BALTIMORE AND ITS METROPOLITAN AREA

Today, Baltimore is one of the major industrial, commercial and maritime centers of the United States and the hub of a vast transportation network. From the official establishment of the City in 1729, the area has experienced a continual and prosperous growth to where it now ranks as the nation's sixth largest city and twelfth largest metropolitan area. Concurrently, it has become the center of business and social activity for an expanding region and long has been the economic and population center of the State.

While the population of Baltimore City experienced a slight decline from 949,700 in 1950 to 939,000 in 1960, the population in the urbanized area in adjacent counties rose during the same period from 212,100 to 479,900. More than one third of the population of the urbanized area now resides beyond the City's limits and approximately one third of the employment generated within the City is held by non-residents.

It must be recognized then that the surrounding communities in the metropolitan area cannot be disassociated from the City, and that all sections of the area are interdependent from an economic standpoint. Various designations and geographical and statistical limits have been applied in attempting to define and identify the urbanized area. Since these can be both confusing and misleading, it will suffice for the Report to use the terms metropolitan region or area interchangeably so as to include all those persons residing within the single urban environment of which Baltimore City is the center.

The emergence of the metropolitan concept for Baltimore has been recognized for some time. It encompasses, at present, an area comprising Baltimore City, a large portion of Baltimore County and considerably smaller areas of Howard and Anne Arundel counties on the west and south respectively. The recent establishment by the State of a Baltimore Area Metropolitan Study Commission to investigate the division of individual political subdivisions and to devise a plan for representation of these separate governments at a metropolitan level accepts recognition of a regional structure. The voluntary creation of the Metropolitan Area Council at the local level and the organization of the Metropolitan Transit Authority add further credence to the metropolitan concept. Baltimore City, within this concept, is accepted as the source of various services necessary to the efficient function of the several municipal jurisdictions and as the base upon which the economic welfare of the region and even the State is dependent.

Baltimore has been cognizant of the fact that since it provides the principal concentration of population and economic activity in the State, a failure to continue to maintain and foster the elements of the economic base within its limits would bring adverse consequences not only to itself but to others as well. Located on an excellent natural harbor, the City was dependent for its early growth on waterborne commerce and foreign trade. With the emergence of this country as a nation and the subsequent expansion to the west, attention was focused on the development of other forms of commerce.

Already the terminus for the first national road between the Mississippi and the east coast, the competition for western markets spurred the