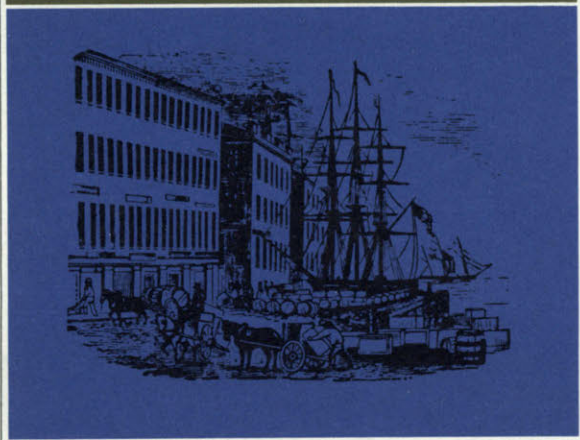


**THE INNER
HARBOR
& CITY
HALL
PLAZA**



Donor unknown



JOHN MOALE'S MAP OF BALTIMORE, 1752. (Courtesy, Enoch Pratt Free Library)

In 1758, Dr. John Stevenson shipped the first cargo of wheat out of Baltimore Harbor. The effect on the little coastal village was astounding. Demand for Maryland grain flourished. Planters switched to wheat as their major product, and flour milling became a major industry. By 1776 Baltimore was a prosperous, fast-growing seaport.



BALTIMORE CLIPPER SHIP "THREE BROTHERS." (Courtesy, Peale Museum)

Easy access to the white oak forests in the interior made Baltimore an ideal shipbuilding center. During the Revolution, Baltimore shipbuilders began to develop the famous "Baltimore Clipper," whose unrivalled speed spread America's fame and trade around the world. Baltimore was the only major Atlantic seaport the British did not blockade during the war, and the port's commerce and industry rose spectacularly.



BOMBARDMENT OF FORT McHENRY, 1814. (Courtesy, Maryland Historical Society)

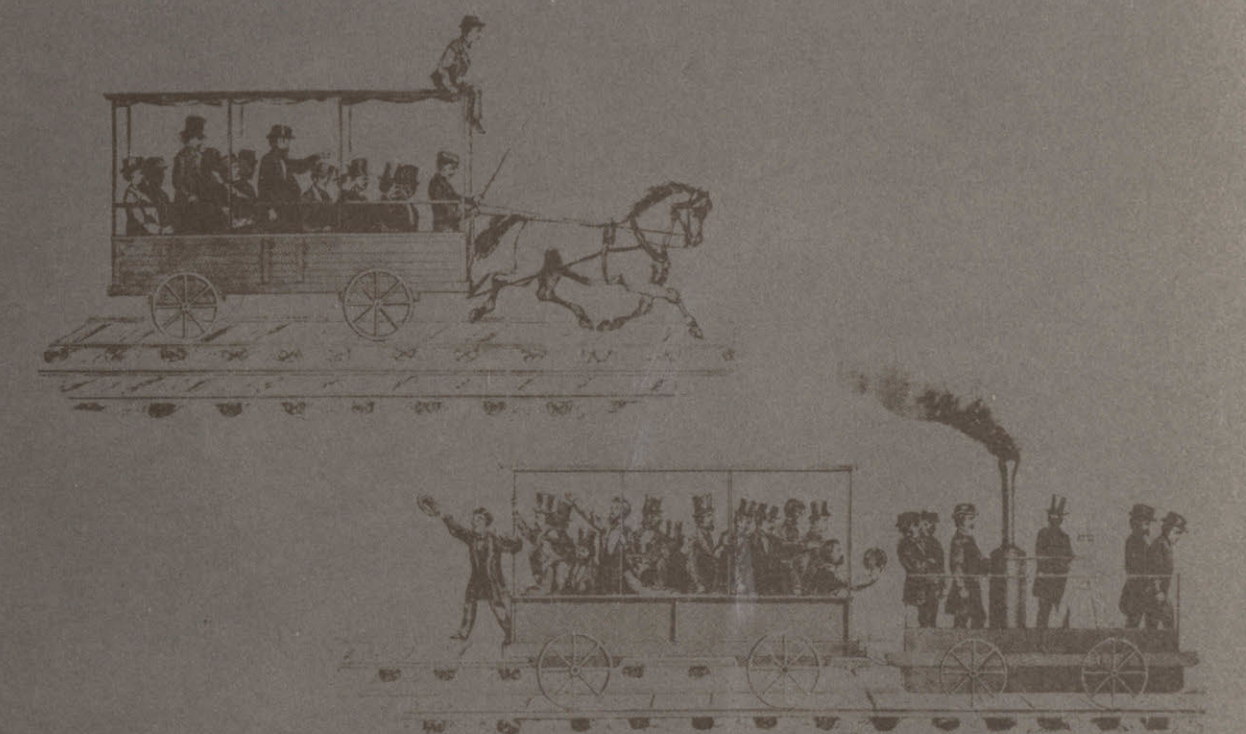
Swift Baltimore-built privateering vessels harassed British ships so successfully during the War of 1812 that British troops marched on Baltimore on September 12, 1814, and on the next day the British fleet bombarded Fort McHenry. Both attempts to capture the city were defeated by the

townspeople, and the port's star continued to rise. To commemorate the victory, a Baltimore lawyer, Francis Scott Key, who had watched the siege of Fort McHenry through the night on board a British ship, wrote "The Star Spangled Banner."



THE SAILING OF THE STEAMSHIP "SOMERSET," 1855. (Courtesy, Peale Museum)

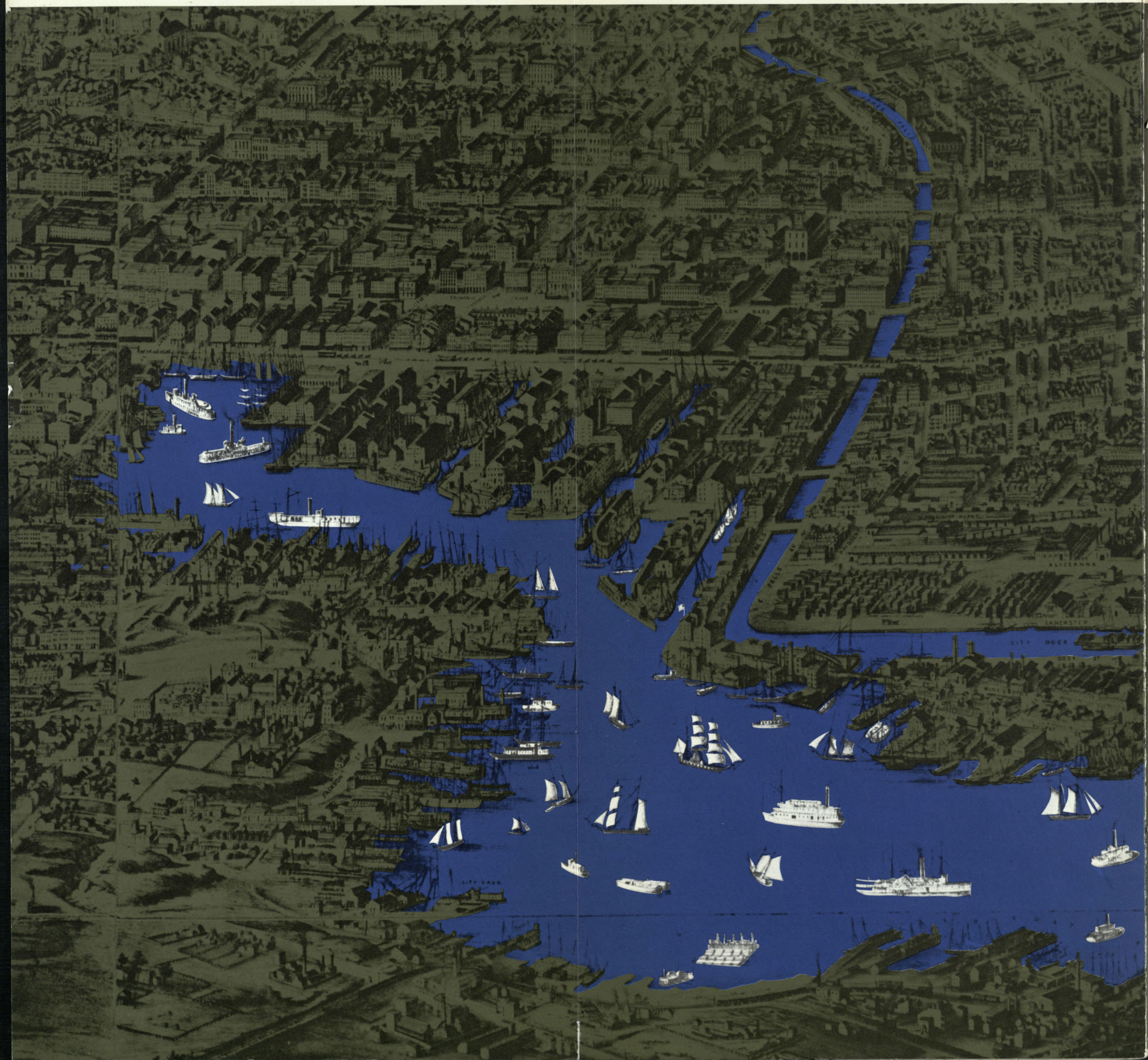
In time, sailing ships were replaced by steamers, and the Inner Harbor lost its forest of masts and rigging. By 1875 the volume and variety of port activities prompted *Scribner's Magazine* to speak of Baltimore as "the Liverpool of America." As steel mills were established farther down the harbor and great vessels became too large for the Inner Harbor, this section of Baltimore's port diminished in value for ship berthing.



"THE TOM THUMB" AND A HORSECAR RACE, 1830. (Courtesy, Maryland Historical Society)

American railroading began in Baltimore. The opening of the Erie Canal in 1825, providing a continuous waterway from the Great Lakes to New York City, deprived Baltimore of much profitable western trade. As a counter-measure, a forward-looking group of Baltimore merchants invested in a bold project: to build a railroad from the city of Baltimore to the Ohio River. On July 4, 1828, the first stone of the B&O Railroad was laid, and the port city of Baltimore led the nation into a new era of commercial and industrial expansion.

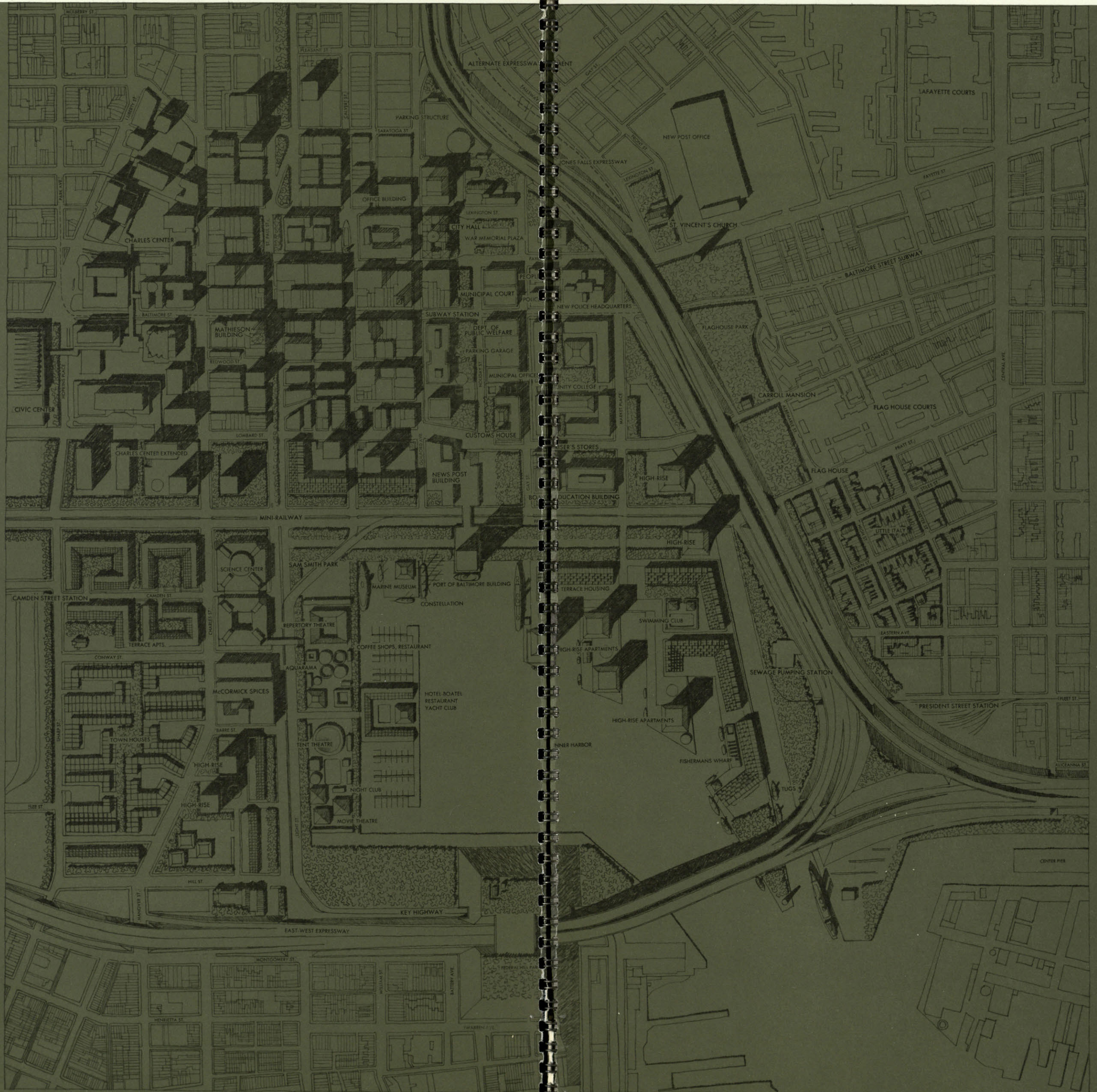
In 1869, one hundred forty years after the founding of the seaport of Baltimore, its Inner Harbor looked like this — busy, prosperous, queen of all the Atlantic Coast ports . . .



In 1964, just fifteen years away from the 250th anniversary of Baltimore, a dramatic redevelopment plan restores the Inner Harbor to its central role as focus of the City of Baltimore . . .



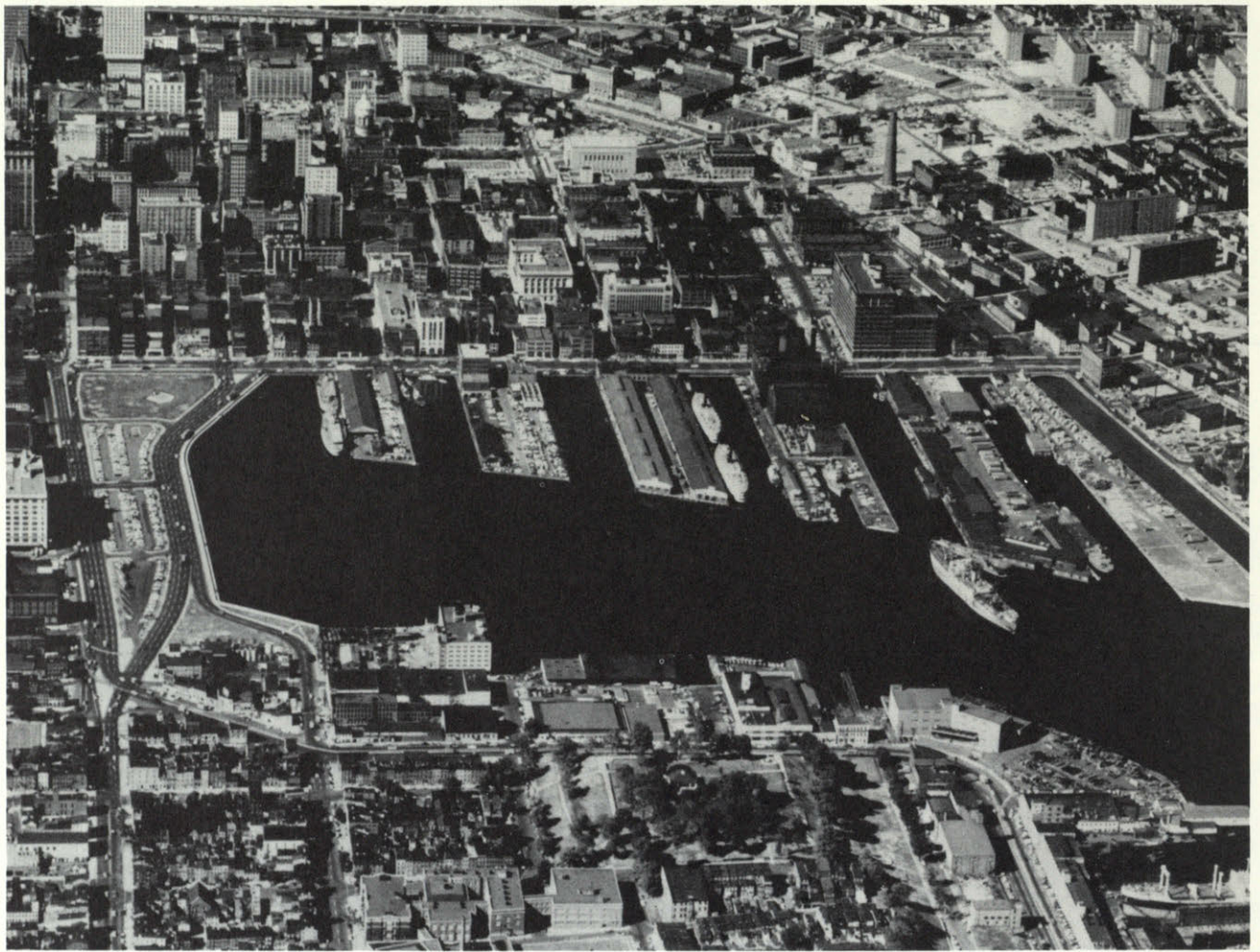
Fortified by the success of Charles Center, its first multi-purpose commercial downtown revitalization project, Baltimore now embarks on Phase II of its central city redevelopment . . .





Ten years ago, Baltimore was a city with an inferiority complex, haunted by remembrances of a golden past, alarmed by threats of a bankrupt downtown, uneducated in the ways and means of urban redevelopment. Many other cities were already on the move. Baltimore, suspended between a heritage it could not resurrect and a destiny it had not yet envisaged, was beset with the problems of obsolescence. Its central business district was in serious trouble. Downtown employment had not grown in twenty years. Two million square feet of loft and warehouse space were vacant. Property values and department store transactions — telltale barometers of central business district conditions — were declining at an alarming rate. In all the years from the late twenties to the late fifties not one new major office building had come into downtown. Baltimore, approaching the sixties, was a city without a plan, and worse, a city without a dream. Then came Charles Center, and with it, the most intensive period of self-education Baltimore has ever experienced.

INNER HARBOR BEYOND CHARLES CENTER. In presenting Baltimore's Inner Harbor and City Hall Plaza Plan, emphasis is placed on the will and determination to have it become a reality. Cities all over the country are developing exciting plans for redevelopment. What makes some plans surge ahead and others lag is not so much their design — important as this is — but the quality of public and private leadership with which these plans are implemented. The Inner Harbor and City Hall Plaza plan has been developed largely by the same excellent people as those who created Baltimore's successful Charles Center. Technical reports by the consultants, Wallace-McHarg Associates, City Planners, and Morton Hoffman and Company, Urban and Economic Consultants, are available to answer detailed questions (see appendix references). Presented here, and on subsequent pages, are highlights of the plans and goals, and reasons why Baltimore can expect Phase II of its downtown redevelopment, this Inner Harbor and City Hall Plaza plan, to bring the same excellent results as those already achieved by Phase I, the developing of Charles Center.



Before long Baltimore would know things about itself that it had not bothered to find out before. Charles Center, conceived in crisis, would be the teacher. The central question posed by downtown decay was a tough one: what would be feasible versus what would be desirable, with the future of a city of more than a million people in the balance. The magnetism of Charles Center was great enough to attract a team of public and private talent and skills never before assembled in Baltimore — men from business and government and the new urban sciences who were willing to make the kind of maximum effort needed to find the answers. What they learned, even more than the realization of Charles Center itself, is today Baltimore's richest resource and greatest impetus for moving ahead with the total redevelopment of the central business district. In the Inner Harbor and City Hall Plaza, now earmarked as the next step in the redevelopment process, Baltimore will find even greater challenges than those encountered in Charles Center, but it will not be a "rookie city" that undertakes the job.

INNER HARBOR TODAY AND AS IT LOOKED ABOUT FORTY YEARS AGO. The Inner Harbor area, like that chosen as the site of Charles Center, is today largely run-down and obsolete. It is characterized at present by decayed and idle piers; large areas of outmoded, obsolete, and inefficient warehousing, wholesaling, and light manufacturing buildings and uses; and heavily traveled arterial streets. Significantly, the area around the two busiest streets, Light and Pratt, has been designated as the first area for detailed study and will be Project I.

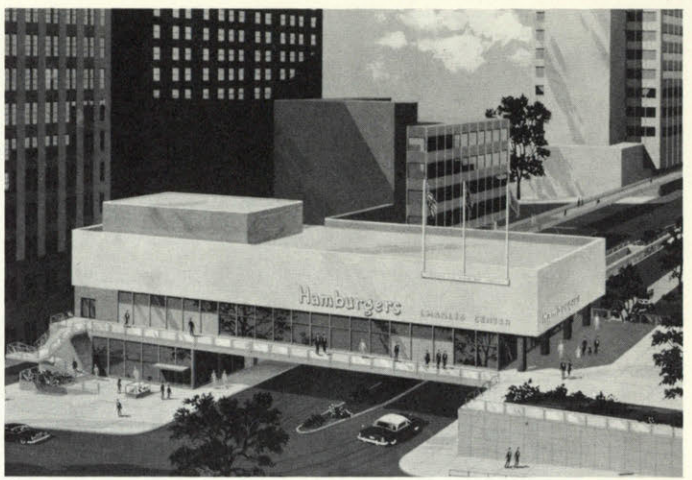


The Charles Center project has earned Baltimore the status of a "pro" in the complex business of urban redevelopment, and created a fund of knowledge and reputation which has immense carry-over value in planning and implementing the tasks ahead. "We have proved beyond the shadow of a doubt that we can put the full weight of public and private teamwork behind urban redevelopment, and that we can create and sustain the necessary climate for public and private investment." (Theodore R. McKeldin, Mayor.) "We know now that Baltimore can produce a solution of its own making that is right for Baltimore, instead of adopting pale carbon copies of what other cities are doing. In concept and execution, the Charles Center project is our own, and the national impact of it has opened up a new era for our civic public relations." (John E. Motz, Chairman, The Planning Council of the Greater Baltimore Committee, Inc.)

ONE CHARLES CENTER; KEYSTONE OF DOWNTOWN'S REVITALIZATION. The opportunity presented in the Inner Harbor and City Hall Plaza area is two-fold. Most important is the opportunity to build on Charles Center's success and at the same time strengthen the CBD by consolidating and reinforcing the eastern and southern periphery of the financial district. Of equal importance is the opportunity to restore the ancient and traditional relationship between the City and the Port. As exemplified by One Charles Center, the Inner Harbor and City Hall Plaza plan will again unite public and private policy in choosing the best developer for the highest land use and in sustaining the finest design standards.



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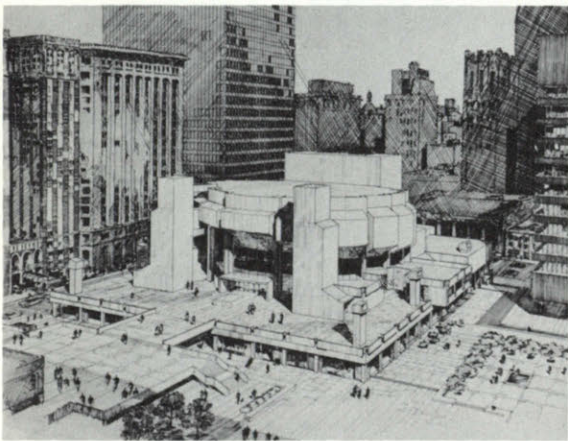
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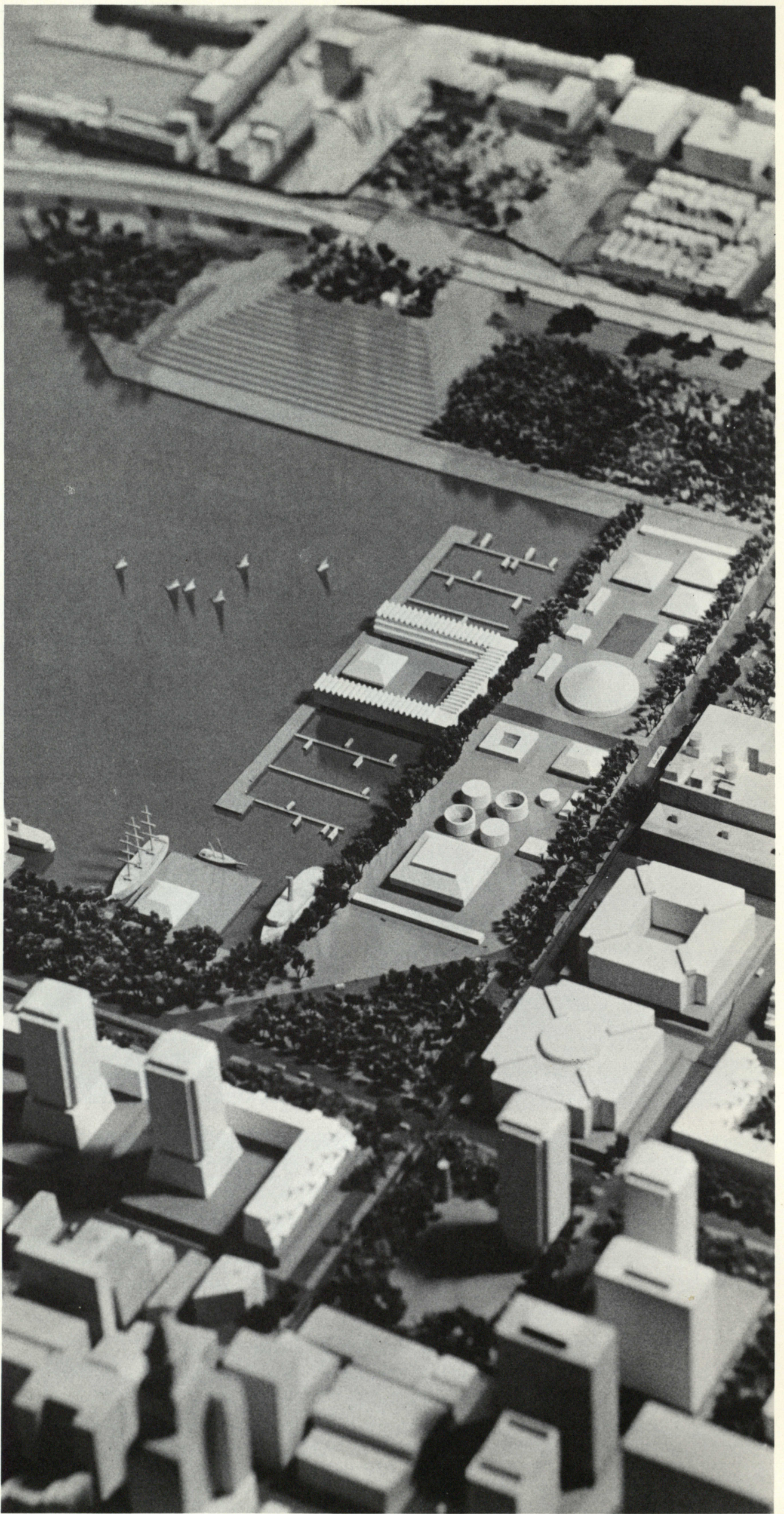
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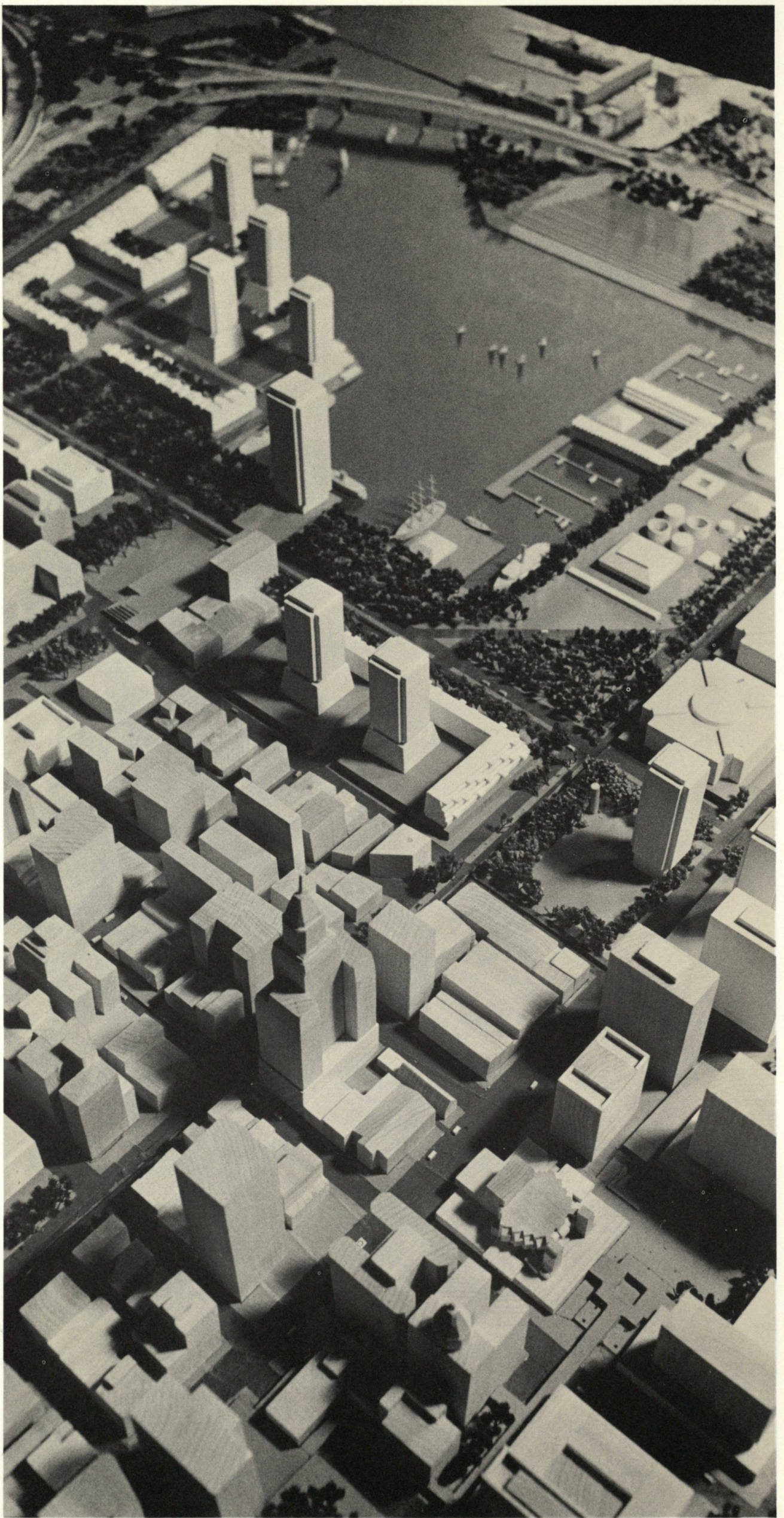
“I want to say that Baltimore can stand as a model for the rest of the country in the way it has approached the renewal of the central business district, and for the tenacity and determination with which the goals of the community have been pursued.” (Bernard Weissbourd, President, Metropolitan Structures, Inc.) “The business community made a commitment which it has not backed away from. Simply stated, that commitment was to do everything within its power to see that the plan was properly drawn and properly implemented. I am sure that when we made the commitment, most of us did not realize that we were in for a very exciting venture which would prove costly to us all in terms of time, effort, and money expended, but which would also prove to be the most rewarding civic undertaking that we have ever embarked upon.” (Robert B. Hobbs, Former Chairman, Greater Baltimore Committee, Inc.)

BALTIMORE BUSINESSMEN BACK PROGRESS. The faith of the Baltimore business community in backing new projects has been dramatically demonstrated by the Baltimore Gas & Electric Company (1), Hamburgers (2), Sun Life (3), and Vermont Federal (4) buildings in Charles Center. Additionally, through the vision and investment of Morris Mechanic, Baltimore is acquiring a new legitimate theater (5). The city's new Civic Center (6) is located immediately west of Charles Center's beautifully landscaped public park (7). To the south is the \$19 million Federal Office Building. Soon to be constructed are a Hilton Hotel and several apartment structures. The Inner Harbor, offering a potentially splendid visual relationship with this strong new downtown core, is designed to attract similar private investment in the continuing redevelopment of Baltimore.



“In undertaking a project like Charles Center the community had to have courage enough to pledge its faith and credit in the hope that private capital would answer the challenge. Baltimore did. In the six years since Charles Center was adopted we have had millions of dollars of private investment in new buildings in and around the project and a dramatic chain reaction of improvements to old structures throughout the central business district.” (James W. Rouse, Chairman, Greater Baltimore Committee, Inc.) “Charles Center has given us confidence that major business relocation can occur without drastic hardships on property owners. When the project started, there were 350 businesses in the area. We succeeded in relocating 280 of these within the city limits.” (J. Jefferson Miller, General Manager, Charles Center Project; Past President, Committee for Downtown, Inc.) “A critical test of urban redevelopment lies in the restoration of tax values to the city. When Charles Center is completed, Baltimore will be receiving \$2,500,000 to \$2,750,000 a year for a net investment of about \$10,000,000. At this rate the City’s investment in the project will be repaid in four or five years.” (Thomas D’Alessandro, 3rd, President, City Council.)

SOUTH AND EAST SIDE OF INNER HARBOR TYPIFIES PARK-LIKE ENVIRONMENT. The most important leaven required for the success of the development of the Inner Harbor, as in Charles Center, is the creation of new park area. The present dilapidated condition of the harbor area will be eradicated to create an environment attractive for new development. Permanent parks are to be a large part of the rim around the Harbor Basin. Approximately 55 acres of parks are proposed in the Inner Harbor and the City Hall Plaza.



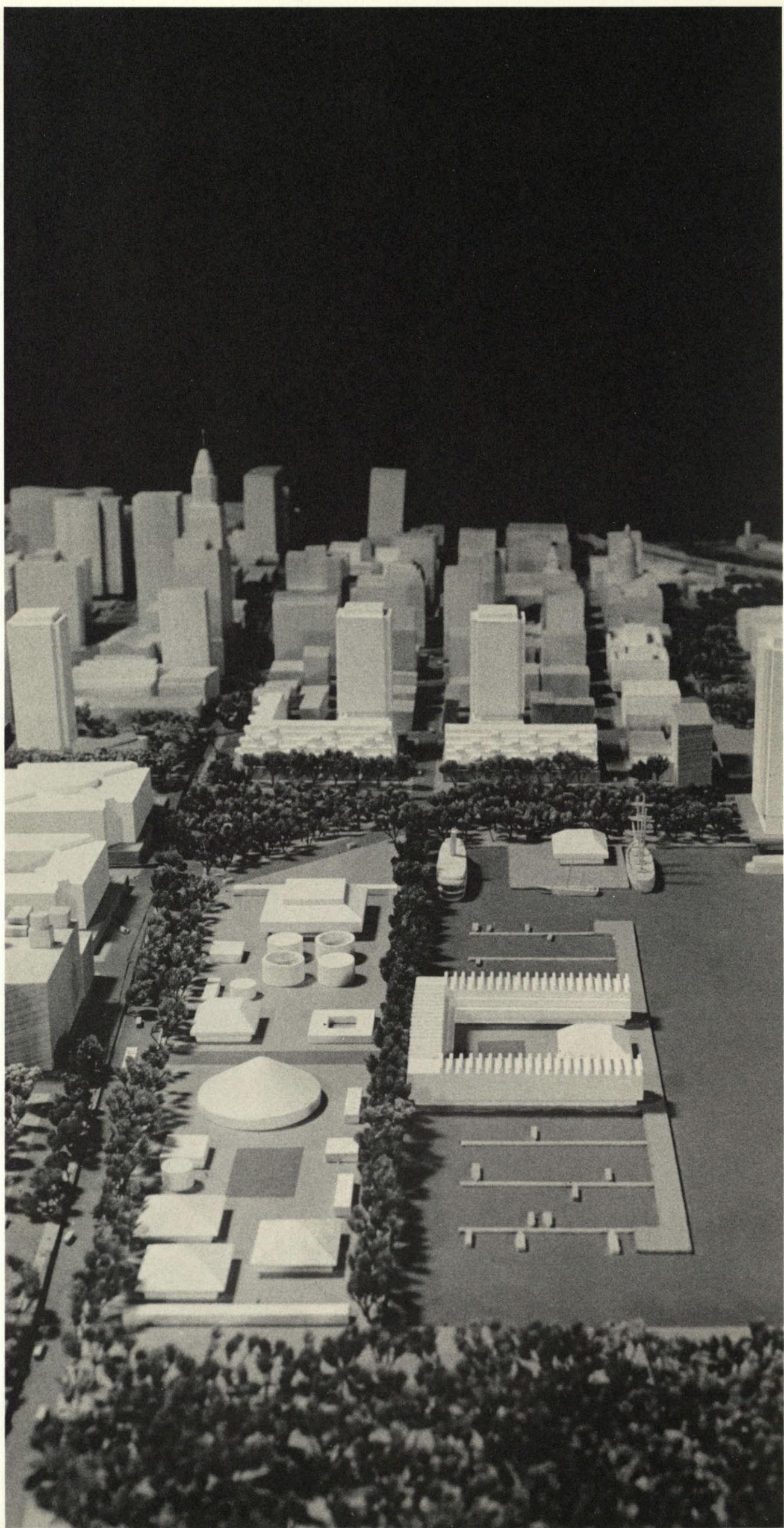
"We have learned from Charles Center that a strong mayor system of government is vital to the success of a central city project. We have been fortunate in Baltimore. We have had four mayors since Charles Center was initiated, and each of the four has been committed to the plan." (Eugene M. Feinblatt, Chairman, Baltimore Urban Renewal and Housing Commission.) "The City of Baltimore has learned something about being a real estate entrepreneur. Frequently the developer who pays top dollar for a piece of land, when left completely to his own devices without proper planning, is guilty of pinching pennies or failing to use imagination in developing that land to its truly highest and best use. Baltimore could not afford the risk of such failure in the Charles Center Plan. Our caution paid off. We got an excellent and workable project design, a set of high standards for buildings and open spaces, and a realistic timetable of development which allowed for quality all down the line. I think we have proven that economic conservatism and highly creative planning make a good alloy. We moved fast, but not too fast. We went big, but not too big." (Charles H. Buck, Former Chairman, Greater Baltimore Committee, Inc.)

THE INNER HARBOR'S NORTHWEST SIDE FOR OFFICE DEVELOPMENT. In the Inner Harbor area, as in Charles Center, there will be a significant market for private office space. It seems reasonable to expect that .9 million square feet might be feasible in the Inner Harbor area. The obvious location for new office space (other than the maximum of 300,000 square feet anticipated for the Port Trade Center Building) is an extension of Charles Center to Pratt Street and along the north side of Pratt Street, east of Charles Street.



"In the grim days of the early and middle fifties, before any of us had ever heard the name Charles Center, Baltimore was like a sick old man, with no idea of what the chances for recovery were. Neither the nature of the illness nor its possible remedy had been explored. Charles Center, and all else that has happened since, have given us the prod we needed to take inventory of our problems and an assessment of our potential. Nothing could be more important to urban redevelopment than to know how bad conditions were, and how good they could become." (W. Burton Guy, Past President, Committee for Downtown, Inc.) "Among its other virtues Charles Center has taught us the value of bringing in expert opinion to supplement local public and private resources. Right down the line we have had good advice from appraisers, architects, engineers, economic analysts, and other consultants who deserve much of the credit for the success and integrity of the Charles Center concept." (Richard L. Steiner, Director, Baltimore Urban Renewal and Housing Agency.)

UNMATCHED HIGH-RISE APARTMENT SITES. The largest potential for new construction in the Inner Harbor is housing. The number of new apartment units possible in the Inner Harbor is estimated at one third of the potential downtown housing market to 1985, or approximately 2,625 high- and intermediate-rise units of a total of 7,875 in the CBD. The same proportion applies to the market for smaller apartment units in the Inner Harbor. The proposed use of existing finger piers provides dramatic sites for spectacular high-rise opportunities. All parking is proposed to be in structures with four or five parking levels under the apartment portions of the buildings. By having several parking levels, all apartments are assured a view over lower buildings. This treatment also allows the parking to occupy a minimum area of the site, thus retaining most of it for park and other uses.



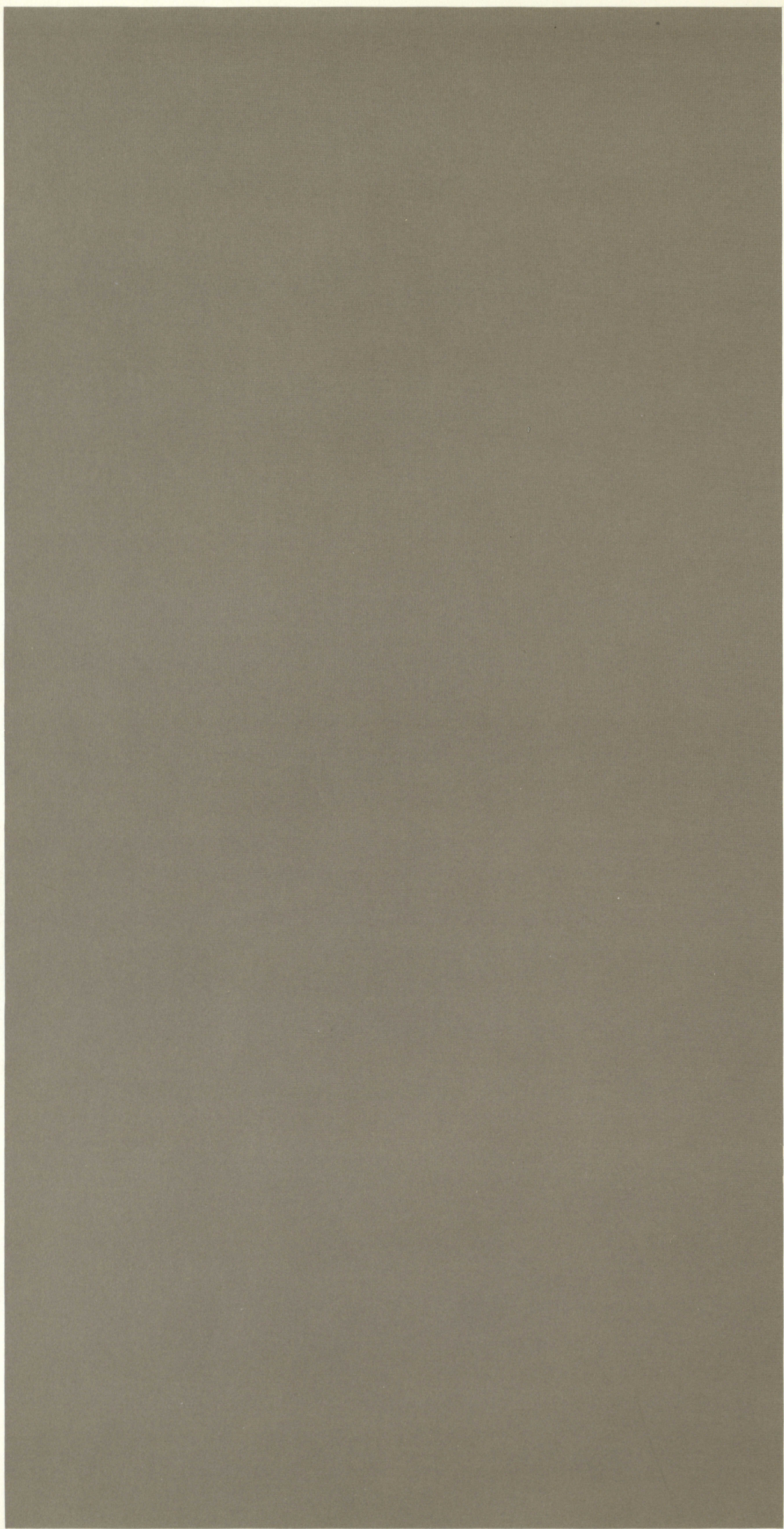
“Six years ago Baltimore bet 33 acres of its most precious downtown real estate on the bold assumption that nothing less than a Charles Center could lift us out of our lethargy, put the brakes on the flight of people and business from downtown, and start the cycle of public and private investment needed to restore confidence in the central business district. Now we know the bet was worth the risk. In the words of a prominent national retail magazine, ‘the year 1963 will go down in the annals of retailing in Baltimore as the year when downtown department stores reversed a sixteen-year trend and registered solid volume gains.’ ” (Charles M. Miller, President, Committee for Downtown, Inc.) “The greatest of all the benefits of Charles Center is proof of a sound planning concept, thereby establishing a realistic precedent for such related ventures as the Inner Harbor and City Hall Plaza project. One success leads to another; all create concentric waves of new investment and increased land value that eventually will merge into a totally rejuvenated downtown — the very goal Baltimore established for itself in the fifties.” (David W. Barton, Jr., Chairman, Planning Commission, City of Baltimore.)

FOCUS ON RECREATION. Because of its proximity to the retail core and the Civic Center and because of the special attraction of the water and proposed marina, the Inner Harbor presents the opportunity for a unique kind of hotel. The “hotel-boatel” could have 200 to 300 rooms and the necessary additional features of a downtown hotel. It would attract tourists, businessmen, yachtsmen, and convention visitors. Along the south edge of the Inner Harbor are planned extensive recreation and park areas.



The foregoing comments are those of men who have been intimately involved with the processes of re-creating a city, and these are but a few of all those who have brought their ideas, aspirations, and labors to the task. They speak for something more than civic pride; they speak, even more tellingly, for civic know-how. It is no longer a timid, greenhorn Baltimore that looks appraisingly at the prospects for expanding urban redevelopment within the central business district. Nor is it a starry-eyed Baltimore that has forgotten the determined effort it took to produce Charles Center. The announcement of the Inner Harbor and City Hall Plaza project has been greeted by a Baltimore that wonders not if it will be done, but in what sequence it will be done. Though of a magnitude far greater than Charles Center, the Inner Harbor and City Hall Plaza projects bear the unmistakable vision of the planners and economic analysts who conceived a Charles Center that was both desirable and feasible.

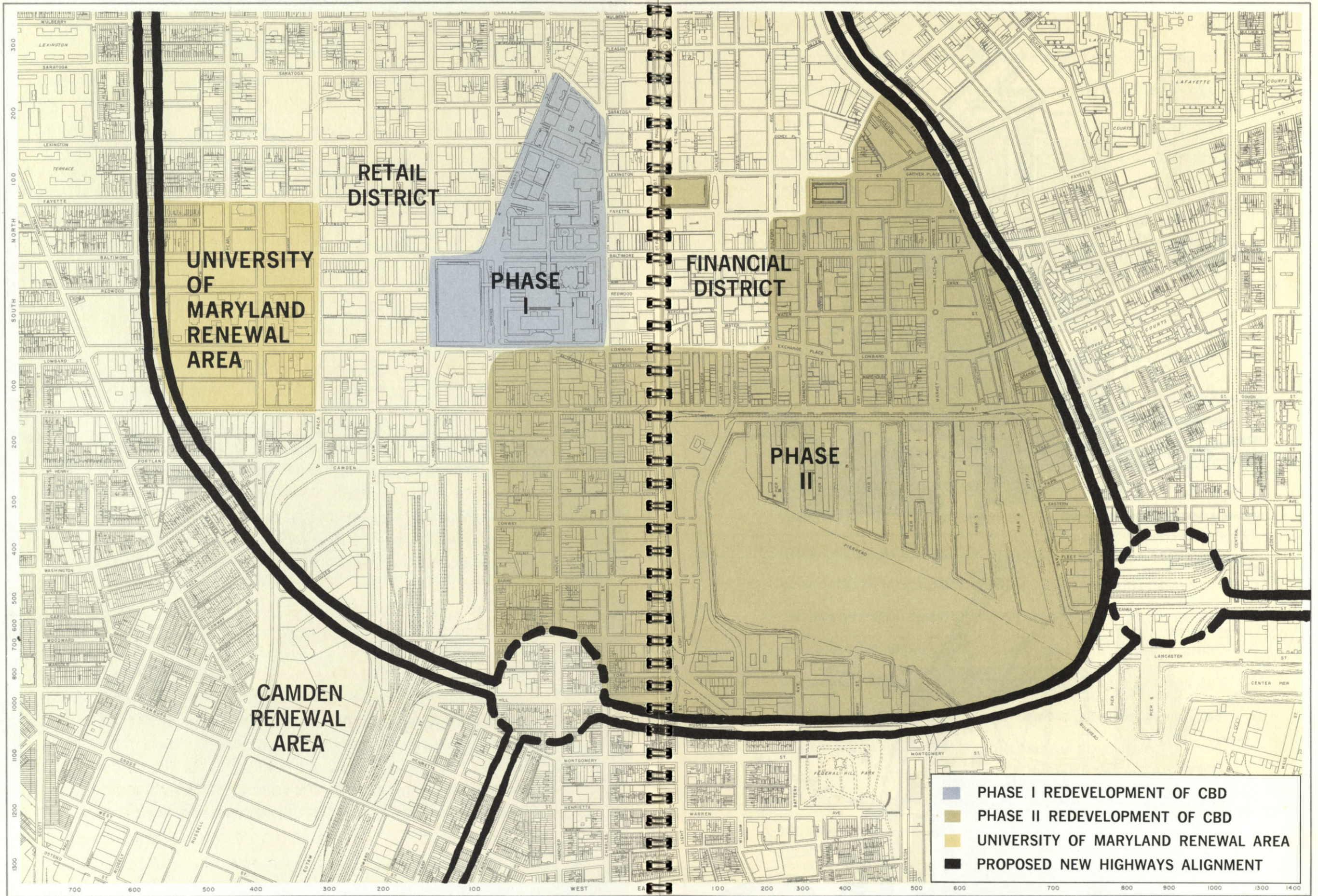
JET D'EAU IN BALTIMORE HARBOR. The single most valuable physical asset in the Inner Harbor is the water itself. It is the amenity which makes any of the development around it doubly attractive. Because of this, consideration is being given to inclusion of a giant water spout, rising hundreds of feet in the air, to serve as a constant focus of the heritage and importance of Baltimore's harbor. This proposed water spout would be visible from downtown offices and apartments, similar to this one in the harbor of Geneva, Switzerland.

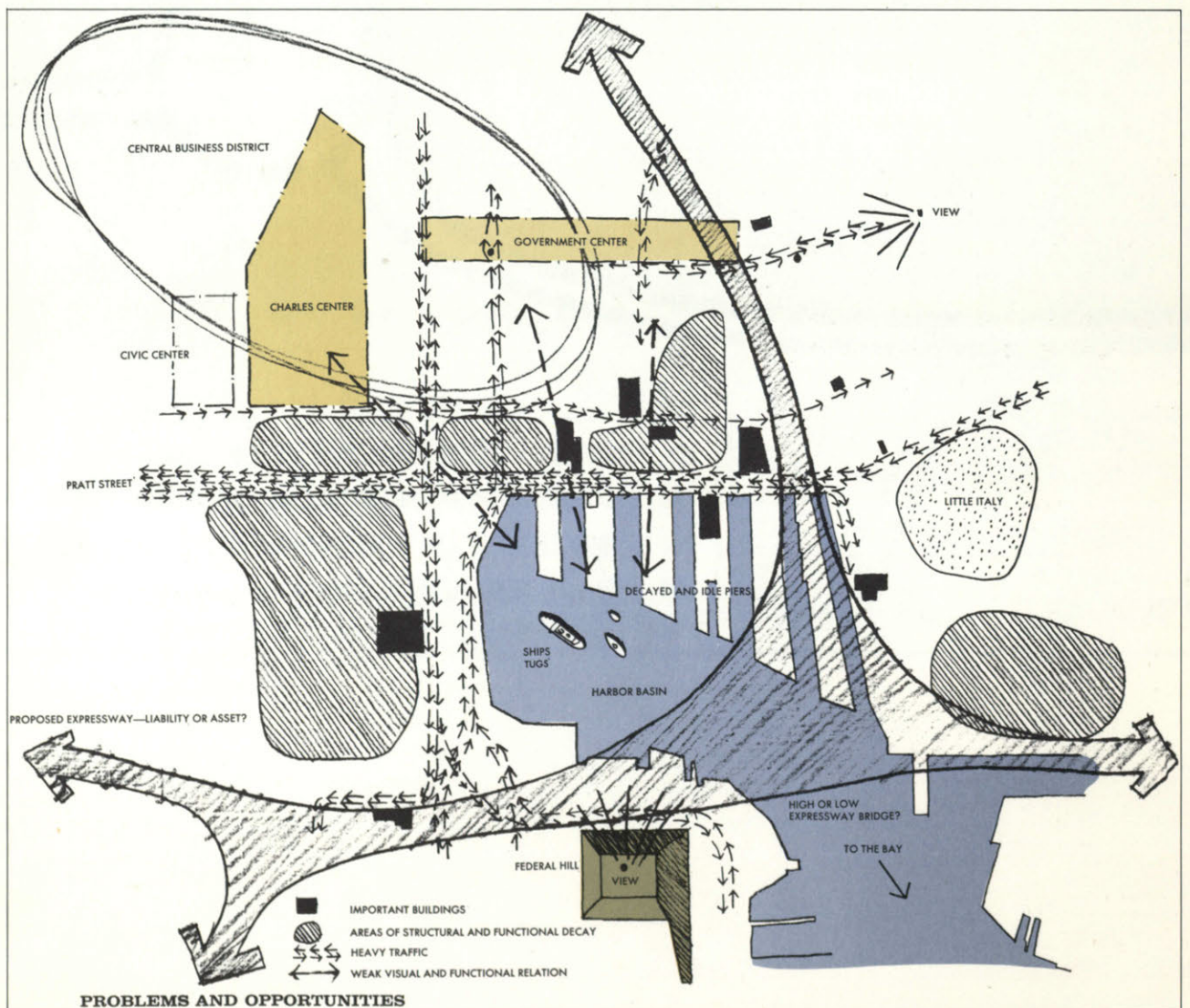
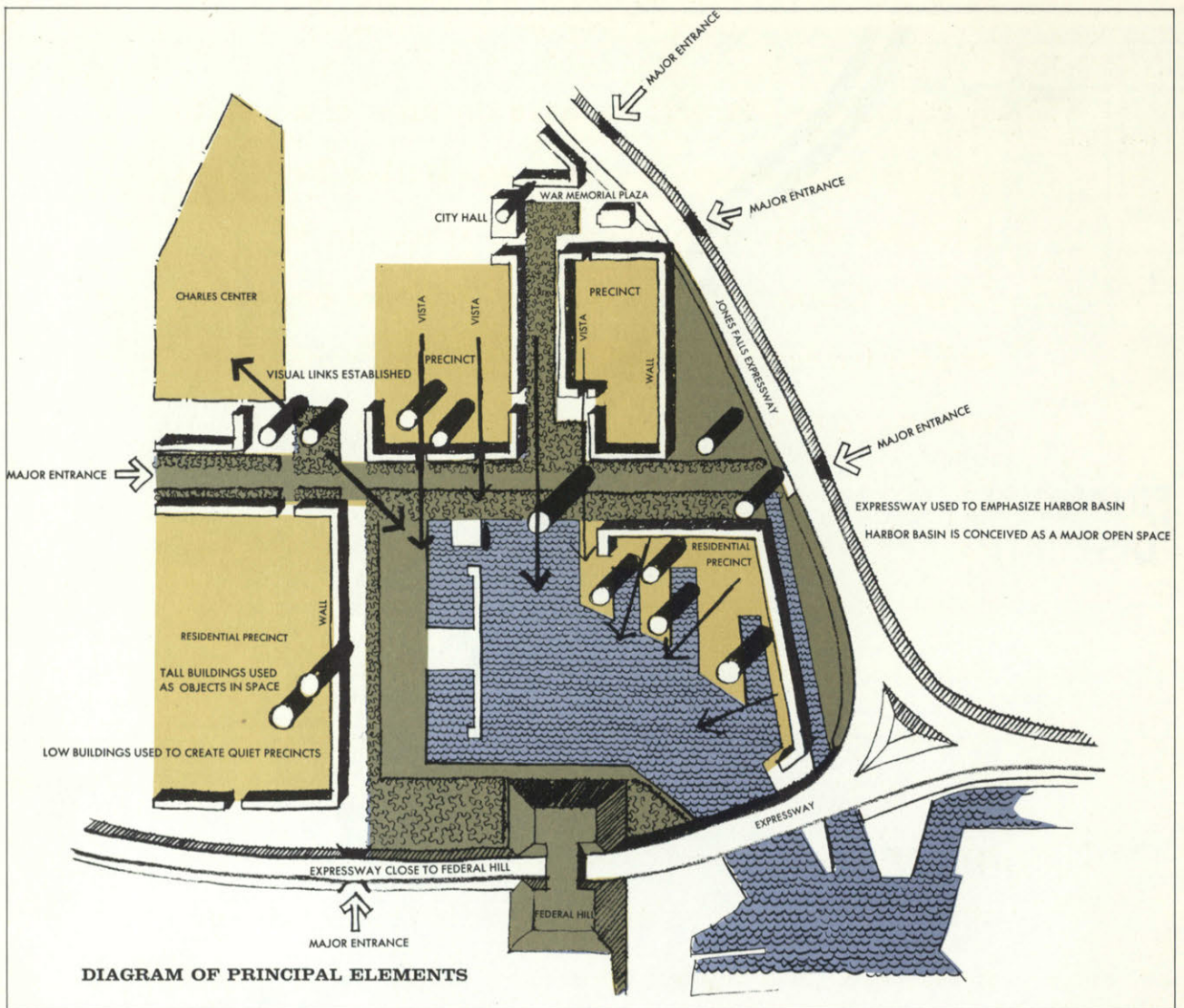


THE INNER HARBOR & CITY HALL PLAZA

As for Charles Center, goals and principles for the Inner Harbor and City Hall Plaza plan are set forth with logic, clarity, and beauty. Staging of the plan is a necessity because of its long range nature, its size and its complexity. But no dates have been attached to the various phases because the staging will not take place as a series of development waves, with each one being complete before the next begins. Rather it will be continuous and have considerable overlap. Some elements will not occur as large chunks but as a series of small increments developing steadily over a period of 20 years or so. Housing is expected to be in this category. Several principles are observed in the staging considerations. The first of these is that massive public investment occur early in the development of the Inner Harbor to establish a favorable climate for future private investment. The second is that development begin adjacent to economically strong areas and proceed outward. This is why the Light Street and Pratt Street area, closest to downtown, has been designated as Project I. Subsequent project areas are being placed under study.

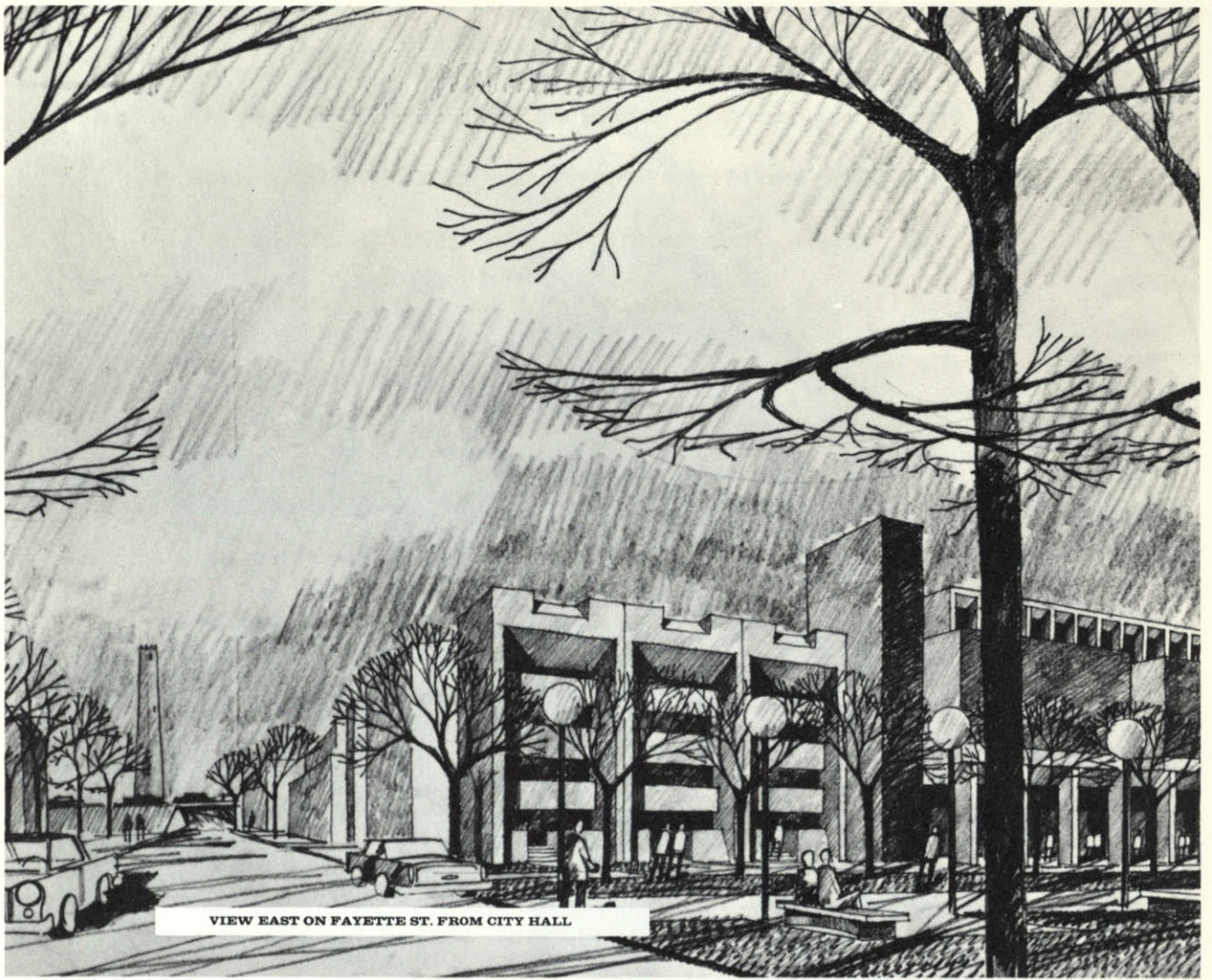
The Inner Harbor and City Hall Plaza plan adds the southern and eastern dimensions to the redevelopment of Baltimore's Central Business District.



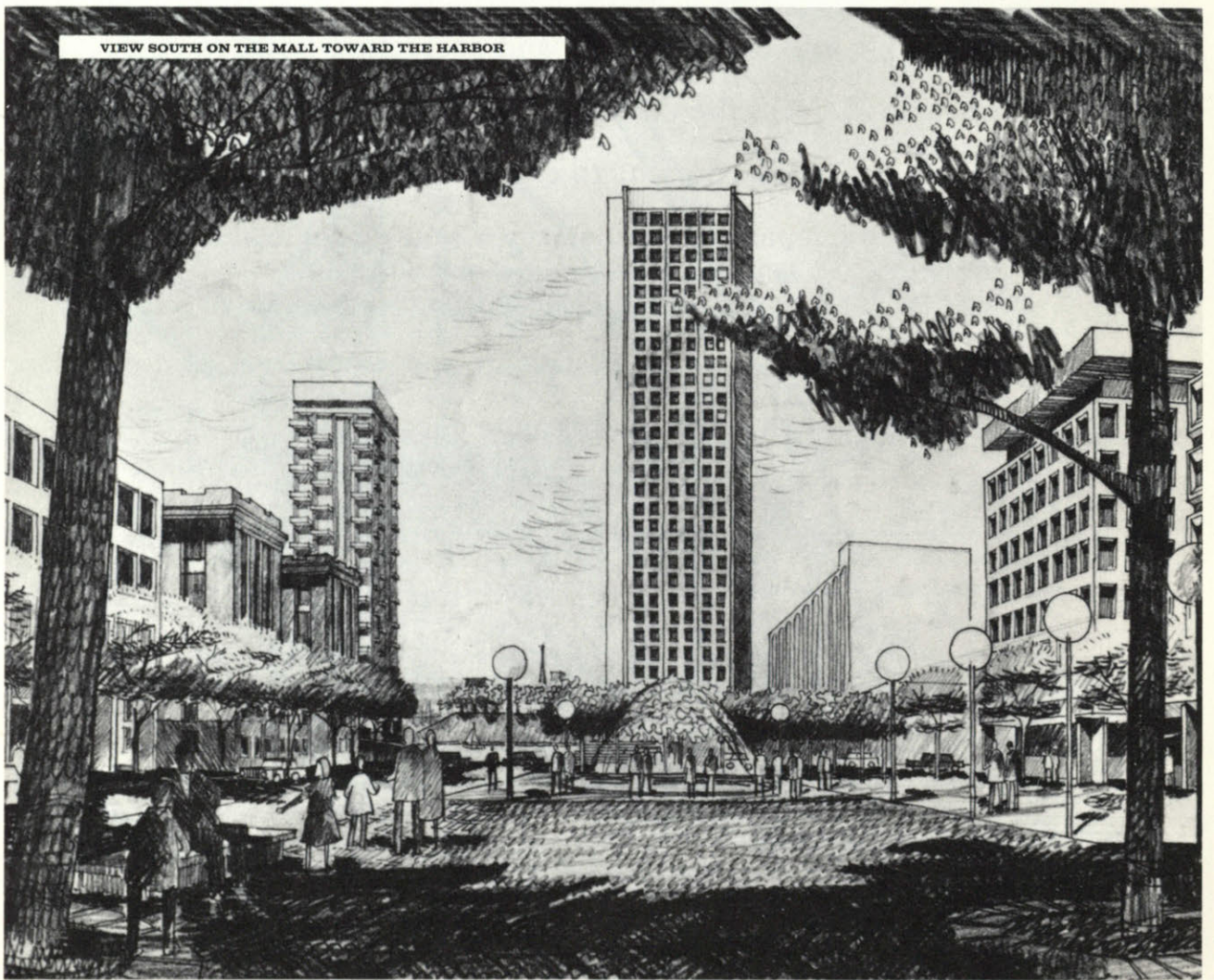


For the Inner Harbor: to make the most of access to and use of the water; to convert the Harbor Basin area into the major downtown open space; to build on Charles Center and the strong elements of downtown and the harbor; to use public investment to change the environment and stimulate the maximum private investment; to provide for unique regional activities appropriate to the Inner Harbor area; to increase intensity of use to achieve as nearly as possible the financial goal of having the new uses support all city costs of renewal and maximize tax returns to the city; to develop the best possible compromise between expressway needs and the optimum design of the harbor and surrounding area; to use renewal, including the expressways, as a positive force for eliminating blight, uneconomic and obsolete uses, and protecting positive elements; to strengthen the visual connections between the harbor and downtown; to create traffic-free, quiet precincts by separating pedestrians and street traffic wherever feasible and by using portions of buildings as barriers against the noise of traffic; and to provide a policy framework for strengthening downtown.

PRINCIPAL ELEMENTS AND OPPORTUNITIES. The principal elements and opportunities are illustrated here by the planners' sketches. Based on such considerations it was determined that the water's edge should be handled with the appropriate bulkheading to allow the closest possible contact with water. The immediate perimeter of the Harbor Basin is to be park. It is this, in combination with the water itself, which establishes the essential character of the plan. A special park feature is a proposal to build a northern extension to Federal Hill. This has a two-fold purpose: to take advantage of the spectacular view from this historic landmark and to provide a scenic attraction from all other points of the Inner Harbor and City Hall Plaza. The design also provides a natural landscaping screen for the freeway which will pass under the then enlarged Federal Hill.



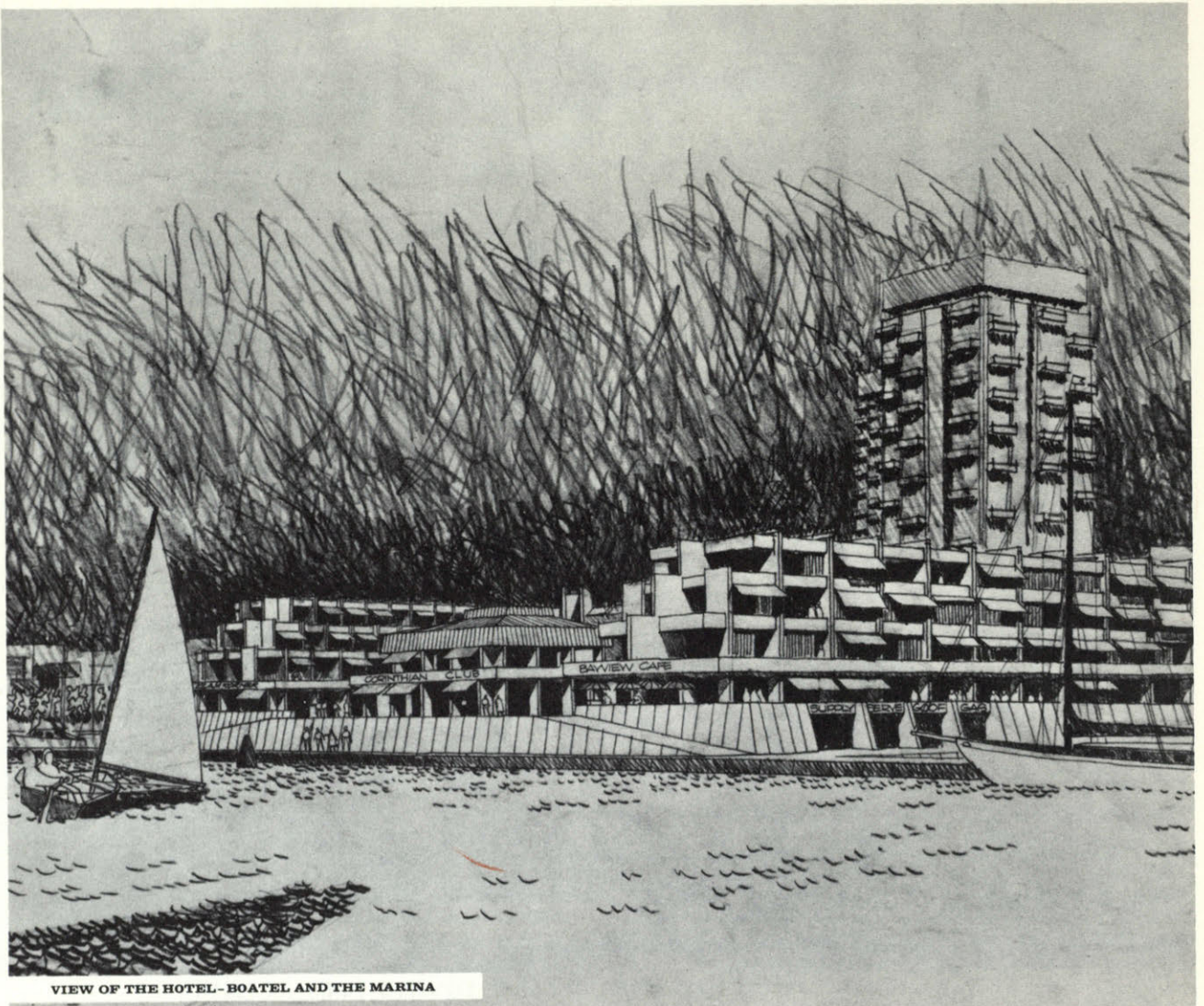
VIEW EAST ON FAYETTE ST. FROM CITY HALL



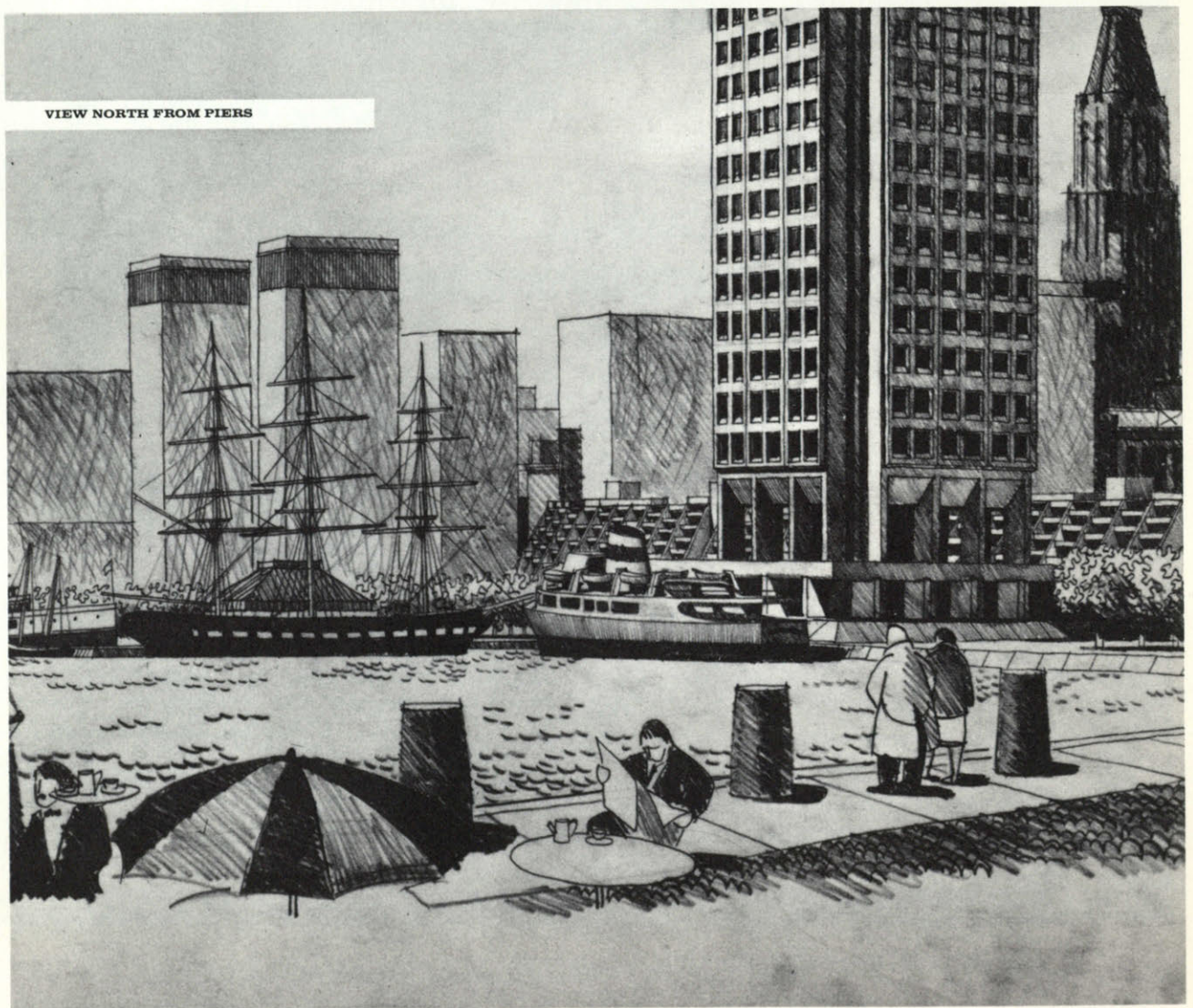
VIEW SOUTH ON THE MALL TOWARD THE HARBOR

For the City Hall Plaza: to strengthen the present center; to provide for ultimate expansion of city space needs; to consolidate city government downtown and in government-owned buildings; to strengthen the downtown core activities and place government buildings on relatively unproductive land; to take advantage of new transportation access; to tie the inner basin and the working port visually and symbolically. With the same clarity and attention to detail given Charles Center, the Inner Harbor and City Hall Plaza plan shows, even in the earliest stages, a logical and attractive design of buildings, open spaces, and access. In the Inner Harbor, there will be significant office space (at the maximum, 300,000 square feet in the Port Trade Center Building and 600,000 square feet in private building); housing (high-rise, intermediate-rise, and smaller apartment units with parking and convenience retail); a marina; commercial recreation (including restaurants, night clubs, coffee shops, bazaars, theatres, and aquarama); boatel (300 rooms); retail and service establishments; parks; and institutions (community college, science center and maritime museum).

THE NEW CITY HALL PLAZA. The central and unifying feature of the City Hall Plaza plan is a Mall which begins at the War Memorial Plaza and extends south to a square immediately north of Pratt Street, bounded by Gay, Commerce and Lombard Streets. New municipal buildings are to be built on both sides, and its south terminus will be a pedestrian walkway over Pratt Street into the proposed fifteen-to-twenty story Port Trade Center Building. The Mall will serve the additional function of providing a strong visual connection between City Hall and Federal Hill, an essential feature in creating a favorable climate for development of the Inner Harbor.



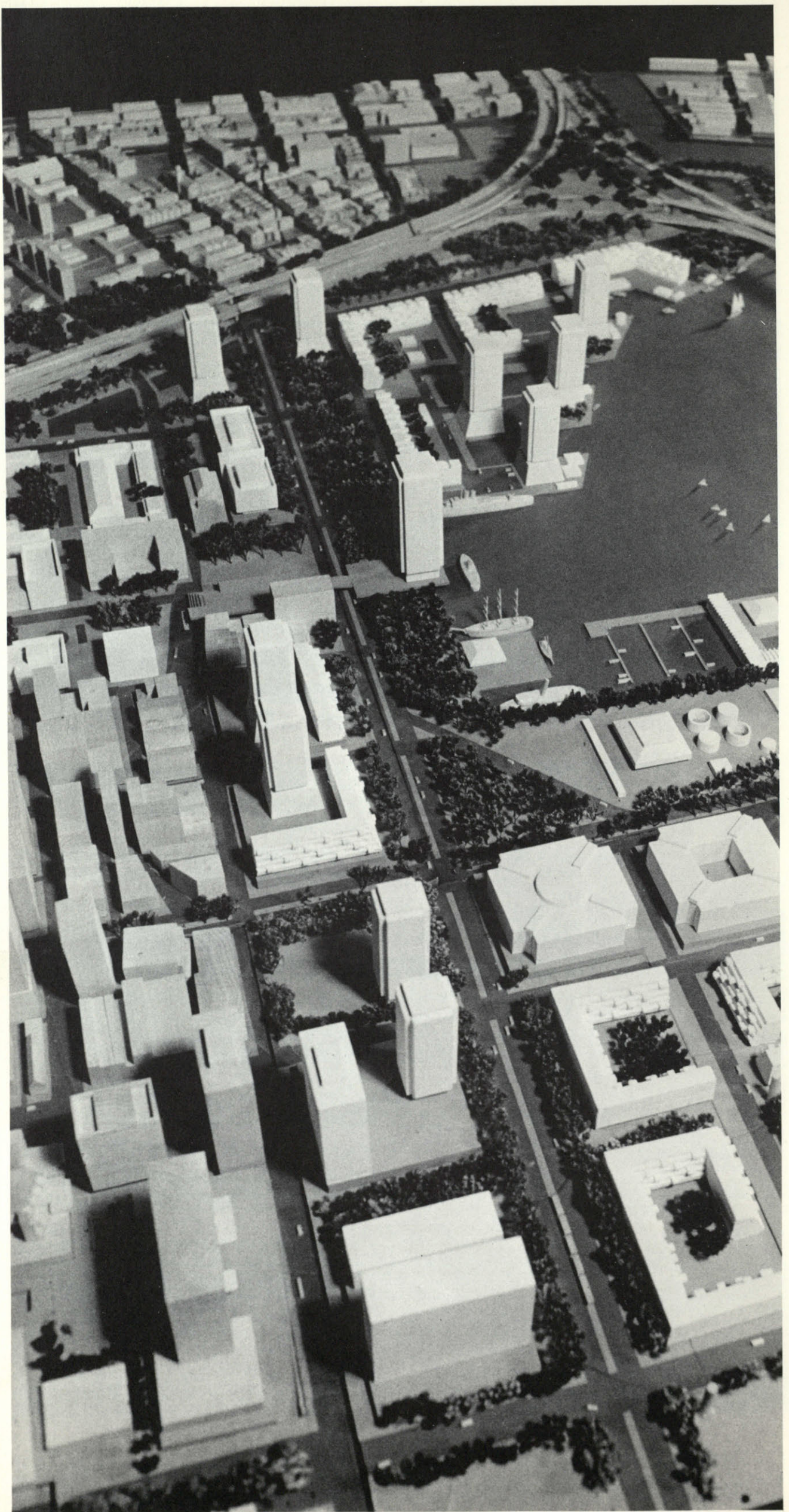
VIEW OF THE HOTEL-BOATEL AND THE MARINA



VIEW NORTH FROM PIERS

For the Inner Harbor: The well being of Baltimore's port, industry, and diversified economic base, as well as its nearness to Washington and its place in a dynamic, expanding region, is expected to result in substantial economic and population growth in the next two decades. The labor force is expected to increase 37 per cent between 1964 and 1985; median family income is expected to rise from \$7,350 to \$15,125 by 1985; and population within the Standard Metropolitan Statistical Area is forecast to reach 2,615,000 persons by 1985, up from 1,839,000 in 1964. All this growth will provide the ideal atmosphere for the redevelopment of the Inner Harbor area, as its potential is derived from its position at the core of the Baltimore region. For City Hall Plaza, there will be Police Headquarters, Municipal Court, Municipal Offices, Board of Education Building, Department of Recreation and Parks Building, Department of Welfare Building, Court House, Municipal Employees Credit Union, Central Records Storage, Central Auditorium, Junior College and parking of up to 1,250 spaces. Following the pattern of Charles Center, the planned facilities for the Inner Harbor and City Hall Plaza are directly related to forecasts of future demands by a growing population and an expanding economy.

VIEWS FROM HIGH-RISE APARTMENT PIERS. The piers on the northeastern side of the Inner Harbor provide a vast sweep of open water and park environment to produce a contrast to downtown as splendid as Central Park in New York. In a sense the open space of the Harbor Basin is Baltimore's Central Park. It is anticipated the bridge crossing the harbor entrance to the Inner Harbor, to the south, will be the highest clearance possible to allow yachts to use the marina. Also such height is planned to provide the exciting visual relationship with working parts of the lower harbor.



The development of the Inner Harbor and City Hall Plaza project depends, as has Charles Center, on the will of the people of Baltimore to make their city a strong, attractive, and functional center of commerce and culture. That will, so resoundingly expressed in the public acceptance of Charles Center, has again been asserted for the Inner Harbor and City Hall Plaza proposal. Several of the recommended facilities, including the new Port Trade Center Building, have already passed through the preliminary study stages, and national developers have evidenced their interest in a number of the other Inner Harbor projects. In fifteen years, Baltimore will celebrate the 250th anniversary of its founding, symbolically in the very place — the Inner Harbor — where Baltimore began, and where now Baltimore's second great thrust toward redevelopment of the central city begins to unfold. Ours is no longer a city with a golden past, but a city with a golden future.

PRATT STREET — FOCUS OF THE PLAN. Pratt Street has been designed as the backbone of the Inner Harbor and City Hall Plaza plan. It will be a beautiful landscaped, tree-lined divided boulevard which on the west will connect with the entrance to Baltimore from the airport and Washington, D.C. On the east it will become the tie with the Little Italy area of Baltimore. To the north will be the southern edge of Charles Center; the eastern edge of Light Street—a landscaped plaza to Baltimore Street; and a parklike Mall extending from the Port Trade Center Building to City Hall. To the south will be direct access to Interstate 95 Freeway. This, combined with other connecting freeways such as the Arundel and Baltimore-Washington Parkways, will give the best possible regional access to the Inner Harbor and City Hall Plaza. The proposed connecting ramps will eventually provide ten minutes ride to Friendship Airport, fifteen minutes to open country, twenty minutes to the Chesapeake Bay Bridge crossing to Eastern Shore, and forty minutes to the nation's capital.



THE INNER HARBOR & CITY HALL PLAZA

TECHNICAL REPORTS AND REFERENCES

WALLACE-McHARG ASSOCIATES & MORTON HOFFMAN AND COMPANY
Actual Consultants' Reports Available at Office of the Greater Baltimore Committee, Inc.

WALLACE-McHARG ASSOCIATES
Architects / Landscape Architects
City and Regional Planners
2121 Walnut Street
Philadelphia, Pennsylvania 19103

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CHART

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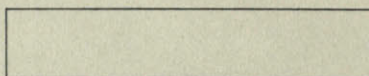
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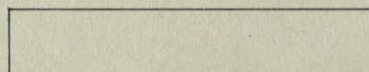
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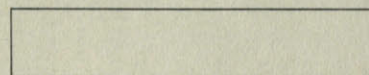
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