SUSTAINABLE COMMUNITY: A STRATEGY FOR REVITALIZATION

The Sustainable Community chapter of the Comprehensive Plan is a chapter focused on established Revitalization Areas that have been part of the City's approach for reinvestment in its historic core since its 1996 Plan. In that planning document, seven Revitalization Areas were described and encompass all City lands east of the CSX rail line. Though this chapter is not a requirement, it is included here because of the City's long-standing commitment to revitalization and sustainability. It is critically important that the principles of sustainability get carried forward, whether it be Maryland's focus on reinvestment in established communities or the goals of sustainability at large, like conservation of water, land, energy, and nonrenewable resources, food security, or having a diverse and financially viable economic base. The principles of sustainability should drive the policies in this entire planning document.

The City's seven Revitalization Areas have been recognized as a state-designated Sustainable Community since 2012 when the City received its first such designation following the Sustainable Community Act of 2010. The Sustainable Community Act established a shared geographic designation to promote efficient use of scarce State resources based on local sustainability and revitalization strategies. The program provides grant funding sources, such as Community Legacy and Community Parks and Playgrounds, targeted for areas in need of revitalization. The City received its most recent re-designation with state approval of its third successful Sustainable Community Action Plan in October 2022.

The City benefits by being a National and Maryland Main Street designation and having an Arts & Entertainment (A&E) District designation, both of which are incentive-based programs that overlap with Sustainable Communities as an economic development tool. The City is also part of the Lower Susquehanna Heritage Greenway which is an identified Certified Heritage Area (CHA) and two designated census tracts are designated Opportunity Zones. This chapter will provide 1). An overview of Sustainable Community Act of 2010 and the City's Action Plan; 2). The City's seven Revitalization Areas; 3). Sustainability projects and programs in Havre de Grace; and 4). Goals and actions to further the cause.

The Maryland Department of Housing and Community Development's Sustainable Communities Program is a place-based designation offering a comprehensive package of resources that support holistic strategies for community development, revitalization and sustainability. Led by DHCD, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically and socially responsible growth and development in existing older communities.

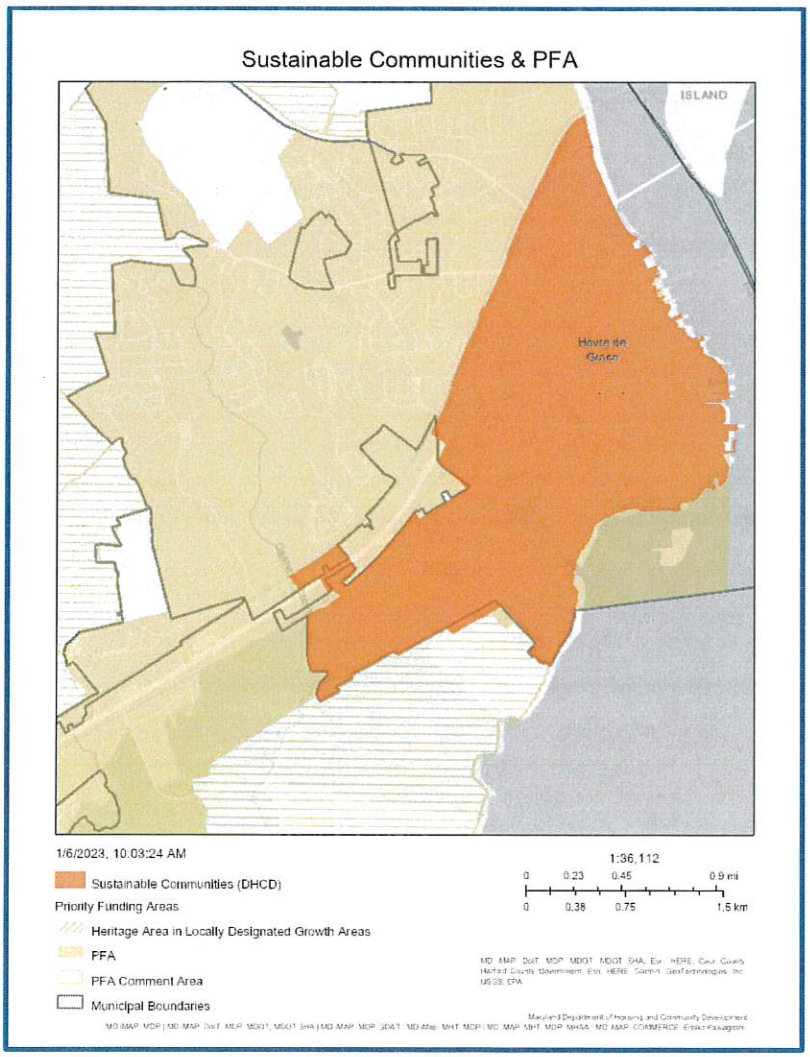
SUSTAINABLE COMMUNITY ACT OF 2010 AND THE CITY'S ACTION PLAN

The Sustainable Community Program is operated through Maryland's Department of Housing and Community Development (DHCD). The 2010 Sustainable Communities Act defines Sustainable Community Areas as places where public and private investments and partnerships achieve:

- Development of a healthy local economy

- Protection and appreciation of historical and cultural resources
- A mix of land uses
- Affordable and sustainable housing, and employment options
- Growth and development practices that protect the environment and conserve air, water and energy resources, encourage walkability and recreational opportunities, and where available, create access to transit

To maintain designation as a Sustainable Community, a jurisdiction must re-apply every five years and develop a Sustainable Community Action Plan. Each Action Plan focuses on the following elements: environment, economy, transportation, housing, community health and quality of life, and local planning and staffing capacity. Staff from the City's Department of Economic Development wrote a strong and successful Sustainable Community Action Plan for which they received a renewed five-year designation in 2022. The following map shows the state-designated boundary for the City's Sustainable Community which is required to be located within a state-designated Priority Funding Area.



Source: Neighborhood Revitalization Mapper (Sustainable Communities)
https://dhcd.maryland.gov/maps/Pages/default.aspx

Specific areas of focus for the City's Action Plan included accomplishments like stormwater management and wetland enhancement projects completed near Concord Point between the Havre de Grace Maritime and Decoy Museums as well as the planned renovation/rehabilitation of the former Havre de Grace High School gymnasium and auditorium into a cultural center. Additional accomplishments are the City's transition to solar power for city-owned buildings through its purchasing contract with Constellation Energy in 2016 from the nearby Perryman array and the intentional use of electric vehicles. The provision of small open-air electric vehicles for staff use in 2016 was progressive but electric trolley service offered for visitors during the warm months starting in the tourism season of 2022 was cutting edge, requiring regulatory changes at the state level.

Future goals identified within the Action Plan focus on the control of the demolition of historic structures to encourage the reuse/recycling of old homes and the need to anticipate new redevelopment with the closing of University of Maryland Harford Memorial Hospital. For the full approved Action Plan and its answer to the required elements, please see the link in the inset.

HAVRE DE GRACE SUSTAINABLE COMMUNITY ACTION PLAN
Please see the full Action Plan which was approved in October 2022: https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/havredegrace_app.pdf

THE CITY'S SEVEN REVITALIZATION AREAS

The Havre de Grace designated Sustainable Community is the land mass located east of the CSX rail line to the City's waterfront. It is further divided into seven Revitalization Areas with different strategies or actions related to their location. All are targeted for continuing reinvestment and include areas such as the City's downtown business district, its historic core neighborhoods, gateways, and industrial park areas. The land comprising these Revitalization Areas are what makes Havre de Grace unique – these are areas that established the City's its identity and contain to the greatest extent its historic fabric.

Critical to this idea of sustainability is the preservation of the City's context and authenticity. Maryland's Smart Growth policies dating back to 1997 have supported the reinvestment in existing communities – historic communities like Havre de Grace. These policies were designed to focus reinvestment and new development in existing communities where infrastructure like roads, water, sewer, and other utilities are already located. Within this framework, reuse of existing buildings and enhancing the built environment, like making the walkway and bikeway connections, are significant contributors to improving the City's lived experience. These improvements and others are what make sustainable communities.

1. *Main Street District*
2. *Waterfront*
3. *Old Town*
4. *US Route 40*
5. *Gateway Road Corridors*
6. *Revolution Street*
7. *Industrial Area*

Seven revitalization areas that are all part of the City's state-designated Sustainable Community

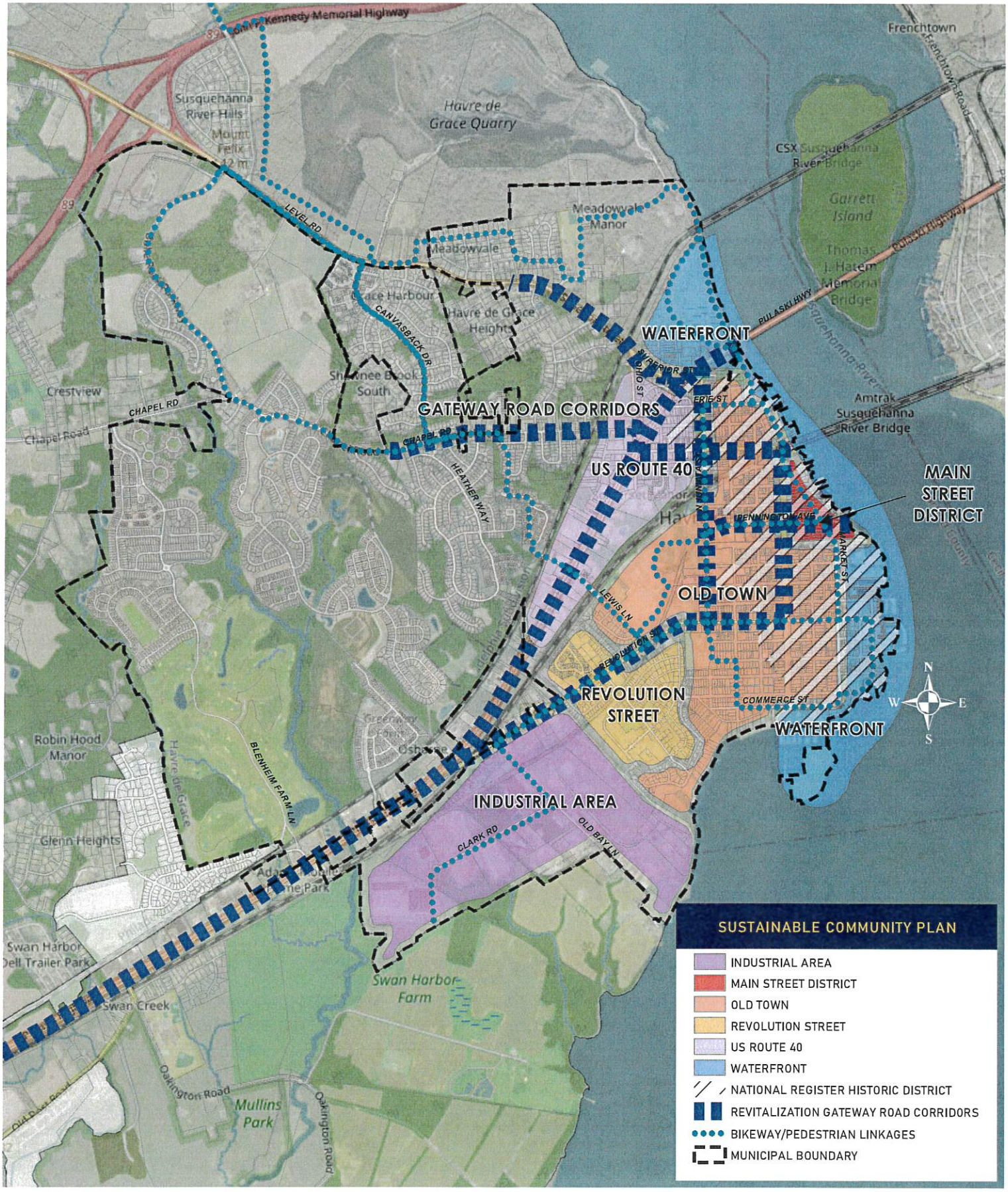
Each of the City's seven Revitalization Areas and action strategies are be described below.

[Sustainable Community Plan map]

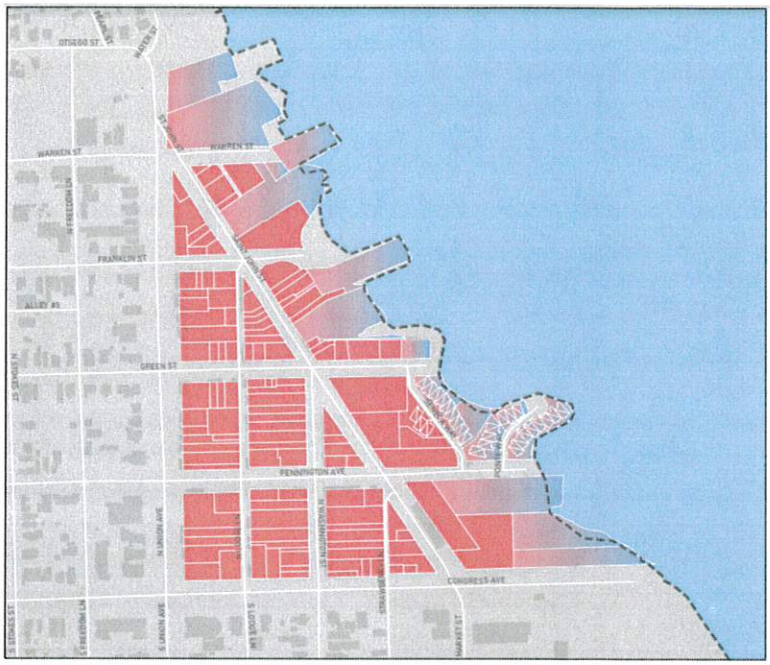
[Insert 7 Revitalization Areas pages; one-pagers]

ENVISION HdG

SUSTAINABLE COMMUNITY PLAN



Revitalization Area 1: Main Street District



As the City's downtown commercial core, the Main Street District is the heart of Havre de Grace and is consistently a priority area for revitalization and reinvestment. Fronting the Susquehanna River, the area is bounded by Amtrak to the north, Union Avenue to the west, and Congress Avenue to the south. The existing zoning is predominantly Residential Business (RB), except for some limited areas along Union Avenue that are zoned Residential Office (RO). The entire district is within the City's recognized National Register Historic District, is part of both National and Maryland Main Street programs, and is designated at an Art & Entertainment District.

Like many traditional downtown, the Main Street District is characterized by interesting historic storefronts that stand shoulder-to-shoulder along sidewalks, creating a very pleasant, walkable environment replete with street trees, streetlamps, and artistic up-lighting. City staff are currently working with Toole Design Group for a ***Downtown Restoration Plan*** for necessary water, sewer, and gas infrastructure as well as designing a renewed streetscape to maximize the opportunity for festivals and events.

Revitalization Area: Main Street District Actions **[EXAMPLES]**

- Adopt design guidelines for façade and building renovation so that new construction may be in architectural character with the older historic downtown
- Construct sidewalk and streetscape improvements to increase its attractiveness and support festivals
- Capitalize on the Main Street and A&E District designations to support its beautiful historic character Continue to connect the Main Street District with areas along the waterfront with a continuous signature sidewalk and potential river crossing for full pedestrian accessibility
- Continue to provide incentives like the façade grant program to attract new businesses into this important commercial area
- Support the Greater Havre de Grace Chamber of Commerce in their efforts for business development and retention.

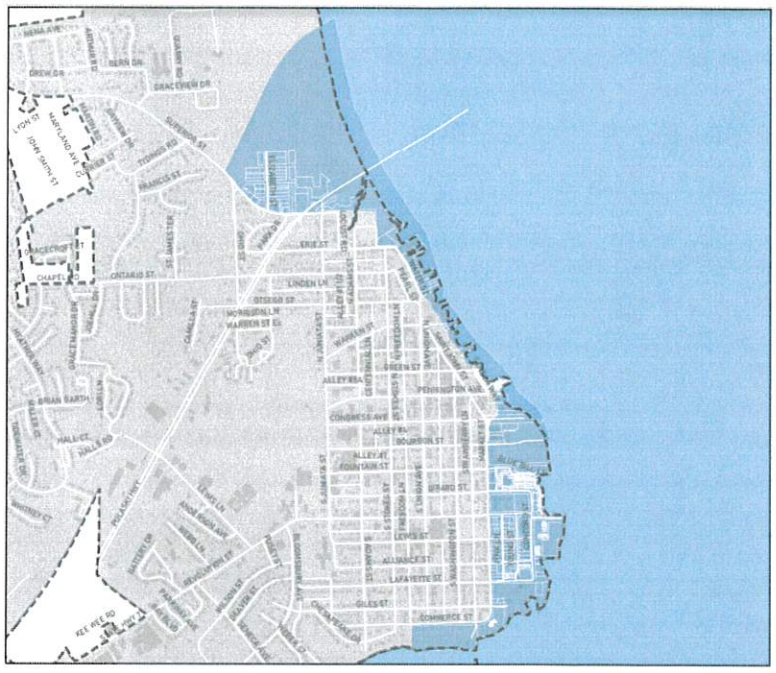
Revitalization Area: Main Street District Summary

The Main Street District is largely comprised of specialty retail shops, restaurants, and offices. As a historic, traditional downtown, it is a strong center of mixed-use residential and commercial activity, with apartments and an occasional short-term rental over retail shops on the ground floor. Business attraction and retention is important to the overall sustainability of the entire community. The Main Street District is unique in its immediate proximity to the beautiful Upper Bay shoreline and has excellent access to major highways, rail, and trail networks.

As of 2022, the City has a new initiative for providing electric trolley service from the Main Street District to the attractions along the waterfront for weekend visitors during warm weather months, meeting with great success in its first season. The City implemented a living shoreline project as part of the Water Street shoreline restoration along a public parking lot in this district which improves water quality from its vast macadam surface.

Revitalization Area 2: Waterfront

From the North Park area, the Waterfront is located to the east of Water Street, St. John Street, Market Street and south of Commerce Street to include Tydings Park. Current zoning is predominantly Residential Business (RB). Located along this area are several marinas, many historic buildings and waterfront condominiums, businesses, museums and cultural attractions.



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 (IDA) by the Chesapeake Bay Critical Area Commission in 1985 and these regulations were recently updated in 2022 to stay in conformance with State requirements. Floodplain and special stormwater management regulations add a level of challenge to any type of improvement or development project along shoreline areas. The City has been aggressive over the past five years in constructing living shoreline projects to meet Chesapeake Bay restoration goals.

Revitalization Area: Waterfront Actions **[EXAMPLES]**

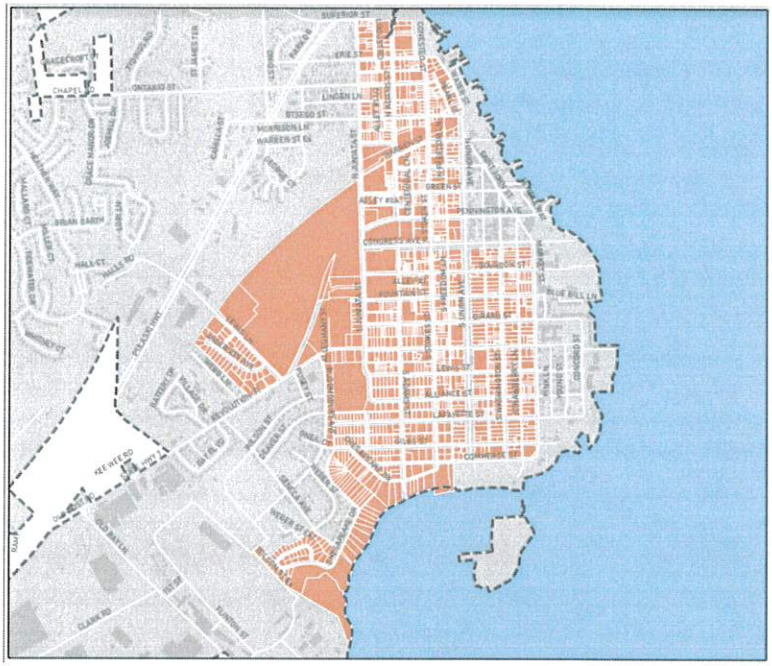
- Continue the City's ambitious program of pollutant reduction to meet Chesapeake Bay Restoration goals and to include private waterfront property owners in the expansion of living shoreline projects
- As part of the LSHG, continue to develop pedestrian and bikeway connections within the City and to areas outside the City, such as Swan Harbor Farm on the Oakington Peninsula to the south and Susquehanna State Park to the north
- 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
- Continue to work with property owners in regard to environmental regulations when performing property improvements in shoreline areas
- Maximize public access, preserving water views, and maintaining an appropriate building scale for areas being redeveloped

Revitalization Area: Waterfront Summary

Through the Department of Public Works, the City has been focused on water quality and living shoreline improvements in the Waterfront Revitalization Area. This is due to the requirements of federal MS4 regulations that obligates municipalities to better treat stormwater runoff in older areas. Fortunately, the City has significant public land along the waterfront to meet and achieve the 20% pollutant reduction and continues shoreline and regenerative stormwater conveyance improvement projects as opportunity allows.

Park improvements and regional trail connections are continuing priorities for the City in waterfront areas to maximize views and public access to the water. Park improvements on Water Street will provide additional recreational boat access that is much needed in this high-demand area of the Upper Chesapeake Bay.

Revitalization Area 3: Old Town



Old Town is a historic residential area that is generally bounded by North Park to the north; Chesapeake Drive and Commerce Street to the south; Market Street, the Main Street District, and Water Street to the east; and Juniata Street to the west. The current zoning is a mix of Residential Business (RB), Residential Office (RO), and residential (R1 and R2) reflecting a mix of densities that are reflective of very traditional neighborhood characteristics. The majority of this area is within the City's National Register Historic District.

The Old Town area has a wealth of historic buildings set within a traditional grid-patterned street system, many of which are lined with large deciduous trees and sidewalks. Alleys or lanes provide for rear lot garage and ancillary building access, trash removal, and utility supply infrastructure. These older portions of the City are a blend of small-lot residential development interspersed with commercial uses, places of worship, civic uses, apartments, and multi-story senior complexes. In the truest sense, the Old Town section of Havre de Grace is representative of a traditional mixed-use city.

Revitalization Area: Old Town Actions **[EXAMPLES]**

- Continue to support a mix of uses within the Old Town area, to include offices, residential, and limited commercial of a scale that is in keeping with the established built environment
- Adopt design guidelines for new construction within the National Register Historic District so that new buildings and designed in a way that supports the historic character of the Old Town area
- Revise zoning code for the RO district to be reflective of desired uses and appropriate scale of development/redevelopment with the closing of the UM Harford Memorial Hospital
- Work with property owners regarding new development in this area so that improvements are compatible with existing structures and surrounding context
- Continue to support local and regional transit bus systems as they serve these densely-populated neighborhood areas of the City
- Continue to ensure that there are complete sidewalk connections throughout the Old Town area that are fully ADA compliant

Revitalization Area: Old Town Summary

Of primary concern within the Old Town is the redevelopment of UM Harford Memorial Hospital and its prominence at a key intersection of Union Avenue and Revolution Street. Its redevelopment will set the stage for Union Avenue as a principal historic street for decades to come. Future development must be a focal point.

Tree-lined streets and walkable neighborhoods are what attract residents and visitors to Old Town Havre de Grace and preservation of this beautiful context is intrinsically important. Continuing to focus on reuse/recycling of historic structures and neighborhoods supports economic development through heritage tourism as well as providing an excellent quality of life. This built environment is what makes Havre de Grace unique.

Revitalization Area 4: US Route 40

The US Route 40 Revitalization Area consists of the US 40 four-lane highway and the adjacent lands along it and is generally bounded by CSX and Amtrak rail lines from the Susquehanna River to the north and current City limits to the southeast. The majority of this area is zoned Commercial (C) with some portions as Residential Business (RB) where US 40 approaches the Thomas J. Hatem bridge. The corridor is dominated by commercial uses, such as restaurants, auto and truck service, community shopping centers and other retail.

The US Route 40 area is a commercial core that serves the community's basic needs with groceries, pharmacy, auto fueling and service, and convenience restaurants. US Route 40 is the dividing line between older areas of the City and the newer communities but serves them equally for daily retail needs. Because of this, US Route 40 serves as a bridge and should be enhanced as such with pedestrian and bikeway improvements along this State highway under a Complete Streets model. To that end, the Baltimore Metropolitan Council performed a study in 2022/2023 for a Concept Plan for US 40 for Pedestrian and Bikeway Improvements between Aberdeen and Havre de Grace to explore that possibility. Additional streetscape improvements and visual cohesiveness between uses would enhance the commercial vibrancy of the area.

Revitalization Area: US Route 40 Actions **[EXAMPLES]**

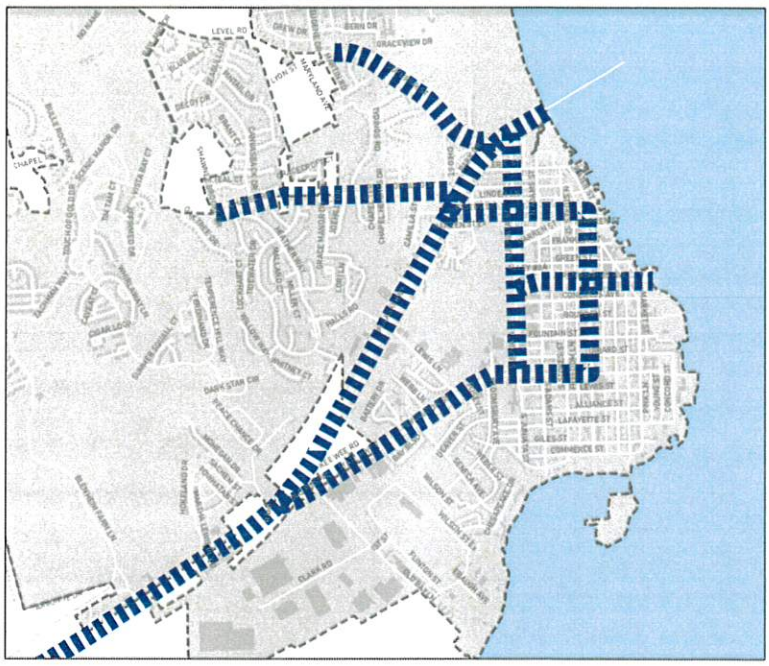
- BMC Concept Plan for Bicycle and Pedestrian Improvements
- Support existing businesses and work to attract new businesses into the US Route 40 commercial area
- Multimodal transportation; Harford Transit Link Services, connections to Aberdeen, Bel Air, Perryville
- Complete Streets approach to highway design through Havre de Grace, but specifically here on US 40; safer crosswalks, slower speeds, road design and visual enhancements that slow motorists
- How to deal with existing junkyards, underutilized properties

Revitalization Area: US Route 40 Summary

Issues to be address in the US Route 40 Revitalization Area primarily focus on unsightly uses, such as junkyards and most recently tire yards, construction equipment yards, and unscreened exterior storage. Existing uses of this nature should be required to provide landscaping buffers and screening. High quality, visually appealing highway commercial development with appropriate design. Landscaping, and parking patterns should be encouraged to physically integrate the US Route 40 Revitalization Area to the extent that it is possible.

Continuing to support multimodal transportation options in the US 40 Corridor in general is key to serving all communities in Havre de Grace. This includes existing bus transit and furthering the pedestrian and bikeway connection to Aberdeen which is a bus, MARC, and Amtrak service hub. These connections create alternate methods of transportation thereby reducing vehicle miles traveled which could be transformational for the region.

Revitalization Area 5: Gateway Road Corridors



Key Gateway Road Corridors which lead to the older portions of Havre de Grace include: MD 155 to MD 763 to Juniata Street; MD 155/Ohio Street; MD 7 consisting of Otsego Street, Union Avenue, and Revolution Street; and US 40. In addition, local gateways include Chapel Road, Juniata Street, and Pennington leading motorists 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 and functional thoroughfares within the City.

Corridor planning needs to take into account the needs of non-motorists, like cyclists and pedestrians, well as drivers. The City has the opportunity, specifically on the wider local roads like Juniata Street and Pennington Avenue, to redesign with improved bikeway connections. Emphasis needs to be placed on alternative forms of transportation from the automobile and make every opportunity to share the road with non-motorists to make the City a destination and places people – whether visitors or citizens -- at the center of the City's planning efforts.

Revitalization Area: Gateway Road Corridors Action **[EXAMPLES]**

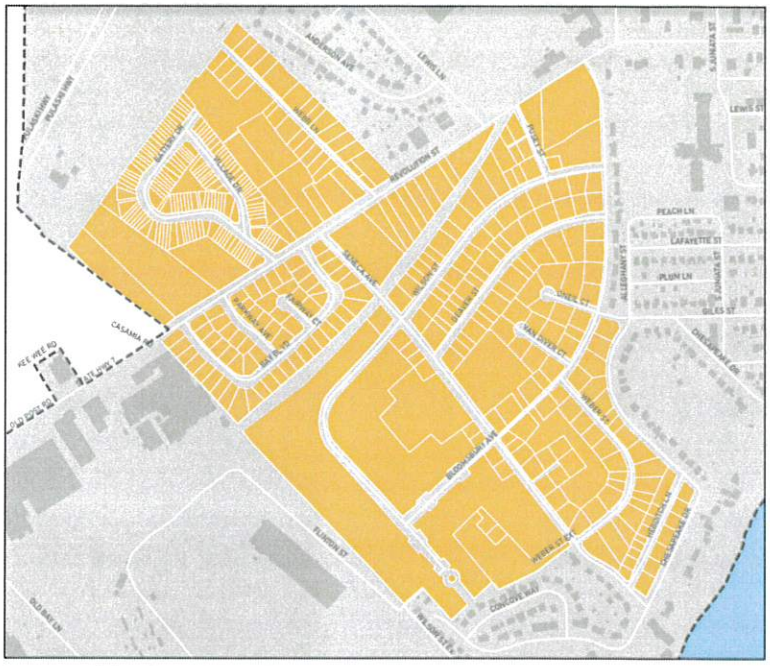
- Develop individual corridor plans for the identified corridors, but specifically Pennington Avenue and Juniata Street for on-road bike lanes or for the Revolution Street commercial corridor by developing incentives like a façade improvement program
- Support of bus transit and multimodal options throughout these Revitalization Areas
- Evaluate Chapel Road for pedestrian improvements; create a cohesive roadway with shoulders and common striping where possible

Revitalization Area: Gateway Road Corridors Summary

It is critical that City staff look at ways to enhance the gateway routes for all users, not just drivers. Though there are challenges with steep terrain on the northern edge of the City, there are opportunities to make better connections for residents who do not wish to drive for short trips in town. This adds a great deal to the conversation about sustainability for the City. It is becoming more evident that residents wish to live in a more connected place where there are options to driving, and Havre de Grace has a great start to making enhancements to bike and pedestrian accessibility for both recreation and transportation. This will be an increased focus as was made by citizen comments for this planning document.

US 40 and MD 7 (Otsego Street/Union Avenue/Revolution Street) are primary routes for Harford Transit Link and MTA 420 bus service. Providing comfortable, out-of-the-weather bus shelters and benches would greatly enhance the user experience for transit-dependent residents and other beneficiaries of transit service. Transit service is necessary for many for access to employment, health care, and shopping and should be supported and celebrated.

Revitalization Area 6: Revolution Street Communities



Revolution Street Communities Revitalization Area consists of the neighborhoods of Bay Brook, Concord Fields, and Bradford Green and homes along Webb Lane. Comprised of older townhomes as well as single-family and duplex homes, these established neighborhoods provide affordable housing for Havre de Grace residents. In addition to the residential uses, Revolution Street provides a core of commercial uses that serve adjoining neighborhoods and the City at large. Existing zoning is Residential (R2) and Residential Business (RB).

The Revolution Street Communities area is in immediate proximity to Havre de Grace Elementary and the Middle/High School complex, making it fully walkable for students for school and after-school activities as well as for the recreational amenities that they provide. Neighborhood pocket parks, a recently renewed stormwater management feature with trails, and the Havre de Grace Green Team community garden and food forest provide inviting community elements that are available to the neighborhood residents.

Revitalization Area: Revolution Street Communities Actions **[EXAMPLES]**

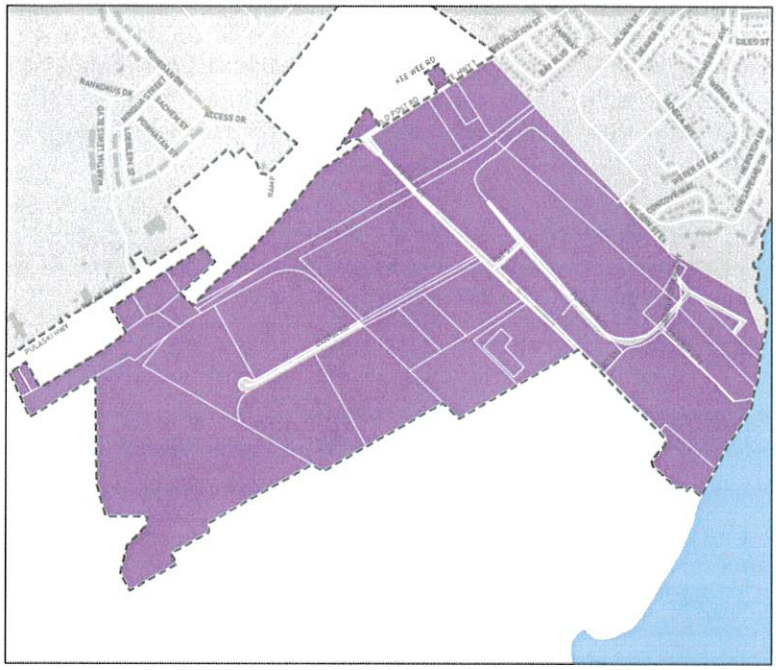
- Pedestrian improvements, safe crossings especially in proximity of the Middle/High School complex
- Redevelopment of Tranquility Townhomes site, making use of the existing road network and in consideration for the large trees that remain (tree retention to the greatest degree)
- Neighborhood enhancements, street trees
- Support the Revolution Street commercial corridor by developing incentives, like a façade improvement program, to champion neighborhood businesses
- Infill development and home-ownership programs

Revitalization Area: Revolution Street Communities Summary

From a land use perspective, the redevelopment of the former site of Tranquility Townhomes is a significant opportunity for improvement within this Revitalization Area. Havre de Grace would benefit if this fallow 22 acre parcel would be developed in a way that makes use of the road system, the large established tree base, and potential views to the water if it were multi-story.

Support for neighborhood commercial uses benefit all of Havre de Grace and City staff should investigate opportunities of business development/support services in this area. In addition, continued enhancement of pedestrian and bikeway connections within this area is desired. Within the planning of the LSHG, a long-range goal is to link Havre de Grace to Swan Harbor Farm from Revolution Street and Clark Road. However, potential connections could be made from the National Railroad Corporation rail spur along the edge Concord Fields neighborhood. This low-impact track may offer a safer and easier way than Revolution Street which has limited right-of-way for making on-road bikeway improvements.

Revitalization Area 7: 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 the western length of Revolution Street. The 130-acre Chesapeake Industrial Park was established in the 1970's and includes the industries of Smucker's Quality Beverages, Dunlop Protective Footwear USA, EFC Systems, Plastipak Packaging, Inc., and Acer Exhibits & Events just to name a few. The area is zoned entirely Commercial (C) but the goal is to make a new zoning category that defines is separately from other commercial uses along US 40.

The 75-acre Maryland Army National Guard site is also located here to the northeast of Old Bay Lane, known as the Havre de Grace Military Reservation. The National Guard is in the process of making substantial facility improvements with construction of a $16.5 million Readiness Center in 2017 and having broken ground in fall of 2022 for a new $35.5 million maintenance facility. The facility houses the 1297th Combat Service Sustainment Battalion and the 1729th Maintenance Company.

Within the Chesapeake Industrial Park, Clark Road provides the only access to the Oakington Peninsula where Harford County has secured 1,400 acres of open space for public access to the Chesapeake Bay. The City is making incremental improvements to a secured easement for trail access to Swan Harbor Farm and other public lands.

Revitalization Area: Industrial Area Actions **[EXAMPLES]**

- Support existing businesses/employers and work to attract new industries into Havre de Grace
- Create new industrial zoning that differentiates this area from commercial areas along US 40
- Provide gateway signage at both Revolution Street and Clark Road for branding and higher visibility to the industries located at the Chesapeake Industrial Park
- Continue to improve trail connections to Swan Harbor Farm through the LSHG secured easement at the end of Clark Road.
- Bike lanes along Old Bay Lane and Clark Road; right-of-way is wide on Clark Road

Revitalization Area: Industrial Area Summary

The visual appearance of the industrial area is important for attracting and retaining business in Havre de Grace and is indicative of the City's economic health. Over the past decade, roadway improvements to Clark Road and Old Bay Lane have enhanced the entrance and made a smoother surface for the many trucks accessing the site. The City would benefit from corridor improvements along Revolution Street into the industrial areas as well and stately entrance signage for the Chesapeake Industrial Park itself.

The City will continue to improve access through the industrial area for connecting to the broader trail system that is expected to be developed throughout the Oakington Peninsula. The City will explore the use of the rail spur for easier bikeway access than would be allowed by improvements to Revolution Street.

Sustainability Projects and Programs in Havre de Grace

In addition to the approved Sustainable Community Action Plan and land use strategies for its seven Revitalization Areas, the City as a whole participates in many other initiatives focused on sustainability. The following are short descriptions that outline those efforts. Please see links for more specific information about each program, many of which are made possible through generous volunteers who created these programs and keep this moving forward.

Certified Sustainable Maryland

Certified Sustainable Maryland is a program that Havre de Grace has participated in since 2016. The City has been recertified in 2019 and again in October 2022 with a certification level of Silver with 460 points, https://sustainablemaryland.com/.

Havre de Grace Farmers Market

The Havre de Grace Farmers Market has been in existence since 1995 when it was first established by the Havre de Grace Chamber of Commerce on Pennington Avenue. In 2015, the farmer's market moved to Hutchins Park but it has since been relocated to St. John Street and the STAR Center during winter months. This is the only farmer's market to host winter hours, http://www.havredegracefarmersmarket.com/

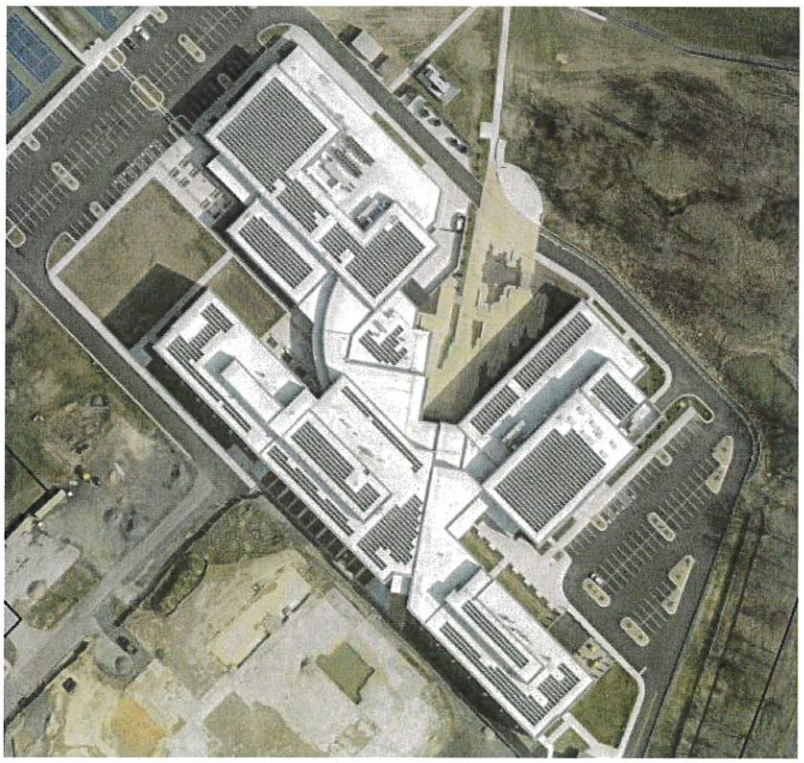
Havre de Grace Green Team

Havre de Grace Green Team, https://hdgreen.org/, is an extremely active volunteer organization with the following areas of focus: community gardens, education, zero waste, the great outdoors, pollinators/apiary, heirloom Victory Garden, Think Green/Eat Green initiative, and the Todd Park food forest, and food waste composting. Their education programs include environmental and climate change movies which are shown monthly during the winter months.

Solar Projects

The City is the beneficiary of a 20-year purchasing contract with Constellation Energy for a commitment of energy produced from the nearby Perryman array for city-owned buildings. This contract began in 2016 and supplies close to six megawatts of solar power per year for municipal buildings, with a substantial cost savings the City based on metered use. In addition, the recently constructed Havre de Grace Middle/High School was built with solar panels through 25-year leasing arrangement with Constellation Energy. Thank you to Harford County Public Schools for their forward-thinking approach to large rooftop solar.

Constellation Energy Perryman Solar Array under construction
(photo provided by Constellation Energy)



Aerial photo of the Havre de Grace Middle/High School in 2021
Harford WebGIS, https://hcggis.harfordcountymd.gov/planning/harfordgis/

Electric Vehicle Charging Stations

Electric vehicle (EV) charging stations were first installed in David Craig Park near the downtown in 2017 and the City has subsequently created focal areas in front of the Havre de Grace Police Station and at the park-n-ride at Otsego and Juniata Street for a total of 13 EV charging stations.

Electric Vehicles

The City purchased 2 GEM E4 open-air electric vehicles for City staff use in 2016. Four open-air electric trolleys, model MotoEV Electro Transit Buddy 12 passenger, which are operated by the City as a shuttle service for visitors and residents during the weekends of warm weather months. This is a tourism feature that offers an alternative, greener approach to getting around town the City's various attractions and activities.

Tree City USA

Starting in 1976, Tree City USA is a program of the Arbor Day Foundation which aspired to have a greener, healthier America. It is a program with a 4-step framework for communities to maintain and grow tree cover. Havre de Grace has been a Tree City USA since 2002 and received a Growth Award for the first time in 2022 which demonstrates an increased level of tree care and community engagement. https://www.arborday.org/programs/treecityusa/.

Bee City USA

Bee City USA is an initiative of the Xerces Society which is an organization devoted to the conservation of pollinators which are essential to biological diversity and ecosystem health, https://beecityusa.org/. Havre de Grace became a Bee City USA through the Havre de Grace Green Team in 2020 in recognition of the value of bees and pollinators in sustaining our environment and food supply.

As an existing community with access to major transportation networks, both road and rail, Havre de Grace is striving to be more sustainable and is an excellent example of Smart Growth. Areas of continued reinvestment should focus on: expanding the City's tree canopy; completing walking and biking connections for transportation alternatives to vehicles; increasing access to the region's tremendous natural areas through extension of recreational trail systems; and reusing/recycling existing structures, where it is understood that the greenest building is one that is already built. The City should embrace the 5 Million Maryland Trees for Climate Progress, to ensure that tree canopy is greatly expanded throughout the City. In addition, Havre de Grace should build on the proximity for rail access, optimizing its location for more sustainable transportation choices.

5 MILLION MARYLAND TREES FOR CLIMATE PROGRESS
Please see this link for information from MDE
https://news.maryland.gov/mde/2022/11/02/5-million-maryland-trees-for-climate-progress/

GOALS AND ACTIONS [Goals and Actions that are not identified in the 7 Revitalization Area sections]