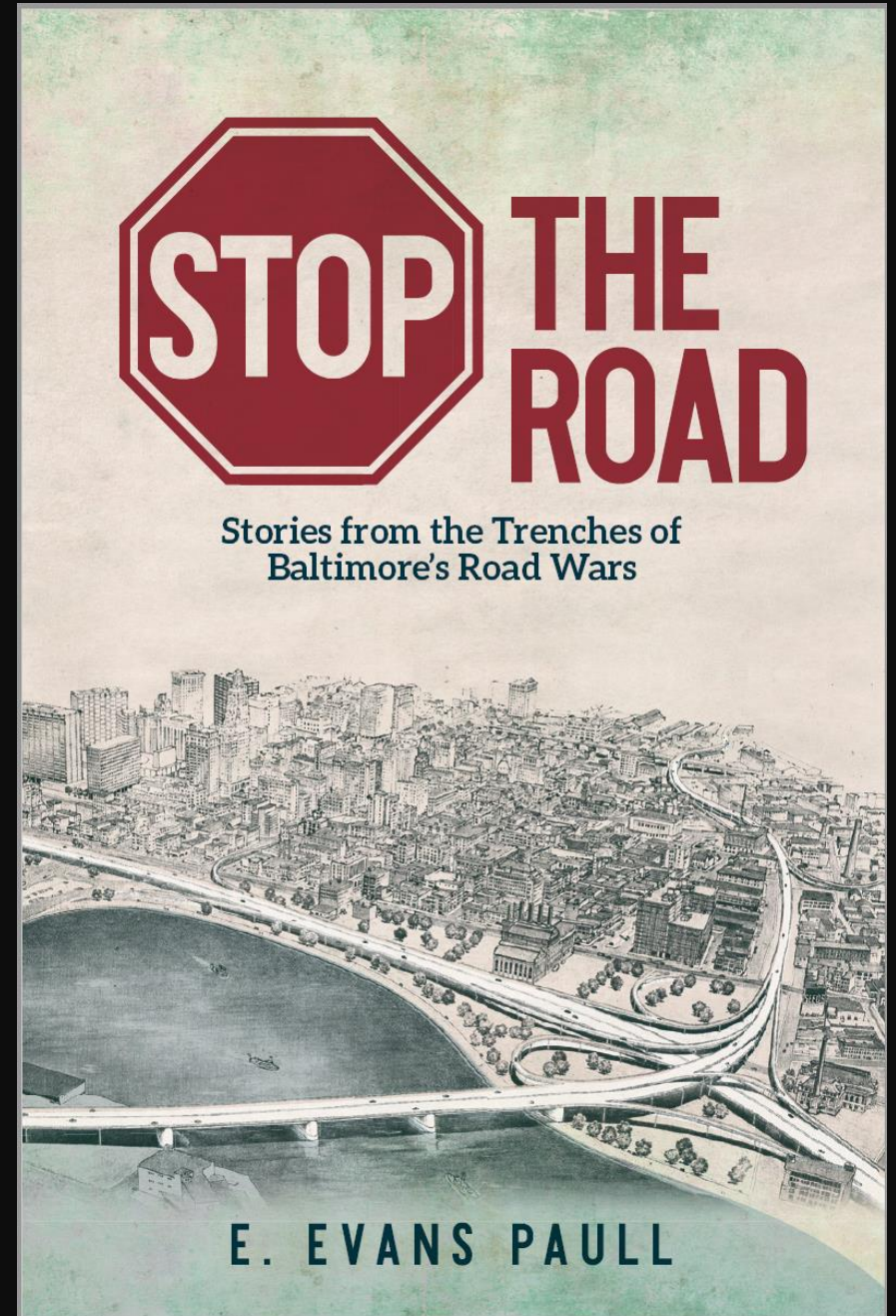


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The role of consultants in Baltimore's Road Wars

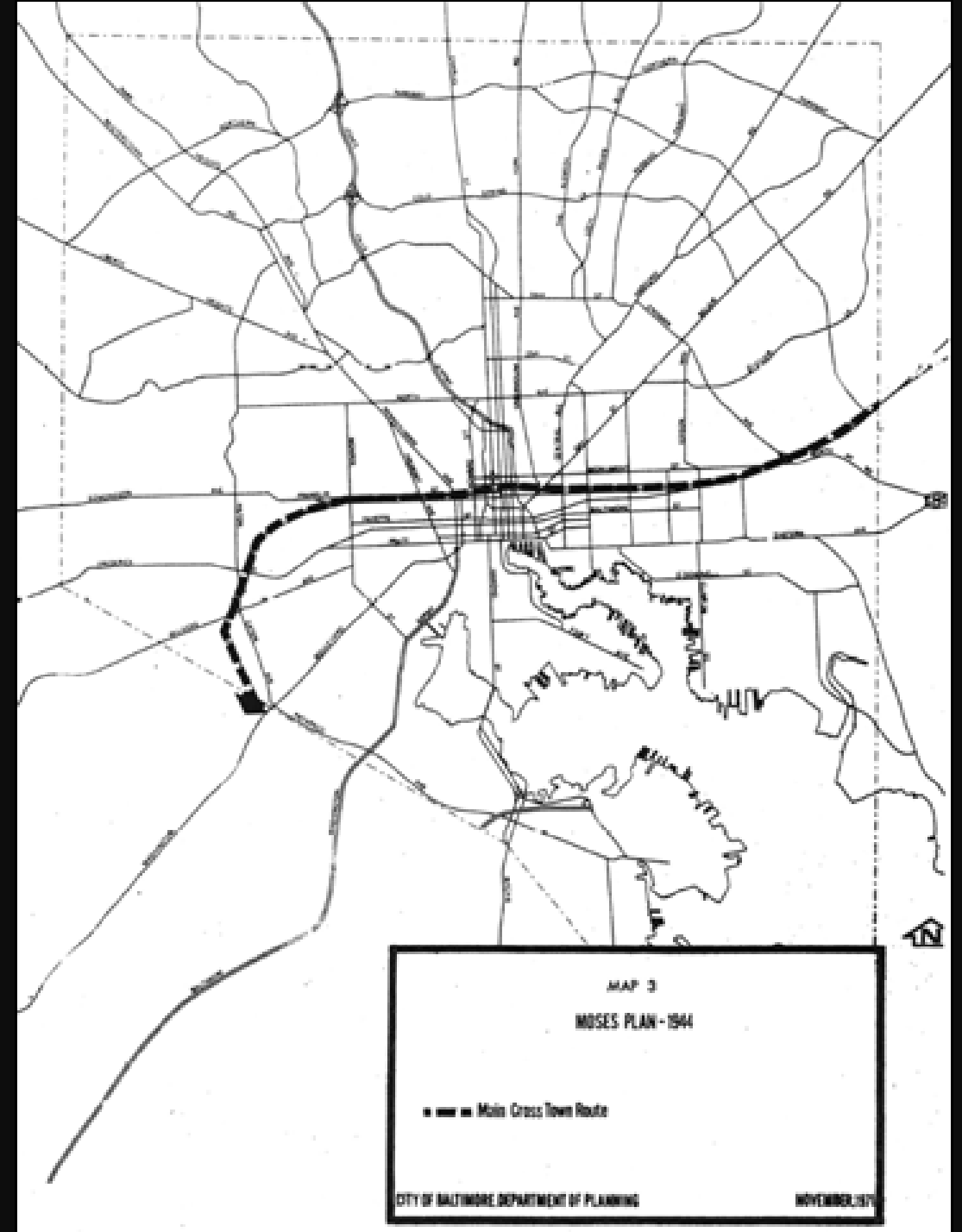
- 1944 Robert Moses – the Franklin Expressway
- 1961 J. E. Greiner – 10-D plan
- 1962 Blair Associates – a Socio-Economic Assessment
- 1963 Wilbur Smith Associates – “Baltimore Metropolitan Area Transportation Study”
- 1968 Urban Design Concept Team, Skidmore, Owings & Merrill: Nathaniel Owings and Stewart Bryant – 3A plan
- 1969 Robert Giles – an assessment of Leakin Park
- 1970 Robert Kerr, Urban Design Group – “Fell’s Point Historic District, a Survey...”
1970

System-wide Robert Moses/1944 Franklin Expressway



“Black hat” awarded due to explicit use of highways for “Negro Removal:”

- “The more [of these] neighborhoods that are ‘wiped out,’ the healthier Baltimore will be in the long run.”
 - “We do not propose to tear down familiar and cherished landmarks which cannot be replaced.... Nothing which we propose to remove will constitute any loss to Baltimore.”
-

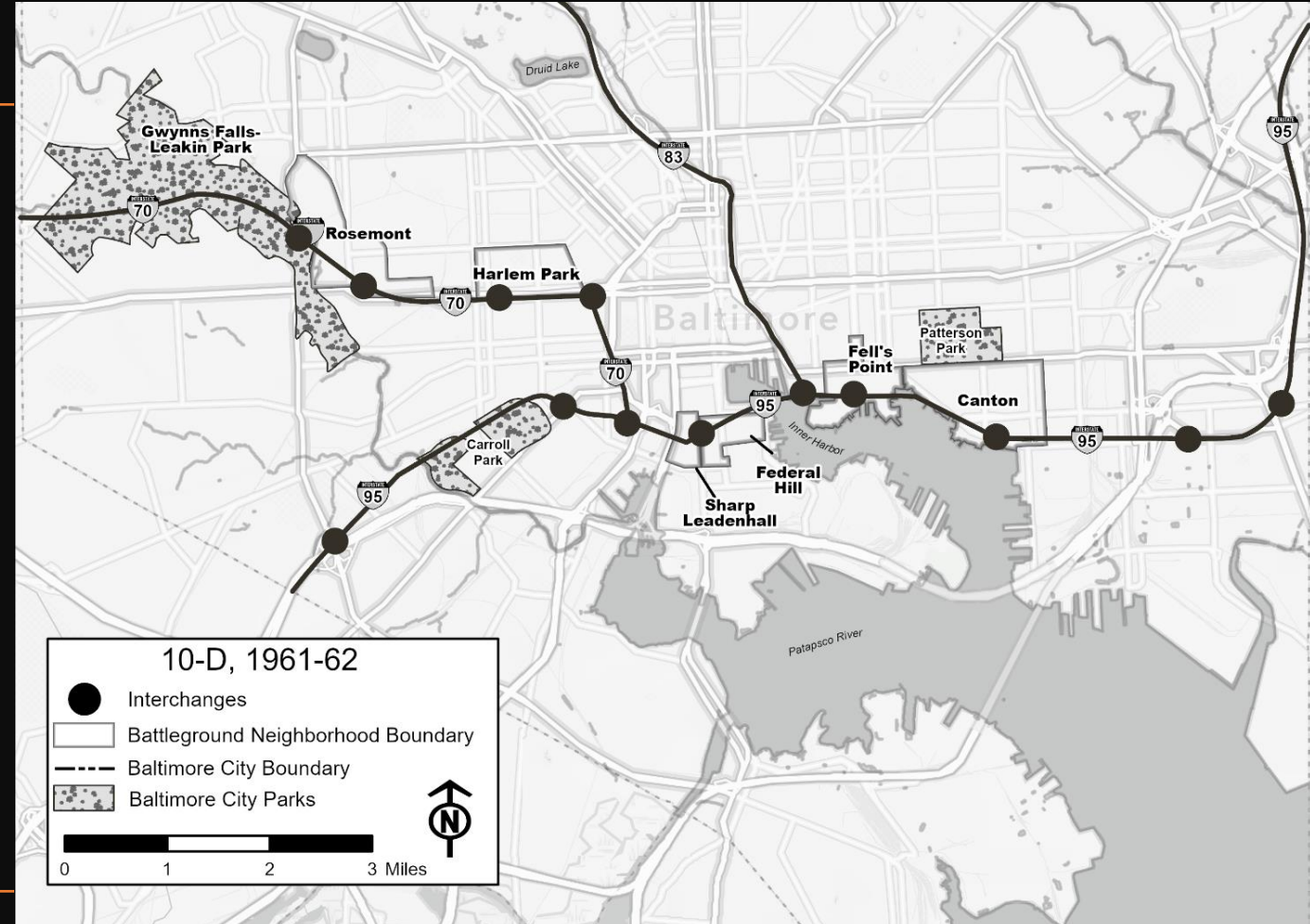


System-wide 1961 – J E Greiner and Expressway Consultants



Greiner gains the title of the “blackest hat” among all consultants:

- Authored the 10-D “future investment prevention program”
- Worked to undermine the 3-A (Ft. McHenry) alternative.
- (allegedly) Bribed Agnew
- Spied on the their fellow UDCT consultants
- Lynched the Leakin Park attorney, George Nilson

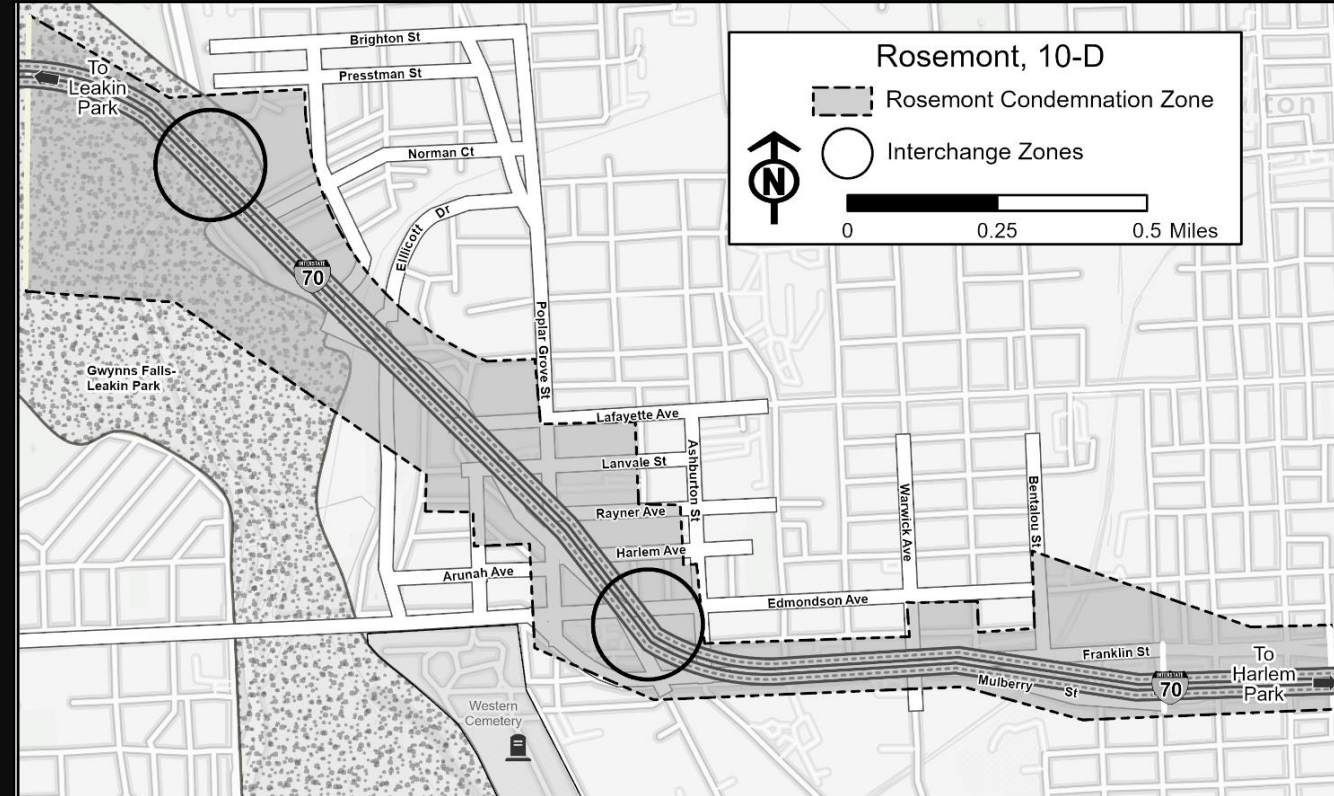


System-wide 1962 – Blair Associates' Socio-Economic Assessment



Black hat awarded:

- Counted standard and substandard units, but NOT businesses, churches, schools
- No reference to impact on cohesive neighborhoods
 - for example, Rosemont (at right) to be bisected by 10-D
 - Fell's Point, Canton
- Leakin Park – the expressway will “also improve accessibility to Leakin and Gwynne Falls Parks and the use of these parks would be greatly intensified.”



System-wide 1964 – Wilbur Smith Associates



Black hat awarded:

- 48 miles of expressways
- 27 interchanges
- Missed the Ft. McHenry alignment
- Cost \$800,000

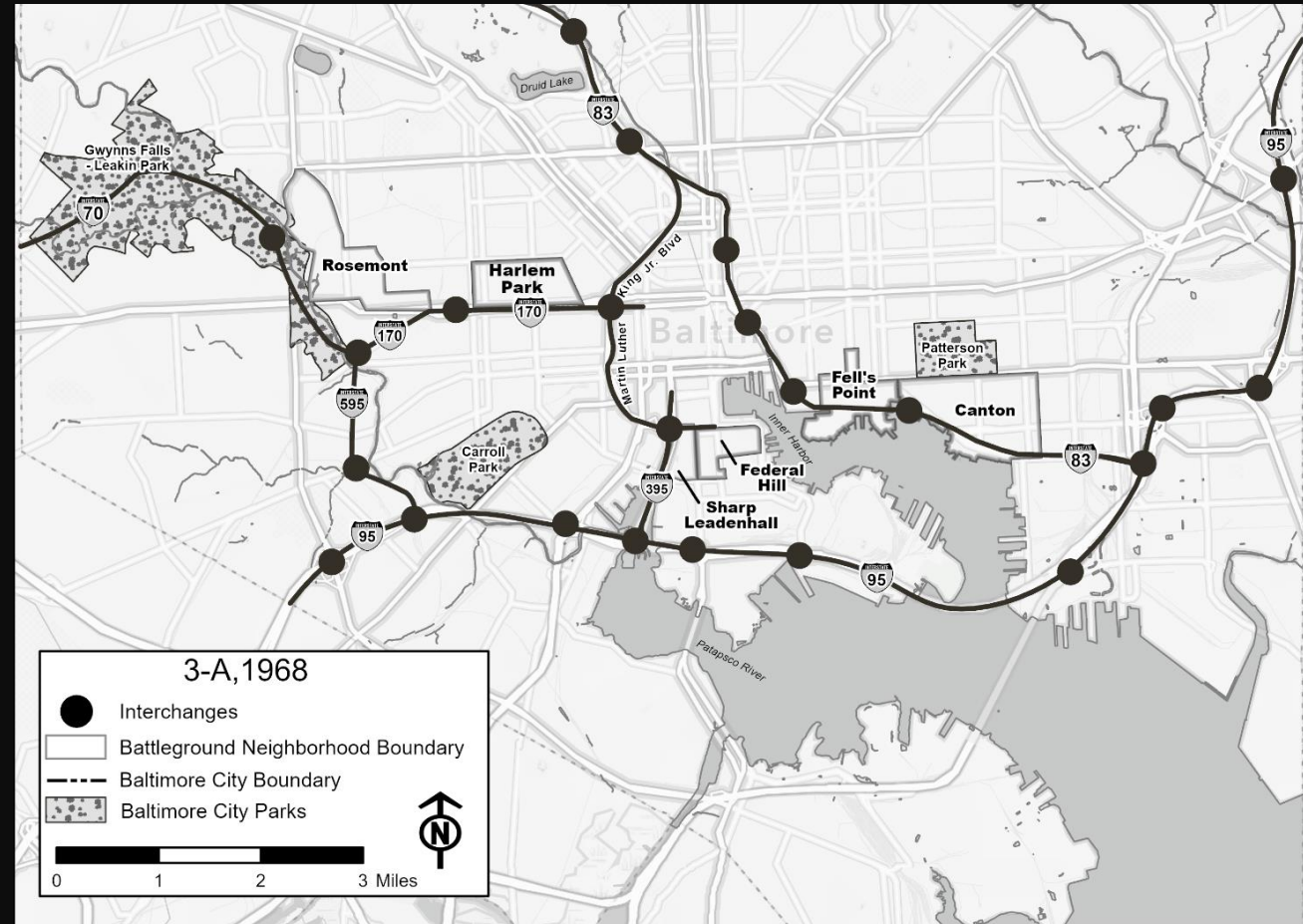
On the positive side:

- The 18-month delay awaiting their report was a huge gain for opponents.
-



System-wide 1968 – Urban Design Concept Team (UDCT)

- Rosemont Bypass
- MLK ring shifted to boulevard
- Federal Hill crossing eliminated in favor of Ft. McHenry



Highway to Nowhere

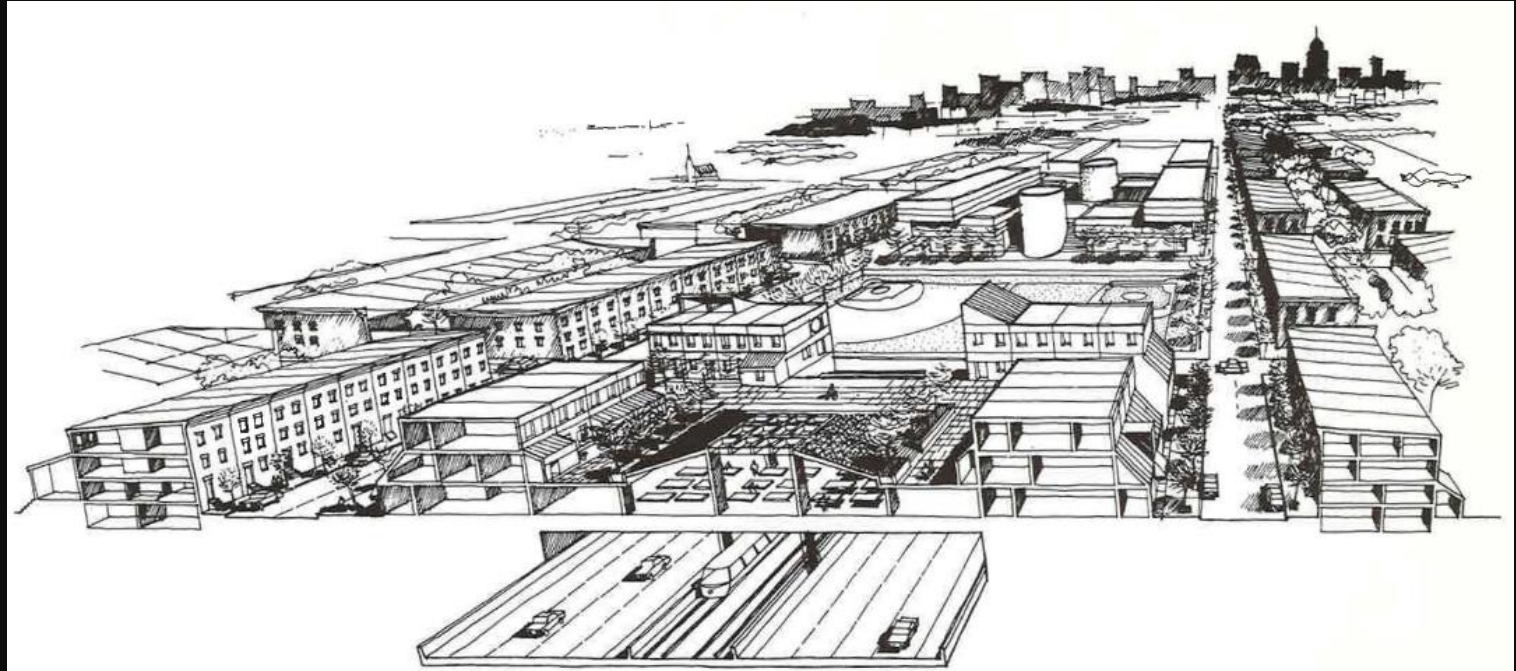
- Robert Moses – 1944 plan
 - 1961 - J. E. Greiner, 10-D
 - 1968 - UDCT, the platform
 - 1972 - injunction against Leakin Park
 - 1973 - construction
 - 1981 - City trades in funds for the remainder of I-70
-



Highway to Nowhere

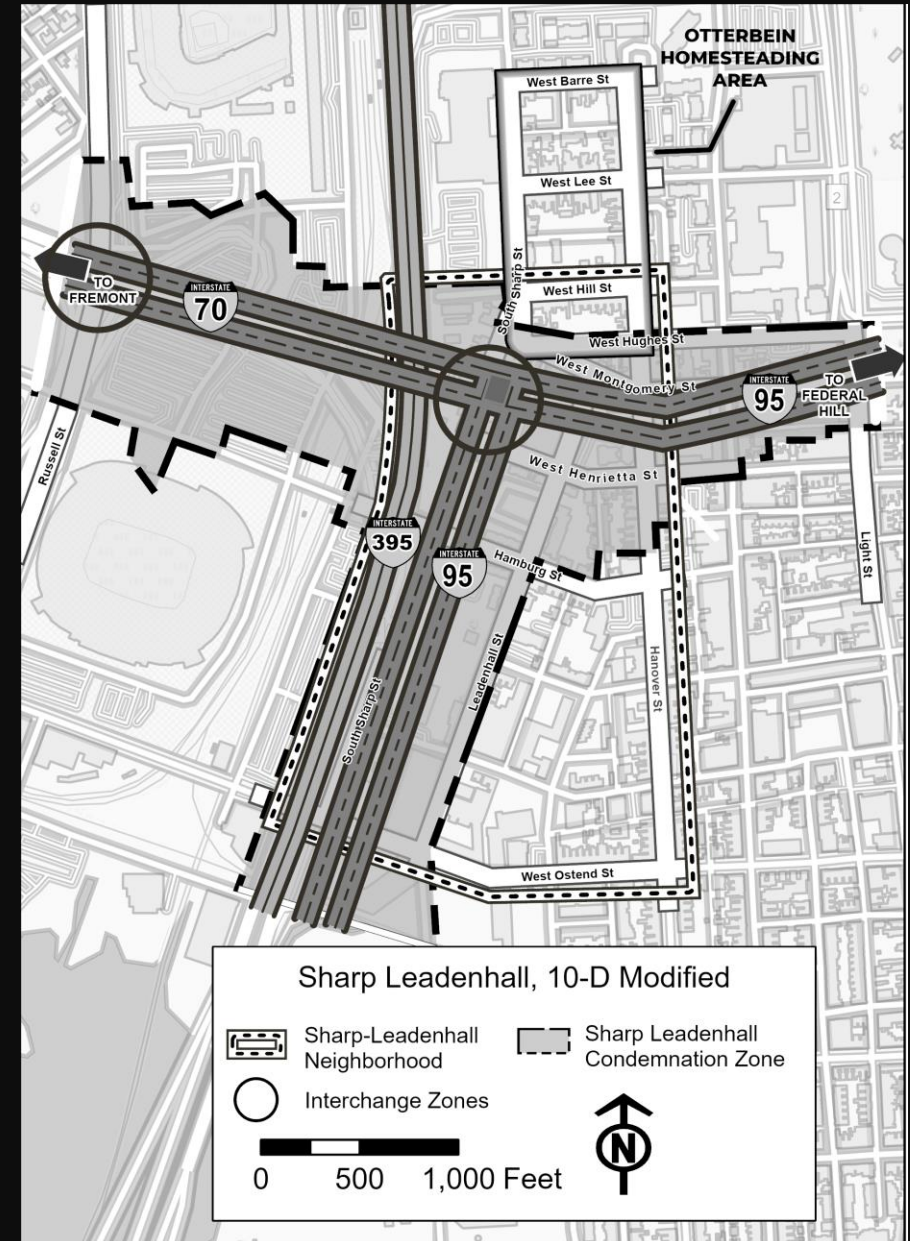
Urban Design Concept Team, 1968

- Joint development – the Platform
- Community duped???
- 1968 - \$6 million
- Dropped in 1973



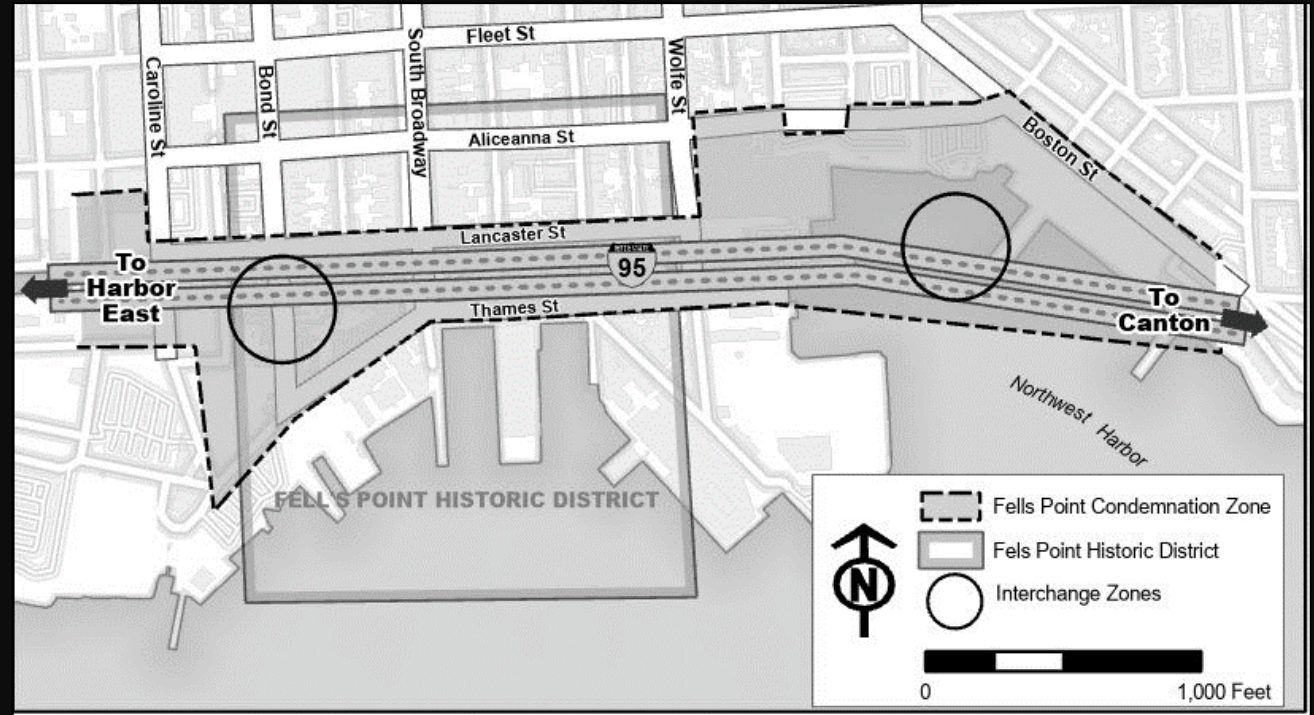
Sharp-Leadenhall

- 1961 - J. E. Greiner, 10-D
- 1967 – UDCT, 10-D modified (at right)
 - “It was felt that there was a greater need for clearance and redevelopment in the Sharp Leadenhall Corridor.”
- 1968 – UDCT, Federal Hill dropped
- 1973 - I-395 corridor narrowed
- 1977-79 – partial redevelopment for affordable housing



Fells Point

- 1961 – J. E. Greiner, 10-D
- 1968 –UDCT, 3-A
- 1969 – National Register and lawsuit
- 1970 – Robert Kerr, Urban Design Group, “Fell’s Point Historic District, a Survey...”
- 1972 – Court stopped acquisitions
- 1974 – Per Hall Zollman report - tunnel alignments
- 1977 – Advisory Council on Historic Preservation – “unmitigable adverse impact”
- 1980/1983 – segment dropped



Fells Point

1970 UDCT – Joint Development Report

- Nat Owings, “It’s a questionable historic area... It isn’t all that good. You can get sentimental. We can do a better job with reconstruction.”



An architectural drawing of a town center in Fells Point, Baltimore. The drawing is a black and white line art illustration showing a street grid with various buildings, trees, and parking areas. Labels include 'supermarket', 'drug store', 'tourists shopping', 'parking', 'lancaster st.', and 'thames st.'. The drawing is divided into two main sections by a vertical line, with the left side showing a more developed area and the right side showing a more open area with parking and a waterfront. The drawing is oriented with the waterfront at the bottom.

Fells Point

1970 UDCT Development Report – “Town Center” under the elevated highway

- “Construction of an interstate highway presents unique opportunities for revitalizing the area so as to accomplish two major objectives: enhancing the physical, social, and economic conditions of area residents; and improving Fell’s Point’s position as a distinctive and viable part of the City of Baltimore.”

Fells Point



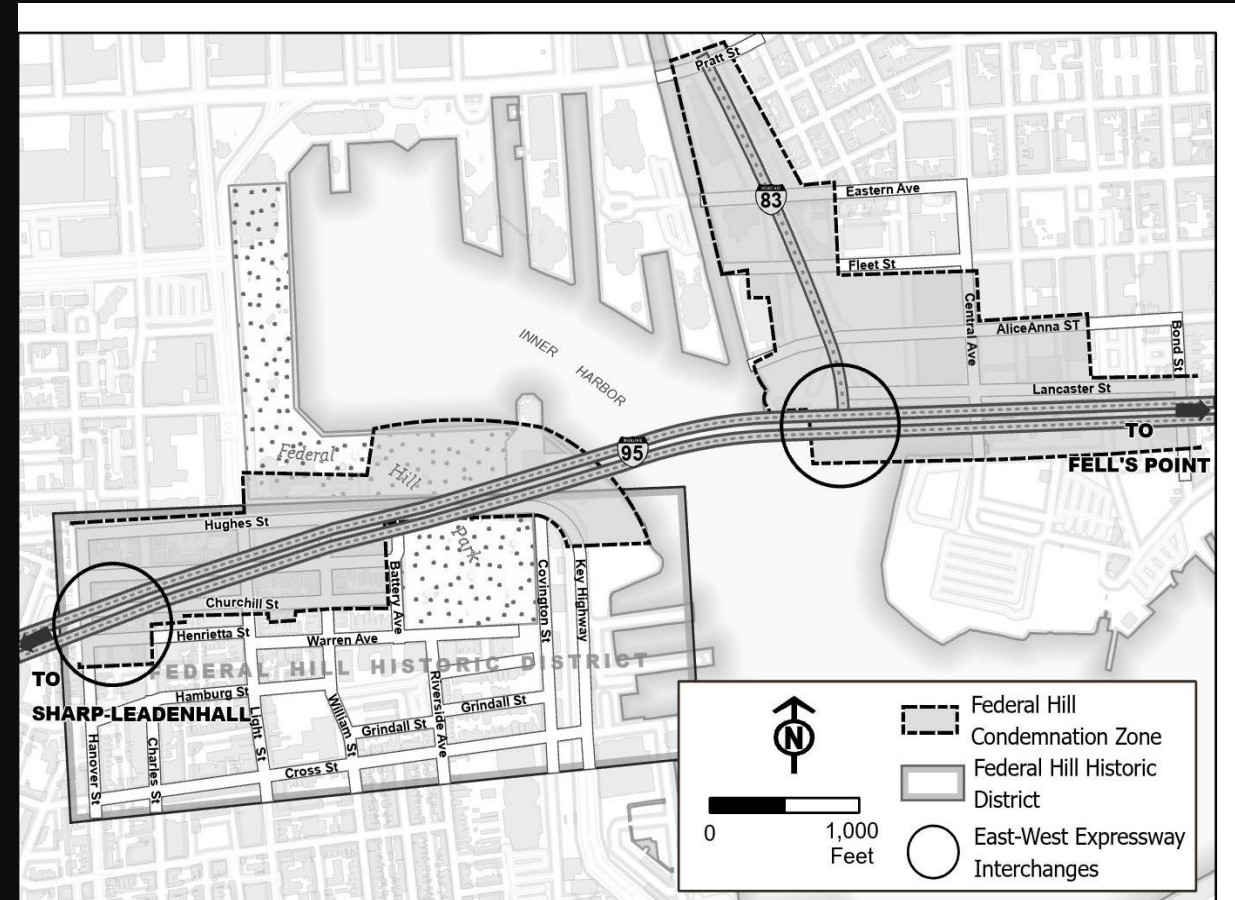
WHITE HAT AWARDED: 1970
Robert Kerr, Urban Design Group
– “Fell’s Point Historic District, a
Survey...” 1970

- Hired to dispute the historic designation
- He backed it instead



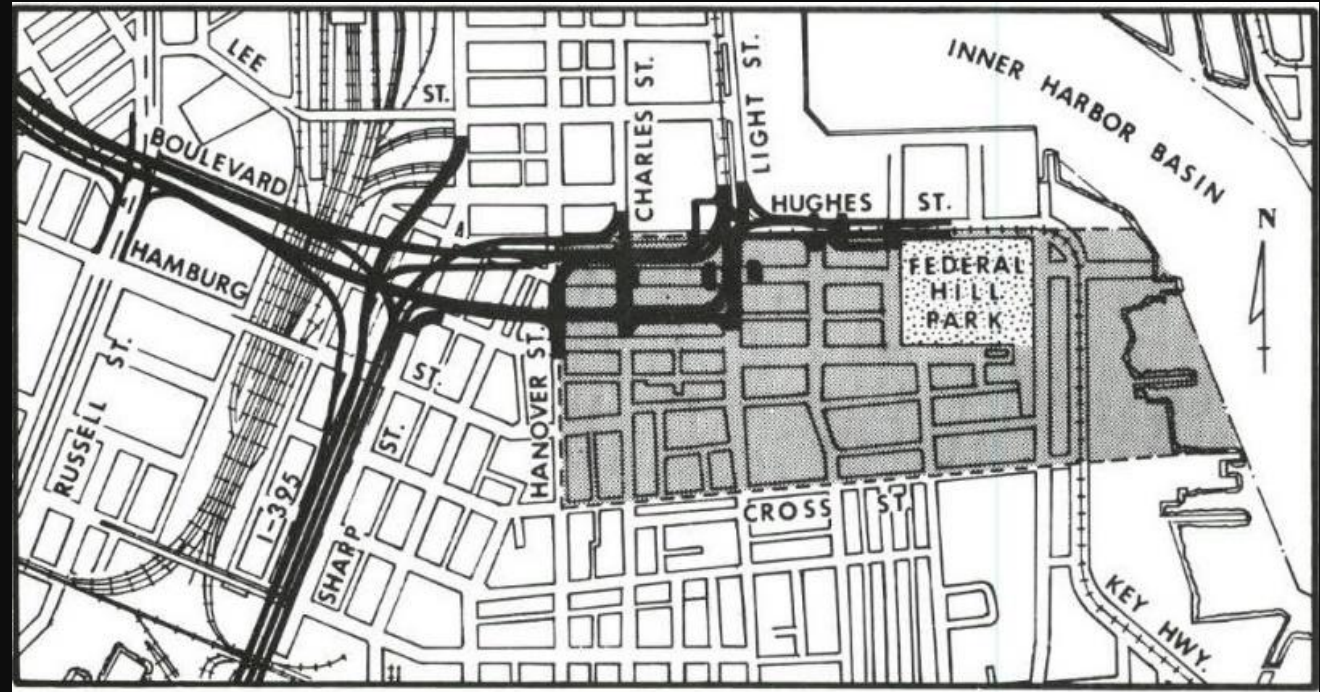
Federal Hill

- 1961 – J. E. Greiner, 10-D
- 1968 – UDCT GAINS WHITE HAT status:
 - 3-A Ft. McHenry alignment
 - Nat Owings and Stew Bryant's astonishing coup d'état
- 1975 – Ft. McHenry alignment approved
- 1975 - 1978 – Boulevard controversy



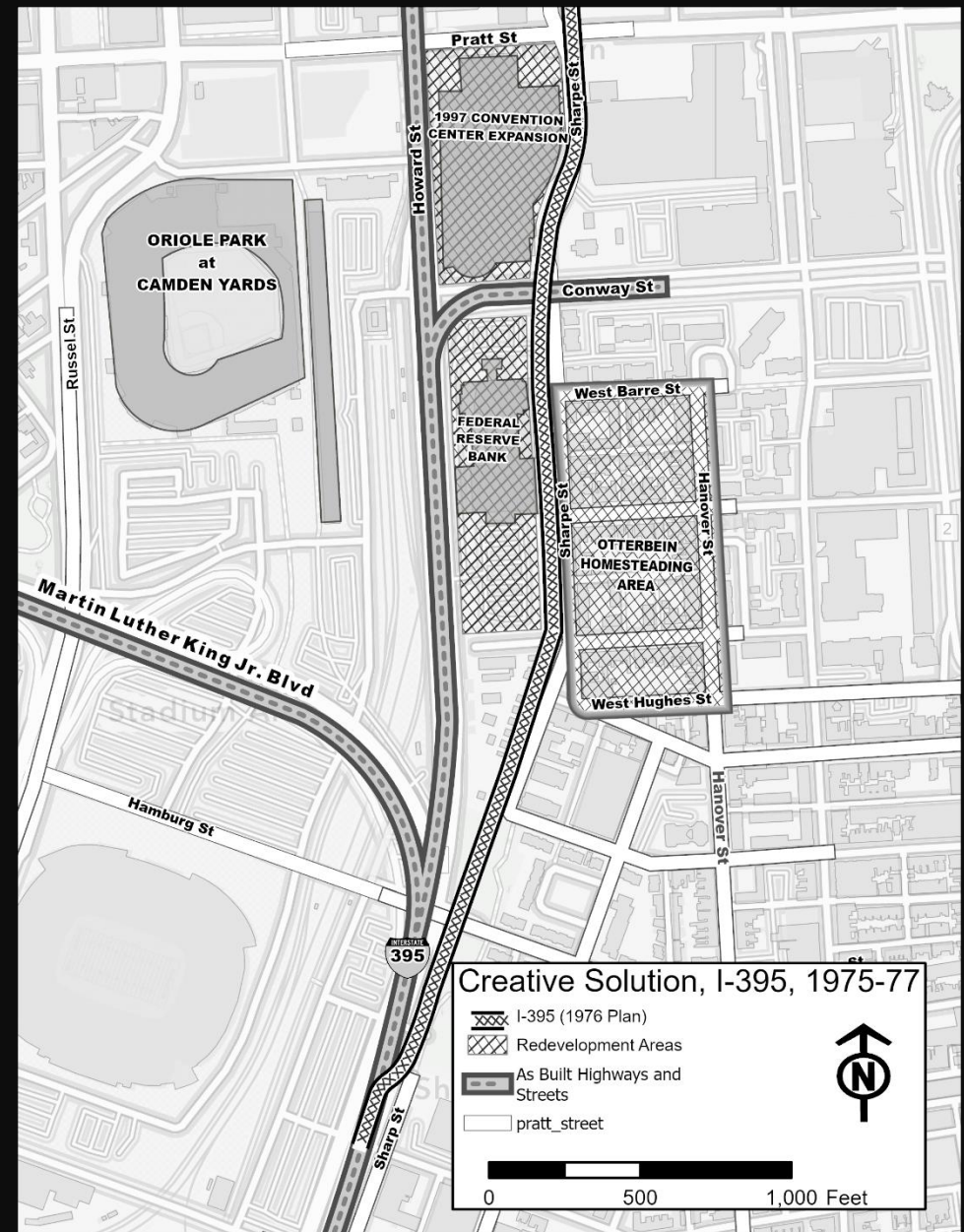
Federal Hill

- 1975 - 1978 – Boulevard controversy
- Stalemate
- Housing Commissioner Embry – I-395 to Conway St solution



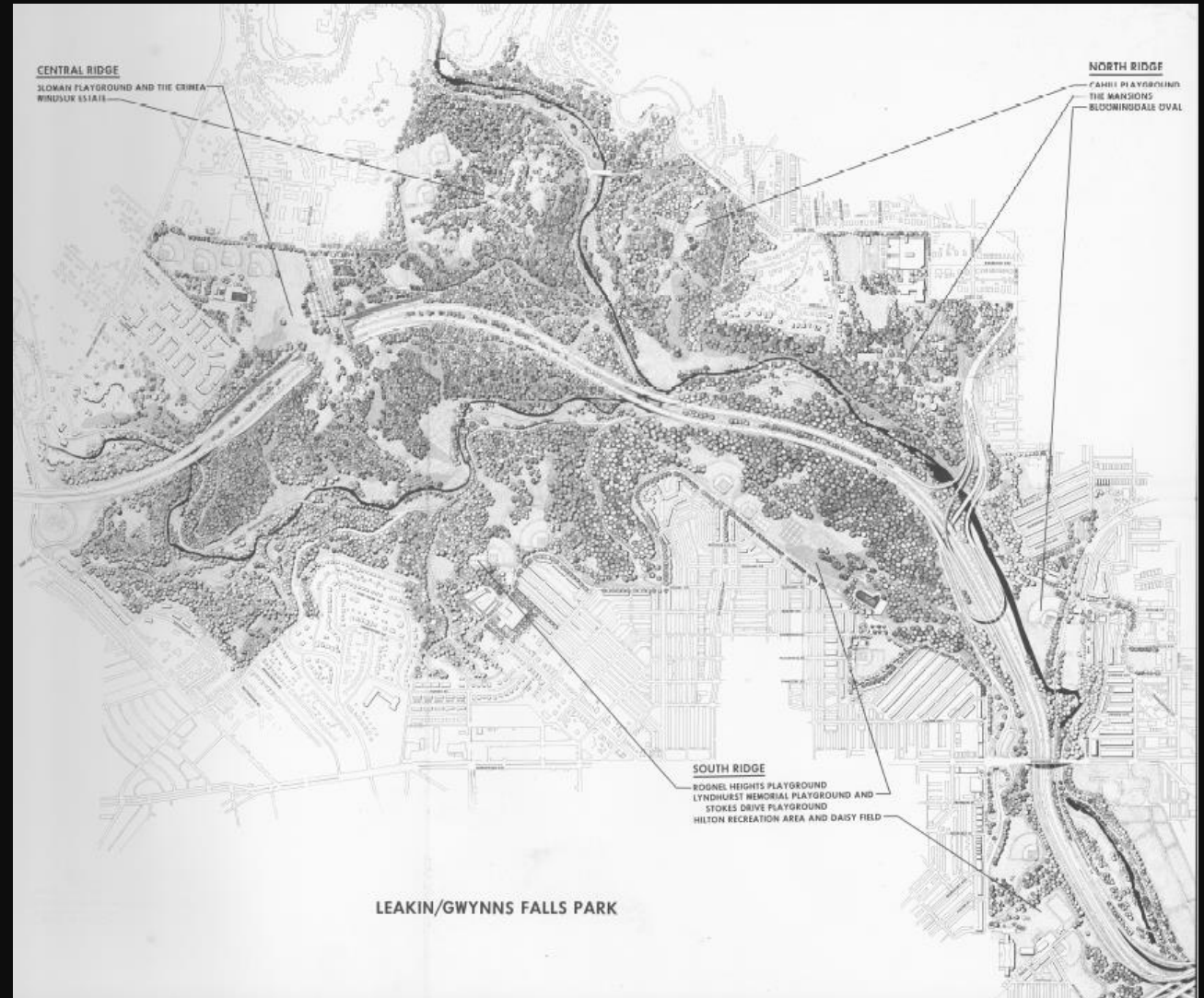
Otterbein

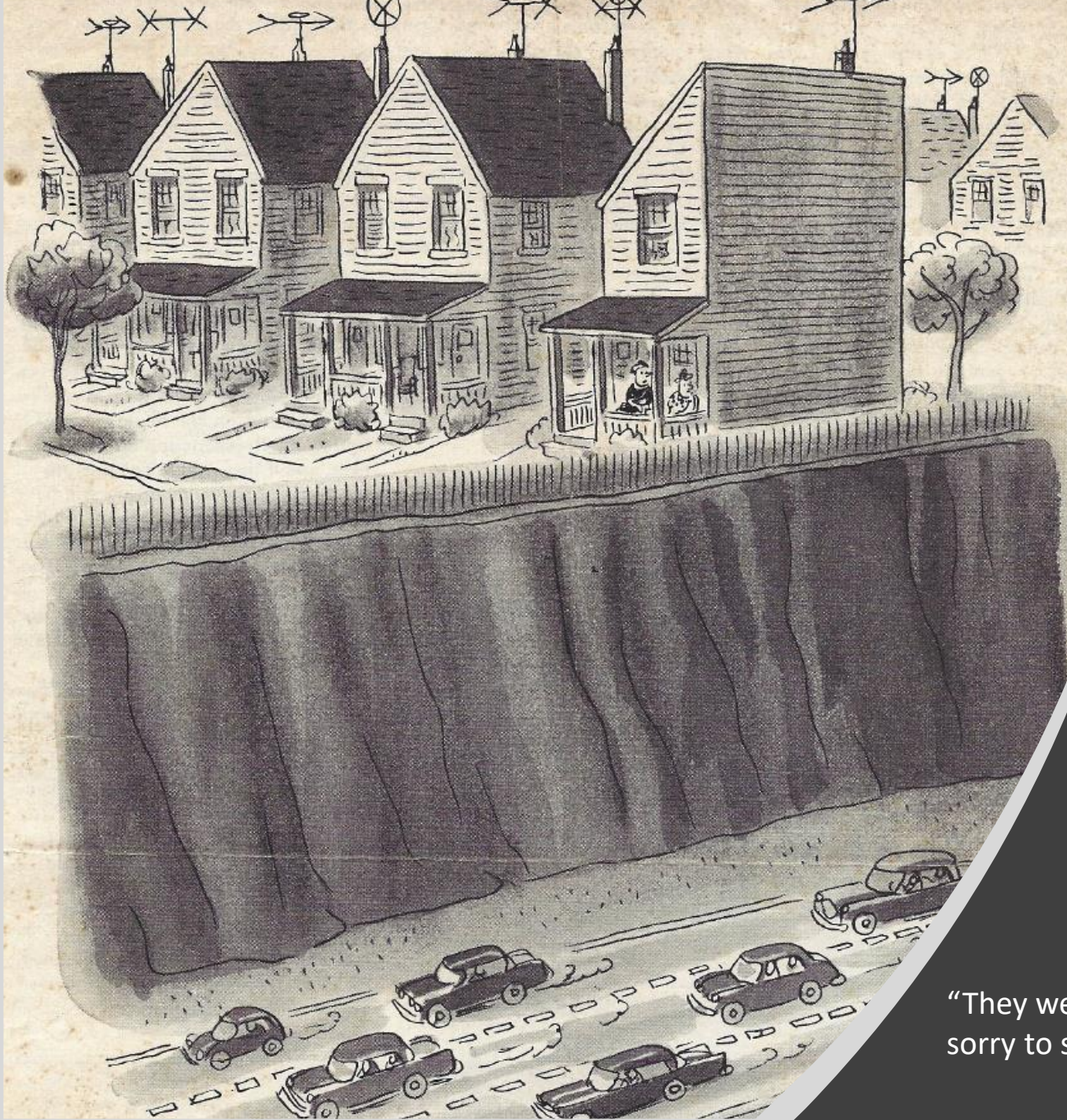
- 1977 - 1978 – The Federal Hill solution puts I-395 next door
- Engineers had no answer but IDBC staffer, David Chapin drafted the plan to move I-395 one block to the west



Leakin Park

- 1961 – J. E. Greiner, 10-D
 - 1968 – Urban Design Concept Team (at right)
 - WHITE HAT AWARD: 1969 Robert Giles – an assessment of Leakin Park
 - 1972 injunction
 - 1980/81 – segment dropped, \$\$ traded in
-





Stop the Road, Stories from the Trenches of Baltimore's Road Wars

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"They were such nice neighbors; we were
sorry to see them go."