

ISSUE NO.

9

OCTOBER-NOVEMBER 2022

## SOBO EVENTS

Your guide to what's coming up on the South Baltimore peninsula. For updates and links to more information, visit [sobopost.org/events](https://sobopost.org/events).

Compiled by Alyssa Oliveri.

10/8 – **Farmers' Market**, Baltimore Museum of Industry, 1415 Key Hwy. Weekly through November. 9am-1pm.

10/8 – **Boards & Breakfast**, Rash Field Park, 201 Key Hwy. Free skate workshop for kids only. 9-11am.

10/8 – **New Exhibition Opens**, American Visionary Art Museum, 800 Key Hwy. "Abundance: Too Much, Too Little, Just Right" opens. 10am-5pm. \$

10/8 – **Ya Gotta Regatta '22**, Downtown Sailing Center, 1415 Key Hwy. Regattas 11am-4pm, after-party 3-8pm.

10/8 – **Latrobe Park Fall Maintenance Day**, Locust Point. Help with trimming, planting, mulching. 9am-12pm.

10/9 – **Group Rides (Weekly)**, Trek Bicycle Federal Hill, 1414 Key Hwy. Advanced/intermediate riders (40-50 miles, avg. 18 mph) at 7:45am, beginner riders (12-15 miles, avg. 10 mph) at 8:45am.

10/9 – **Pumpkin Decorating Fest**, Saint Ignatius Loyola blacktop, corner Battery & Gittings. Pumpkin decorating, crafts, chalk, games, and snacks. 2-5pm. \$



10/9 – **Street Food Sundays**, 809 Light St. Pop-up food truck event featuring chefs from around the DMV. Hosted by Codetta Bake Shop. 3-7pm.

10/11 – **Music: Dan + Claudia Zanes**, outdoors at Hanover Square Apartments, 1 W. Conway St. 5:30pm.

10/11 – **Pickleball Open Play**, Latrobe Park tennis courts, Locust Point. Weekly through Oct. 25. 7-9pm.

10/12 – **Family Storytime**, Pratt Library, 1251 Light St. Stories, movement, songs, and fun. 10:30am.

10/13 – **Music: Consider the Source**, The 8x10, 10 E. Cross St. Doors 7pm. \$

10/14 – **Music: Dreams To Go with Tired All the Time**, The 8x10, 10 E. Cross St. Doors 7pm. \$

10/15 – **Fort McHenry Monitoring Walk**, Fort McHenry, Locust Point. Continuing survey of bird activity at the Fort. 9-11am.

10/15 – **Friends of Light Street Branch**, Pratt Library, 1251 Light St. Monthly meeting. 11am.

10/15 – **Whiskey on the Waterfront**, Sagamore Spirit Distillery, 301 E. Cromwell St. 12-8pm.

Continued on page 8

Scan below for the latest SoBo Events updates



NEXT ISSUE: DEC. 9

# THE SOUTH BALTIMORE PENINSULA POST

FREE

Connecting the communities of the South Baltimore (Md.) peninsula

## AROUND THE PENINSULA

Thousands flocked to Baltimore September 7-13 for the return of Maryland Fleet Week, which featured tours of ships, flyovers of military aircraft, and outdoor events. This year, for the first time, Fleet Week expanded to the southern shores of the peninsula at the Port Covington marina with tours of several ships, family activities, food, and music.

U.S., Canadian, and Danish vessels started arriving on September 7, docking in the Inner Harbor, Fell's Point, and Port Covington. The budding Port Covington area around the marina, pier, and the adjacent lawn of Sagamore Spirit distillery became a gathering spot for visitors to this portion of the weekend-long Fleet Week festival. A shuttle carried visitors back and forth from West Covington Park to the event.

A stage with live music was set up alongside lawn games and an Under Armour tent that hosted a football-throwing challenge. The pier itself featured a multitude of local vendors, including Hon's Honey, Hiatus Cheesecake, and Cajou Creamery, and a family fun area with games and crafts.

Just beyond that was the main attraction: the USS Carter Hall. The Carter Hall is a U.S. Navy dock landing ship used to transport personnel, landing craft, vehicles, and cargo. It has been in service since 1995. Members of the Navy and Marine Corps in full uniform patrolled the dock and helped facilitate free tours of the massive vessel.

Onboard, visitors could see how the

## Fleet Week Lands at Port Covington



Maryland Fleet Week, featuring the USS Carter Hall (above), expanded this year to the area around Port Covington Marina for the first time. Photo by Steve Cole.

flight deck is covered with cross-shaped holes in the floor where helicopters can be anchored safely while the ship is in motion. Crew members showcased various weapons, letting curious festival-goers hold them.

Visitors were then guided below deck to see where most of the vehicles are usually held, though only a few were

on display. Large trucks had their doors open, allowing children to clamper inside to check out the gear.

The centerpiece was a landing craft that could transport personnel, trucks, and other equipment from sea to land for both military and humanitarian aid missions.

– John Thomas

## School 33 Art Center Reopens Galleries with Sondheim Exhibit

On September 1, School 33, a city art center managed by the Baltimore Office of Promotion & the Arts, opened its gallery to the public for the first time since the start of the pandemic in 2020. The center reopened to feature an exhibition of the semifinalists for the 2022 Sondheim Art Prize, which is on view through October 31, Thursdays and Saturdays from 11am to 4pm.

The show highlights 10 artists from the Maryland; Washington, D.C.; and Northern Virginia region and includes a variety of visual art ranging from paintings to multimedia installations and films.

The School 33 Art Center has provided the South Baltimore community with artistic programming and education since 1979. Before closing temporarily to the public in 2020, School 33 regularly hosted work by visual artists in its three galleries and also offered classes for new and experienced artists of all ages.

Even though School 33 is currently not offering classes, the building is occupied, as 11 artists rent studios and another is moving in shortly.

Some artists, like Alisa L. Brock, operate businesses there. Brock runs the Drama MaMa Bookshop, a stationery manufacturing company. Charmer-Way, a consultation, design, and management firm, also operates out of School 33.

Other artists are members of the



School 33 reopened on September 1 with a reception for the new Sondheim Art Prize semifinalists exhibition. Photo by Mary Braman.

Artists-in-Residence program, which allows artists from Maryland to live, create, and share their art at School 33 for up to three years. The program is open to visual artists, writers, and

filmmakers.

School 33 has not yet announced its next exhibition or when other public programming will resume.

– A. W. Taylor



From the Editor

## Secret Sauce for a Thriving Community

We were really jazzed to see the responses to one particular question we asked in this summer’s Peninsula Post Reader Survey. The question: “Have you participated in a local community group or organized activity after learning about it in the newspaper?” More than 59% answered “Yes.”

For a newspaper dedicated to bringing together the various communities spread across the peninsula, we’re glad to see that the information we publish is helping readers connect with others and get involved in activities intended to benefit the SoBo community at large.

But it’s clear that this impulse of SoBohemians to join together with others and spend time working to make life better for themselves, neighbors, and strangers alike is an inclination with deep roots in South Baltimore. It existed way before this fledgling journalistic effort. And it is pervasive, as you can see in any issue of the Peninsula Post. The “SoBo Cleanup Crew” weeding curbs and picking up trash. The tree keepers. The volunteers creating community events like the Locust Point Festival and the Riverside Park concert series.

A thriving community is not something a real estate agent sells you. It’s not something you are owed as a taxpayer. It’s something people in a community make. People like me. People like you. – Steve Cole, Editor-in-Chief

### South Baltimore Peninsula Post

is published bimonthly by  
South Baltimore United, Inc.  
145 W. Ostend St., Suite 600  
Baltimore, MD 21230  
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is a 501(c)(3) nonprofit organization.



The Fort McHenry Guard marches down Hull Street September 9 heading to the Fort as part of the annual Defenders’ Day commemoration of the 1814 British assault on Baltimore. Photo by Steve Cole.

## SoBo Cyber Company ZeroFox Goes Public

ZeroFox, a cybersecurity company headquartered on the peninsula since 2013, recently made two major moves: it acquired the Portland-based consumer privacy company IDX and began trading on the Nasdaq after an initial public offering in August. ZeroFox is now at roughly 700 employees globally, with hopes of hitting 1,000 by next year, according to company founder James Foster. Despite the rapid expansion, ZeroFox will remain headquartered at 1834 S. Charles Street.

A testament to the ecosystem of talent and innovation in South Baltimore, ZeroFox started off in 1111 Light Street as a tenant of Betamore, a co-working space designed to facilitate entrepreneurship and build community among start-ups. ZeroFox went from renting a couple desks to renting an entire floor at 1111 before moving to its current space in 2016.

ZeroFox was looking into acquiring additional space before the pandemic, but the increase in remote work reduced the demand for office space. The pandemic also led to a significant shift in how ZeroFox’s headquarters building is used. “Before the pandemic, it was mostly just bullpen-style

workstations,” says Foster. Now, “we come into work when we need training, brainstorming, and collaborating, but we no longer have everyone working from their seats every day.”

In addition to its Baltimore-based staff, ZeroFox has a large number of employees (known as “foxes” in company lingo) across the world. It hosts an annual weeklong company conference in Baltimore, often partnering with a local university to use its space.

Even with the company’s dramatic recent growth, ZeroFox is still connected to South Baltimore. Foster says that “we like the history and the feel of living on the peninsula. We like how employees can take a call and just walk around the neighborhood or walk to lunch. I think it’d be really different if we were in some big-box county office.”

Foster lived on the peninsula for 15 years, only recently moving away after the birth of his fourth child. His decision to start the company in South Baltimore was straightforward: “I wanted to be able to walk to work. We wanted to be in a downtown location, and figured it’d be a cool spot.”

– Zachary Blanchard

## SoBo Park Upgrades Making Progress

It was a big September for SoBo parks as preparations got underway for construction in Riverside Park and the public got a look at preliminary design concepts for the expansion of Rash Field Park and new landscaping around Latrobe Park’s Longhouse.

On September 22, workers installed protective fencing across the width of the south side of **Riverside Park**, from Johnson Street to Covington Street, cordoning off the lower playing fields, hard courts, and red field house. Heavy machinery for excavating and site preparation was expected to arrive in early October, according to Jackson Fisher of the Friends of Riverside Park.

The tree line along the southern park boundary will be removed in October to make way for an expanded softball field and a walking path connecting Johnson and Covington streets. Current work at Riverside Park, which will include renovations to the field house, is expected to be completed in early 2024.

On September 26, the Waterfront Partnership presented the latest concept for Phase 2 of **Rash Field Park** at a public meeting in the park. Using community input gathered this summer, the new concept adds more features, including an ice rink and meandering trails. Dedicated space for volleyball courts and field sports is reduced, with “flex space” areas added to accommodate multiple activities.

Additional public input on the concept will be used to create a new iteration of the design before the end of this year.

On September 14, an initial concept for improvements to the Longhouse area of **Latrobe Park** was presented by Sophie Maguire of Baltimore City Recreation and Parks at a meeting of the Locust Point Civic Association. The proposal includes rain gardens, a “nature play” area, and new picnic tables.

This preliminary plan will continue to evolve this fall, with construction expected to begin after installation of a new roof on the Longhouse. – Steve Cole

## Keep an Eye Out for Dragon Boats Prowling Peninsula Waters

If you were down by the Inner Harbor recently, you may have seen kayakers or rowers paddling by. But if you saw a large boat with 20 paddlers armed with short oars, chopping down at the water in unison, while a figure sat tall at the bow barking commands, you were looking at a rarer, different beast: a dragon boat.

The Baltimore Dragon Boat Club has three boats that practice from April through October 22 out of the Under Armour docks at the end of Hull Street. Not to be confused with the paddle boats that look like dragons by the Baltimore World Trade Center on the north side of the harbor, these long vessels are part of a sport dating back over 2,500 years. Catholic Charities of Baltimore brought the sport to

the area in 1998 with its biannual dragon boat race that pitted Baltimore corporate teams against each other in a fundraising event. That is where David Gaskin, Susan Troupe, and John Pezzulla met for the first time and decided to form the Baltimore club in 2008.

“The club brings together all ages, genders, and races for a unique sport that offers camaraderie and friendly competition with a desire to win while having a lot of fun,” says club president John Pezzulla. The club’s current roster of about 100 members includes people aged 10 to 87, ranging from no experience to competing nationally. Practices are held three times a week and are open to newcomers who just want to give the sport a try.

If you’d like to compete, the club participates in four to five races a year and it hosts the Baltimore Dragon Boat Challenge which returns to the harbor in June 2023. As the season winds down this year, there are plenty of on-land training opportunities to help you keep in shape during the winter months, including yoga and high intensity interval training. The club also hosts social events like bowling, stand-up paddle boarding, hiking, happy hours, and BBQs.

Membership for a full season is \$150, though the price falls to \$75 after June 30. If you’re interested in paddling next year or joining the upcoming winter conditioning, sign up on TeamSnap or visit [baltimoredragonboatclub.com/contact](http://baltimoredragonboatclub.com/contact). – John Thomas



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# Four Sugar Silos Rise at Domino Refinery

You can't miss the new construction completed this summer at the 100-year-old Domino Sugar refinery in Locust Point: four towering white silos stand side by side along the west side of the building. Each steel silo is designed to store 3.5 million pounds of granulated sugar until it is needed for packaging and shipment to customers.

The first two silos rose slowly this spring, growing almost imperceptibly as the top of each silo, built first on the

ground, was lifted up and a new ring of walls was installed below. The second pair of silos started rising in June and reached their full height in late August.

This fall, watch for the construction of a bridge connecting the top of the refinery to the top of the silos. A conveyor belt in the bridge will carry sugar across to fill up the silos. The sugar will be returned to the refinery across the same bridge, fed by a bucket elevator currently being built outside the northeast side of the silos. The sugar will be scooped from the bottom of the silos, carried back into the refinery, sorted by size, and packaged.

The completed four-silo storage system is expected to begin operation in December, according to refinery spokesperson Peter O'Malley. – Steve Cole



Photo by Mary Braman

# Extensive 'Streetscape' Upgrades Coming to Sharp-Leadenhall

Construction of new sidewalks, curbs, lighting, and landscaping along two square blocks of the Sharp-Leadenhall neighborhood is expected to start this fall, according to representatives of the Baltimore City Department of Transportation who spoke about the project at a September 12 online public meeting.

The improvements are concentrated in the area bounded by W. Cross Street on the north, Race Street on the east, W. Ostend Street on the south, and Leadenhall Street on the west. The project will replace deteriorating sidewalk and curbs, install pedestrian ramps, upgrade existing street lighting, add pedestrian lighting, and plant trees and shrubs.

"This is primarily a sidewalk reconstruction project," said Lance Cronin, DOT project engineer. The focus is on enhancing pedestrian safety and mobility, he said.

The project was awarded to J. Villa Construction in July. An October meeting is planned to set the schedule for the project, which is expected to take 14 months to complete. – Steve Cole



In late August members of the Locust Point Community Garden on Hull Street gathered at the garden for a potluck dinner celebration. Photo by Mary Braman.

# Locust Point Garden Keeps on Growing

The peninsula's largest community garden continues to grow in members, plots, and enthusiasm as the 2022 season comes to an end.

This year, the Locust Point Community Garden in the 1100 block of Hull Street boasts 58 garden plots and 80 members, up from 40 plots and 42 members one year ago. The 2022 harvest included tomatoes, cucumbers, eggplant, brussels sprouts, edamame, cantaloupe, squash, and an endless variety of peppers.

Members gathered on August 26 at the garden to celebrate the season with a potluck picnic. The feast included salsa made with several ingredients from the garden.

The garden's large, fenced lot, which is owned by Under Armour, is about one-third full of neat, three-foot-by-six-foot, raised beds separated by gravel paths. The lot also holds six fruit trees (pear and apple) transplanted from the recently closed Cherry Hill Urban Community Garden, beehives, and even more room to grow.

According to Dave Arndt, chair of the Locust Point Civic Association Com-

munity Garden Committee, Under Armour has agreed to support the addition of new plots in 2023. A total of 13 will be built starting this spring with funds from Under Armour and the civic association.

This fall, look to see a colorful mural begin to grow on a brick wall facing the garden. For more on the garden, visit [locustpointcommunitygarden.org](http://locustpointcommunitygarden.org).

– Steve Cole

# New SoBo Businesses Open

Since our last issue in August, the following businesses have opened on the South Baltimore peninsula:

**The Local Oyster**, 838 E. Fort Ave. Restaurant featuring fresh Maryland seafood, local beers on tap, and plenty of oysters. 844-748-2537

**Concentric Educational Solutions**, 1210 Light St. Provides schools and school districts with expertise in organizational and leadership development, student support services, and special education support. 410-718-6459

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# Capturing Motherhood and Family Life on Canvas

Artist Lee Nowell-Wilson is as vibrant as her paintings that adorn the walls of her studio in the School 33 Art Center (1427 Light Street). A Maryland native who lives in Baltimore, Lee has

rented a studio at the Art Center since August 2020. Her oil-on-canvas pieces are vivid with bold use of color. But it is really the familiarity of the scenes she creates that draws the viewer in.

Lee dons several hats, including that of a busy mother and the founder and editor of MILKED magazine. I sat down with her in August to talk about her art, what inspires her, the challenges she faces, and her upcoming exhibits.

Lee describes her art as a “chronicle of my life and what I’m experiencing in hopes that it will really connect with somebody else who’s observing it. I’ve always kind of thought about it like an autobiography in painting form.”

Lee felt her calling as an artist very early in life: a first-grader who wanted to be a book illustrator. “I remember driving with my mom and thinking about it. I was like, Mom, I don’t know, I think I want to be an artist,” Lee recalls.

With the support of her mother, who bought her art supplies, and an encouraging teacher, Lee decided she wanted to study art in college. She started at Syracuse University, but it took her only one semester to understand that she wanted to be in a specialized fine arts program. “That’s when I transferred, second semester freshman year, down to MICA,” says Lee.

Two years after graduating from MICA in 2011, Lee and her husband, Christian, moved to Lyon, France, to be a part of a street art residency program where she worked on urban art pieces and murals. Her travels took her to Norway, Chile, and Honduras. Traveling, Lee thinks, had a big impact on how her art evolved. While earlier she had been involved in heavy construction-based art projects, it was the travels that led her to tell stories through her pieces.

“Something just clicked when my husband and I were traveling and ultimately fully solidified after we had our oldest daughter: I need to tell the stories that I’m experiencing,” says Lee. She came back to Baltimore in 2016 and gave birth to Esther a year later.

Lee’s art now is mostly about motherhood and the way she is experiencing it. She now has three children: Esther, Ezra, and Edyth. One-year-old daughter Edyth played with Lee’s brushes as we talked at School 33, underscoring this connection. “It’s become more about our space as a family.”

As she transitioned into motherhood and got involved in the lives of her children, Lee wanted to illustrate their world in her paintings. “I love being a part of their world. I love watching, like what natural observations they



MICA graduate and mother of three, artist Lee Nowell-Wilson has been painting in a School 33 Art Center studio since 2020 and publishing a magazine that explores the maternal experiences of women since 2019. Photo by Mary Braman.

make and what they draw,” Lee says. One of the pieces in Lee’s studio was inspired by a drawing in Esther’s sketchbook of a playground.

Home life for Lee has anchored her work. Another eye-catching piece in her studio is called “House Under the Table,” where we see the silhouette of a child playing house as she sits beneath a table. The ornate design of the rug stands out against the interior of a reddish-brown table. Lee draws out the chaos of a mother’s life and makes it her art.

Painting her family’s daily life as she experiences it has helped her create conversations with other stay-at-home moms. This led her to start a magazine, MILKED, in 2019 that explores the maternal experiences of women. The project started with her curiosity about whether others were creating art portraying motherhood. While there were classic artists who focused on motherhood as a subject,

she personally was not seeing motherhood depicted much within the contemporary art scene. The magazine “was like a beacon call to see if anybody else out there was making work about motherhood,” Lee says.

As she started curating and publishing the magazine, she found artists who are using art as a processing tool in motherhood and others who are exploring the maternal form. Lee now publishes one issue a year. A call for submissions is currently open for the fifth issue of MILKED, which is due out next year.

Lee talked about the different challenges she faces as an artist. On a personal level, her tendency to compare her work with that of others can be tough. “I’m horrible at comparison, especially now with social media. You see the ‘success of others’ and then see your own failures. You don’t really see too many of other people’s failures on social media.”

Professionally, Lee is a strong believer in the value of having your own space to make art. Getting a dedicated studio space helps artists keep their momentum, something that can easily fall by the wayside if you’re working out of your home or garage. Her advice to young artists: “After you graduate, get a studio in your city immediately.”

The School 33 Art Center has helped her overcome some of these challenges, Lee says. “It is awesome in the way it operates a bit like a local residency.” The center offers benefits beyond studio space, such as exhibitions, mentorship, and connections with the local community at large and other School 33 artists.

Lee is hoping to have her next exhibit in February 2023 in Washington D.C., where some of the pieces that chronicle her experiences with motherhood and her home life will be on display. You can see more of her work online at [leenowellwilson.com](http://leenowellwilson.com). – Enakshi Roy



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# Halloween Fun, Elections, Peninsula Park Cleanups



The South Baltimore peninsula has many neighborhood groups working to make our part of the city a great place to live. SoBo 2GetHer is a regular column of updates from these organizations on community projects that you can get involved in.

## Federal Hill Neighborhood Association

facebook.com/groups/FHNA21230  
ehillsider@gmail.com

FHNA participated in the Digital Harbor Foundation **green space cleanup** on September 10 with the SoBo Cleanup Crew and several Foundation staff members. We look forward to working with the Foundation on their plans to redesign their outdoor space to better connect their students and the Federal Hill community.

We are planning a **fall picnic** in Robert Baker Park on October 15. We also encourage everyone to join our friends at Federal Hill South for their **pumpkin decorating event** on Sunday, October 9.

Unfortunately, we won't be able to host the **home brew contest** we were working on, but we will hopefully get it on the schedule in 2023!

Now that summer has ended, we are back to having our **regular meetings** on the third Tuesday of the month. Our next meeting is October 19. – Submitted by Zac Blanchard, Vice President

## Federal Hill South Neighborhood Association

federalhillsouth.org  
federalhillsouthna@gmail.com

Let's Make the Neighborhood BOO-tiful! Join FHSNA on Sunday, October 9, for an afternoon of fall family fun with pumpkin decorating, crafts, chalk, games, and snacks on the St. Ignatius Loyola blacktop from 2 to 5pm. Tickets are available through October 7 at fhsna.square.site; \$17 for the first participant, \$5 for each additional participant. Each ticket includes one pumpkin, access to all craft supplies, and snacks.

Support your local neighborhood association and deck your halls with FHSNA's wreath sale! Wreaths are handmade with love and care from pine boughs and finished with a beautiful bow. Proceeds support neighborhood cleaning and greening efforts. Cost is \$40. If you'd like to pay with cash or check, please check out our Wreath Sale 2022 section of our website (listed above). Wreath pickup is Saturday, December 3, from 10am to 1pm at the corner of William and E. West streets. – Submitted by Meg Murray, President

## Key Highway Community Association

keyhca.org  
keyhca@gmail.com

KHCA is planning to hold its first in-person meeting since before the pandemic. The meeting is scheduled for October 14 at 6:30pm in the Baltimore Room of the Harborview Tower. Since the completion of the Fort Avenue



There was a big turnout and beautiful weather on September 17 for the annual Locust Point Festival in Latrobe Park. Photo by Mary Braman.

Bridge underlighting project, KHCA is looking to take on other projects and explore other improvements. – Submitted by Janan Broadbent, President

## Locust Point Civic Association

mylocustpoint.org  
contacts@mylocustpoint.org

What a great neighborhood turnout for this year's **Locust Point Festival** on September 17! A special thank you to Caitlin Regan for planning this fun event and to all our community businesses for their contributions.

After years of service, LPCA President **Kate McComiskey** has retired from her role. We thank her for working tirelessly to better her community. We are very grateful for all her contributions. Vice President Molly

Miller has assumed the position of President.

Renovations are continuing in **Latrobe Park**, with plans underway for improvements to and around the Longhouse. There will be a park cleanup day on October 8. Please email Olmstead200LP@gmail.com if you are interested in getting involved with the ongoing park projects.

LPCA aims to improve the community in a variety of ways, including hosting community events and community-funded grants. If you live in Locust Point, we hope you will join us! Our next meeting will be October 12 at 7:30pm at Francis Scott Key Elementary/Middle School. – Submitted by Molly Miller, President

Continued on page 6

# We've been in your neighborhood for over 130 years!

Come find how God's love works through us in ways you probably don't know.

Our Sunday Morning Schedule includes:

- Relaxed and Child-friendly Contemporary Service 9:00 AM
- Educational Hour for all ages 10:00 AM
- Our more Traditional Worship Service 11:00 AM

All worship services offer holy communion. Worship is both in-person and online on our website, Facebook and YouTube and may be viewed anytime after the original broadcast.



Scan the QR code to see what makes us a unique part of the South Baltimore community.

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SOBO 2GETHER, continued from page 5

Otterbein Community Association  
theotterbein.org

OCA held its second annual **Block Party** with Harbor Walk Townhouse Association, bringing residents together as a community to socialize and meet our new neighbors. Upcoming October events include our **Scary Stoop Contest**, a new Halloween tradition called **Frights ‘n Lights**, and our neighborhood costume contest!

OCA is glad that BGE has selected the Otterbein area to install two **EV charging stations**. These stations will provide a convenient charging option for residents who own EVs and enhance the overall community for future homebuyers.

Check out the new articles from the **Otterbein History Project** by David Safier: Camden Yards, Then and Now; Gist’s Shot Tower at Eutaw and Conway; and Chinese-owned Laundries in the Neighborhood. You can find them online at theotterbein.org/wp/history. – Submitted by Gregory Vander Ploeg, President

Riverside Neighborhood Association  
riversideneighborhoodassociation.com  
rnabaltimore@gmail.com

RNA to Hold Annual Board Election at October 24 Meeting – RNA advocates for the varied interests of residents in the welcoming pineapple-shaped area roughly from Light Street to Lawrence Street and from the railroad tracks to E. Fort Avenue and Key Highway. RNA’s bylaws call for a meeting each fall for the **election of officers** and members of the Board of Directors. That hybrid meeting will take place on Monday, October 24 at 7pm at our regular meeting location on the lower level of Salem Lutheran Church, 1530 Battery Avenue. We will post a Zoom invitation on our Facebook page prior to the event.

If you live within the RNA boundaries (see the About Us section of our website) and have an interest in serving on the Board, send an email to let us know of your desire to take part in this year’s elections.

Each member of the Board brings know-how, talent, experience, and a

strong commitment to serving our neighbors. Expertise in any and all of the following is helpful: real estate, law, community development, public works, city government, communications, small business, event planning, and more. Creativity, patience, and a willingness to jump in and help are just as important. We’d like to hear about what you can bring to Riverside and RNA! – Submitted by Rich Badmington, President

South Baltimore Neighborhood Association  
mysobo.org  
executive\_board@mysobo.org

SBNA will hold **elections** for President and one open Board Member position at our meeting on November 8. If you are interested in becoming more involved in your community in this way, please reach out! We will be discussing the election at our general membership meeting on October 11 at 7pm upstairs at Delia Foley’s.

At our September 13 meeting, SBNA set up an ad hoc committee to look into recent **vehicle collisions** at the intersection of Ostend and Patapsco streets. The committee will evaluate options for avoiding future collisions and present potential solutions to SBNA for support. To help with this effort, please contact the executive board at the email above.

The Clean and Green Committee continues to implement a project to create **new tree pits** in the community. If you are interested in having a tree pit created or an existing tree pit expanded near your home or are interested in volunteering, email cleanandgreen@mysobo.onmicrosoft.com.

SBNA continues to work toward improving and re-implementing our memoranda of understanding with local alcohol-serving businesses and problem-solving neighborhood parking and traffic issues and other issues as they arise. To keep up to date on SBNA activities and initiatives, follow us on social media (Facebook and Instagram), sign up for our emails on our website, or send us an email. – Submitted by Megan Spindler, Board Member



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If you live on the South Baltimore peninsula, we’ll drop off 5-10 copies of each issue to your door – one for you and plenty to share with friends & neighbors. Just email your address and the number of copies you’d like to: hello@ sobopost.org.

The SoBo peninsula is bounded by I-395 on the west, W. Conway Street and the Harbor on the north, and the Middle Branch of the Patapsco River on the south.



# When Baltimore's 'Road Wars' Raged Across SoBo

EDITOR'S NOTE — In the 1950s, when plans for a nationwide interstate highway system were born, cities across the country began to grapple with how to make room for expressways snaking through dense urban landscapes. Baltimore was no exception. The ensuing "road wars" over those plans were fought into the 1970s. Many Baltimore communities were in the crosshairs, including the South Baltimore peninsula.

In the new book **Stop the Road: Stories from the Trenches of Baltimore's Road Wars** (Boyle & Dalton) released this month, former Baltimore city planner E. Evans Paull chronicles the improbable victory of the powerless and the outsiders over the powerful and the insiders, with the result that Baltimore's historic waterfront communities of Federal Hill, Fell's Point, and Canton were saved from the wrecking ball. But that win was tempered by the disastrous losses of the "Highway to Nowhere" and destruction of Black neighborhoods.

Baltimore developer and urban strategist C. William Struever commented in a 2004 interview that, "If you think about the things that have really changed the face of Baltimore as we know it today, to me there is nothing more important than the road wars."

Stop the Road dives into the controversies and behind-the-scenes power plays at the heart of the decades-long struggle to build Baltimore's expressways and interstates. Paull interviewed 55 key players to tackle major questions, including: Why were highway engineers hell-bent on a plan that would have destroyed the waterfront? Was Baltimore guilty of using highways for "Negro removal"? Who were these unsung heroes, the outsiders that saved Baltimore from its own leadership?

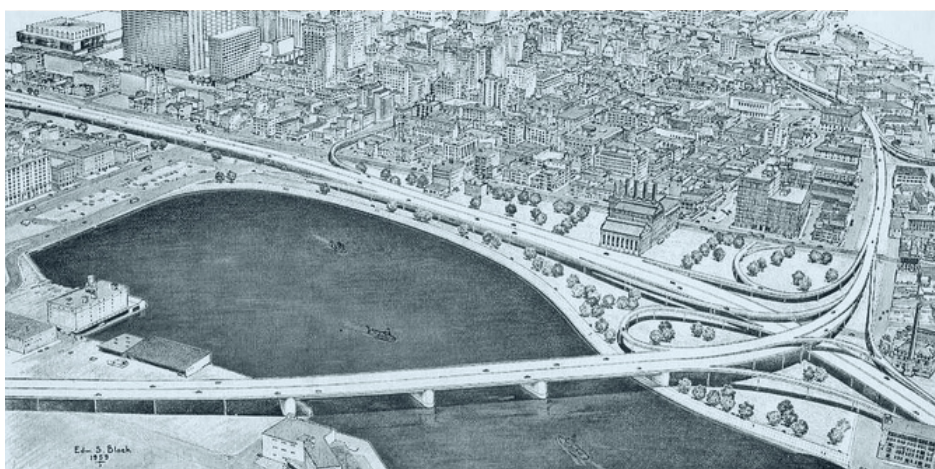
Below are excerpts adapted from the book that focus on the major battles fought here in SoBo.

\* \* \*

In 1961, Baltimore's team of consulting engineers released the highway scheme that called for an eight-lane East-West Expressway to cross South Baltimore at Montgomery Street; swipe through Federal Hill (taking a large chunk out of Federal Hill Park); cross the Inner Harbor with a fourteen-lane, low-level bridge; occupy Harbor East with a colossal, six-level interchange; rip through the heart of Fell's Point at Broadway and Thames; and then follow the Canton waterfront all the way to the Canton industrial area. From our modern-day point of view, it is hard to imagine anything—save, perhaps, a nuclear power plant—that would have had a more deadening effect on future urban vitality.

There is also a parallel story that is equally compelling as a civic tragedy. The tragic side of the highway fight takes us to the African American communities of Sharp-Leadenhall and Rosemont; the former a textbook example of the detrimental impact of the all-too-prevalent practice of using highways for slum clearance, the latter revealing Baltimore's low regard for a stable, middle-class African American neighborhood.

Eventually, Baltimore's highway planners acceded to those opposed to this plan and accepted one through-highway (I-95, moved away from downtown and neighborhoods to an industrial corridor) and two spurs, I-83 and I-395, truncated highways that improved downtown access but avoided the more destructive aspects of a highway system that looked great on a map but would have ripped the heart out of affected communities.



A 1960 illustration of an early highway plan for downtown Baltimore with an eight-lane East-West Expressway crossing the Inner Harbor at Federal Hill (bottom left) and forming a multi-level interchange at the current location of Harbor East.

## Destruction in Sharp-Leadenhall

At the time of the Road Wars, Sharp-Leadenhall was a lower-income, African American neighborhood with rental properties predominating. Its roots as a proud community of African American Freedmen were ripped apart in the late 1960s, another community destroyed by acquisitions for highway plans that were later changed. Two highway plans and one urban renewal plan left a decimated community of only five hundred holdouts — three thousand people had been relocated.

Conventional wisdom in city planning in the mid '60s still favored slum clearance via both urban renewal and highway construction. Sharp-Leadenhall was in the crosshairs for both in the 1962 plan and a modified 1967 plan. The 1962 plan swiped through the neighborhood east to west, wiping out four blocks and bisecting the community into northern and southern sections.

The modified route buried Sharp-Leadenhall at the intersection of two superhighways: I-95 (running north to south and laying waste to eight mixed residential and commercial blocks) and the I-70 southwest connector (running east to west and displacing mostly commercial properties at the north end of Sharp-Leadenhall. The modified plan was adopted by condemnation ordinance in November 1967.

But one year later, in December 1968, Mayor D'Alesandro ditched the plan to have I-95 cross the harbor at Federal Hill to one that crossed at Fort McHenry. The new alignment was linked to downtown via the I-395 spur. I-395 used the same north-south corridor through Sharp-Leadenhall, but at six lanes instead of eight, the right-of-way narrowed by one block, staying west of Sharp Street rather than Leadenhall Street. That narrowing would have freed up four blocks from the Sharp-Leadenhall condemnation area; however, because Locust Point put up a huge fight against the Fort McHenry

route, Sharp-Leadenhall stayed in limbo from 1968 to 1973, except that it was worse than limbo because acquisitions continued even though the city's plan had changed.

## Protecting Federal Hill

Although concepts for an alternate route across the harbor at Fort McHenry instead of Federal Hill were percolating behind the scenes in the late 1960s, the expressway through the Inner Harbor at Federal Hill was the official plan for 12 years (1961 to 1973).

Up until about 1967, anti-highway activists were essentially folks trying to protect their neighborhoods along with a smattering of historic preservation and civil rights advocates. But in the late '60s, young people, both white and Black, began questioning pretty much everything the establishment stood for.

The spirit of 1960s activism played a major part in the expressway battle. Idealists and activists brought new energy and zeal to the fight, not to protect their own neighborhoods but because their involvement fit into their sense of purpose and worldview—that working class and minority neighborhoods were being victimized because they were powerless.

Highway opposition began to take on new forms. Organizations were created for the sole purpose of altering or stopping expressways. Fell's Pointers and historic preservation advocates pulled together and formed the Society for the Preservation of Federal Hill and Fell's Point (Preservation Society) in February 1967.

At the time of the Road Wars, Federal Hill was a mixed-income and mixed-race community with industrial uses mixed in, especially along the waterfront. The community and the Preservation Society were relatively minor players in this battle — larger forces such as the Greater Baltimore Committee and city development agencies were at work pressing against the Federal Hill crossing — except for one criti-

cal matter: placing Federal Hill on the National Register of Historic Places.

Fell's Point activists Bob Eney and Jack Gleason repeated their Fell's Point spadework for Federal Hill and succeeded in gaining National Register status in April 1970. The Federal Hill Historic District was also incorporated into the Fell's Point lawsuit in August 1973.

## Locust Point Fights Back

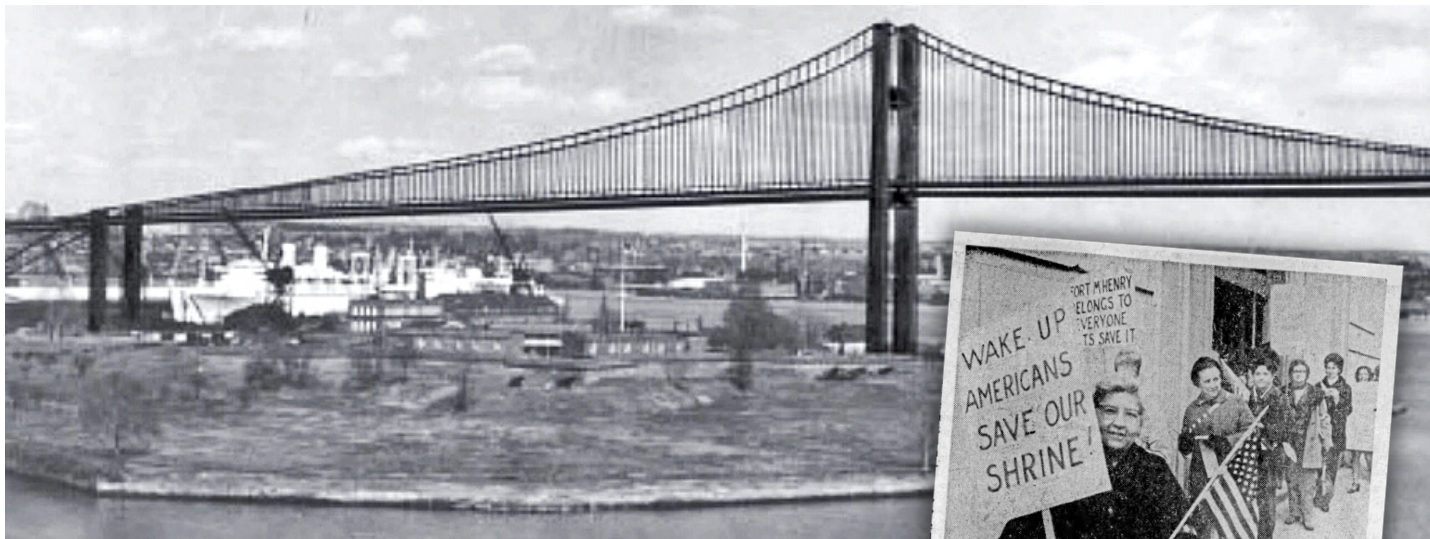
The Fort McHenry harbor crossing had one enormous problem: the proposed 180-foot-high bridge was seen as a desecration of the Fort McHenry monument. Intense community opposition supplemented by well-organized veterans' organizations achieved a quick result. In April 1971 the Maryland General Assembly passed a resolution draped in patriotism: "a call to ... all veterans groups and all other patriotic Marylanders and Americans to aid and support the protection of our national heritage in Fort McHenry." It specifically requested that the State Roads Commission "fix an alternate route for an extension of I-95 so that Fort McHenry will not be jeopardized."

Shirley and Victor Doda are generally credited as the Locust Point masterminds who forced the road establishment to build a tunnel instead of a bridge at Fort McHenry. It was seen as a compromise at the time, but please imagine a Chesapeake Bay Bridge-like structure looming over Fort McHenry. This was no small victory.

Shirley and Victor Doda were admired by both friend and foe. Shirley, sometimes called the First Lady of Locust Point, had a knack for attention-getting antics. One protest outside City Hall featured a woman dressed up as a gorilla who handed out bananas inscribed with a warning: "Don't Monkey with Locust Point." Shirley led a procession of neighborhood folks (each with a red, white, and blue hat) to Monday night council meetings, where she would sit directly behind Schaefer.

Technical studies for the Fort McHenry tunnel were completed in April 1974. There were three options for bypassing the Fort, but Mayor Schaefer favored the most complete (and expensive) solution which moved the tunnel to the east and south. The visual impact of the highway was virtually eliminated. These options finally went before the Locust Point community in December 1974. Victor Doda said the community was still concerned about the impact of construction vibration and air pollution, but the condemnation ordinance passed in a 12-5 vote on January 23, 1975.

Stop the Road is available through Amazon and Barnes & Noble. Additional information about the book can be found at: [stop-the-road.com/the-book](http://stop-the-road.com/the-book).



A 180-foot-high bridge across the harbor at Fort McHenry (artist's concept, above) was one option considered for an expressway through the southern side of the peninsula. Locust Pointers and veterans' groups vigorously protested this idea, and the bridge was eventually replaced by a tunnel.

Baltimore Sun




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**10/29 – SoBo Halloween Bash**, Riverside Park. Carnival games, food, costume parade, and more. 1-5pm.

**12/3 – 8th Annual Holiday Extravaganza,**  
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