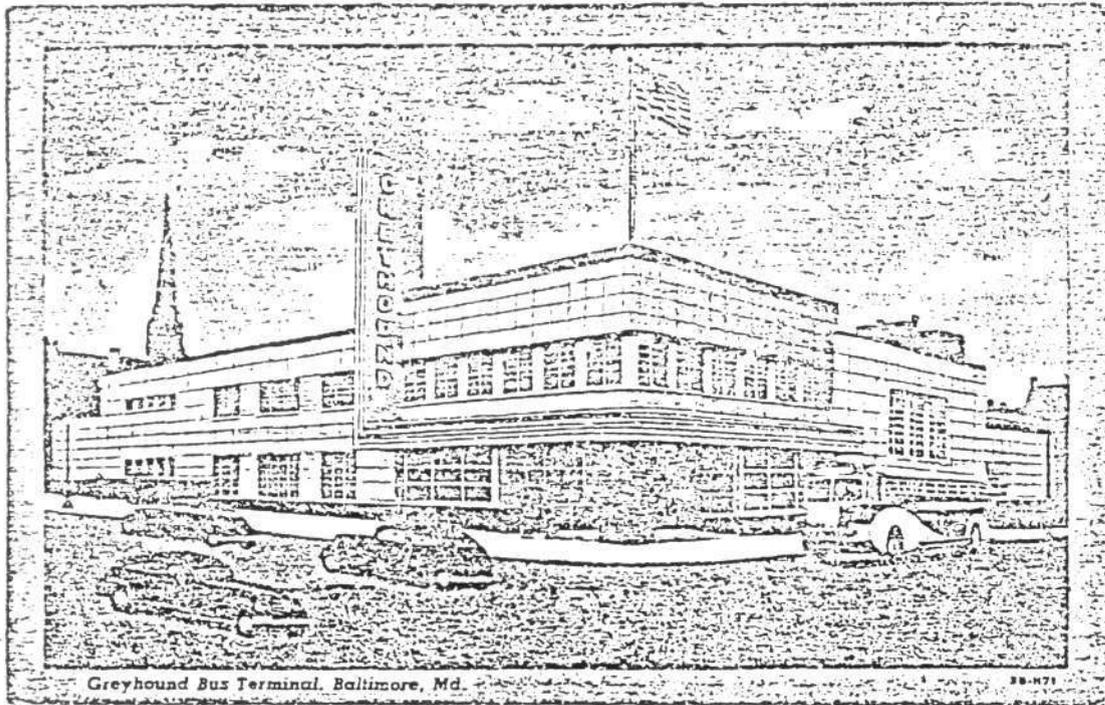
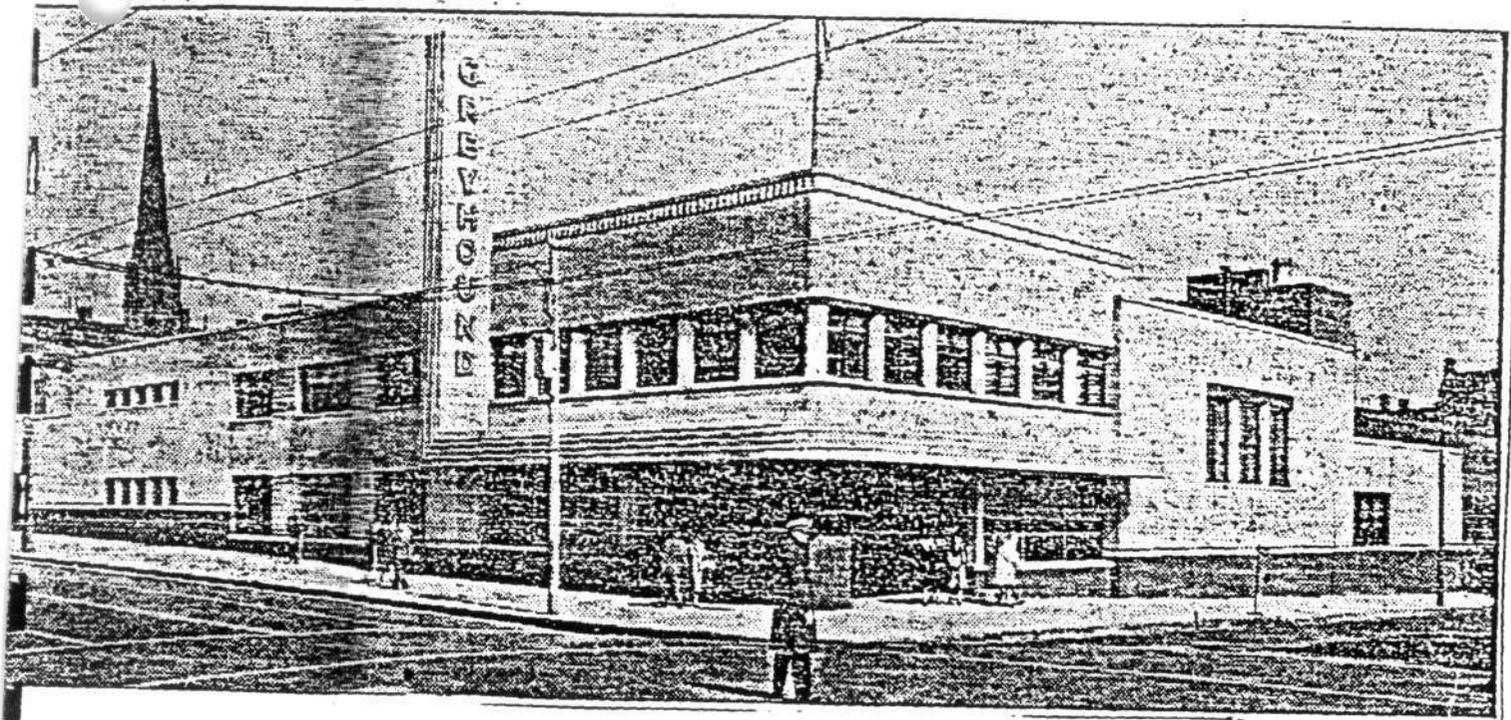


PHOTO: William Lebovich



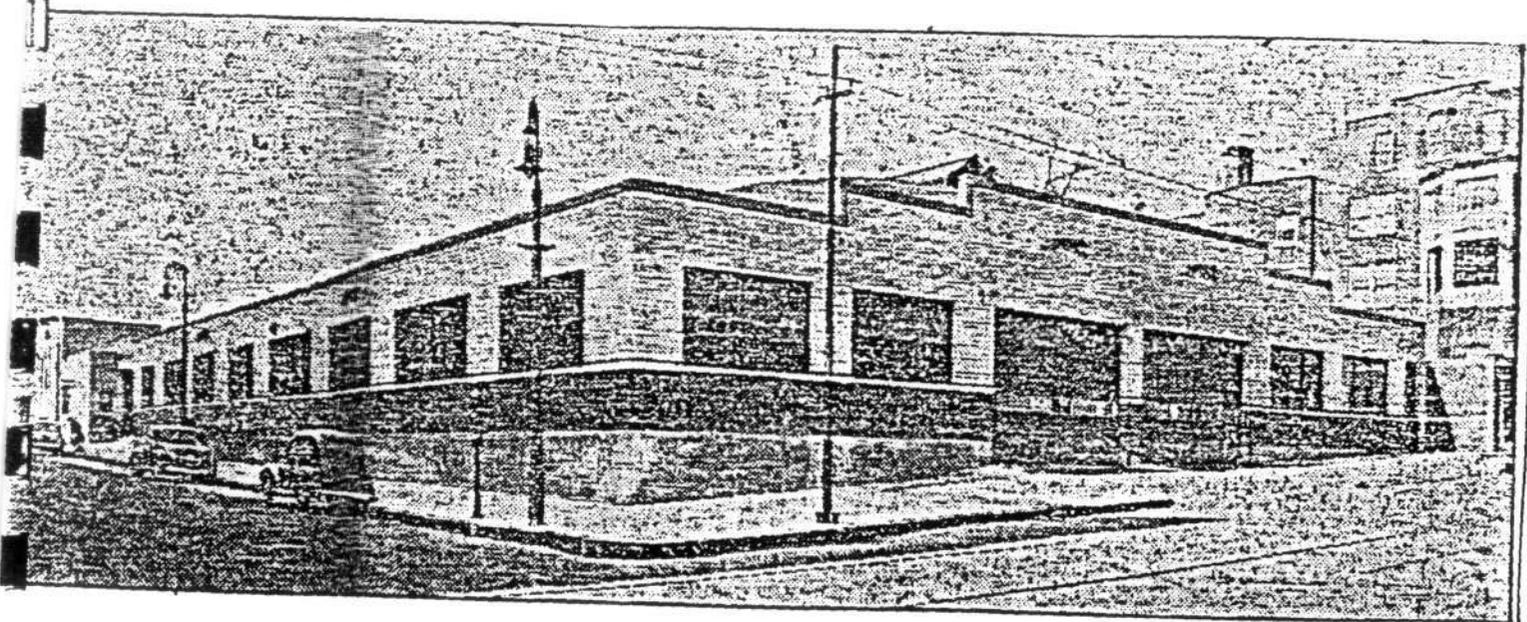
Source: postcard
Courtesy of Robert A. Arthur

Figure 3



From: Evening Sun, March 29, 1943

FIGURE 4



From: Evening Sun, March 29, 1943

FIGURE 5

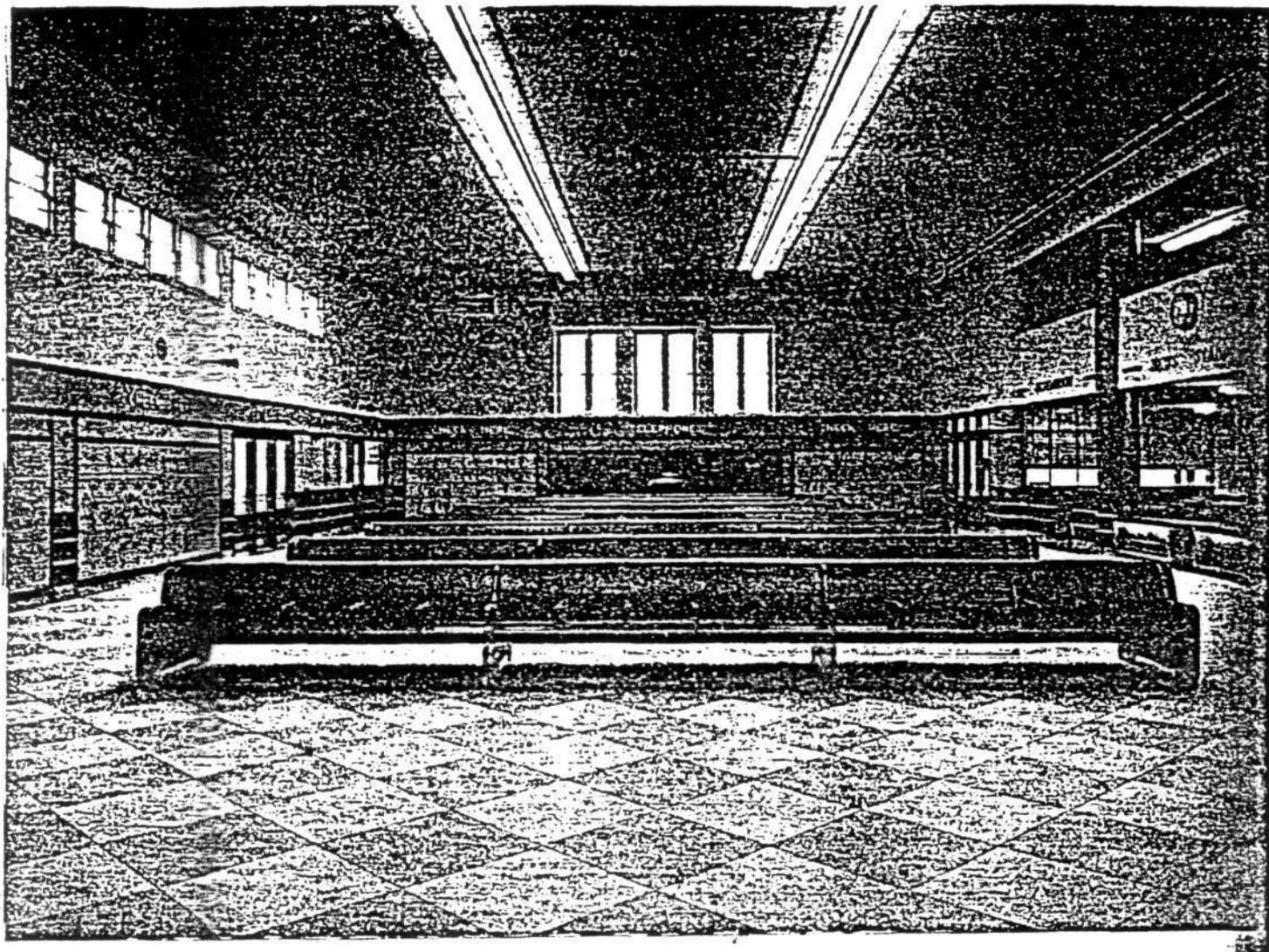


FIGURE 6

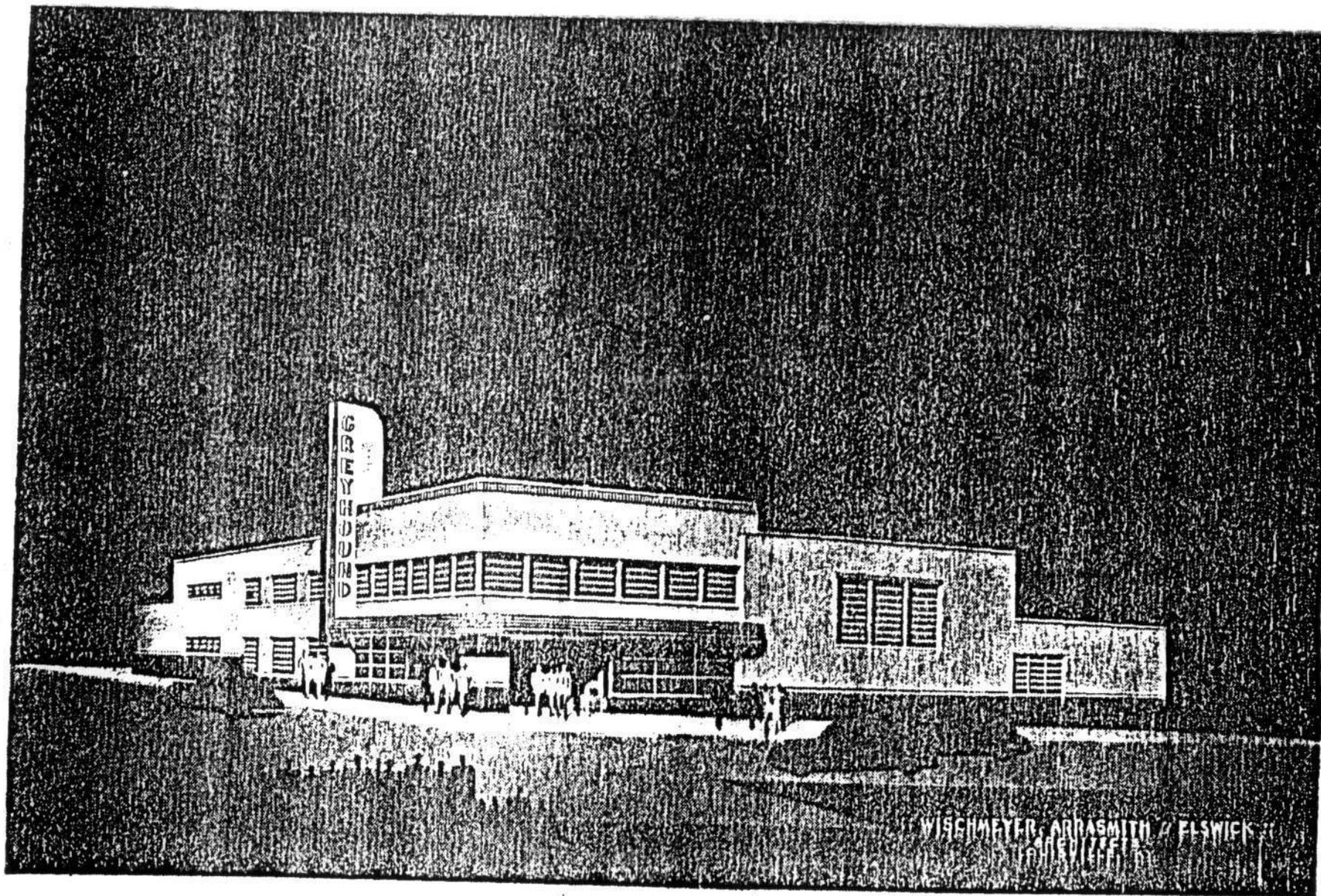
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Courtesy of Enoch Pratt Free Library, Maryland Room
FIGURE 7

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FIGURE 8

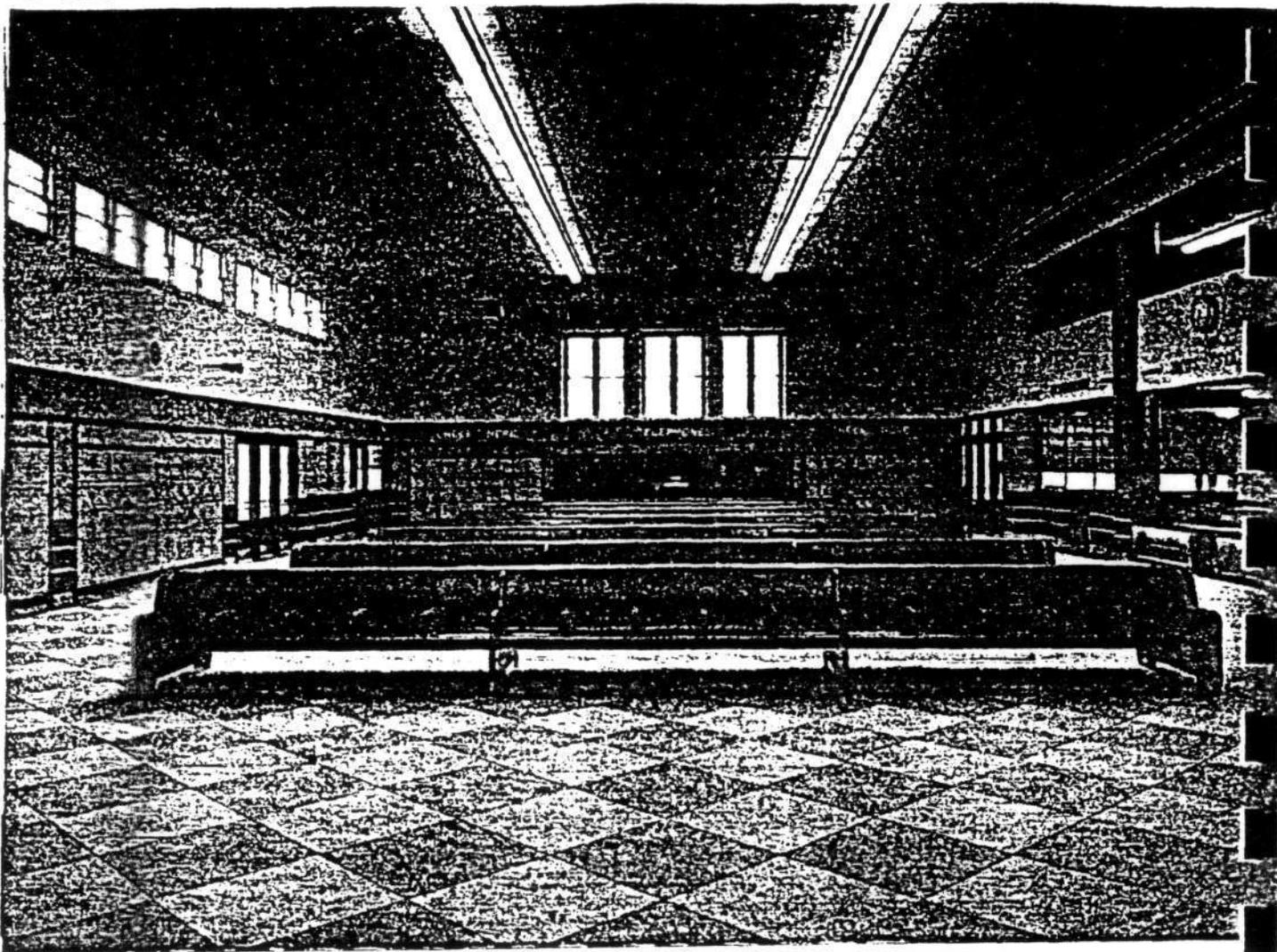


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Courtesy of Robert A. Arthur



From: Application form, "Greyhound Bus Terminal, Washington, D.C." submitted to the Joint Committee on Landmarks of the National Capital



Baltimore Greyhound Bus Terminal

Editorial Note: William S. Arrasmith, one of the architects of the Baltimore Terminal, has returned to civilian life from overseas duty with the Army and is now employed jointly by the Central Greyhound and the Pennsylvania Greyhound Lines to make an exhaustive study of building construction needs of these two large operating companies. Our analysis of the Baltimore plan is based on an outline of objective, bus-station-design principles which Mr. Arrasmith prepared especially for PENCIL POINTS. Checked against his criteria, the Baltimore Station, built 1941-42, would appear to be as progressive a plan solution to the problem as has been built to date.

Whatever special problems a particular location may present, the basic requirements for terminal facilities are essentially always the same—convenience and comfort for the traveler, maintenance of fast and accurate schedules, facilities that assist operational efficiency.

SITE

Four controlling factors influence the selection of a terminal site:

1. **Location:** It should be near the central downtown area, for travelers' convenience, but not *too* central; not, that is, so close that heavy traffic congestion causes operating delays. Not unimportant in the choice of a fairly central location is the safety factor that good street lighting provides for night-time travelers.

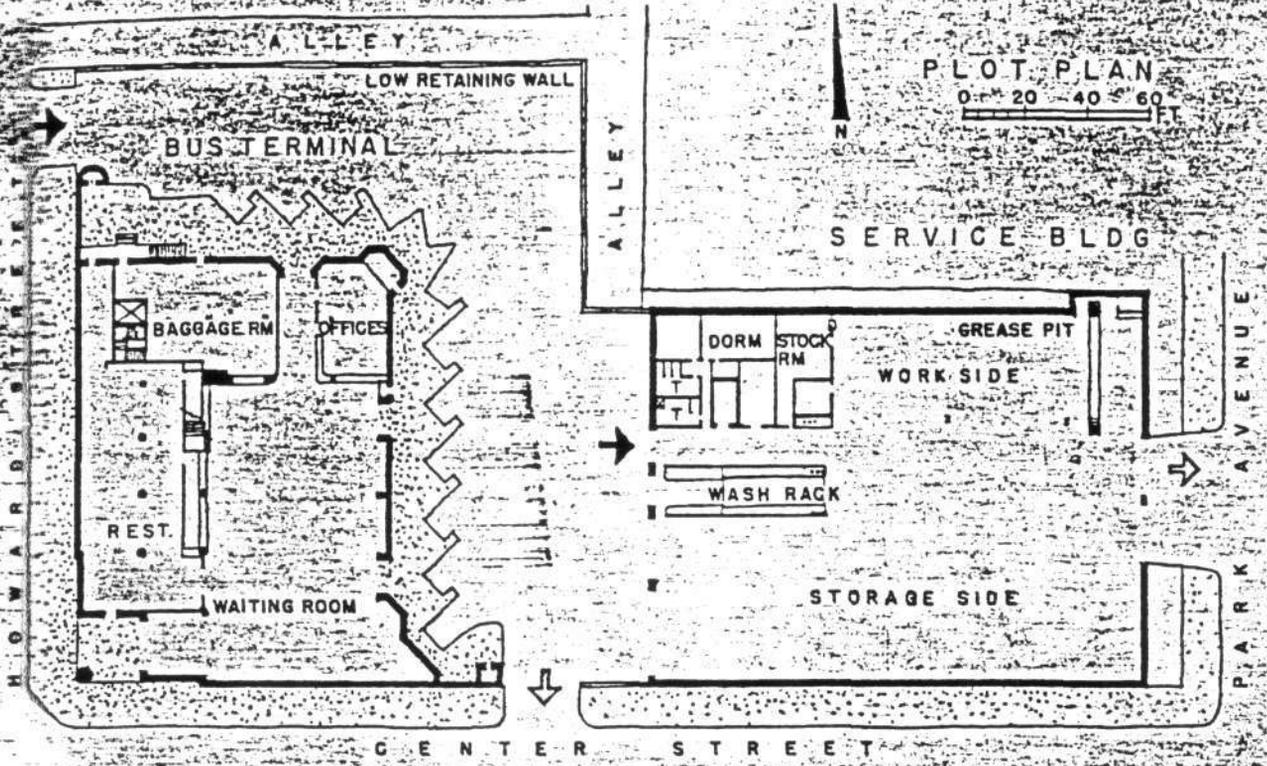
2. **Size and Physical Characteristics:** Site should be large enough to include all needed present facilities and anticipate

likely future needs; regular in outline, and relatively (the two last factors facilitating efficient planning economy of construction, operation, and maintenance).

3. **Traffic Circulation:** Arrangements for handling the traffic should avoid left-hand turns, narrow entrances and exits, and congested adjacent street traffic.

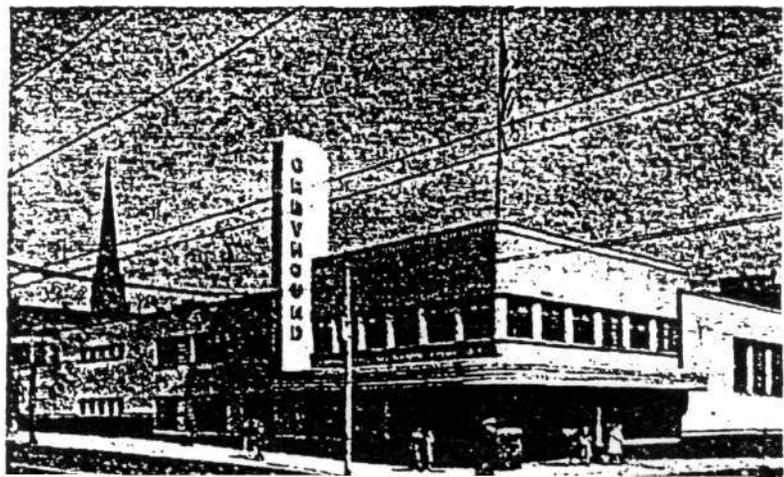
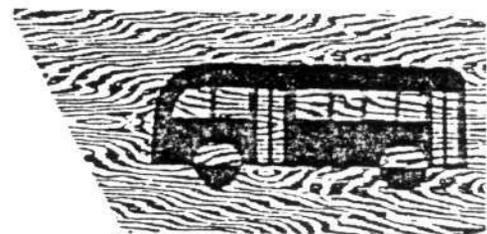
4. **Property Value:** A larger, more adequate site slightly removed from the most crowded city center is frequently preferred to a smaller, more costly site at the center where traffic congestion is less, and there is room for expansion.

In all four of these respects, the Baltimore project rates high. It is close enough to the center of town for convenient access to stores, hotels, theaters, etc., yet far enough off to avoid excessive traffic. There is space enough on the site to include the highly desirable element of the on-site service garage which eliminates "dead mileage" between terminal and garages, effects considerable saving in operating



Wischneyer, Arrasmith & Elswick, Architects
Lucius White, Associate

Cummins Construction Co., Contractors
Roldon F. Dressler, Designing Engineer for the Service Building



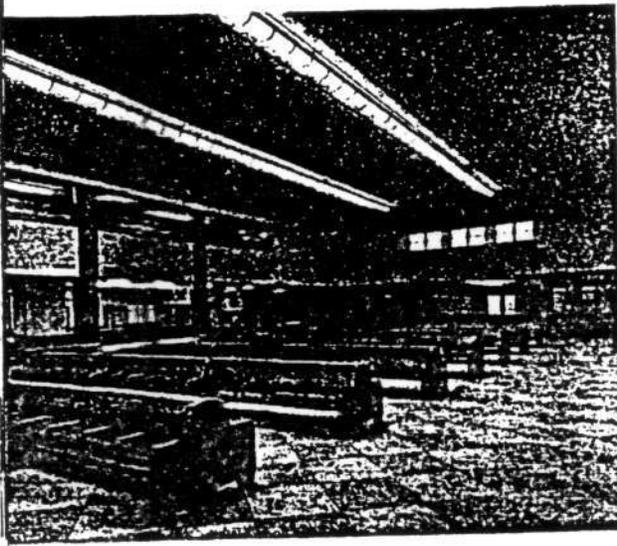
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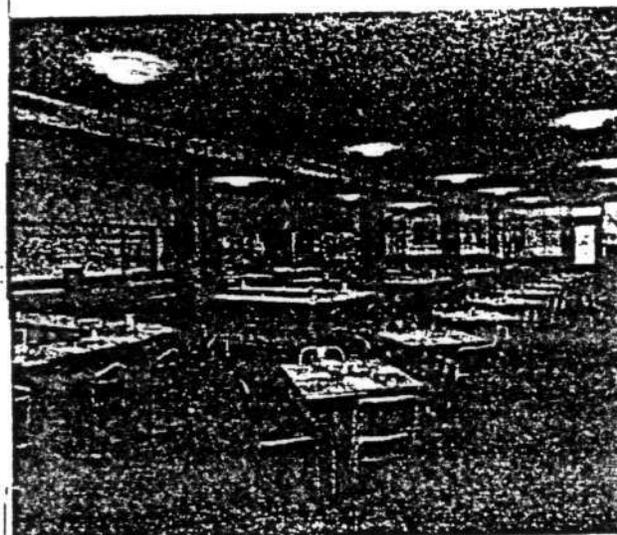
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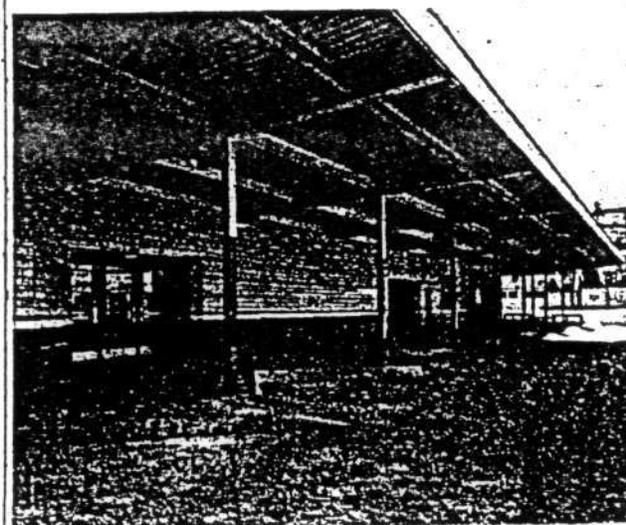
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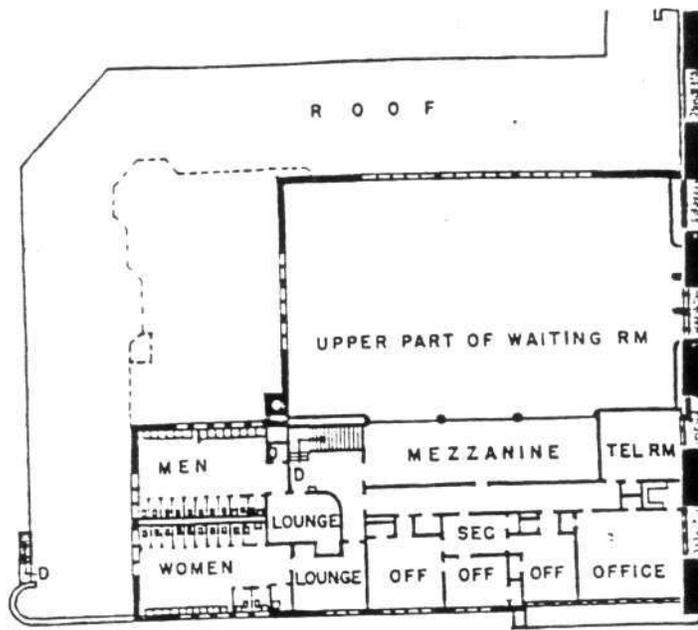
Waiting room.



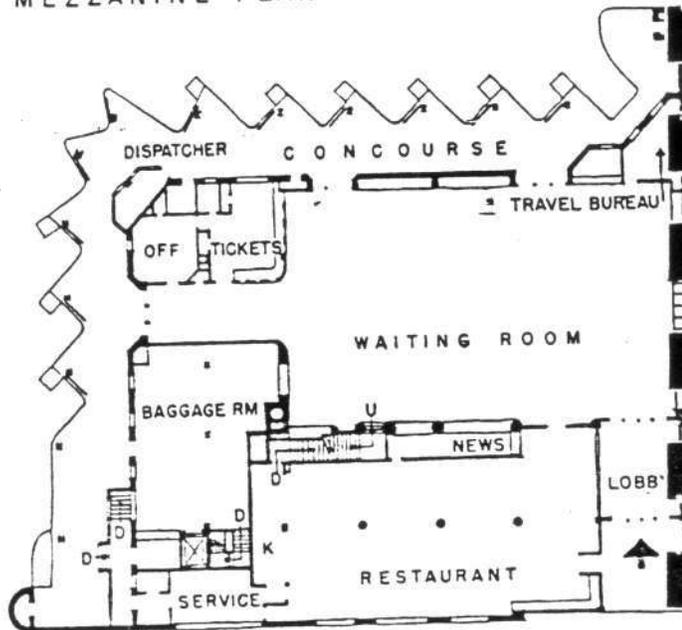
Restaurant.



Concourse.

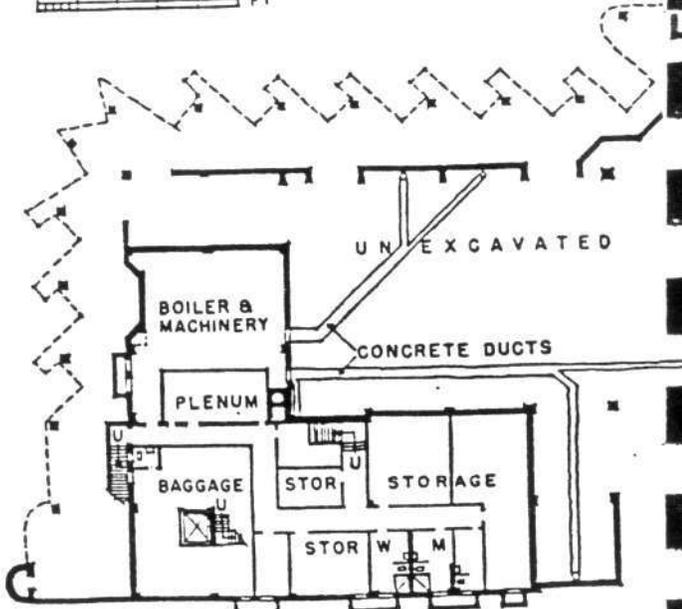


MEZZANINE PLAN

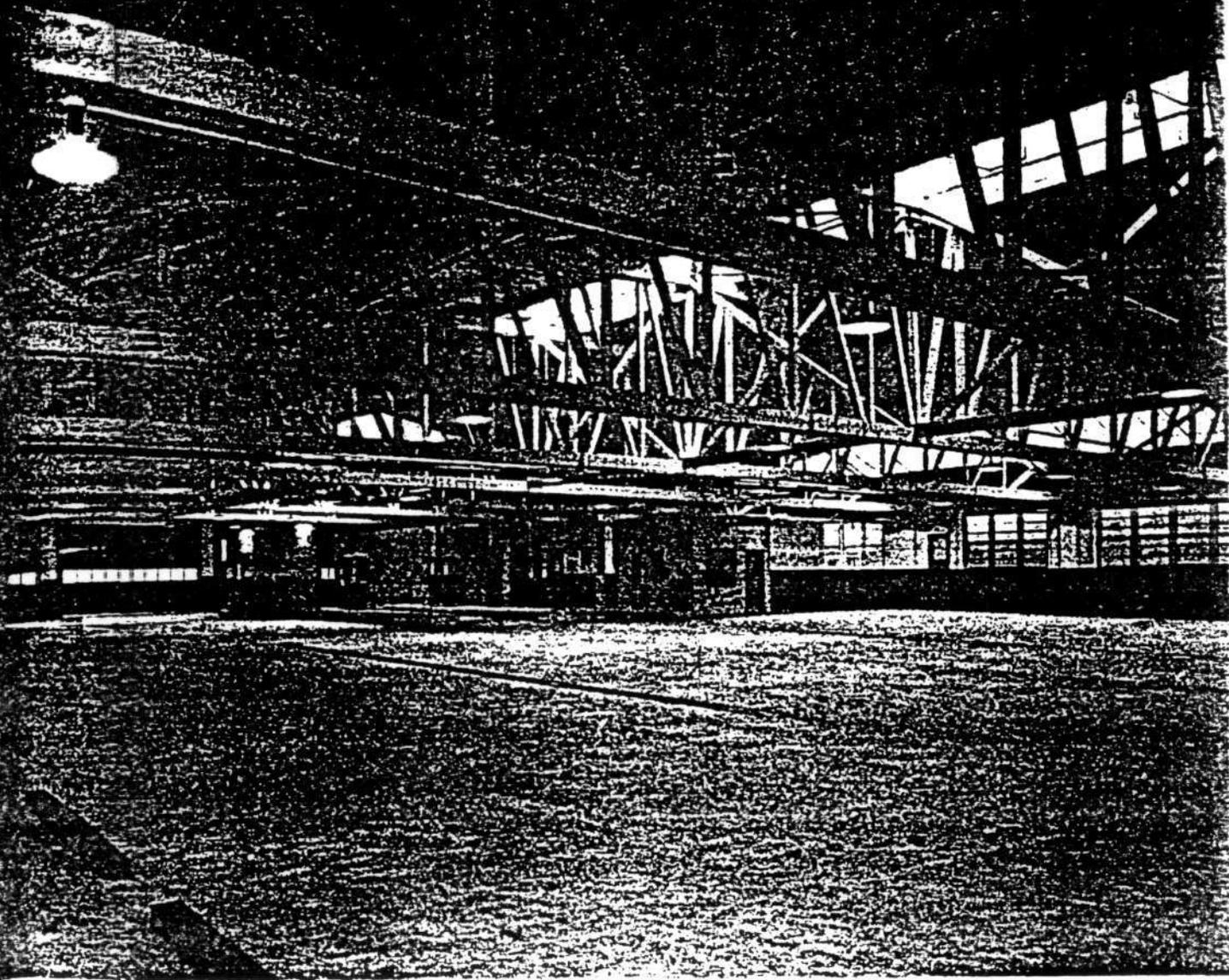
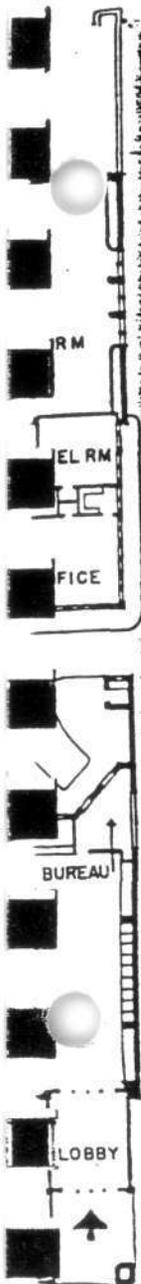


FIRST FLOOR PLAN

0 10 20 30 40 50 FT



BASEMENT PLAN



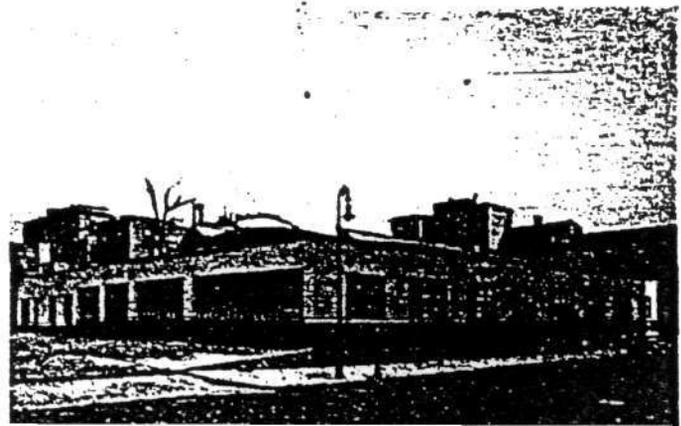
One great advantage of the on-site garage and Service Building (shown on this page) is the operational flexibility (without waste motion) it gives to coping with peak periods of travel. Without the near-by garage, efficient handling of unforeseen peak loads would require twice the docking space (often unused), costly delays (while busses come from a distant garage), or both.

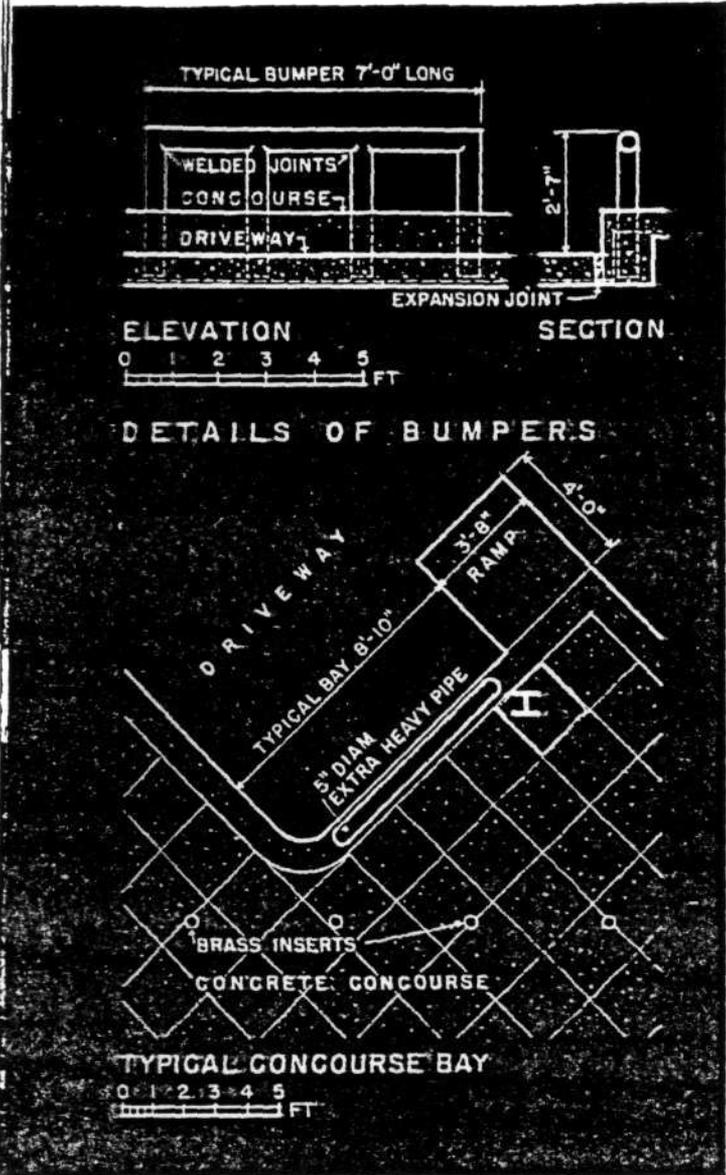
and handling of equipment, and permits use of extra busses required on short notice with very little waste movement or time. Furthermore, the garage reduces the traffic load on crowded city streets.

The site is quite regular in outline; grades are not a serious problem, and the property value was considered in reasonable relation to anticipated operating revenue. The corner location of the terminal provides almost ideal lanes for bus movements in a clockwise direction—entering the lot from the front street, easing into the platform area, and exiting on the side street. When servicing or repairs are needed, a "trip" to the garage is simply a matter of a few feet.

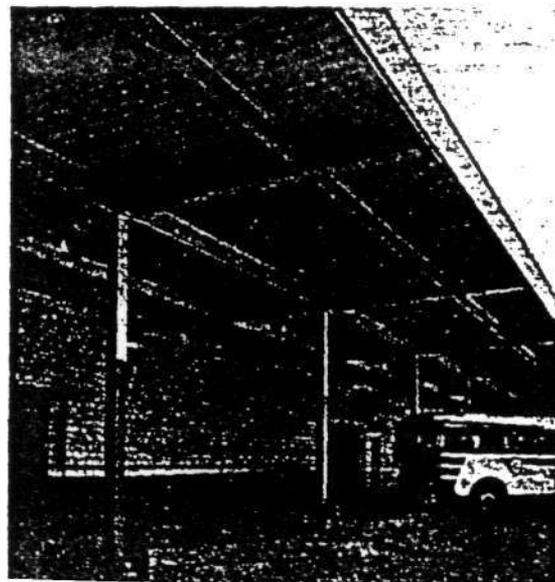
TERMINAL BUILDING

The central location of the main waiting room with respect to the bus concourse follows Mr. Arrasmith's standard





Detail of concourse.



or more busses may be loading or unloading at once. The ticket counter is near the bus-loading platform—a feature that has proved advantageous in the face of the fact that many passengers have to change their tickets at the last moment. In general, Mr. Arrasmith advocates that the element should be in “a central position off the waiting room.” This does not apply in the Baltimore station, and one questions the desirability of requiring all ticket purchasers to cross the entire long diagonal of the room to reach the counter; foot traffic congestion must occasionally be a problem.

As for check lockers, Mr. Arrasmith comments: “You can never find enough wall space for enough of them.” One location that is “very desirable”—and one that is used in Baltimore—is the area between the recessed, out-swinging doors from the waiting room to the concourse. Built-in lockers such as are used in the Maryland station prevent accumulation of dust and dirt and hence help reduce building maintenance.

Rest rooms preferably occur on the main floor level, but “floor space prohibits this in many cases (as at Baltimore) and basement or balcony locations have proved satisfactory . . . These facilities should be easily reached from the waiting room but not too accessible from the street. Women’s rest rooms should include a comfortable, adjacent lounge . . . no lounge space for men should be provided; this usually becomes a loafing place and nuisance. Facilities for bathing and changing clothes should be a part of every modern rest room.” The arrangements at Baltimore follow these design principles with two exceptions: no bathing facilities are included; and a small lounge adjoins the men’s toilet room: “Determining the correct location for the baggage room is always a headache,” says Mr. Arrasmith. It is centrally located with respect to the outside loading platform, cross traffic of both passengers and baggage results. If placed at one end of the concourse, this usually brings it at a considerable distance from the bus lanes at the other end. The solution at Baltimore, due to the right-angle organization of bus docks, is a compromise solution somewhere between these two extremes. An elevator to a storeroom on the basement almost doubles the storage space without using too much of the precious ground-floor area.

Location of the restaurant in the Baltimore station follows exactly the principle Mr. Arrasmith recommends—easy accessibility from the street and waiting room; kitchen placed so that handling of supplies and garbage is separated from bus or passenger traffic; adequate storage space for toilets for the help (in the basement). “The soda bar newsstand should be located in the waiting room near the restaurant, as these three are usually operated by the same concessionaire.”

Concourse-loading platform. “It is generally agreed that the sawtooth or irregular parking is the most efficient.” At large terminals, separate parking lanes are usually assigned to local and to “long haul” busses, the latter being further subdivided into separate lanes for arriving and departing busses. “It is very important,” Mr. Arrasmith says, “that the baggage room and dispatcher be centrally located between the two.” In the Baltimore plan, the dispatcher occupies a glass-enclosed corner office that commands a full view of the lanes on the two sides.

Finally, as to the “very vital” problem of passenger control on the loading platforms: “Where it is not possible to have individual loading doors from the waiting room to each bus loading area (and it seldom is), it has been found advisable to use a barrier with individual gates to each bus. In the case of the Baltimore station, the barriers are formed by removable stanchions and cords which are used only during special peak-load hours.

Structure of the Baltimore terminal includes concrete foundations, steel frame, concrete floors over bar-joist members, brick walls with cement, terra cotta, stone or porcelain enamel exterior surfacing. Sashes are of wood (stone is not available). Partitioning is of clay tile or steel metal sections. Floors and bases of all main rooms

B-1953

11 Architectural Certificates Awarded

DATE
COPIES
Architecture
Baltimore
EVE. SUN
Buildings Chosen From
Hundreds Erected In
Last Three Years

~~MAR 29 1943~~

Page Of Pictures, Page 16

Eleven Baltimore buildings erected in 1940, 1941 or 1942 have been chosen to receive certificates of merit in the architectural contest conducted by the Association of Commerce, it was announced today.

Selected from several hundred eligible structures built during the three-year period, the winners include a bottling plant, a furniture store, bus terminal, research laboratory, and remodeled apartments.

William G. Ewald, executive secretary of the association said the jury of five based its awards on four factors: Exterior design; suitability of exterior to use; artistic and practical use of material and adaptability to site and neighborhood.

Tunnel Kiln On List

The buildings selected to receive the certificates of merit are:

Tunnel Kiln building and shops, 3601 East Monument street, owned by Baltimore Brick Company. Van Rensselaer P. Saxe was the engineer.

Bressler Memorial Research Laboratory, Lombard and Greene streets, owned by the University of Maryland. The architects were Herbert G. Crisp and James R. Edmunds, Jr.

Headquarters and operational building, St. Paul and Pleasant street; owner, Chesapeake and Potomac Telephone Company; architects, Taylor and Fisher.

Store And Warehouse

Furniture store and warehouse, Park avenue and Centre streets. Owned by Hochschild, Kohn and Company. Architects were James R. Edmunds, Jr., and Abbot, Merkt and Company.

Department store, owned by Hutzler Brothers and designed by James R. Edmunds, Jr., Howard and Clay streets.

Pepsi-Cola Bottling Company plant, 400 Key Highway; architect, A. C. Radziszewski.

Research laboratory, Bush and Hamburg streets, owned by American Hammered Piston Ring Division of Koppers Co., Robert M. Gibson, architect.

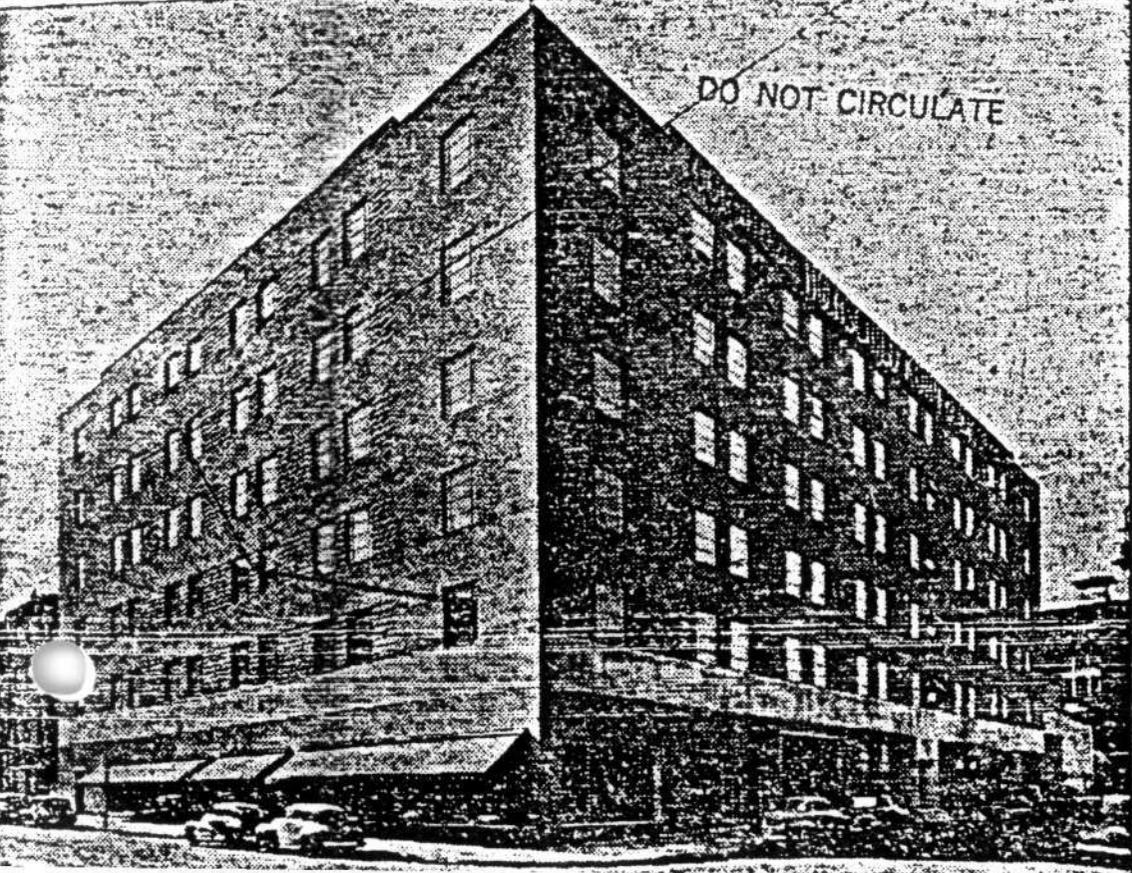
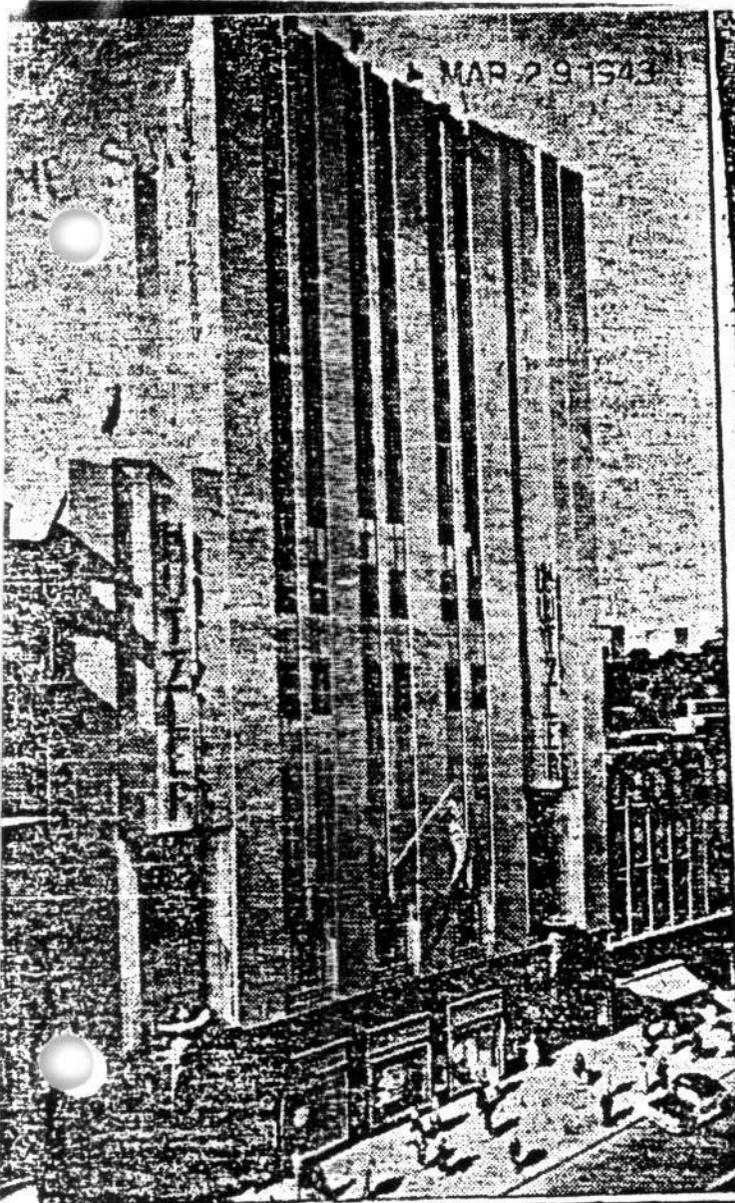
Service Building

ATTACHMENT B

MAR 29 1943

AWARDS OF MERIT—The Baltimore buildings reproduced on this page have been selected by the Association of Commerce for certificates of merit in an architectural contest extending through 1940-1941-1942. At left, Hutzler's, Howard street. Architect, James R. Edmunds, Jr. (Story on back page.)

DO NOT CIRCULATE

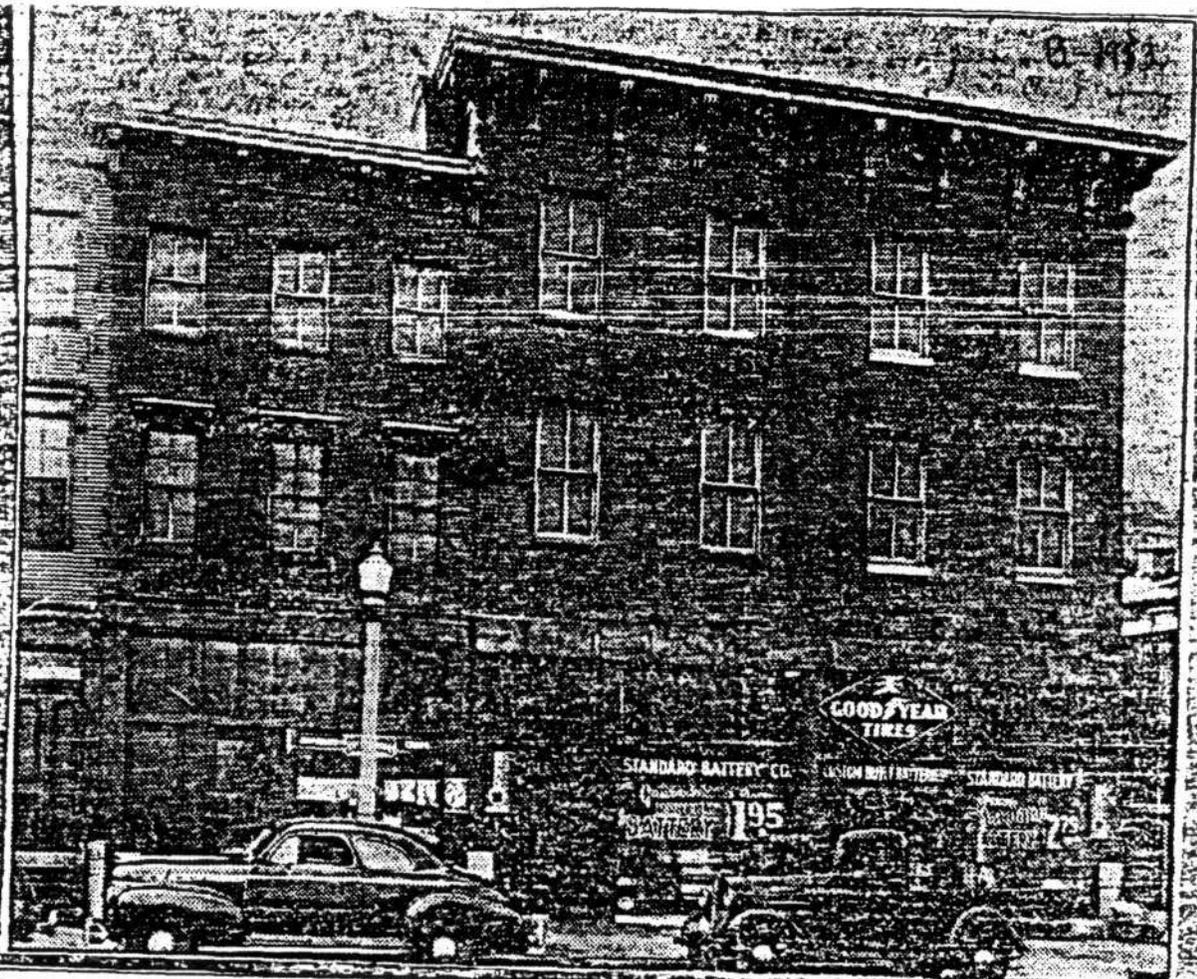


et; Lucius R. White, Jr., as
 architect.
 811 Gorsuch Avenue, owned
 averly Market Corporation;
 Chertkof, engineer.
 ninal Building, Howard and
 streets, owned by Pennsylv-
 Greyhound Lines. Archi-
 schmeyer, Arrasmith and
 Associate architect, L. R.
 White, Jr.

7 West Chase street, owned
 vestment Realty Company.
 Poe Taylor was the architect.

Personal Inspections
 members of the jury, Mr. Ewald
 are Waldron Faulkner, Esq.,
 as Gordon, Richard Carl
 rd, W. Mitchell Price and
 R. White, Jr.

jury met February 17 to
 all entries and to make per-
 inspection of the buildings
 t to be of sufficient merit.
 wald explained. "Buildings
 federal, State or municipal
 es were not eligible for the



BEFORE AND AFTER—An Investment Realty Company building, 23-27 West Chase street, before remodeling (left) and after (right). Architect: John Poe Tyler.

(Page 6—No. 1822)

34 two hundred and eleven feet and three inches to
35 the place of beginning. The Improvements thereon
36 being known as No. 100 to 122, inclusive, West
37 Read Street (and 900-12 Cathedral Street).

38 4. The lot of ground on the northeast corner of
39 Howard Street and Centre Street now occupied by
40 the Greyhound Corporation, so long as it is used
41 for a terminal and related facilities for the Grey-
42 hound Bus Line in substantially the same form as
43 it is now used. When this use is no longer given to
44 the said property by the Greyhound Corporation,
45 the exclusion provided in this paragraph shall no
46 longer be effective.

47 5. The property listed in the Baltimore City Tax
48 Records as lot 13 in block 11 10 551, located at the
49 southwest corner of North Charles Street and Cen-
50 tre Street, measuring 88 ft. x 155 ft. and known as
51 524 North Charles Street.

1 SEC. 2. *And be it further ordained,* That this
2 ordinance shall take effect from the date of its
3 passage.

From: Mount Vernon Historic District Expansion Ordinance

ATTACHMENT C

← *Jan 26*



B-1953

MARYLAND HISTORICAL TRUST

Blk. 531

B-1953

MAG# 0419535811

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Greyhound Bus Terminal

2 LOCATION

STREET & NUMBER

N.E. corner Howard & Centre Streets

CITY, TOWN

Baltimore

CONGRESSIONAL DISTRICT

___ VICINITY OF

STATE

Maryland

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Records Office Room 601

Liber #:

Folio #:

STREET & NUMBER

Baltimore City Courthouse

CITY, TOWN

Baltimore

STATE

Maryland 21202

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

City of Baltimore Neighborhood Survey

DATE

1976

___ FEDERAL ___ STATE ___ COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

COMMISSION FOR HISTORICAL &
ARCHITECTURAL PRESERVATION

CITY, TOWN

Room 900

STATE

26 South Calvert St
Baltimore, Md. 21202

7 DESCRIPTION

B-1953

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This two story high bus terminal with corner siting and entrance is surfaced with stone, terra cotta, and white porcelain enamel bricks, with blue glass and enamel detail. The only major alterations have been made to the marquee, which retains the forms of the original iron-plastic sign.

The structure of the terminal includes concrete foundations, a steel frame, and concrete floors over bar joist members. Filler walls are of brick with cement. The window sashes were originally of wood, which was necessitated by wartime metal shortages. Interior partitioning is of clay tile laid on metal sectioning. Floors and bases of all main rooms are furnished with terazzo.

This strictly functional building, with bus docks set on the interior side of the L-shaped plan, is articulated only by the band of fenestration and stone level of the corner building, from which both sides recede in asymmetrical steps and set-backs.

A large, one story high service building of concrete block sits to the east of the terminal across the asphalt paved lot.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1941 - 42

BUILDER/ARCHITECT Wischmeyer, Arrasmith, & Elswick,

STATEMENT OF SIGNIFICANCE

Architects with/ Lucius White, Associate
 Roldon F. Dressler, Design Engineer for Service
 Building

The Greyhound Bus Terminal represented the last word in modern functional design for bus transportation when completed in 1942, and was treated as such in contemporary architectural periodicals. Design by a firm of architectural specialists, the Mount Vernon area site was chosen for its comfortable distance from the Central Business District. The Greyhound buildings occupy the former site of the Academy of the Visitation, built c.1850.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME/TITLE **Bill Pencek, Planning Assistant**

ORGANIZATION **COMMISSION FOR HISTORICAL & ARCHITECTURAL PRESERVATION**

DATE **1976**

STREET & NUMBER **Room 900**

TELEPHONE

CITY OR TOWN **26 South Calvert St.
Baltimore, Md. 21202**

STATE

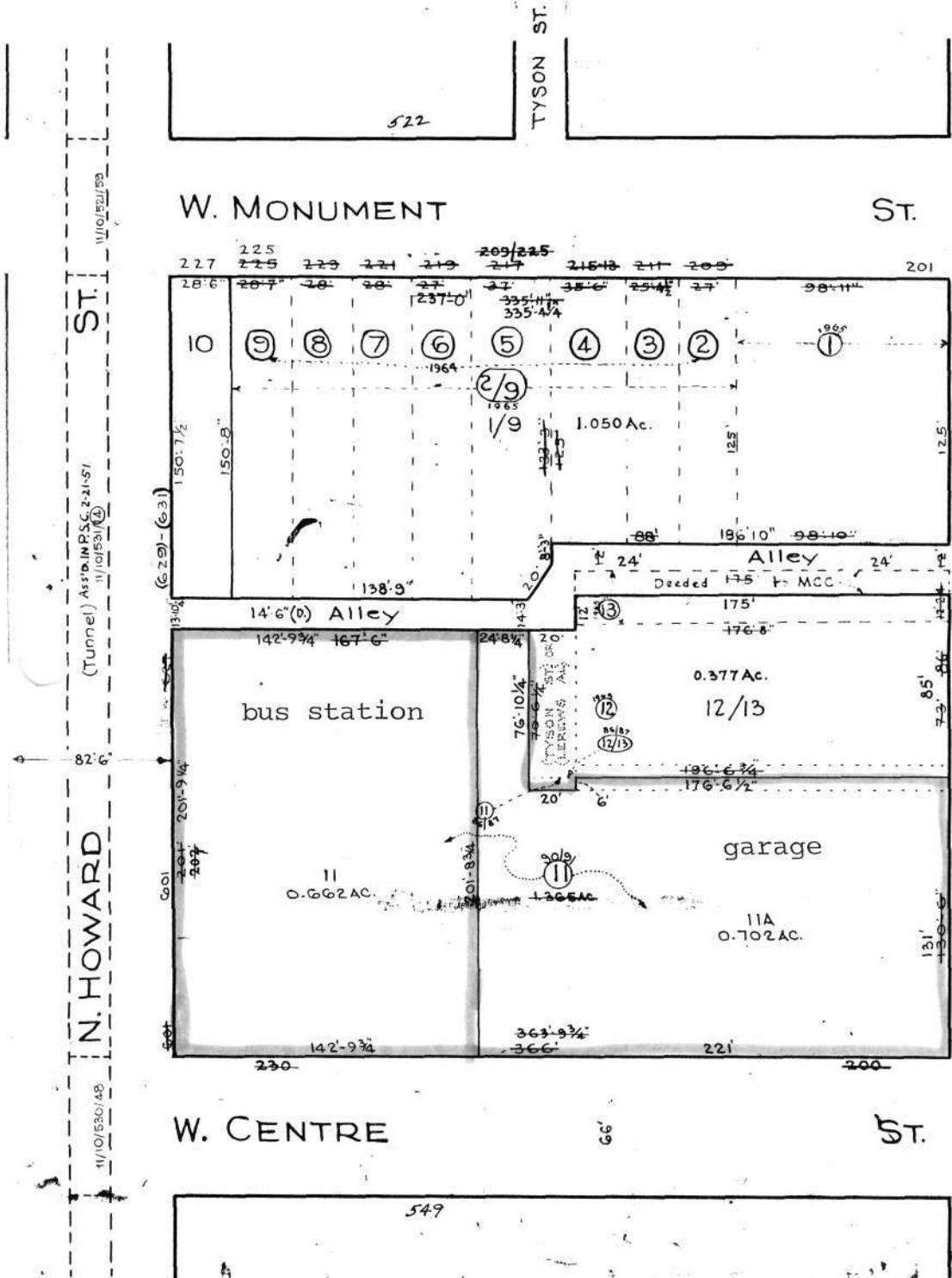
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

REVISIONS

House No Changed on Lot 11 Per P.S. C.Sh. 2840A
 Lot 14 Ass'd. in P.S.C. Per BofA, C.Sh. 5278
 Lots 2709 Cons'd Per O.O.C.Sh. 9291
 Lots 11 2/9 Cons'd - Ho No Changed Per App C.Sh. 9407
 Lots 12/13 Cons'd & Div. Per App C.Sh. 9424
 Lots 1/9, 11, & 12/13 Cor. Per Deeds & P.L.S.; C.Sh. 87-244.
 Lot 11 Div Per Deed, Sub-Div App, C.Sh. 91-175



NOTE: Tyson St. or Lerw's Al.
 Closed by Ord. #19, 4-11-1845.
 See AWB 352-502, 5-15-1845
 JFC 180-508, 8-26-57
 SEB 1102-376; 12-16-86

"K" Al. See J.F.C. 1747-622,
 8-25-64
 PAD 163-D-42A

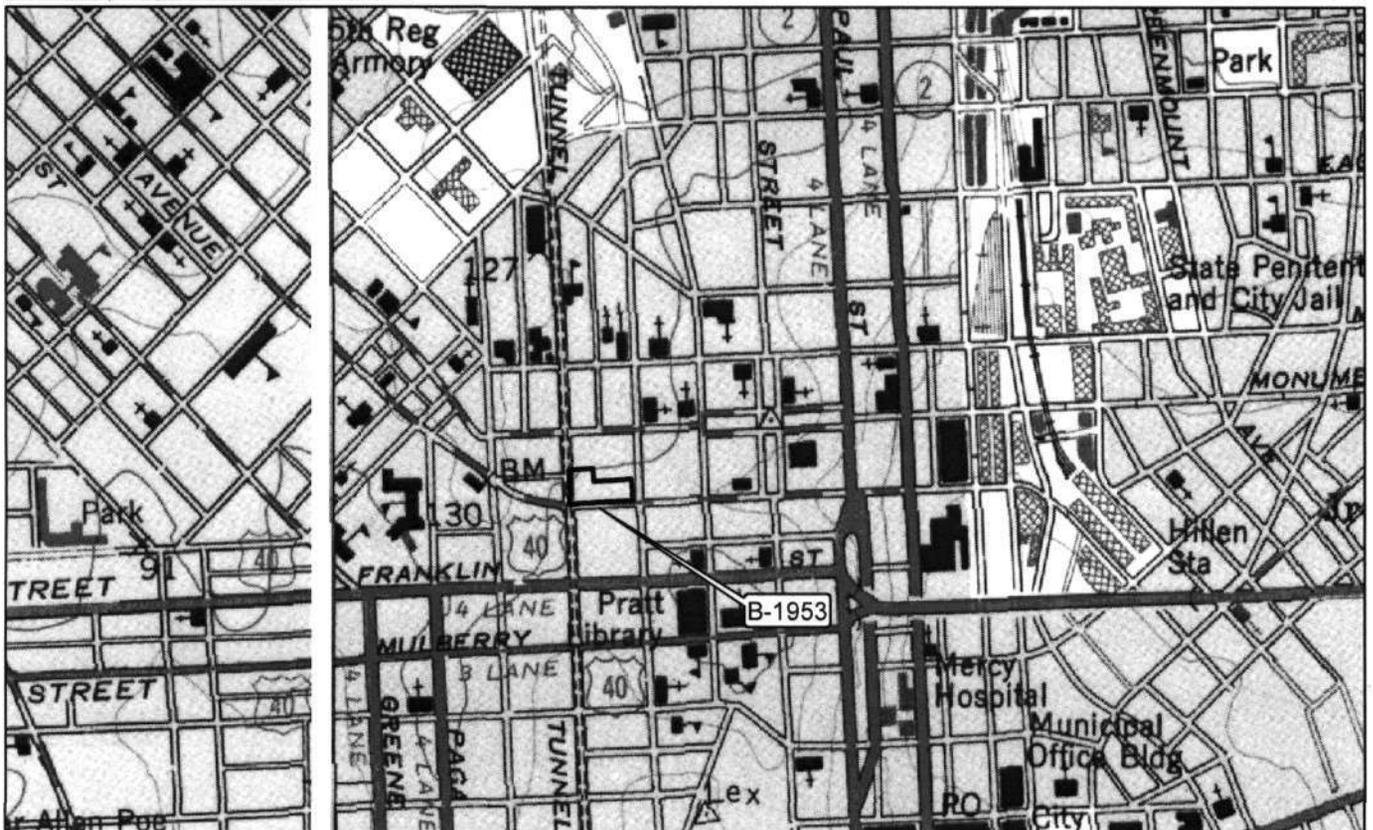
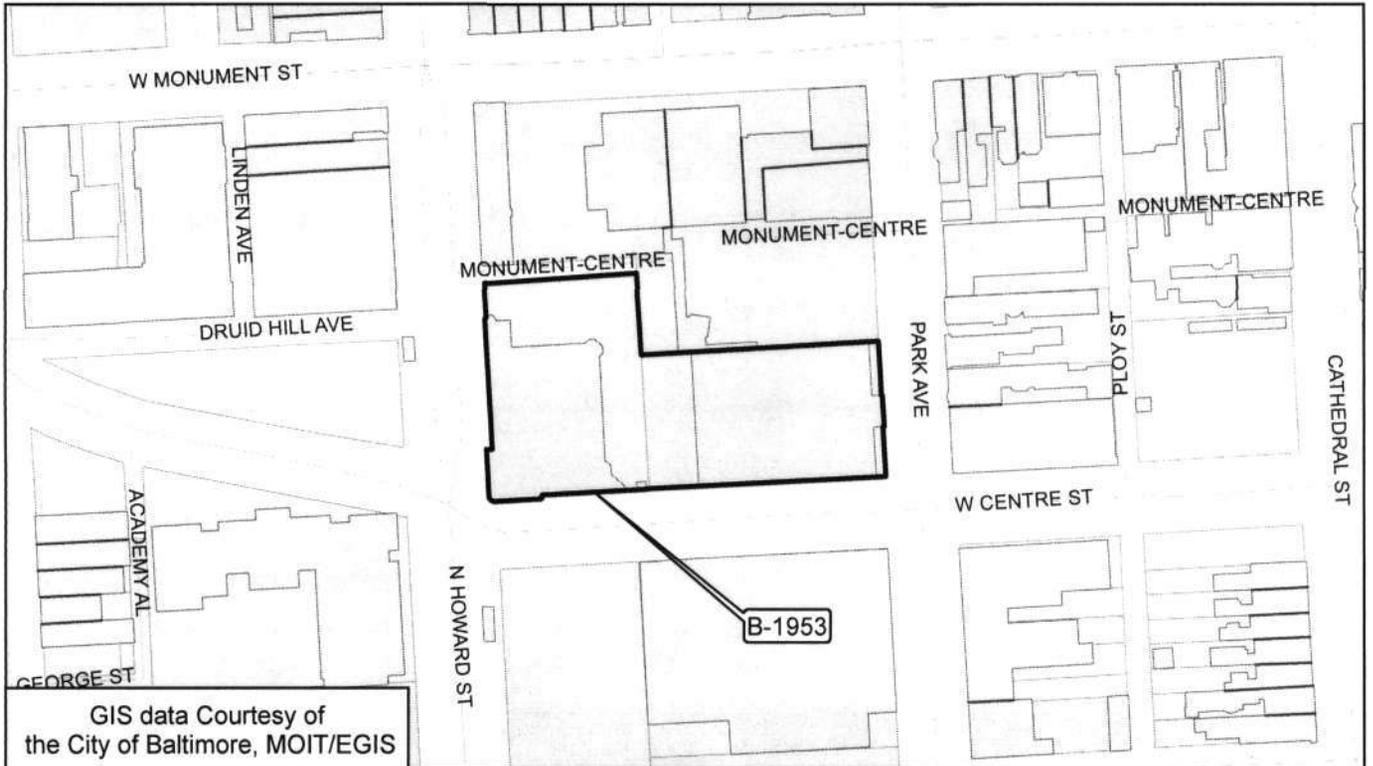
"H" Al. NOTE: "H" Alley
 Closed by an Act of
 Assembly of the
 State of Maryland,
 Dec. Session, 1858;
 Chapter #299.
 See TK 285-493, 10-21-1858.
 JFC-180-508, 8-26-57.
 SEB-1102-376, 12-16-86

NOTICE
 THIS IS A REAL PROPERTY PLAT AS PROVIDED
 FOR UNDER ARTICLE 76 OF THE CITY CHARTER.
 IT IS COMPILED FROM TITLE AND OTHER
 SOURCES AND IS NOT AN AUTHENTIC SURVEY.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF PLANS & SURVEYS
 PROPERTY LOCATION DIVISION
 WARD 11 SECTION 10
 BLOCK 531

DRAWN BY C. H. BAIN
 CHECKED BY J. J. REKOSKY

B-1953
Greyhound Bus Station, Terminal and Service Building
200-230 W. Centre Street & 601 N. Howard Street
Block 0531, Lots 011 & 001
Baltimore City
Baltimore East Quad.





B-1953

Blk 531

Howard Centre