The route returns to Boston Street in Canton and generally follows north of and adjacent to Boston Street to Clinton Street. Damage to industries in the area is slight. Ramp connections are provided in this area and should improve the accessibility of industries presently located there. The pier facilities along Boston Street east of O'Donnell Street are not affected and the route will encourage the expansion of industrial interests in the area. It will serve the extensive population concentrations in the Highlandtown area and the pier facilities along Clinton Street to the south.

The Boston Study Location continues east of Clinton Street over the location of Boston Street, interchanging with Broening Highway and Dundalk Avenue. This will provide a large degree of service to the industrial concentrations in the southeastern sections of Baltimore City and the Patapsco Neck area of Baltimore County and also improve the City's accessibility to the high population concentrations in that area of the county. Without the expressway in this location, Towson will be closer in time to these sections than the downtown area and the attractiveness of the City will continue to diminish.

Two of the largest centers of employment in Baltimore County are located in the Middle River - Sparrows Point area and the Project will serve an estimated 35 per cent and 20 per cent respectively of their employees now residing in the City. The retention in the City of these employees, recently estimated at nearly 15,000 is important to the economy of the City.

From Broening Highway to Eastern Avenue the Project alternates between depressed and elevated construction. With the exception of a public housing project and private residences located east of Dundalk Avenue, residential damage between Broening Highway and the terminus of the Project at the eastern City line is negligible. Approximately 225 dwelling units would be affected in the O'Donnell Heights Project but these are probably the poorest examples of this type of housing in the City. Over the length of the Project the Recommended Route will affect 331 public housing dwelling units, all of which were built approximately 20 years ago.

North of Eastern Avenue, the Project follows the eastern City boundary through open land presently zoned residential but considered as part of the vacant industrial land still available in the City. While a portion of this land would be utilized as right-of-way for the Project, the overall benefits accruing from the use of the land for industrial purposes would far offset that loss. Interchanges at Eastern Avenue, North Point Road, Pulaski Highway, the Northeastern Expressway and future connections with the Cold Spring-Moravia arterial provide a high degree of accessibility to the area.

With more than 25 per cent of the land vacant and considered available for industrial purposes in the City located in the east and southeastern sections, and large population centers and existing and proposed industrial concentrations located in the adjacent area of Baltimore County, the route will permit the early realization of the maximum potential benefits accruing from urban expressway construction. Over 50,000 people are employed in the area of Baltimore County adjacent to the east boundary of the City and over 4000 acres are presently utilized for industrial purposes. Between 6000 and 7000