

I. DEVELOPMENT OF THIS PLAN

The City developed this plan by:

- Reaffirming the visions and goals established in the 1996 Comprehensive Plan
- Outlining the requirements of public water and sewer infrastructure to serve future areas that are annexed
- Acknowledging the land use changes that have taken place since the 1996 Plan, and
- Minimizing impacts to the City's environmental and historical resources.

Since the adoption of the Comprehensive Plan in 1996, the municipal boundaries have changed considerably. Annexation of large land tracts to the west of the City along Chapel Road, such as Mt. Pleasant Farm and the Bulle Rock North Course, and Barker parcel located at the I-95 interchange has brought a great deal of 1996 Comprehensive Plan to fruition. In addition to the City's new growth areas, revitalization efforts within the older portions of the City of Havre de Grace continue to enhance the City's attractiveness for its residents and as a destination for travelers. This Comprehensive Plan builds on past accomplishments and the foundation that the 1996 Comprehensive Plan provided.

The approach that was taken to determine the future of Havre de Grace in this Comprehensive Plan is one that takes into account the whole City as an integrated community. The City is a strong and established community. It is a City of new vibrant neighborhoods, historic homes on tree-lined streets, extensive waterfront public parks, beautiful downtown, growing service/retail corridor, and strong employment centers of both industry and health care. Located on the Susquehanna River at the top of the Chesapeake Bay and along the I-95 corridor that connects the Philadelphia and Wilmington areas with Baltimore and Washington D.C., the City is in an excellent position to determine its future within a dynamic local and regional context.

II. THE PLANNING CONTEXT: STATE OF MARYLAND AND HARFORD COUNTY

The City gets its legal planning authority from the Article 66B of the Annotated Code of Maryland, which is part of the Laws of Maryland. For jurisdictions that fall under Article 66B, the law outlines the role, powers, terms, and composition of Planning Commissions, defines the required components of a comprehensive planning document, determines enforcement powers and subdivision review authority, and sets Board of Appeals

requirements. Through Article 66B, the City has the autonomous function of planning for the land within its municipal borders.

In addition to the legal authority that the State of Maryland determines, the State has developed strong planning policies through the 1997 Smart Growth Areas Act. These Smart Growth policies set the stage for jurisdictions within the State to fund projects that are located in areas that have infrastructure already in place so that growth is focused in appropriate areas. These areas are called Priority Funding Areas, and municipalities such as the City are designated as such. The intent of Priority Funding Areas is to provide the most efficient and effective use of taxpayer dollars, to avoid higher taxes which would be necessary to fund infrastructure for sprawl development, and to encourage development in areas where infrastructure already exists, thus reducing the pressure for sprawl development.

Within the context of State Law, the City must also consider the planning policies of Harford County in regard to new growth areas that result in annexation. Annexation law is determined by Article 23A, Section 19 of the Annotated Code of Maryland, which outlines the authority of a municipal legislative body to enlarge corporate boundaries to areas that are contiguous to and adjoining the existing corporate area. This is done through petition of property owners to the municipality or through municipal action. However in the annexation process, the land use designation for the property cannot be substantially different from the land use designation specified in the current adopted master plan of Harford County without the express approval of the Harford County Council (Article 23A, Section 9 of the Annotated Code of Maryland). If there is a substantial difference in the land use designation, a five-year waiting period for the change of use is required unless a waiver is granted by the County Council. Because of this relationship between the City and Harford County as determined by State Law, coordination between land use policies of both jurisdictions is paramount for productive implementation of land use planning efforts.

III. THE PLAN FOR THE CITY

The planning area for the City consists of the land that is currently within the City's municipal boundary and potential growth areas that are within a reasonable proximity of the City's boundary. Identified growth areas are those areas outside of current municipal limits, which in the Havre de Grace Planning Commission's judgment, bear relation to the planning responsibilities of the Commission. Annexation is a natural and consistent measure for growth within this County and this region. For the purpose of this planning document, the City's planning area includes land bounded by the Susquehanna River and Chesapeake Bay to the east and south; Interstate 95 to the north; and Earlton Road and Robinhood Road to the west. Potential growth areas are identified on the Comprehensive Plan Areas map located at the end of this chapter. These growth areas were established with consideration for the Smart Growth policies set forth by the State of Maryland, planning policies that guide growth and development within Harford County, the City of Aberdeen's most recent annexations, and the ability to serve the properties with public utilities.

The Comprehensive Plan for the City incorporates *Revitalization Areas*, *Newer Neighborhoods/Developing Areas*, and *Growth Areas* within its planning framework. These areas are described as follows:

Revitalization Areas are those areas that are located east of CSX Rail Line and are generally among the older portions of Havre de Grace. The Revitalization Areas section includes older neighborhoods, the downtown and the waterfront, properties along US 40 within the City limits, major street corridors within the City, and industrial areas. Revitalization of the older portions of the City is the key priority for the overall health of Havre de Grace. Continued enhancement of pedestrian connections and public facilities as well as private reinvestment in historic structures and new in-fill development are necessary for the renaissance of the City.

Newer Neighborhood/Developing Areas are those areas located west of the CSX Rail Line and include existing subdivisions such as Havre de Grace Heights, Chesapeake Heights, Meadowvale, Grace Harbour, and Bayview Estates. In addition, areas which are within City limits and are under construction or recently annexed are included in this section. Neighborhoods such as Grace Manor and the annexed areas of Bulle Rock are discussed as well as the Mixed Office Employment district located at the I-95 Interchange.

Growth Areas is the final section of this chapter. Growth areas, or areas which may be considered for annexation, include land that is within one mile of municipal boundaries and has a likelihood of being annexed into the City. All of these sections – whether they be revitalization areas, newer neighborhoods, developing areas, or future growth areas – need to be viewed collectively to ensure, to the extent possible, a cohesive city in terms of connectivity, public resource allocation, and community identity.

The Comprehensive Plan Areas map (Figure 3.10) located at the end of this chapter illustrates the geographic relationship of these areas to each other. *Revitalization Areas* are delineated in blue in this map; *Newer Neighborhoods/Developing Areas* are delineated in red; and *Growth Areas* are delineated in green. The seven *Revitalization Areas* are also mapped individually in the next section of this chapter. In addition, a Land Use Plan map (Figure 3.11) is located at the end of this chapter, which illustrates appropriate land use designations for the City and its growth areas. The land uses delineated on the Land Use Plan map are fully described in Chapter 4, Implementation.

A. REVITALIZATION AREAS

Older portions of the City are described in the following seven Revitalization Area sub-areas: 1. *Downtown Business District*, 2. *Waterfront*, 3. *Old Town*, 4. *Route 40 Corridor*, 5. *Gateway Corridors*, 6. *Revolution Street Neighborhoods*, and 7. *Industrial Area*. Boundaries for these Revitalization Areas are intended to be generalized, and may in some cases overlap each other. The following narratives summarize recommendations for each revitalization area, general location, existing land use, zoning, natural features and cultural aspects, and suggested design and special site development guidelines.

1. Revitalization Area 1 - Downtown Business District

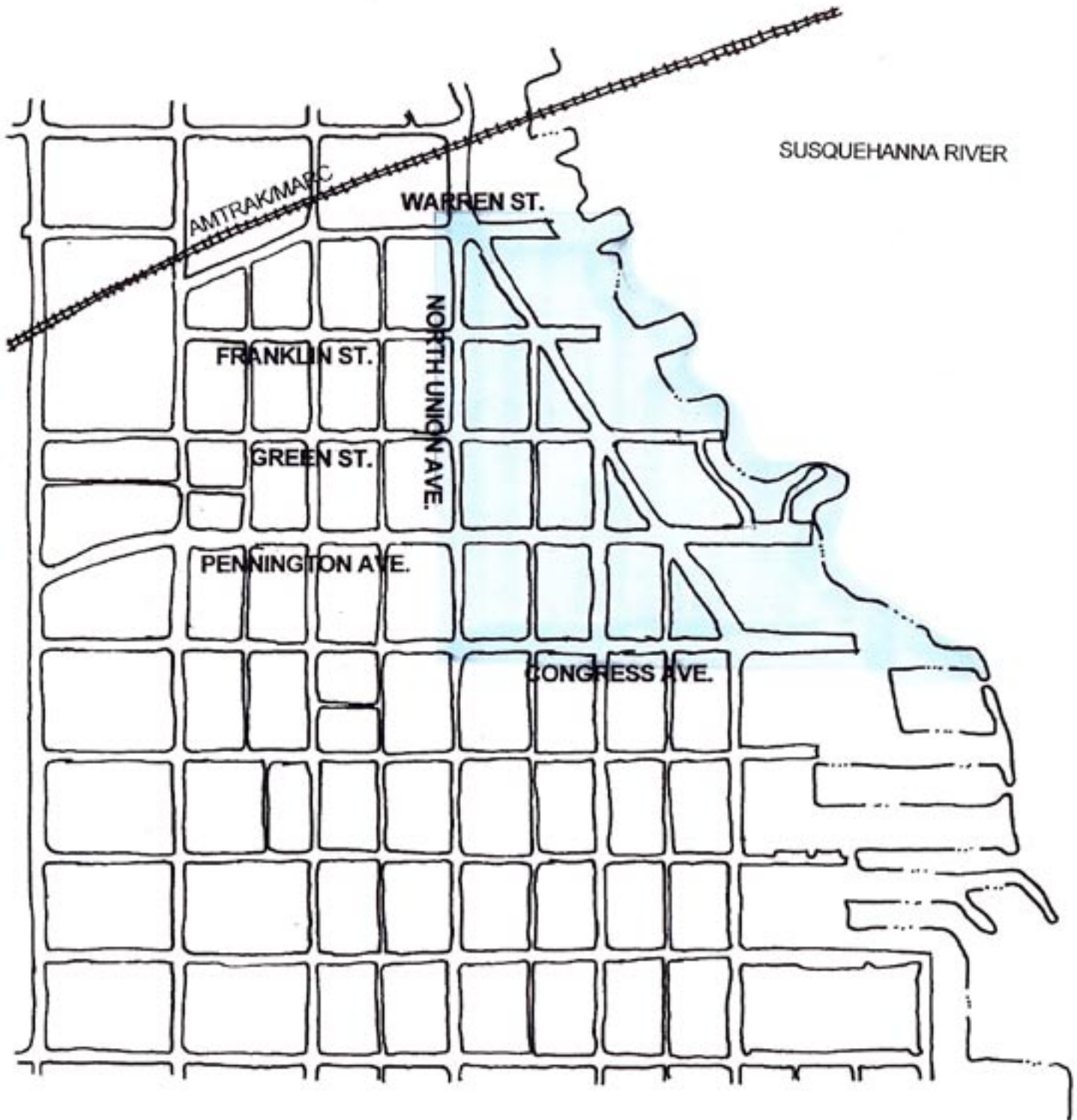
Recommendations

- Provide business development and resource education for businesses in the Downtown Business District, and work to attract new businesses into this important commercial area.
- Work with the Greater Havre de Grace Chamber of Commerce to develop a successful marketing campaign for the Downtown Business District.
- Develop design guidelines for new building construction so that new structures may be in character with existing historic downtown commercial buildings.
- Continue sidewalk and streetscape improvements within the Downtown Business District to enhance its attractiveness.
- Consider the designation of an Arts and Entertainment District in the Downtown Business District which provides property and income tax incentives through the State's Department of Business and Economic Development.
- Explore opportunities for placing utilities underground.
- Provide more cohesive signage to lead visitors to the Downtown Business District.
- Coordinate a comprehensive parking strategy that evaluates current parking provided within the Downtown Business District and determine future needs and possible shared use arrangements.
- Encourage use of Maryland Historic Rehabilitation Tax Credits for renovation of existing commercial structures.
- Educate property and business owners about the Maryland Building Rehabilitation Code (or Smart Codes) for renovation of existing structures.

The City's Downtown is situated along the Susquehanna River on the eastern side of Havre de Grace. It is generally located between the AMTRAK Line and Congress Avenue, and from Union Avenue eastward to the Susquehanna River. The existing zoning is predominantly RB (Residential Business), except for some limited areas along Union Avenue that are zoned RO (Residential Office). The entire Downtown Business District is within the City's recognized National Register Historic District.

The Downtown Business District is the heart of the City. Its proximity to the waterfront, well-crafted and architecturally detailed historic structures, interesting mix of businesses, and pedestrian-friendly streets are what make the downtown such a unique destination. The Downtown Business District is largely comprised of specialty retail shops, restaurants, offices, and financial institutions. As a historic, traditional downtown, it is also a strong center of mixed-use residential/commercial activity (i.e. apartments over shops).

Figure 3.1



REVITALIZATION AREA #1 (DOWNTOWN BUSINESS DISTRICT)

Changes to existing buildings or any new development in this district must be done in such a way as to preserve its character and historic commercial structures.

Business retention and new business development are key strategies for revitalizing this significant downtown commercial area. Supporting existing businesses through business development and resource education is a very important component of downtown revitalization, as is developing a marketing campaign. In addition, attracting new businesses that complement the existing uses is equally important in order to fill the vacant storefronts in this area and lead to increased viability of the entire downtown.

The City has accomplished streetscape enhancements for three commercial blocks on Washington and St. John Streets, and it will continue other improvements in the Downtown Business District as funding allows. These enhancements include decorative street lighting, brick edging for the sidewalks, street trees and furniture, and electric outlets for street decorations. Improvements such as these will be continued for the purpose of preserving the appearance and character of the City's downtown. It is the goal of the City to eliminate overhead utilities in the Downtown Business District over time. In addition, properties located within the Downtown Business District are also eligible for historic rehabilitation tax credits for commercial property.

Several implementation measures must be accomplished within the next several years. The development of design guidelines is desired for the Downtown Business District, which will set forth standards for site design for new, in-fill buildings and the architectural requirements of new structures. Currently, this district is characterized by its storefront appearance and zero lot line attached buildings; new development should be done in accordance with the existing character of the downtown. In addition, a parking plan must be developed that is reasonable for property and business owners, and takes into consideration the physical constraints of the downtown and keeps the small-town streetscape intact. Lastly, there is great need for a sign plan for travelers unfamiliar with Havre de Grace to locate the Downtown Business District and other destinations within the City. A sign study should be performed from the interchange at Interstate 95, along major routes of MD 155 and US 40, and throughout the road system within the City. It is also recommended that future bus stops and shelters be located and constructed to serve the Downtown.

Property owners within the Downtown Business District are encouraged to preserve or return store fronts to their original architectural character. The City also encourages the upgrading of existing apartment units and the creation of additional office space in upper-story adaptive use projects. This would be consistent with the City's vision of maintaining a small town and

historic flavor by protecting and emphasizing the visual and historic character of the various periods and styles of architecture.

2. Revitalization Area 2 - Waterfront

Recommendations

- Perform a waterfront study for the City shoreline areas that identifies appropriate land use and environmental constraints as related to adjoining waterways.
- Continue to explore and develop the concept of a waterfront jetty as a protection measure for the City's shoreline and as an enhancement for further economic development.
- Continue to develop pedestrian and bikeway connections within the City, to the Lower Susquehanna Heritage Greenway, and to other areas, such as Swan Harbor Farm on the Oakington Peninsula.
- Continue physical improvements on public land within the City, such as the signature sidewalk connections from North Park to the Promenade and redevelopment of park areas.
- Encourage appropriate re-use of underutilized parcels along the waterfront.
- Review and revise Chesapeake Bay Critical Area requirements for compliance with current State regulations and policies.
- Review and revise existing local regulations regarding zoning, parking, signs, and site development.
- Continue to work with property owners in regard to environmental regulations when performing property improvements in shoreline areas.
- Work with museums in the Heritage Park area to develop a shared parking area.
- Develop and implement a marketing campaign of Havre de Grace waterfront and City-wide attractions.

The City has approximately three and a half miles of shoreline beginning at North Park and ending at the end of Old Bay Lane at the City's municipal border. Generally, the waterfront as a revitalization area is located to the east of Water Street, St. John Street, Market Street and south of Commerce Street to include Tydings Park. Uses along the waterfront are diverse, varying from natural areas at the City's North Park, to dense marinas, buildings of historic significance, public parks and cultural attractions, downtown businesses, and waterfront condominiums. The current zoning in the waterfront area is predominantly R-B (Residential Business).

The waterfront is a tremendous asset of the City, for residents and visitors alike. Located at the point where the Susquehanna River meets the Chesapeake Bay, the City is unique ecologically because of its extreme river

Figure 3.2



REVITALIZATION AREA #2 (WATERFRONT)

currents from the high water volume of the Susquehanna and estuarine tidal action of the Chesapeake. Views from Havre de Grace are supremely beautiful, especially from the southeastern point of land known as Concord Point and Tydings Memorial Park which overlook the Susquehanna Flats at the head of the Chesapeake Bay. Balancing private development along the City's waterfront with the preservation of public access and open space is the challenge in maintaining the character that is uniquely Havre de Grace.

The development of a jetty along the City's shoreline to create a protective harbor is a concept that will be explored more fully in the next several years. This will include hydrologic feasibility studies, environmental impact analyses, and potential funding mechanisms. Expansion of waterfront uses and public access along the waterfront in the Downtown Business District is greatly desired. As shown on the Downtown Public Waterfront Promenade Concept Plan (Figure 3.3), the development of a waterfront promenade, public piers and landings, and attractive pedestrian connections to shops, restaurants, and public parks in the Downtown Business District will maximize the waterfront in this area of the City.

Because the City is located within the Chesapeake Bay Critical Area, special development regulations are applied to tidal waterfront areas within 1000 feet of the shoreline. The majority of the waterfront was designated as an Intensely Developed Area (or IDA) by the Chesapeake Bay Critical Area Commission in 1985, and was categorized as buffer exempt. As a result of this exemption, waterfront uses may continue to occur. However due to recent State policy changes (April 2000), properties located within the buffer exempt areas must follow guidelines for both re-development and new development. The City must review and revise its current Critical Area program to incorporate new State policy at the local level. Emphasis will be placed on maximizing public access, preserving water views, and maintaining an appropriate building scale for areas being redeveloped.

For the purpose of describing the Havre de Grace waterfront more fully, this section has been divided up into four sub-areas: Connections to the Lower Susquehanna Heritage Greenway (LSHG), North Waterfront, Mid-town Waterfront, and South Waterfront. This will aid in describing waterfront areas – their commonality and uniqueness – more effectively. In addition, a concept plan is included in this chapter to illustrate the relationship of the various public park areas along the waterfront, proposed connections, cultural attractions, and the Downtown Business District (see Figure 3.4, Heritage Corridor Plan).

A. ***Connections to the Lower Susquehanna Heritage Greenway***

Beginning with the northern end of the waterfront, it is planned that North Park will be tied into the LSHG trail system by a hiking path around Arundel Quarry. This trail system extends from the

Conowingo Dam to Havre de Grace on the west side of the Susquehanna River and from Conowingo to Port Deposit and Perryville on the Cecil County shoreline. Plans for the LSHG are focused on increasing heritage and eco-tourism for Havre de Grace, Port Deposit, Perryville, and Harford and Cecil Counties by creating waterfront trail systems which connect the municipalities with the beautiful natural areas along Susquehanna River.

The LSHG effort has been ongoing since 1993 and has accomplished the designation of the region as a Certified Heritage Area for the purpose of funding under the Maryland Heritage Areas Authority. Linkages through the City have been identified and include signature sidewalks, expanded waterfront promenades, and bike routes. Concepts for water linkages include potential pedestrian bridge locations and/or water taxi shuttles. Beyond the City to the south, Swan Harbor Farm should be viewed for future connections that link all the assets within this Chesapeake shoreline area.

A signature sidewalk, composed of concrete and brick pavers, is being constructed to connect the waterfront from Tydings Park to North Park. Starting at the corner of Lafayette and Concord Streets, the signature sidewalk will run north on Concord to Revolution Street, west on Revolution to Market Street, north on Market, St. John and Water Streets to Erie, west on Erie to Conestee Street, and north on Conestee to North Park. Period streetlights are also recommended along the entire length.

Within Havre de Grace, the signature sidewalk will connect public attractions along the waterfront. These attractions include, but are not limited to: McLhinney Park, North Park and the North Park Loop Trail, the Susquehanna Museum at the Lock House, Jean Roberts Park, David R. Craig Park, the Downtown Business District, Frank J. Hutchins Park, Concord Point Lighthouse and the Lighthouse Keeper's House, the Maritime Museum, the Decoy Museum, the Promenade, and Tydings Park. Numerous businesses and residential communities are linked within the pedestrian planning framework. In addition, water-taxi stop locations, downtown waterfront promenade, a kayak launch site, an expanded seaplane base, a pedestrian bridge from Havre de Grace to Perryville, and a safe harbor/jetty in the downtown area are being considered at this time to augment the existing waterfront amenities.

B. *North Waterfront*

The north waterfront area encompasses City-owned and leased lands of North Park and the Susquehanna Museum at the Lock House, private marina and boat sale uses, a limited amount of vacant land,

and Jean S. Roberts Park. In terms of private development efforts, an area of great opportunity lies in the vacant parcels in this area. Being one of the last areas along Havre de Grace's waterfront available for redevelopment, this area should be developed while avoiding the errors of the past. These errors include not providing public waterfront access or a view of the water. The area should provide mixed-use opportunities with quality, upscale commercial development, and should incorporate the signature sidewalk linkages along Water Street. Development efforts could also include additional marina capacity, however boat sheds in the form of high and dry facilities are not desired due to their height, which obstruct waterfront views and are unsightly from the water as well.

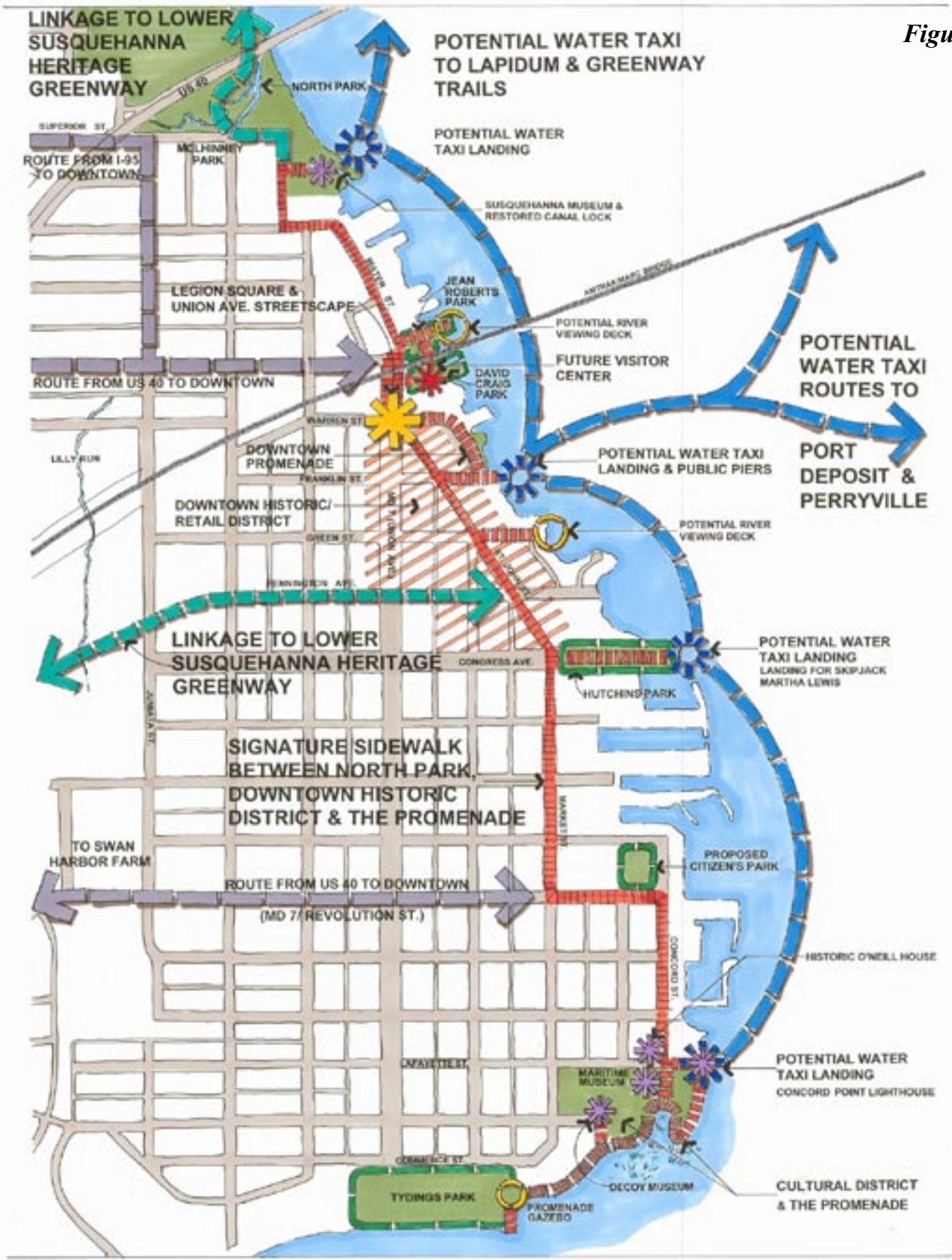
C. ***Mid-town Waterfront***

The mid-town waterfront includes land areas that are south of the AMTRAK Railroad Bridge and north of Girard Street. Beginning at the northernmost edge, it incorporates David R. Craig Park, American Legion Post #47, the water's edge of the Downtown Business District, Hutchins Park at Congress Avenue, and business, marina, and residential uses that extend to Girard Street. David Craig Park and Frank J. Hutchins Park are areas that are in transition for redevelopment into improved public facilities. Signature sidewalk improvements along St. John and Market Street are planned through this area as pedestrian linkages along the waterfront. In addition, a downtown promenade facility is being planned along the water's edge of the Downtown Business District.

Downtown waterfront revitalization strategies are numerous, with business retention and new business development as primary for revitalization. Planning efforts include: concepts for redevelopment of the municipal parking lot between Warren and Franklin Streets along the Susquehanna River behind the City's water treatment plant; re-use of existing storefronts in the downtown area for retail, service, and restaurant opportunities; streetscape enhancements; and support for destination-type uses, such as a kayak launch site and sea plane base improvements. Because of a lack of transient slips for visiting boaters, a jetty extending from Otsego Street to Congress Avenue has been proposed to provide another element of economic revitalization for the City's downtown commercial area. A study is underway to determine the economic and environmental feasibility of such a major undertaking.

Frank J. Hutchins Park is a public park located between the Downtown Business District and other businesses and marina uses south of Congress Avenue along Market Street. A Frank J. Hutchins Park redevelopment project is currently underway and will contribute

Figure 3.4



HERITAGE CORRIDOR PLAN

to the visual attractiveness of the City's mid-town waterfront. This park serves as a destination for visitors into Havre de Grace attending events on the Lantern Queen dinner cruise ship and Skipjack Martha Lewis. In addition to being a major point in the City for visitor access, this park provides a location for several large events. The redevelopment of Hutchins Park will improve the use of the park for public functions while creating a more attractive setting. Signature sidewalk connections will be built within the park and southward along Market Street.

D. *South Waterfront*

The south waterfront area encompasses newer residential condominium communities along the waterfront, a senior housing complex, Citizens Care Center, a private marina, and a large waterfront park area with museums. The museums and park areas at the southern end of the City are integrated into Heritage Park. This area includes Concord Point Lighthouse, the Light Keepers House, Maritime and Decoy Museums, the Promenade, Tydings Park, the Municipal Yacht Basin, and Tydings Island. Many improvements to this area have been accomplished or are underway, such as the redesign and construction of streets and utilities, the building of the Maritime Museum, and the renovation of the O'Neill Lighthouse Keepers House. Planned improvement strategies in this area are the continuation of the signature sidewalk and the development of a park behind the Citizens Care Center.

Redevelopment of Penns Beach Marina into an expanded and improved private marina and residential condominium project is underway with public access provided along the southern edge. The proposed public walkway would be of the same materials as the existing Promenade and would provide increased public access to the City's beautiful waterfront. In addition, another opportunity for redevelopment exists on a former scrap-yard site and adjoining vacant land. Proposals for this site must be of high quality design and be compatible with the surrounding uses. The site provides an excellent location for views to the Susquehanna Flats and Chesapeake Bay and could integrate housing, hotel or conference uses, cultural amenities, and parking.

The southern portion of the waterfront should continue to be developed into a rich cultural and recreational base. The museums located in this area provide experiential educational opportunities in local history and culture in a setting that is incomparable. The Promenade, Tydings Park, and other City-owned land of this area offer a tremendous public waterfront for the City's residents, visitors, and for Harford County and the region. Continued support to the

museums for their projects is paramount to the cumulative success of the cultural area, and incorporation of a shared parking concept needs to be carried to completion as a coordinated venture between the museums and the City.

Tydings Park, the Municipal Yacht Basin, and Tydings Island are located at the southern end of the waterfront area and are owned and operated by the City. Located on a bluff overlooking the Chesapeake Bay, Tydings Park is a grassy park with well-established trees, excellent views, a large play area, gazebo, and picnic tables. It is the site for numerous festival events, such as the Seafood, Arts, and Children's Art Festivals, and the location for the annual Fourth of July carnival.

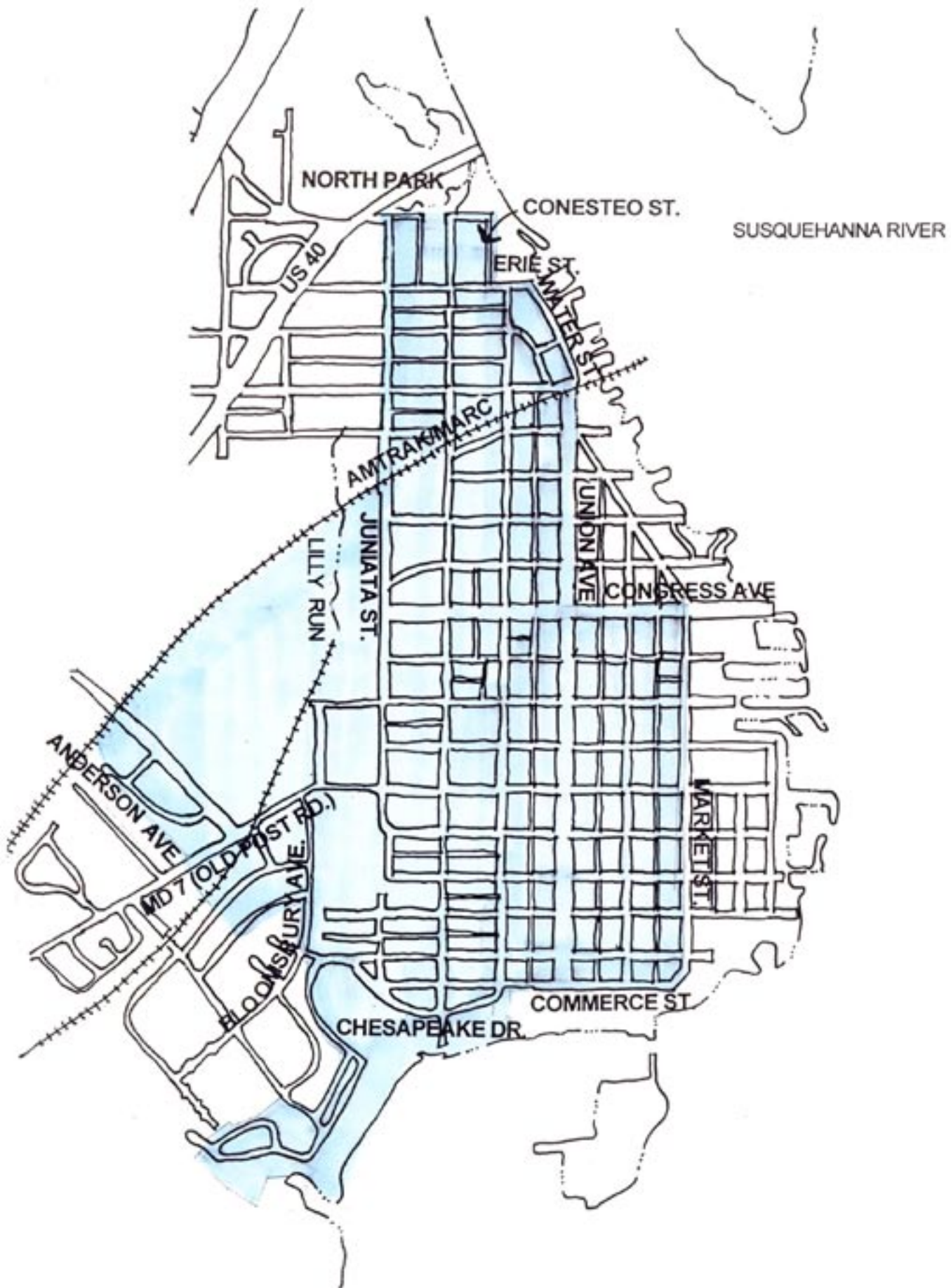
Below Tydings Park is the Municipal Yacht Basin, which has been undergoing renovation to include pier reconstruction, bulk-head replacement, and fuel dock, shower and attendant booth improvements. Tydings Island is an approximate fourteen-acre man-made island, which is a permanent Dredge Material Placement (DMP) site for reusable spoil materials when the Yacht Basin requires dredging. The island is also identified as a Resource Conservation Area (RCA) under Chesapeake Bay Critical Area regulations and is nesting grounds for area waterfowl. Providing excellent views of the headwaters of the Bay and beautiful parklands for outdoor enjoyment, Tydings Park, the Municipal Yacht Basin, and Tydings Island are of great value to the residents of the City and of the region.

3. Revitalization Area 3 - Old Town

Recommendations

- Encourage use of Maryland Historic Rehabilitation Tax Credits for renovation of existing historic structures throughout the Old Town area.
- Educate property and business owners about the Maryland Building Rehabilitation Code (or Smart Codes) for renovation of existing structures.
- Continue to support the mix of uses within the Old Town area of Havre de Grace, to include offices, residential, and limited commercial.
- Strengthen the medical corridor as a presence within the City.
- Encourage the renovation of converted apartment houses back into single family occupancy homes.
- Develop design guidelines for new construction within the National Register Historic District so that new buildings are in keeping with

Figure 3.5



REVITALIZATION AREA #3 (OLD TOWN)

- the historic character of the Old Town area. This may be addressed through the review and revision of existing local regulations regarding zoning, parking, signs, and site development.
- Work with the State of Maryland and local non-profit entities to develop opportunities/incentives for homeownership.
 - Continue to work with property owners regarding new development in the older areas of the City so that improvements are compatible with existing structures and the surrounding context.
 - Continue to enforce Building and Property Maintenance Codes.
 - Work with Harford County Transportation Services and Maryland Transit Administration to improve service and locate bus stops with shelters within the Old Town areas of the City.

Old Town is the historic residential area of Havre de Grace, and is generally bounded by North Park to the north; Chesapeake Drive and Commerce Street to the south; Market Street, Downtown Business District, and Water Street to the east; and Juniata Street to the west. The current zoning in the area is a mix of residential business (RB), residential office (RO), and residential (R-1 and R-2). The majority of this revitalization area is within the City's National Register Historic District. Descriptions of neighborhood sub-areas within Old Town that are of particular significance are addressed in Chapter 9, Historic Preservation.

The zoning within the Old Town Revitalization Area reflects the mix of uses within the area that is predicated on the City's historic development. The Old Town area of Havre de Grace has a wealth of historic buildings set within a traditional grid-pattern street system. Many of the streets are lined with large deciduous trees and have sidewalks. Alleys or lanes provide the opportunity for rear lot, garage and ancillary building access, trash removal, and utility supply infrastructure. As a traditional City, the older portions of Havre de Grace are a blend of small-lot residential development interspersed with commercial uses, places of worship, civic uses, apartments, and multi-story senior housing complexes. In the truest sense, it is a mixed-use, traditional city.

Various corridors within the Old Town, such as Otsego Street, Revolution Street, Juniata Street, Pennington Avenue and, to a certain extent, Union Avenue allowed for limited commercial uses within the fabric of the City during its development and contribute to the characteristic flavor of Havre de Grace. Several Bed and Breakfast establishments flourish in this area, as well as financial and real estate offices and personal service and specialty retail uses. Continuation of limited commercial uses along the Revolution, Otsego, and Juniata Street corridors can still be encouraged at a scale that is appropriate to the surrounding neighborhoods.

In addition to the commercial corridors in the Old Town area, Union Avenue has a significant concentration of offices for the medical community, which

is well established in Havre de Grace. Harford Memorial Hospital, located at the corner of Revolution Street and Union Avenue, is central to the Union Avenue medical corridor. The hospital serves the greater Harford/Cecil County region and is a significant medical center for the Upper Chesapeake Health System. Continued office uses that support the medical establishment of the City within this corridor are desired and encouraged.

Because of the dense residential areas in the Old Town and destinations located within the City in general, improved bus service is desired. This includes local Harford County Transportation Services within the City and to points within Harford County as well as commuter service to downtown Baltimore. Comprehensive review of existing services and a plan for future improvements for all Harford County is currently underway through the Maryland Transit Administration. The City is also exploring opportunities for bus shelters to be placed throughout Old Town and other points of origin/destination within Havre de Grace.

Many of the neighborhoods within the Old Town are very stable, tight-knit communities. However, there are others that are in decline or transition. Deteriorating structures within this area should be restored to proper condition if they are to contribute to its character. This can be accomplished by enforcing building and property maintenance codes, educating property owners about historic rehabilitation tax credits, and targeting available public sector financial assistance when appropriate. Home-ownership programs should also be made available to transition some homes from rental to owner-occupied. In addition, many large historic homes have been converted to multi-unit apartments. Incentives for the re-conversion of these homes into single-family owner-occupied dwellings is desired.

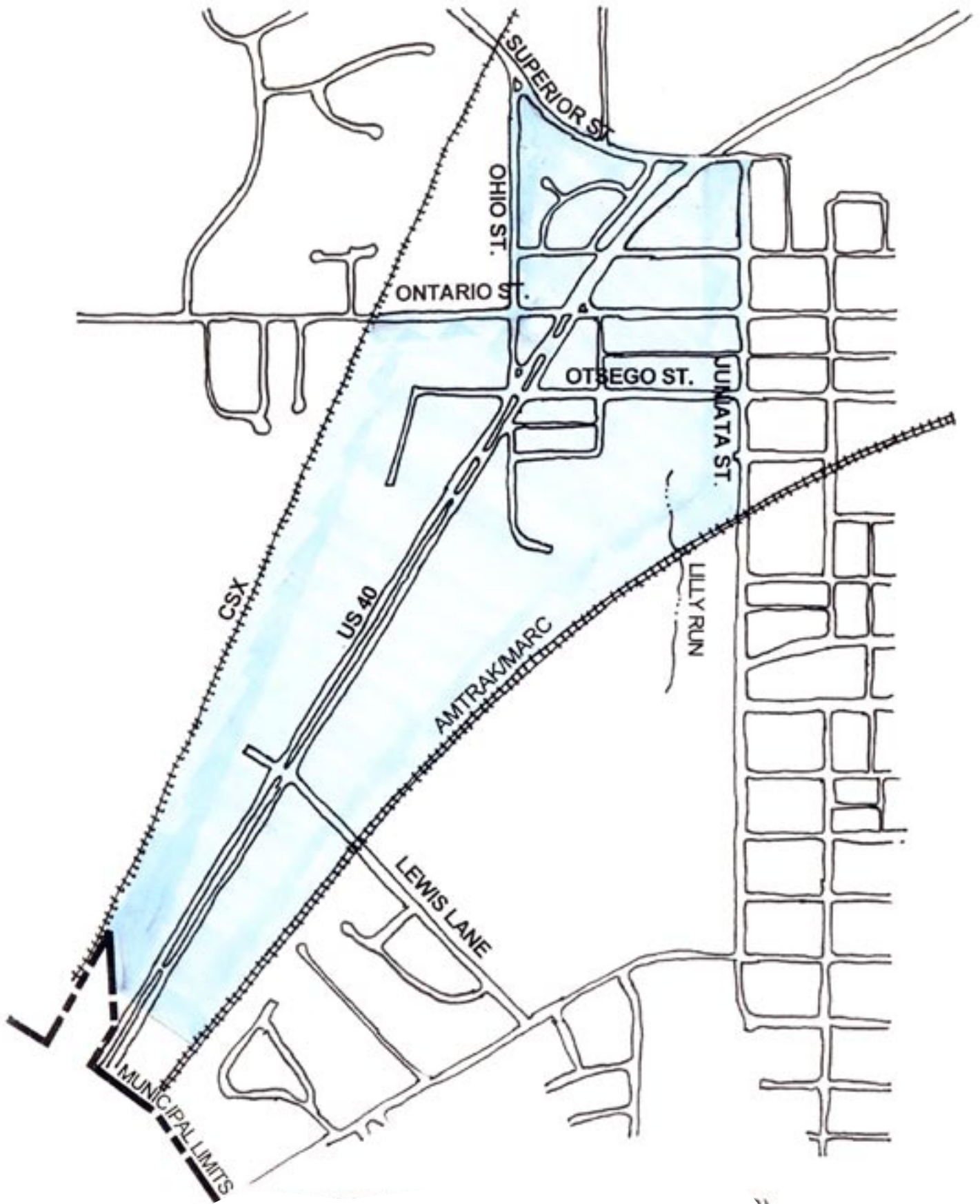
Site design and building design for new structures within the older portions of Havre de Grace should be in character with the surrounding buildings to maintain the historic character of the City. To that end, establishing design guidelines for in-fill development is paramount. Architectural compatibility, site configuration, and parking are all issues that need to be addressed within design guidelines or must be addressed within the revision of existing local regulations.

4. Revitalization Area 4 - Route 40 Corridor

Recommendations

- Support existing businesses and work to attract new businesses into the US 40 commercial corridor.
- Continue to work with property owners at the concept stage of development to ensure appropriate uses and development design.

Figure 3.6



REVITALIZATION AREA #4 (US ROUTE 40)

- Work with property owners to upgrade existing uses and provide screening where necessary.
- Review and revise existing local regulations regarding zoning, parking, signs, and site development.
- Require pedestrian and bikeway connections from newer, developing neighborhoods to US 40.

The Route 40 Corridor consists of the US 40 four-lane divided highway right-of-way and adjacent lands along the thoroughfare. It is generally bounded by the CSX and AMTRAK Rail Lines, and extends in a southwesterly direction from the Susquehanna River to the edge of the current City limits. The majority of this area is designated C (Commercial), with some portions zoned R-B (Residential Business) where US 40 approaches the Thomas J. Hatem Memorial Bridge and Susquehanna River. The corridor is dominated by commercial uses, such as restaurants, auto and truck service, community shopping centers and retail, used auto sales, and lodging. There are also some salvage yards and under-utilized parcels within the Havre de Grace portion of this corridor.

The Route 40 Corridor is a commercial area that serves some of the basic retail needs of communities in Havre de Grace and within the region, such as Perryville and Aberdeen. At this time, groceries, pharmacy, auto fueling and service, and convenience restaurants are the predominate uses in the corridor within the City limits. In Havre de Grace, the Route 40 Corridor is the dividing line between older areas and the newer communities but serves them equally for daily retail needs. Because of this commonality, the Route 40 Corridor could serve as a bridge between these communities; the physical connection of Lewis Lane to Chapel Road will aid in the flow between these two distinct areas. Future uses of under-utilized parcels along US 40, forested areas, and parcels near Bulle Rock Golf Course need to be considered as westward expansion of the City through annexation occurs. A separate corridor planning effort may be necessary to address implementation tools or regulations, infrastructure, and phasing.

As a gateway corridor, US 40 is undergoing improvements by the State Highway Administration. These improvements include median and edge landscaping, sidewalks at prime pedestrian locations, crosswalks, new traffic signals, gateway signs for Havre de Grace, and pavement resurfacing with brick detailing. In addition to the visual improvements of the public right-of-way, it is desired that the existing businesses along the corridor be visually appealing and lend to an overall improvement of the highway through the City and the adjacent jurisdictions. To this end, property maintenance code enforcement and, in cases of redevelopment, integrated site design is important.

Issues to be addressed with regard to visual cohesiveness within the corridor include business signs and unsightly uses, such as warehouses, junkyards, construction equipment yards, and unscreened exterior storage. With regard to signs along US 40, the existing business signs should be reduced in height, size, and number, while design guidelines for both existing and future signs should be prepared and enforced. Additional junkyards, construction equipment yards, and warehouse uses should not be permitted within this predominantly retail corridor. Existing uses of this nature should be required to provide landscape buffers and screening. Heavy industrial uses are viewed as incompatible uses to those already existing or planned for the corridor. High quality, visually appealing highway commercial development with appropriate design, landscaping, and parking patterns should be encouraged to physically integrate the Route 40 Corridor to the extent that it is possible.

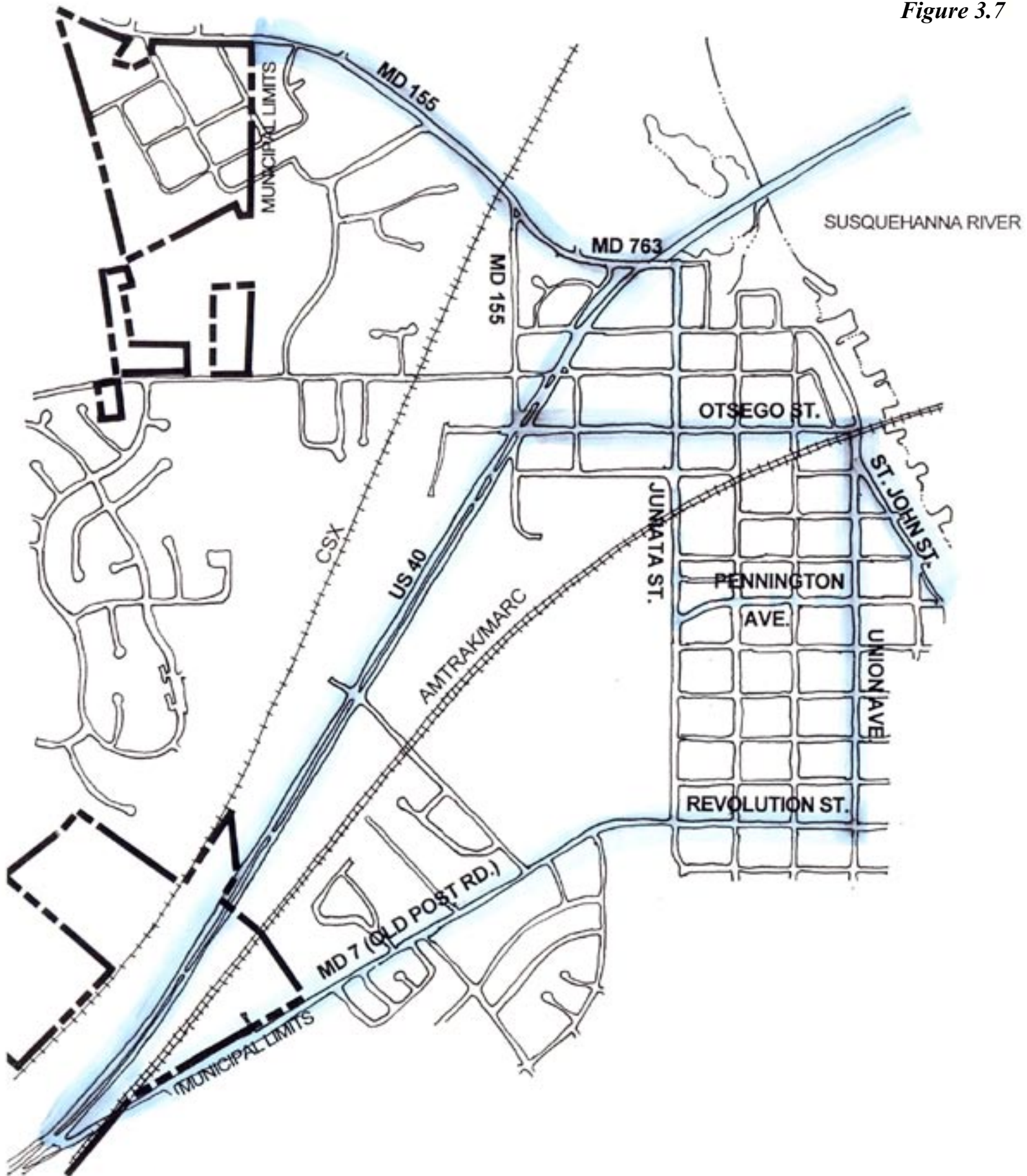
5. Revitalization Area 5 – Gateway Corridors

Recommendations

- Work with State Highway Administration to develop an improvement plan for Revolution Street.
- Continue to work with State Highway Administration to improve the safety of MD 155 from I-95 Interchange to US 40.
- Continue to work with State Highway Administration to complete improvements to Otsego Street (MD 7) as a budget priority.
- Provide more cohesive signage to lead visitors to the numerous destinations from the various gateways into the City.
- Continue streetscape improvements along Pennington Avenue to connect the Downtown Business District with the civic uses along Pennington, such as the Visitor Center, Harford County Public Library, City Hall and the Police Station, and the Board of Education Recreation Complex.
- Review and revise existing local regulations regarding zoning, parking, signs, and site development.

The City has several gateways, or defined entrances, which lead to the older portions of Havre de Grace and the Downtown Business District. Gateways include: MD 155 to MD 763 to Juniata Street; MD 155/Ohio Street to Otsego Street (MD 7); US 40; and Revolution Street (also MD 7). Within Havre de Grace, Pennington Avenue and Juniata Street also serve as gateways to the commercial downtown, waterfront, and museum destinations. It is desired that all gateways provide a positive visual experience for travelers and the community alike, and that they are attractive thoroughfares within the City. Gateway planning efforts include visual enhancements, functional improvements, and improved signage to destinations within the City.

Figure 3.7



REVITALIZATION AREA #5 (GATEWAY ROAD CORRIDORS)

All of the major gateways, such as MD 155, MD 763, US 40, Otsego and Revolution Streets, provide different directional approaches into the City, and all are heavily utilized. Approaching from the northwest, MD 155 provides a route from rural Harford County into the City that offers a series of interesting vistas of the Chesapeake Bay and Susquehanna River. After a dramatic descent into the older portions of the City, MD 155 diverges into MD 763/Superior Street or continues as MD 155/Ohio Street to US 40. Both are significant entrances into the Old Town. The 5-point intersection of MD 155, Otsego Street, and US 40 is a location that requires careful consideration for improved signage. Providing access to the City's northern end from US 40, Otsego Street is often considered the primary gateway because of its intersection with Juniata leading to Union Avenue and the Downtown Business District. However, to alleviate congestion problems on MD 155/Ohio Street, the MD 763/Superior Street route needs to be considered as a more expedient route into the downtown core for travelers from I-95. Revolution Street allows for a southern approach to Havre de Grace from Aberdeen and southwestern points along US 40. It serves as a primary route into the City and is the major access to the Chesapeake Industrial Park for truck traffic. Working with the State Highway Administration, major businesses, and communities along Revolution Street to develop a corridor enhancement strategy would be of great benefit for this approach into Havre de Grace.

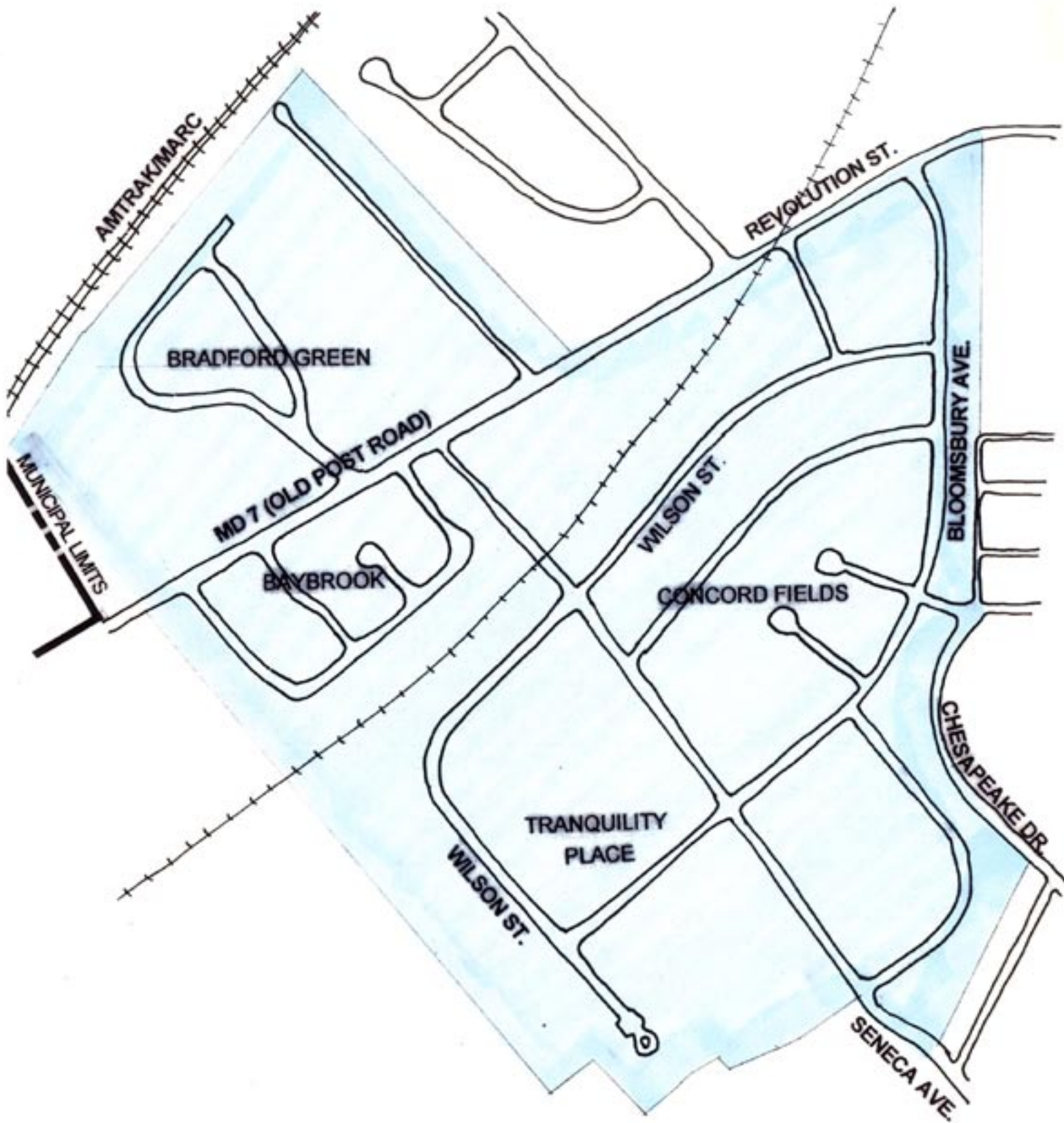
Within the City, Pennington Avenue and Juniata Street also serve as gateway connections to the Downtown Business District. Enhancements along Pennington Avenue are greatly encouraged because this roadway connects a vast body of civic uses with the Downtown Business District. Pennington is a broad avenue that affords easy bus access to the City's downtown and its recently established Visitor Center. Juniata Street connects MD 763/Superior Street to Otsego and Pennington. Some improvements could be done along Juniata to make it a more attractive entrance into the City. Individual strategies for the gateway routes into the Havre de Grace need to be created, and may include landscaping, site planning criteria, and distinctive public streetscape improvements that will contribute to overall appearance for these corridors.

6. Revitalization Area 6 – Revolution Street Residential Communities

Recommendations

- Strengthen the neighborhood retail center as a commercial area that serves the residential communities along Revolution Street.
- Coordinate with State Highway Administration to develop an improvement plan for Revolution Street.
- Work with the State of Maryland and local non-profit entities to develop opportunities/incentives for homeownership.

Figure 3.8



REVITALIZATION AREA #6 (REVOLUTION STREET COMMUNITIES)

- Coordinate with Harford County Transportation Services and Maryland Transit Administration to improve service and locate bus stops with shelters along the Revolution Street corridor.

Several large residential communities are located along Revolution Street, such as Bay Brook, Concord Fields, Tranquility Place, and Bradford Green. Offering affordable housing opportunities for Havre de Grace residents, these communities are comprised of older townhomes and one story single-family and duplex homes. Other residences are located along Webb Lane and Revolution Street. In addition to the residential uses, Revolution Street provides a core of commercial uses that serve adjoining neighborhoods and the City in general. Strengthening the neighborhood retail/service uses and residential neighborhoods along Revolution Street are goals of planning efforts within the City.

Located on the south side of Revolution Street, Concord Fields and Tranquility Place Townhomes were originally part of one housing complex. Built by the Federal government in 1941, Concord Fields War Housing Project was developed as housing for military personnel during the increased activity at Aberdeen Proving Ground. In 1956, the 246-unit townhouse complex that is now known as Tranquility Place was divided from the single-family and duplex homes of Concord Fields. This complex is under single-ownership, and all homes are leased. The Concord Fields community, on the other hand, is a mix of owner and tenant-occupied homes. The Bay Brook neighborhood, also located to the south of Revolution Street, is comprised of single-family homes and was built in the 1950's.

Located on the north side of Revolution Street, Bradford Green is a townhouse community of 117-homes and was built in the mid-1970's. The homes are modest townhouse units of which two-thirds are tenant-occupied. Also on the north side of Revolution is a small street called Webb Lane. Predominant uses here are residential, however one industrial use and church are also accessed via Webb Lane. Drainage problems have been noted in this area due to wet soils and limited storm drain infrastructure.

The Revolution Street communities have neighborhood-scale retail opportunities that serve the convenience needs of area residents. Strategies for enhancing the retail area into a stronger commercial center include the expansion of low interest loan incentives to the businesses along the corridor, incentives for façade improvements, and redevelopment of existing parcels. The communities along Revolution Street are in close proximity to Havre de Grace Elementary and Middle Schools which provide public open space and recreational activities within walking distance. In addition, Concord Fields and Tranquility Place Townhomes share the Todd Field recreational area as a neighborhood park. This park is owned and maintained by the City and includes a recently built skate park.

Community reinvestment efforts are important components to the physical improvements in the Revolution Street corridor. These include a comprehensive strategy for the Revolution Street corridor as a State Highway roadway, improved local and commuter bus services, opportunities for homeownership, and facility improvements in the community recreation areas. Due to the age of many of the buildings in Concord Fields and Tranquility Place Townhomes, rehabilitation of some residential structures in this area is to be encouraged and, in extreme cases, redevelopment should be pursued. Targeted maintenance code enforcement efforts are necessary.

7. Revitalization Area 7 - Industrial Area

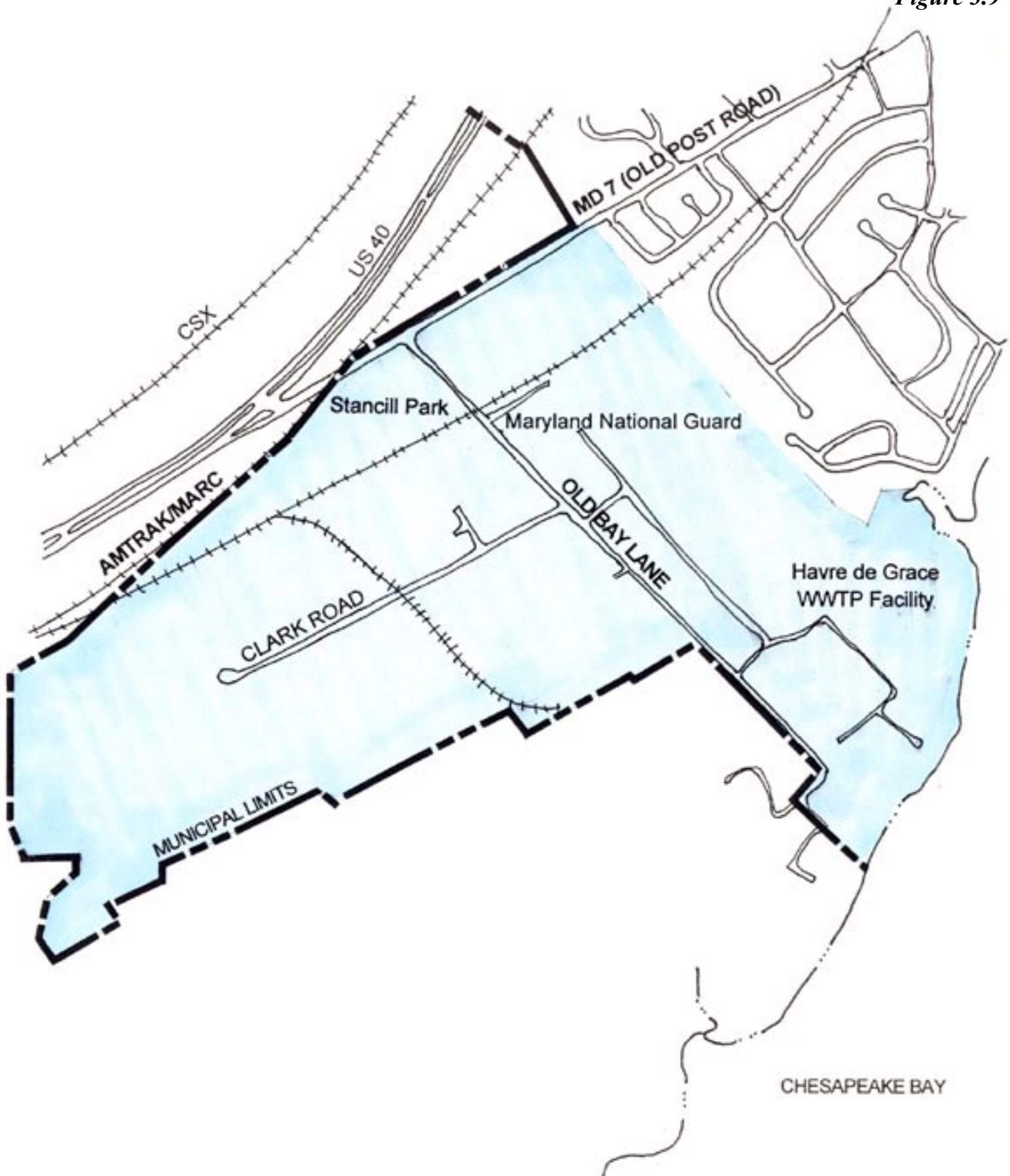
Recommendations

- Coordinate with State Highway Administration to improve the entrance to the Chesapeake Industrial Park and the Revolution Street corridor.
- Improve the road conditions and visual appeal of Old Bay Lane and Clark Road within the Chesapeake Industrial Park.
- Support existing businesses/employers and work to attract new industries into Havre de Grace.
- Work with Harford County Transportation Services and Maryland Transit Administration to improve service and locate bus stops with shelters within the Industrial Area.

The primary industrial area for the City includes the Chesapeake Industrial Park on Old Bay Lane and Clark Road and the industries along western length of Revolution Street. The 130 acre Industrial Park was established in the 1970s, and includes the industries of: Solo Cup, Smuckers Quality Beverages, Aiken and Colliers, Inc., National Ammonia Company, Constar, Inc., and On-Guard Industries. Constar, Inc. has two facilities in the Chesapeake Industrial Park, one on Old Bay Lane and the other on Clark Road. Adjacent to the industrial park is a large Maryland National Guard complex that comprises 64 acres along Old Bay Lane.

Other industries adjoining the Chesapeake Industrial Park on the south side of Revolution Street are Cytec Fiberite, Inc. the Pepsi Cola Bottling Company, and a division of Sherwin-Williams. The land area on the north side of Revolution Street is mixed auto sales and service uses, metal fabrication, fiberglass repair, and an existing auto salvage yard (this use was grandfathered because it pre-dates zoning in the City). With the exception of the salvage yard, these parcels are not within City limits and some do not have public utilities. Annexation of these parcels may be beneficial for the property owners so that public water and sewer may be attained. Due to its quick access to US 40 and surrounding industries, the City recommends that

Figure 3.9



REVITALIZATION AREA #7 (INDUSTRIAL AREA)

future uses be compatible with the surrounding industrial uses to create an expanded center of industrial/employment opportunities.

The visual appearance of the industrial area is important for retaining and attracting business into Havre de Grace and, in many ways, it indicates the City's economic health. As the oldest industrial park in Harford County, the Chesapeake Industrial Park is showing its age in its roadways and right-of-way appearance. Roadway widening, substrate improvements, and resurfacing of both Old Bay Lane and Clark Road are being pursued at this time in order to provide smoother and more durable access for the more than 80,000 trucks per year into the industrial park area. Construction of sidewalks and selective landscaping would also improve the function and appearance of the Chesapeake Industrial Park. In addition to improvements in the industrial park, a corridor enhancement strategy for Revolution Street would be of benefit for businesses along this thoroughfare and for the City in general.

B. NEWER NEIGHBORHOODS/ DEVELOPING AREAS

Newer Neighborhoods/Developing Areas are those areas that are within City limits and located to the west and north of the CSX railroad tracks. These include well-established residential neighborhoods such as the communities of Havre de Grace Heights, Chesapeake Heights, and Meadowvale. It also includes newer neighborhoods that have been built within the past fifteen years, such as Bayland Condominiums, Grace Harbour, Bayview Estates, and the Village of Gracecroft. Other recently annexed parcels such as Grace Manor, Bulle Rock Estates, and The Meadows at Bulle Rock are developing residential areas that are also to be addressed within this portion of the Plan chapter and will be described individually because they are new, emerging communities within the City.

Recently annexed, non-residential areas include lands of the proposed Bulle Rock project and areas located in the southern quadrant of the I-95 interchange (known as the Barker/Abel annexation). These areas are intended to complement existing and developing residential areas in terms of site design, land use, and roadway improvements. They will also be described individually in terms of their relationship to existing neighborhoods and residential uses. Planning considerations for the newer neighborhoods and developing areas include, but are not limited to:

- Appropriate land uses
- Improved roadway connections between older and newer communities in terms of design, safety, and physical enhancements
- Recreational open space needs in proximity to emerging residential communities
- Adequate public facilities
- Relationship of these newer areas to the older historic core of the City

The following recommendations reflect the above considerations as they relate to planning efforts for the Newer Neighborhoods/Developing Areas.

Recommendations

- Evaluate the City's current zoning regulations and revise them to include new residential zoning categories that require open space as a percentage of the total project acreage and landscaping requirements for commercial uses.
- Continue to work with property owners at the concept plan stage of development to ensure appropriate uses and development design.
- Work with Harford County to develop a roadway improvement plan for Chapel Road so that it may be a more cohesive thoroughfare within the City and into County jurisdictional areas.
- Work with State Highway Administration on MD 155 to improve the safety of MD 155 and to provide entrance signs into Havre de Grace on MD 155 near the I-95 interchange.
- Develop a marketing strategy to attract residents of newer and developing Havre de Grace neighborhoods, Harford County, and the local region into Havre de Grace.

The following are descriptions of land areas that are currently within City limits that are being developed, in the design stage of development, or annexed with a prescribed zoning classification. These are areas *in process*. Existing communities are not described individually as they are already well established. However, the relationship of developing areas with existing communities—whether it be Old Town or newer neighborhoods – is extremely important to strengthen Havre de Grace as a whole and integrated City. Roadway connections, increased community planning, and marketing efforts are keys to bridging the divide between newer neighborhoods, developing areas, and the Old Town core of Havre de Grace. The Land Use Plan map (Figure 3.11) located at the end of this chapter illustrates a unified plan for Havre de Grace which relates land uses, road network, and pedestrian access between the older portions of the City and the newer, emerging communities.

1. I-95 Interchange, Southern Quadrant

Several parcels located in the southern quadrant of the I-95/MD 155 Interchange (often referred to as the Barker/Abel Annexation) were annexed into the City in March 2001 and are zoned Mixed-Office Employment (MOE, 102 acres) and Residential (R-1, 53 acres). The purpose of this annexation was to provide major economic development generators to balance a tax base that is predominantly residential in nature and to provide local job opportunities for the City's population. It is intended that the southern quadrant of the I-95 interchange at MD 155 will serve as a major gateway to the City and contribute to its economic vitality. The complex is to include such uses as hotel/conference centers, restaurants, corporate office

buildings, technology-based offices and assembly centers, and research facilities. It is proposed to be a corporate campus style. Because of its proximity to I-95 and major fiber-optics infrastructure, technology employment is the primary focus for the City's desired future use.

It is intended that any limited commercial uses will be non-obtrusive and compatible with the existing residential neighborhood of Susquehanna River Hills. Site design guidelines for the area have been incorporated in the zoning classification and include standards for building materials and signs, buffering, and the siting and massing of buildings to enhance the views of the site from I-95 and adjacent residential neighborhoods. This southern quadrant of the I-95/MD 155 Interchange will be serviced with City water and sewer. A portion of this area located adjacent to Chapel Road is designated as residential and will be developed as part of the Bulle Rock planned adult community. Bulle Rock Parkway, a major thoroughfare to serve these new uses, is being built by the private developer to connect MD 155 with Chapel Road.

2. Bulle Rock Project, The Meadows Area

This tract of land, formerly part of the larger Blenheim parcel, is approximately 166 acres in size and was annexed in March 2002 with a zoning designation of R-2. The site is part of a planned adult community that will consist of mixed housing types, to include single-family detached residences, villas, and condominium flats. The Bulle Rock Project is age-targeted for active adults and will provide a variety of amenities (to include a community center, golf course, and restaurants) in a private, gated community. Currently, 56 single-family attached dwellings, or villas, are under construction.

3. Bulle Rock Project, The Parkway Area

This tract of land, which consists of several parcels including Mount Pleasant Farm, is approximately 385 acres in size and was annexed in May 1999 with R (Residential) zoning classification. Located to the south of Chapel Road, this site will be part of the Bulle Rock planned adult community and will be directly accessed from Bulle Rock Parkway, currently under construction. A roundabout entrance to this community will be framed by views of the Chesapeake Bay and it is anticipated that a 32,000 square foot community center will serve as a focal point. The main house, a historic Colonial Revival mansion, will be renovated for integrated use within the site.

Situated between the Meadows Area to the west, Bulle Rock Golf Course to the south, and Bayview Estates on the east, this site is the main residential area of the Bulle Rock planned adult community. This project will consist of

a mix of housing types, to include as single-family detached residences, villas, and condominium flats in a private, gated community. Currently, twenty-five (25) single family homes under the name Bulle Rock Estates have been platted and are being constructed on the easternmost edge of this site. Age-targeted for active adults, it is anticipated that this project will build out in ten to fifteen years.

4. Grace Manor

Grace Manor is a new neighborhood of 78 single-family homes which is currently under construction. This site was annexed in May 2001 with a zoning designation of R-2. Located on the south side of Chapel Road, this neighborhood is between Bayview Estates and Chapel Terrace. It will be connected to the new neighborhood of Havre de Hills, which will allow access from Chapel Road to US 40 through Lewis Lane. Aside from the new homes, the neighborhood also offers walking trails through the forest conservation easement areas as a passive use recreational outlet for its residents.

5. Havre de Hills/Lewis Lane

The Havre de Hills neighborhood is a 96-unit townhouse development and will be located north of the CSX Rail Line and south of Grace Manor. Roadway connections through this neighborhood allow for direct access to US 40 via Lewis Lane for these town homes and Grace Manor residences. An improved at-grade crossing will be built to provide safe access over the railroad right-of-way. An interesting aspect of this neighborhood design is the use of small lanes behind some of the homes for homeowner parking.

C. GROWTH AREAS

Growth areas are defined as those areas outside of the City, which in the Planning Commission's judgment, bear relation to the planning responsibilities of the Commission. Annexation is a natural and consistent measure for growth within the County and region. This planning area is bounded by the Susquehanna River and Chesapeake Bay to the east and southeast and Swan Creek, Robin Hood Road, Earlton Road, and I-95 to the west and north. However, not all land areas within this planning framework are considered realistic areas for annexation based on current uses, infrastructure limitations, or topographic restrictions. Areas that are not considered growth areas but are within the City's planning scope include the Oakington Peninsula, properties that are too far from public infrastructure, properties annexed by the City of Aberdeen, parcels with conservation easements, and Arundel Quarry with associated buffers. Priority Funding Certification under the State of Maryland Economic Growth and Resource Protection Policy requires that new growth areas must be zoned at a minimum of 3.5 units per acre to qualify for State funding for future public facilities.

Again, strengthening the relationship between older areas within the City, new developing areas, and future growth areas is key to creating a more fully integrated City in its physical development and functional interdependence. Future locations for infrastructure and treatment capacity for both water and sewage drives the growth and development of Havre de Grace and any city. However in the planning process, roadway connections, inter-relationships of geographic areas, and site development are all instrumental in making a city a well-crafted place. Working with property owners at the concept stage of development and revising existing implementation tools, such as zoning, parking, signs, and site development requirements, will work to create a city which is attractive and well-planned.

Recommendations

- Define a municipal growth boundary for which full development build-out is factored into the City's water and sewer treatment capacity and is designed with most ideal location for efficiency of infrastructure.
- Coordinate with Harford County Department of Planning and Zoning in the development of their six-year Master Plan/Land Use Element Plan to address appropriate expansion of municipal boundaries through annexation.
- Continue to work with the Harford County Department of Planning and Zoning and Department of Public Works in regard to annexation petitions.
- Coordinate with Harford County Department of Public Works on long-term policies for water distribution.
- Work with the Harford County Department of Parks and Recreation for identifying locations for public open space and active recreational areas north of US 40.
- Evaluate the City's current zoning regulations and revise them to include new residential zoning categories that require open space as a percentage of the total project acreage and landscaping requirements for commercial uses.
- Continue to coordinate with property owners during the annexation process to establish appropriate zoning designations, development concepts, and conditions of annexation.
- Develop design guidelines within the zoning regulations for commercial uses and strengthen existing ordinances for improved site design elements. This may be accomplished by the review and revision of existing local regulations regarding zoning, parking, signs, and site development.

The City's framework of future land uses is illustrated on the Comprehensive Plan Areas map located at the end of this chapter. The following are considered to be potential growth areas for which the City would consider providing public infrastructure. These growth areas are divided into two categories: 1). In-fill Growth Areas, and 2). Phased Annexation Areas. In addition, a third sub-section under the heading of *Other Areas within the Planning Jurisdiction* is included. These are areas that most likely will not be petitioned for annexation. However in the event that they do become annexed through property owner initiation, we have addressed their proposed use in this Comprehensive Plan. The following areas that are

described relate directly to the identified growth areas of the Comprehensive Plan Areas map.

A. In-fill Growth Areas

In-fill areas are communities immediately adjacent to and/or nearly surrounded by municipal limits. Most often, these areas would be annexed through property owner initiation based on the need for public water and sewer services due to failing private wells or septic systems. Others, such as commercial/industrial uses along Revolution Street and US 40, would be considered annexation priorities based on the desire for continued economic revitalization in areas where these uses are most appropriate.

1. Shawnee Brooke

Shawnee Brooke is an established residential community with the Harford County zoning designation of R-2 Urban Residential. This neighborhood is bordered by Chapel Road on the south, Cherry Hill Farm on the west and the City (by the Grace Harbour neighborhood) on the north and east and is currently serviced by well and septic. Several properties in recent years have been experiencing well problems and several property owners desire public water service. Efforts are underway to annex the Shawnee Brooke community based on the need for public water. If annexed, Shawnee Brooke will remain low-density residential use.

2. Havre de Grace Heights

Havre de Grace Heights is an established Harford County residential community almost totally surrounded by the City. The neighborhood is located in the northwest quadrant of the City and has a Harford County zoning designation of R-2 Urban Residential.

Havre de Grace Heights is partially served by City water and has individual septic systems, except for some properties along MD 155 that are supplied by individual wells. This community should be annexed into the City because of the public infrastructure that has been provided to the community and to provide closure to the City's northern border. Efforts should be made to annex this area through tax phase-in efforts and special financing opportunities for water connections to the City system. If annexed, this community will continue as low-density residential.

3. The Revolution Street Commercial Corridor

A small pocket of commercial uses north of Revolution Street is located outside the City limits of Havre de Grace and should be considered an annexation priority. This portion of the corridor is located south of the

AMTRAK line on the north side of Old Post Road from US 40 to the municipal boundary. The Harford County zoning designation is Commercial Industrial (CI). The City's proposed land use designation for this area is commercial/industrial, with the focus on expanded employment opportunities and increasing the City's industrial base.

Much of this area has been managed poorly in terms of land use and is characterized by incompatible uses or under-utilization of the individual parcels. Annexation would allow for the expansion of more compatible commercial/industrial uses in an area where these uses are appropriate. A primary goal of the City is to strengthen and expand the industrial/employment opportunities within the City. It would also provide the City with more regulatory control in terms of maintenance enforcement and site design in instances of redevelopment.

4. US 40 Commercial

The US 40 Commercial Growth Area extends from the City's current municipal limits westward to Gasheys Creek between the CSX and AMTRAK Rail Lines. Harford County zoning along this segment of the Route 40 Corridor to Aberdeen City limits is Commercial Industrial (CI). Since on-site public water and sewer are currently unavailable, many of these parcels are undeveloped or under-utilized. Continued commercial expansion with a land use designation of commercial is appropriate for future land use in this area.

In consideration of the annexation of parcels along US 40, the City must update its zoning regulations to ensure compatibility and good site design in any new development. As a commercial corridor, the expansion of commercial uses is appropriate. However, consideration of existing uses along Route 40, such as Bulle Rock Golf Course, the preservation of some forested areas or open space, and future landscaping must be taken into account when developing new requirements.

Visual cohesiveness and attractive commercial development is a desired goal as this is a main gateway into the City. To accomplish this, increased flexibility of design is important while at the same time ensuring that environmental resources are protected. Possible design considerations may be landscaping requirements, incentives for integrated commercial centers with upper-story offices as opposed to pad site development, and the location of parking areas relative to structures. In addition, parking requirements may be reviewed to reduce impervious surfaces for stormwater run-off.

5. Lampson Property

This parcel is located north of the CSX rail line between the Bulle Rock project and Bay View Estates, and is approximately 23 acres in size. Currently, it is designated G-I under Harford County zoning. Due to its proximity to other residential communities and limited access via the rail line, an appropriate land use designation is medium intensity residential.

B. Phased Growth Areas

Phased Growth Areas are those areas that are in close proximity to the City municipal limits and could easily be serviced by public water and sewer connections in the future at owner's initiation and expense. Although the properties may lie in close proximity to the City, a reasonable timeframe for annexation may be one to three years. Requests for annexation will be considered in light of the merits of the development proposal, its intensity and land uses, and the City's ability to service their public water and sewer needs. The primary purpose of annexation is to increase the City's tax base by promoting responsible development through the efficient use of land while protecting environmental resources and providing public services.

6. Cherry Hill Farm (Guzzo Property)

Cherry Hill Farm is a twenty-seven acre property on the north side of Chapel Road and south of Sion Hill and Mount Felix. The site is located on a rise across from the proposed Bulle Rock Resort and Conference Center, and provides an excellent vantage point for views of the Chesapeake Bay. The farm's house, the Harry Mitchell House, is a historic resource.

For the City's planning purposes, designation of this parcel is medium-density residential. Consideration for its annexation and subsequent development should be the topography and shape of the parcel. The number and location of street entrances must be limited so that a hazardous traffic condition is not created along Chapel Road. It is also desired that the development complement existing and proposed uses of adjacent sites, such as Bulle Rock Resort and Conference Center and existing residential communities. Preservation of the historic residence is desired as it could prove a valuable component of a development proposal.

7. Greenway Farm

Greenway Farm is a 151 acre parcel north of the CSX Rail Line located between Bulle Rock Golf Course and Bulle Rock Estates. Harford County zoning designation is General Industrial (G-I), however due to its proximity to adjacent residential communities and a premier golf course, medium intensity residential land use is desired for this site. In addition, environmental considerations, such as a large pond and Gasheys Creek, and

limited access to the site make this undesirable for future industrial land uses. The preservation and structure of the historical Hokeland main house is desired.

8. Green Properties

Immediately east of the I-95 Interchange parcels (Barker/Abel Annexation, which is currently in City limits) are three parcels owned by the Green family which will abut Bulle Rock Parkway. It is recommended that these parcels be considered for employment uses, if future annexation by the property owner is requested. It is desired that any future development at this location be of a scale and layout that is sensitive to the adjoining Sion Hill National Register Historic Landmark and the Maryland Environmental Trust (MET) conservation parcel. This site should be of a transitional nature between the proposed Employment/Industrial uses directly adjacent to the I-95 Interchange and Sion Hill. A new zoning classification may be necessary to ensure that an appropriate scale of development is achieved. Industrial and retail uses are not recommended at this location. Alignment of Bulle Rock Parkway with Lapidum Road is also desired.

9. Earlton Road

The Earlton Road phased growth area consists of two large undeveloped parcels of land totaling approximately eighty acres located east of Earlton Road and south of I-95. Currently, these areas are designated AG (Agricultural) under Harford County zoning. Due to the proximity to the Mixed-Office Employment area and single-family residences on Earlton Road, low-intensity residential land uses are recommended for this area. Low-intensity residential uses will serve as a transition from the proposed commercial/employment uses at the I-95 Interchange and the existing low-intensity uses and rural areas west of Earlton Road. In addition, Gasheys Creek, which is an environmentally sensitive waterway, bisects both parcels. Site planning and access for this area should take into consideration the environmental constraints.

10. Robinhood Road

Properties east of Robinhood Road within the City's planning area are recommended for low-intensity residential uses if they are considered for annexation. Currently, these parcels are designated AG (Agricultural) under Harford County zoning. Low-intensity residential uses would provide for an appropriate transition from existing residential and rural land uses along Robinhood Road.

11. US 40 Commercial Extended

US 40 Commercial Extended Growth Area includes the parcels within the Route 40 Corridor from Gasheys Creek westward to Oakington and Robinhood Roads. Harford County zoning designation for these numerous parcels along this corridor is CI (Commercial Industrial). Appropriate land use designation for this corridor is Commercial. Annexation in this area is desired to expand the City commercial tax base and to have site design control as this area develops.

As described previously in the US 40 Commercial Phased Growth Area, Havre de Grace must update its zoning regulations to ensure compatibility and good site design in new commercial development along US 40. Visual cohesiveness and attractive development are the desired goals of creating an integrated corridor that is visually appealing and serves to bridge the need for increased commercial venues.

12. Bulle Rock Golf Course

Bulle Rock Golf Course is a nationally recognized, premier public golf course which currently offers club house and restaurant facilities. Opened in 1998, this course was designed by Peter Dye and maximizes the beauty of the original Blenheim Farm. It is anticipated that property owners will request annexation into Havre de Grace as part of the Bulle Rock planned adult community. Future additions to this site include a hotel and conference facility and some limited residential uses. The original Victorian mansion house is being renovated as an amenity for the existing golf course and larger Bulle Rock Project.

C. Other Areas within the Planning Jurisdiction

Other areas within the planning jurisdiction are those in which annexation is not anticipated. However, in the event that public utilities are necessary in the future, land use designation must be considered in the development of this Comprehensive Plan. Areas under this heading include the existing residential communities such as Susquehanna River Hills, Crest View, and Orchard View Estates, Arundel Quarry, and properties with conservation easements.

13. Garrett Island

Garrett Island is a 180-acre island at the lower end of the Susquehanna River between Cecil and Harford County. It is the largest uninhabited island remaining on the eastern seaboard and is significant as a prehistoric and early colonial archeology site. Currently, it is part of Cecil County. If property owners desire annexation into the City, its land use designation will be open space and would be limited to passive uses, such as hiking

trails and interpretive educational facilities. Connections to the Lower Susquehanna Heritage Greenway via small crafts, such as canoes, kayaks, or small motor boats, would be acceptable.

14. Chapel Road Communities

On the north side of Chapel Road, between Earleton Road and Gasheys Creek, lie the subdivisions of Crest View and Orchard View Estates. Both of these subdivisions are firmly established areas and currently served by well and septic. Harford County zoning for these communities is Agricultural (AG). If annexation is sought due to failing wells, it is recommended the area be continued as low-density residential. This would support and preserve the current uses and neighborhood character.

15. Susquehanna River Hills

Susquehanna River Hills is an established residential community located northwest of Havre de Grace in the east quadrant of the I-95 and MD 155 interchange in Harford County. County zoning for this community is R1 Urban Residential. Bordered by I-95, MD 155, and Lapidum Road, Susquehanna River Hills is currently serviced by well and septic. There is no apparent need for the community to seek annexation, however public water and sewer would be needed if drain fields or wells begin to fail. If annexed, Susquehanna River Hills is recommended for continued low-density residential uses.

16. Arundel Quarry

Located directly north of the City, the Arundel Quarry is a 650-acre crushed stone mining operation. The quarry site contains enough accessible stone deposit to operate for seventy more years. It is not anticipated that Arundel will be annexed into the City. The City's interests in the site are for future reuse of the property upon completion of the mining operation and for hiking trail connections to the Lower Susquehanna Heritage Greenway.

17,18. Conservation Easements: Sion Hill and Old Bay Farm

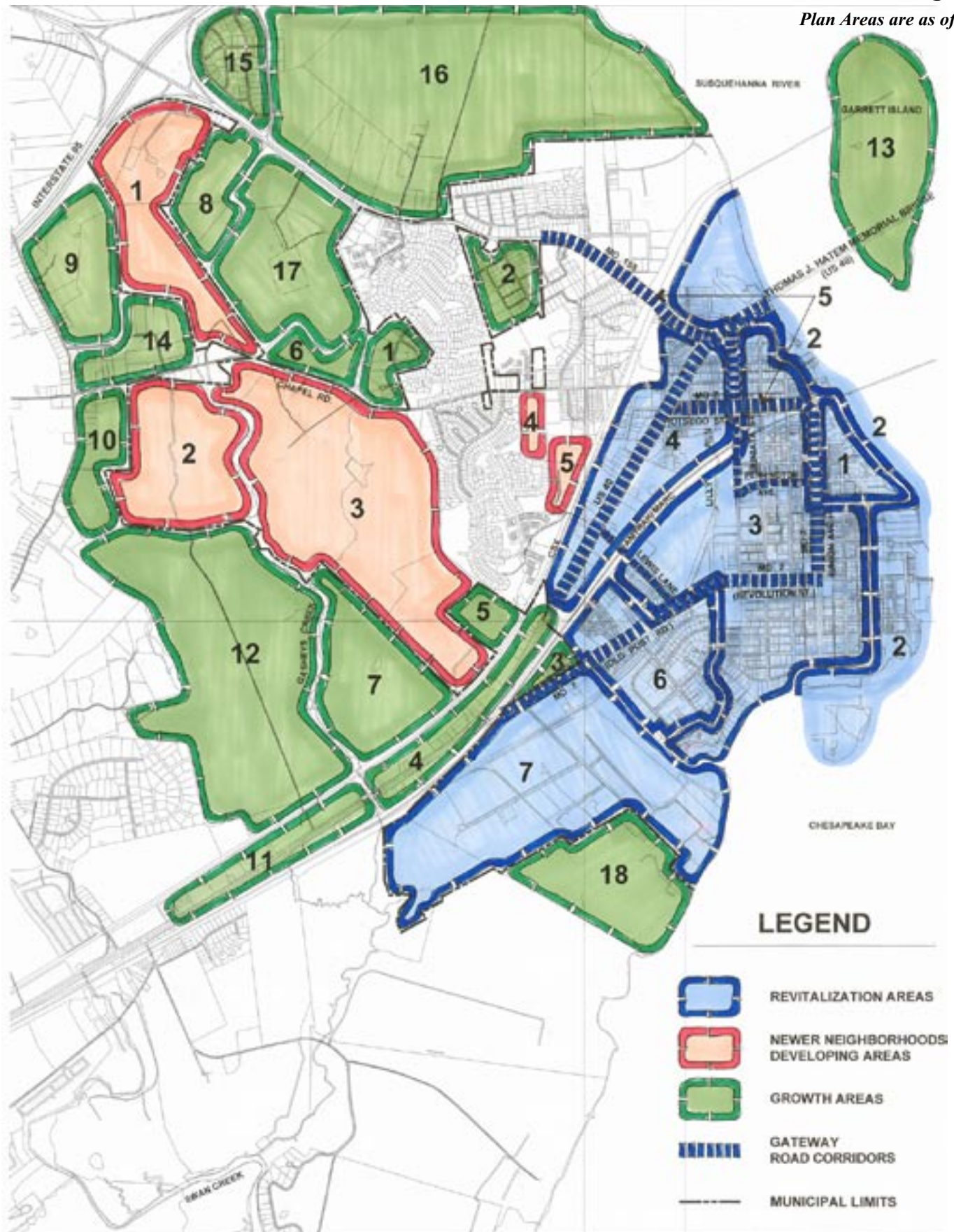
Contiguous to the City are Old Bay Farm along the City's southern shore and Sion Hill and associated farm fields, which are west of and adjacent to the Grace Harbour community. It is not anticipated that properties with conservation easements from Maryland Environmental Trust would be annexed into Havre de Grace. However, if annexation were sought for either of these two landholdings, the recommended land use would be as open space.

- (17) Sion Hill is a National Register Historic Landmark, which is the highest recognition that can be applied to any historic structure in the United States.

The significance of this structure does not hinge only on the time period in which it was built and its architectural elements, but the significance of the family who inhabited it and their relationship to Revolutionary History, the War of 1812, and later military history. Maintaining the grounds around Sion Hill and Mount Felix (which is the structure that is located on the rise in the middle of the farm fields, and is also historically significant) is important in terms of preserving the context of these structures and the visual beauty of this entrance into the City. Future use as passive or active open space of the grounds is desired, with a careful preservation of historic structures.

- (18) Old Bay Farm is a beautiful tract of land that rests on the shoreline of the Chesapeake Bay. Consisting of 123 acres, this farm was the home of the late State Senator William S. James. Immediately adjoining this property to the south is Swan Harbor Farm, which is a 467 acre tract owned and operated as a park by Harford County Department of Parks and Recreation. Connection of Swan Harbor Farm with the Lower Susquehanna Heritage Greenway through Old Bay Farm would be a wonderful crowning achievement for communities within this region, for Harford County, and for the State of Maryland. A primary goal of the Greenway initiative is to provide public access to shoreline areas of the Susquehanna River and headwaters of the Chesapeake Bay.

Figure 3.10
 Plan Areas are as of July 2003

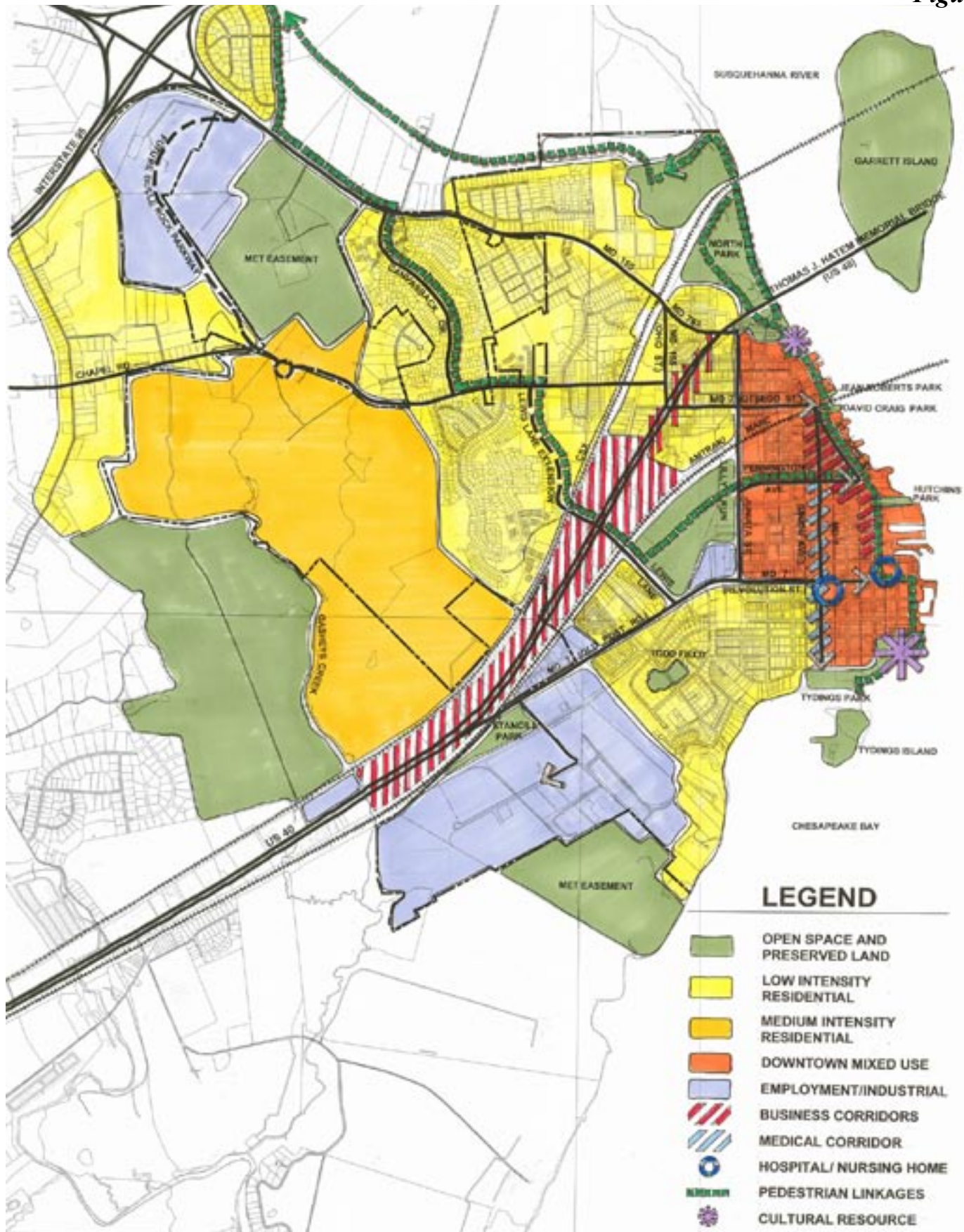


LEGEND

-  REVITALIZATION AREAS
-  NEWER NEIGHBORHOODS DEVELOPING AREAS
-  GROWTH AREAS
-  GATEWAY ROAD CORRIDORS
-  MUNICIPAL LIMITS

**COMPREHENSIVE
 PLAN AREAS**

Figure 3.11



LAND USE PLAN