of these routes. Where industries are affected, they are for the most part out dated, marginal, or presently desire to relocate or expand their facilities. The provision for improved accessibility will encourage the displaced industries to relocate in the area. The development of nearby industrial projects and a planned relocation program will not only retain the majority of the businesses, but will encourage their expansion in addition to providing space for new industries. Industry would then retain its proximity to employees and also the advantages of an urban location still convenient to products and markets. Baltimore needs new industry, but the availability of sites for this purpose are severely restricted. It has been estimated that the inventory of land reserved within the City for industry is inadequate for the 1980 potential. The expansion of existing industry will account for a large part of this potential. The expressway can provide the impetus for developing attractive and competitive sites that will serve the future expansion requirements of existing industry, and provide for the growth of new industry in the City.

Benefits to Port of Baltimore

Any study of industrial expansion in Baltimore City must be related to the Port. The Project locations in a northern corridor will provide service to the Port by improving access from the rapidly expanding Patapsco Neck area to the west. Beyond this little direct benefit occurs.

Routes to the south of the Central Business District directly serve not only the interests of industry but the interests of the Port as well. Interference with existing water oriented industry is negligible. Where riparian rights are affected, they are for the most part associated with marginal use, and sufficient areas could be developed to offset the losses. The Gwynns Falls Study Location affects a little used section of the Middle Branch of the Patapsco River. Both the Boston and Hamburg Study Locations, in addition to the Gwynns Falls, affect the Inner Harbor. Facilities in this area have been declining for many years, and the piers, while serviceable, are obsolete and deteriorating. The needs of water side interests presently located there, and unable to be retained after the expressway construction, could be relocated elsewhere in Port.

The Boston Study Location provides two areas with considerable potential for the accommodation of these and other interests. Several of the operations now in the Inner Basin could be transferred to the Falls Point-Broadway area where an efficient and convenient public pier complex may be included as part of a future commercial and residential development plan. Broening Park provides a possible location for several of the uses that might be required to relocate. East of Fells Point, the Boston location crosses the northern portion of Anchorage A. This general anchorage now receives nominal use and could possibly be utilized in the future for additional pier facilities reclaimed from the harbor adjacent to the south side of the Expressway. The actual use of underwater areas that could be reclaimed from the harbor without affecting the needs of the Port to a measurable degree could provide much needed space for the expansion of existing industry and commerce.

The Project routes will serve the increasing demands for truck

Does the Port Authority agree? ANT