

## COPYRIGHT / USAGE

Material on this site may be quoted or reproduced for **personal and educational purposes** without prior permission, provided appropriate credit is given. Any commercial use of this material is prohibited without prior permission from The Special Collections Department - Langsdale Library, University of Baltimore. Commercial requests for use of the transcript or related documentation must be submitted in writing to the address below.

When crediting the use of portions from this site or materials within that are copyrighted by us please use the citation: *Used with permission of the University of Baltimore.*

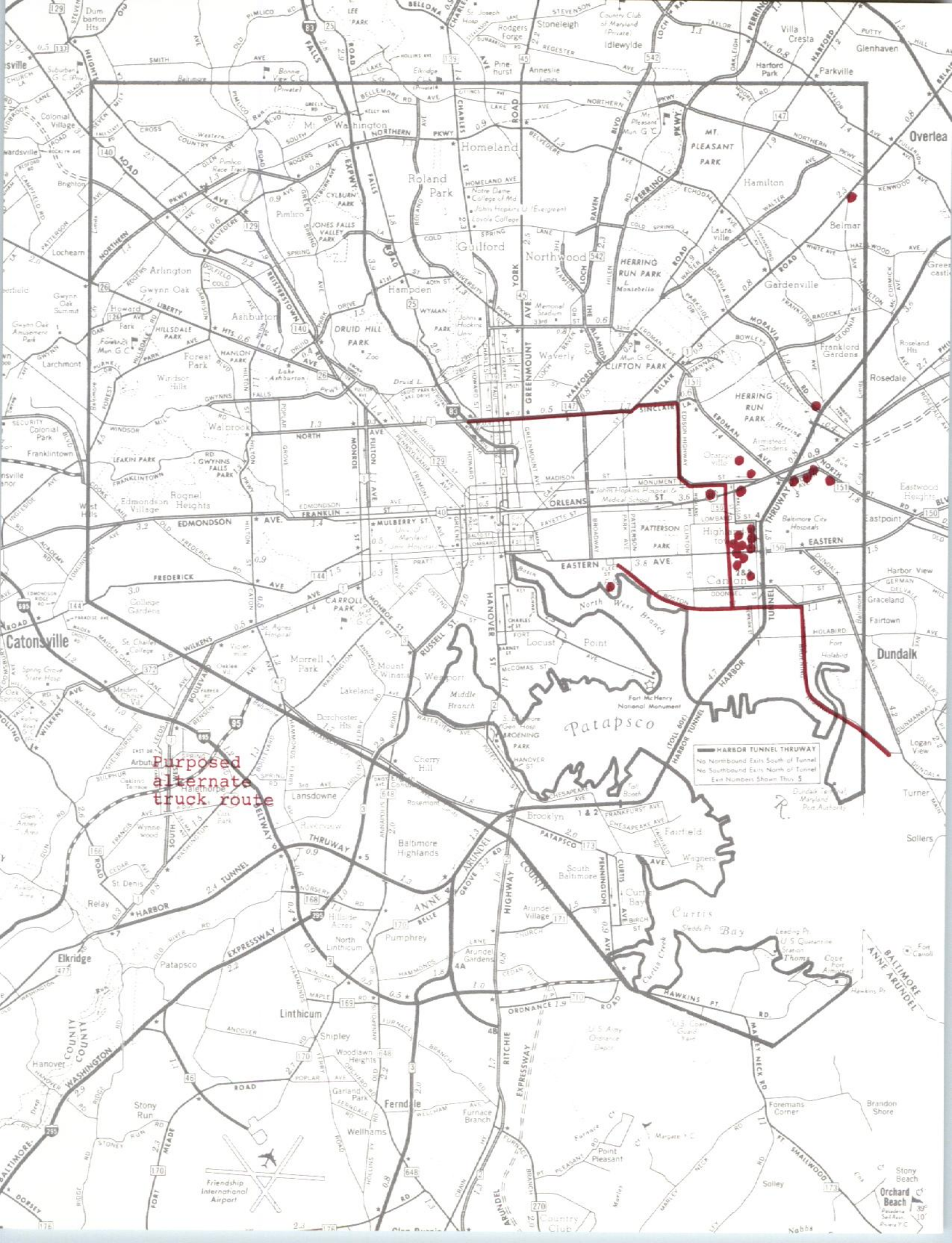
If you have any requests or questions regarding the use of the transcript or supporting documents, please contact us:

Langsdale Library  
Special Collections Department  
1420 Maryland Avenue  
Baltimore, MD 21201-5779  
<http://archives.ubalt.edu>

---

**the  
people's  
side  
of the  
road**

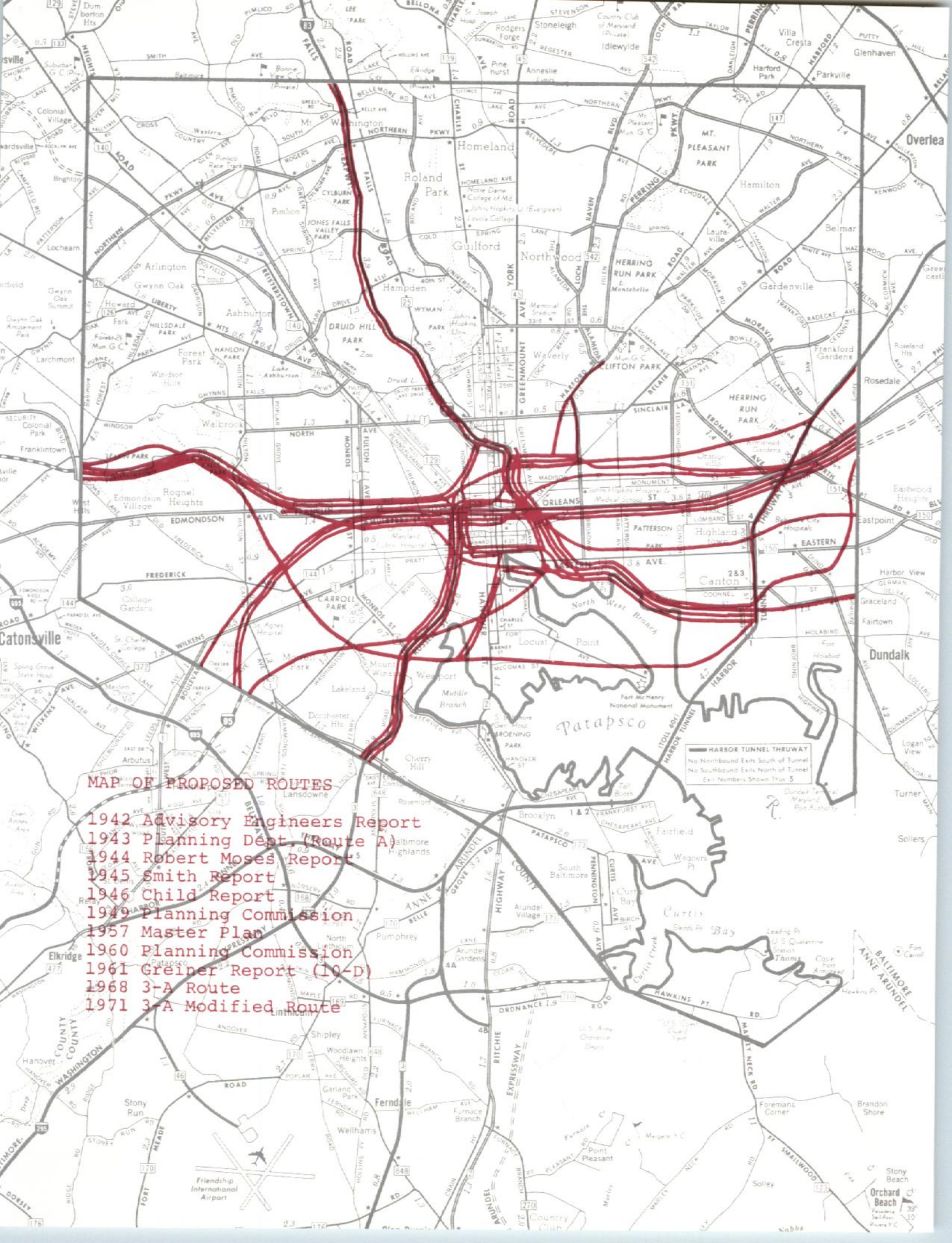
---



Purposed  
alternate  
truck route

**HARBOR TUNNEL THRUWAY**  
No Northbound Exits South of Tunnel  
No Southbound Exits North of Tunnel  
Exit Numbers Shown Thus 5

Orchard Beach  
39° 10'



**MAP OF PROPOSED ROUTES**

- 1942 Advisory Engineers Report
- 1943 Planning Dept. (Route A)
- 1944 Robert Moses Report
- 1945 Smith Report
- 1946 Child Report
- 1949 Planning Commission
- 1957 Master Plan
- 1960 Planning Commission
- 1961 Greiner Report (10-D)
- 1968 3-A Route
- 1971 3-A Modified Route

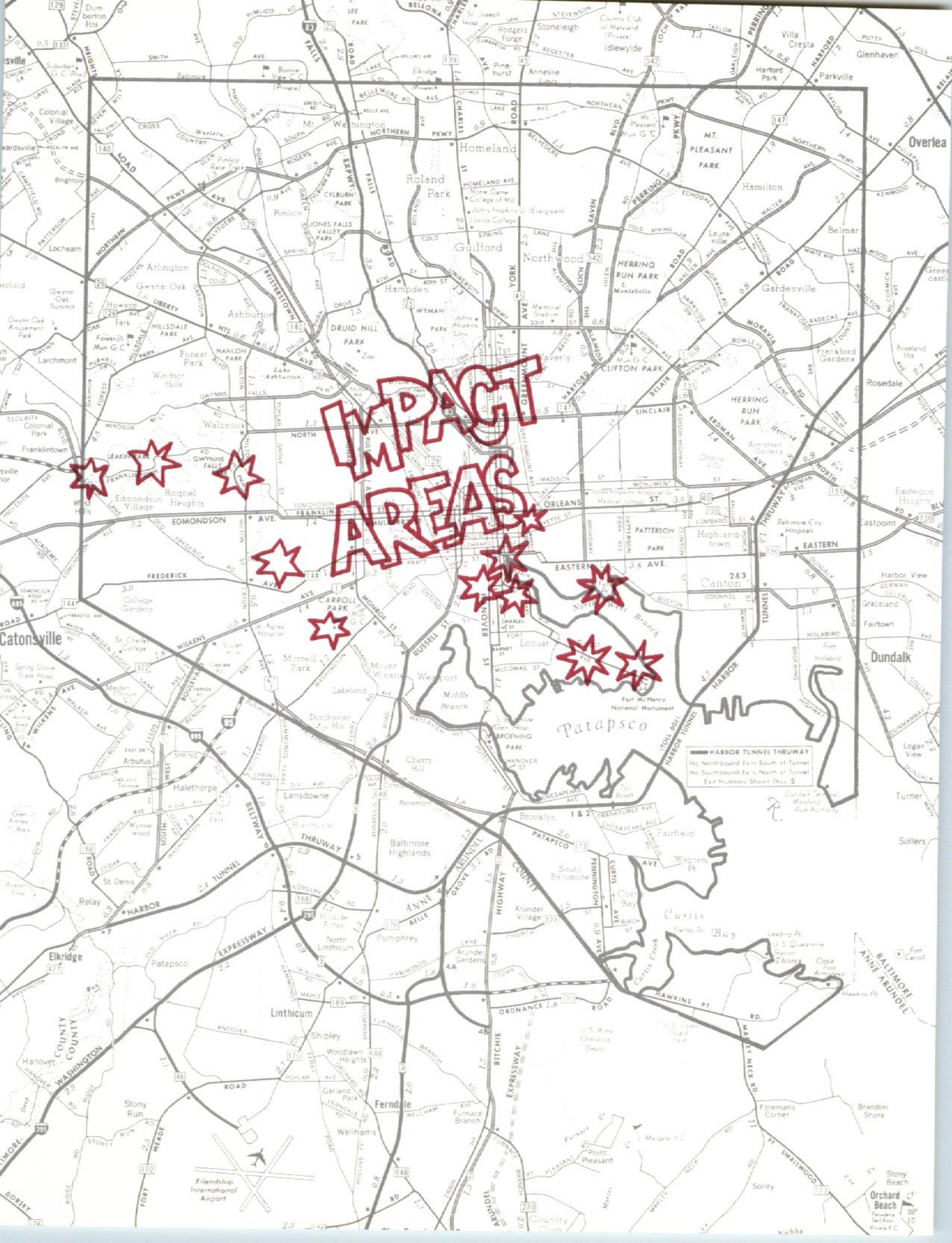
**HARBOR TUNNEL THRUWAY**  
 No Northbound Exits South of Tunnel  
 No Southbound Exits North of Tunnel  
 Exit Numbers Shown Thus 5

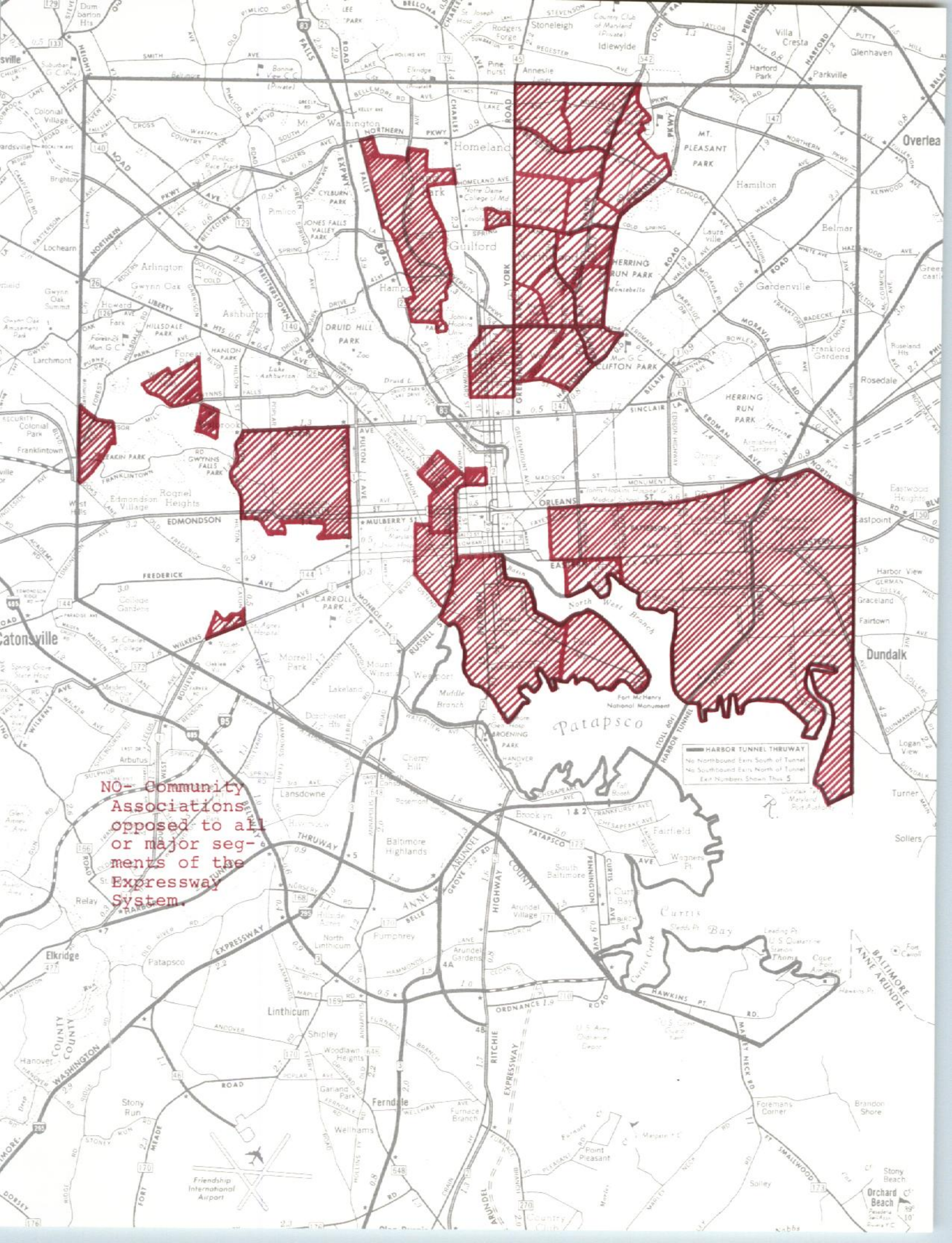
P.



Friendship International Airport

Orchard Beach  
 39° 30'  
 76° 30'





**NO- Community Associations opposed to all or major segments of the Expressway System.**

**HARBOR TUNNEL THRUWAY**  
 No Northbound Exit South of Tunnel  
 No Southbound Exit North of Tunnel  
 Exit Numbers Shown Thus 5



Orchard Beach  
 19° 10'

# ALTERNATIVE CORRIDOR PLAN THREE

The 'maximum development' alternative is an optimistic projection of the best possible situation. The assumptions include an effective, operating Industrial Development Corporation with funding and powers to acquire and hold land similar in principle to the Land Bank proposal developed by EDC and City Planning Departments and set out in the EBS Economic Development Study\*—but with stronger emphasis on private sector participation and promotion.

Such an Industrial Development Corporation should have the following general capabilities:

1. To acquire, improve, develop and dispose of land, buildings and other property.
2. To provide assistance to firms contemplating expansion, location, or relocation in Baltimore.
3. To engage in promotional and advertising activities.
4. To accept gifts, grants, and loans of money, property and services.
5. To make feasibility and economic studies.
6. To make recommendations for improvements of municipal facilities and services affecting industrial sites in Baltimore.
7. To help establish neighborhood economic development organizations.
8. To implement mortgage insurance financing, to issue industrial revenue bonds, and to execute, purchase and sell other evidences of indebtedness.

This Alternative Future assumes further that railroad consolidations will continue, the M.P.A. Development Plan will be completed and the City will complete the planned and necessary improvements to the street system and services concurrently with the construction of the expressway.

Under these conditions the maximum development potential for the area could be realized. In addition these projections differ from those in Alternative Two chiefly in that they recognize the need and possibility of attracting labor intensive, revenue producing, manufacturing industry to the City.

While storage and warehousing is still accommodated on the Penn Central Yards, it is reduced to the estimated requirements of the M.P.A. operation while the majority of the site is assumed to be developed for industry served by road and rail rather than water transportation.

The same is true for Fort Holabird, where manufacturing industry would be encouraged to locate at the expense of less labor intensive operations. Throughout the area the results of promotion by the proposed Industrial Development Corporation and priority City investment in services would result in higher land values, more efficient utilization of resources physical and human, and a higher return on City investment.

The total number of jobs projected is about 3,000 more than the RPC projections—representing about 5% increase in the total projected employment in the area.

Reprinted from:  
1-95 Harbor Crossing  
Corridor Study  
September 1970

pp. 117-118

