



# ADSW PRESERVATION CASE STUDIES

## GREYHOUND TERMINAL

ADSW assisted with the actions shown in *Italics*.



**Location:** 1100 New York Avenue, NW, Washington, DC

**Original Name:** Greyhound Terminal

**Original Use:** Transportation and Infrastructure

**Year of Construction:** 1940

**Restoration:** 1991

**Architect (1940):** Wischmeyer, Arrasmith & Elswick (Louisville, Ky.)

**Architect (1991):** Keyes Condon Florance Eichbaum Esocoff King

**Current Use:** Commercial

*LANDMARKED 1986-87; NEW BUILDING DESIGN 1988*

## DESCRIPTION

The original terminal represented the epitome of a new building type -- motor age architecture for motor age transportation - and it was designed to be the flagship of all Greyhound terminals. True to its time, it was intended to combine form and function, to convey the dynamism of the company, and to suggest the world-of-tomorrow comfort of Greyhound coaches. The architects were the Louisville firm of Wischmeyer, Arrasmith & Elswick who were specialists in bus terminals. No two terminals across the country were alike, but each featured the Greyhound signature -- rather theatrical, like the cinema, and always with a strong entrance. It was an important building featured in many publications for its modern finishes and efficient design.

The terminal was finished just in time for 24-hour use in WWII, as Washington became the hub of the nation. Eventually, bus transport began to decline, and it was threatened with demolition. In 1976, in an effort to “modernize” the terminal, it was “slipcovered” in a cheap metal covering, obliterating its original sophisticated Art Deco appearance. Not long thereafter, it was abandoned altogether and slated for demolition. As time passed, no one was sure if the original façade was intact.

## ADSW PRESERVATION

ADSW led the battle to save the terminal. We knew it was still there because ADSW found the firm that covered it and confirmed that they had not damaged the original facade. As an extraordinary next step, we were able to landmark a building you couldn't see. We then worked with a developer (several, in fact, until the right one bought the site) and architects Keyes Condon Florance Eichbaum Esocoff King to create a sensitive reuse and a harmonious design. The slipcover was removed in 1991, and the Greyhound Terminal reopened as the lobby of a major office building. The first 42 feet of the terminal remain, meticulously restored. Inside is an information desk adapted from the ticket booth and an explanatory display highlighting the history of bus transportation.