



5.2 First version of Baltimore's Inner Harbor Plan.

For all of these reasons, the old streets and utilities along the waterfront are likely to be obsolete or inadequate, and the bulkhead or sea wall along the water's edge probably needs to be rebuilt. Because of the overall image of abandonment and obsolescence, an old port is liable to be perceived as a community's back door, which tends to discourage any new users or investors from tackling the difficult and costly job of development or redevelopment of port properties. This in turn discourages the public sector from investing the large capital sums for infrastructure work that must precede any significant private construction.

### **A priceless opportunity**

Still, in spite of all the obstacles, urban waterfronts have the potential to create unmatched opportunities for redevelopment – the creation of new uses in place of the blighted, abandoned property that once held the city's industrial heart.

In the first place, geographically, most of the old ports can benefit from a central location. Since the old port is usually where a city started, it is found in or near the geographic center of the region, and this brings the advantage of easy access for the public transportation system – whether it be highways, local streets, or public mass transit. The center of the region is likely to be familiar to the majority of residents of the area; in fact, it