

Law Whorring

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COMMERCIAL AND RECREATION PIER.



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THE so-called "Recreation Pier" is designed PRIMARILY FOR COMMERCIAL PURPOSES, for which the lower deck will be used. The RECREATION purposes are important but secondary.

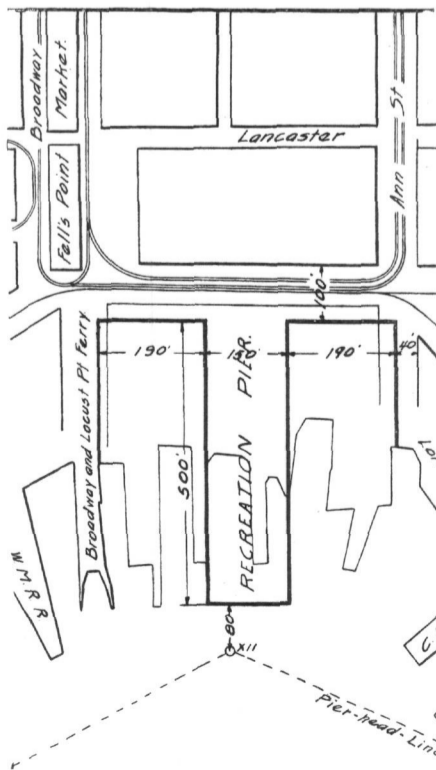
There will be a building at the head of the pier 140 ft. front and 86 ft. depth, back of which the lower deck will be covered with a shed of steel and reinforced concrete, the roof of the shed to form the floor of the Recreation Pier. Bids for this work were opened before the Board of Awards on Wednesday, July 30. Morrow Brothers were lowest bidders at \$239,000; Singer-Pentz Company next at \$242,768. But as the latter offers an earlier date in the matter of completion that fact may play an important part in the final award of the contract.

RECREATION PIER.

The area covered by the Recreation Pier is 75,000 square feet. The frontage on Thames Street is 150 feet and the depth 500 feet. The actual area covered by the building is 145 feet by 405 feet. There is an open deck at the end of the pier of 95 feet by 150 feet. The covered deck used for commercial purposes will have a length of 312 feet by depth of 135 feet. Above this deck will be the open promenade deck of the Recreation Pier provided with awnings and shelters somewhat in the manner of the great steel piers at Atlantic City.

The front portion of the building on Thames Street will be a two story structure 140 feet in width by 80 feet in depth. This building will have a first floor, mezzanine and second floor. On the first floor are located on either side of the main driveway offices in connection with the commercial pier, Harbor Master, freight offices, etc., together with toilet rooms, boiler room, fuel room, etc.

On the mezzanine additional office space is provided and on the second floor will be the large assembly hall with foyer and anti-rooms, toilet rooms etc., for the use of the public. This large assembly hall 40 feet in width and 84 feet in length opens on to the spacious stairways and runways, ascending to the floors below. At the end of the Recreation deck will be two large additional stairways for the public leading to the main deck of the pier.



The building is entirely of fire proof construction, of steel frame with brick walls and stone and granite trimmings. While simple in design it has a decorative effect in its mass and proportions and will be a distinctive landmark among the public buildings of Baltimore.

FACTS ABOUT PIER

THE large picture at the top of the page gives the front elevation of the building, which is designed to meet the requirements of a Recreation Pier. The purpose of the recreation end is to take care of the comforts and pleasures of the children and adults that may wish to take advantage of the opportunity of such recreation as will be afforded them by this improvement. There will be comfort stations, resting rooms, offices, etc., all of which have been provided for in the plans.

The substructure should be completed by December 1st, 1913, and the superstructure one year later.

The small plan in the middle of the page gives the plan of the location of the Commercial and Recreation Pier on Thames Street between Broadway and Ann Street. Thames Street is to be widened south a distance of 40 ft. and a pier constructed 150 ft. wide and 500 ft. long, with slips on either side of 190 ft., with a depth of water at the present time of 27 ft.

The pier is designed to provide for a depth of water in the slips of 35 ft. (when needed) which is sufficient to take care of the largest Transatlantic Liners. In the event that there is any demand for a greater length, the pier can be extended to the Port Warden's Line without interfering in any way with the company or companies that may be using the pier as completed.

This pier was made possible by the ratification of the \$2,000,000 Loan known as the Dock Loan of 1901.

The cost of the property was about \$400,000; cost of substructure, all of reinforced concrete and steel \$210,000.00, which covers the cost of construction of bulkhead on the east side of Broadway, west side of Ann Street, the repaving of Broadway south from Thames Street, Thames Street from Broadway to Ann Street and Ann Street south from Thames Street.

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