

Envision HdG

City of Havre de Grace Comprehensive Plan

June 20, 2023



Council Presentation:

2023 Comprehensive Plan, Mid-point Review

Envision Havre de Grace

- ❑ Planning Commission and Planning Department
- ❑ 13 chapters plus Preamble and Supporting Resources (like Census data and housing statistics)
- ❑ Halfway there – 6 chapters content is drafted; Preamble and Supporting Resources completed
- ❑ Maps are being created as needed for chapters
- ❑ Content based on Land Use Article requirements and our own priorities, like Sustainable Community

- ➡ Visions and Goals
- ➡ Land Use
- ➡ Sustainable Community
- ➡ Municipal Growth Element
- ➡ Relationship to the LSHG
- ➡ Regulatory Framework
- ➡ Economic Development
- Water Resources Element
- ➡ Housing Element
- Historic and Cultural Resources
- Multimodal Transportation
- ➡ Community Facilities
- ➡ Sensitive Areas, Environmental Resource Protection

Where we've been:

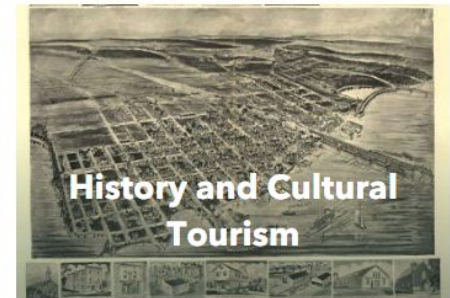
- ❑ Map consultant came onboard in March 2022
- ❑ Development of 7 StoryMaps for public input
- ❑ StoryMaps went live on Sept 1, 2022 (5 months through Jan 2023)
- ❑ Great public comment through the surveys from StoryMaps
- ❑ Planning Commission members are determining goals and actions
- ❑ All content to-date available on City's webpage:
<https://havredegracemd.gov/in-progress-2023-comprehensive-plan-en-vision-havre-de-grace/>

Collection

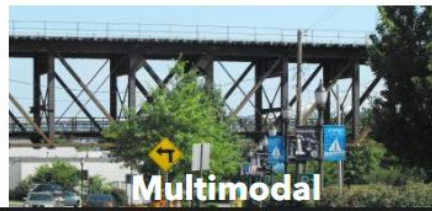
Envision HdG

HAVRE DE GRACE COMPREHENSIVE PLAN

Get started

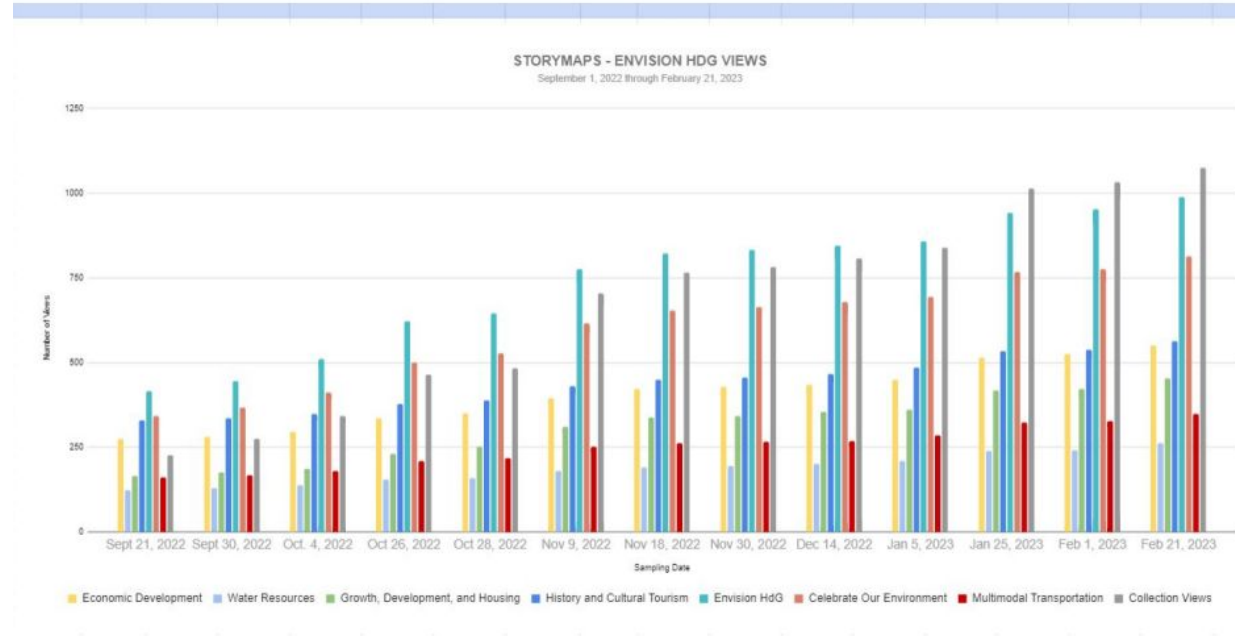


StoryMap Collection



Public feedback:

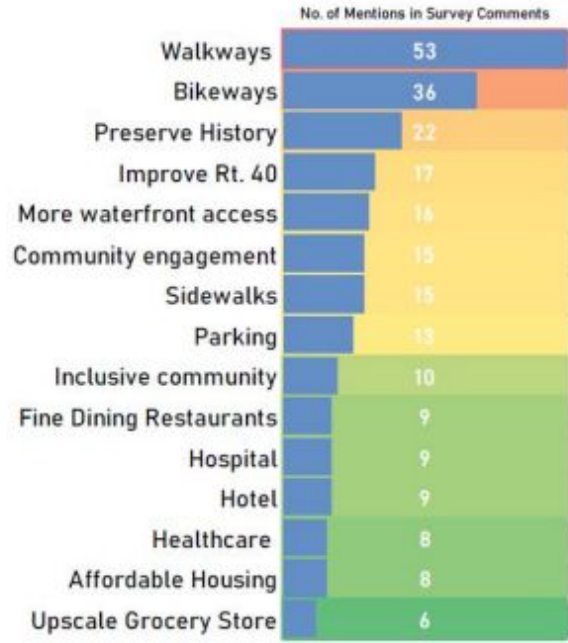
- 102 completed surveys
- 26 questions (each StoryMap had 3 - 5 questions), 389 questions
- Close to 5,000 views





ENVISION HdG Community Engagement Update

What people want to see in Havre de Grace:

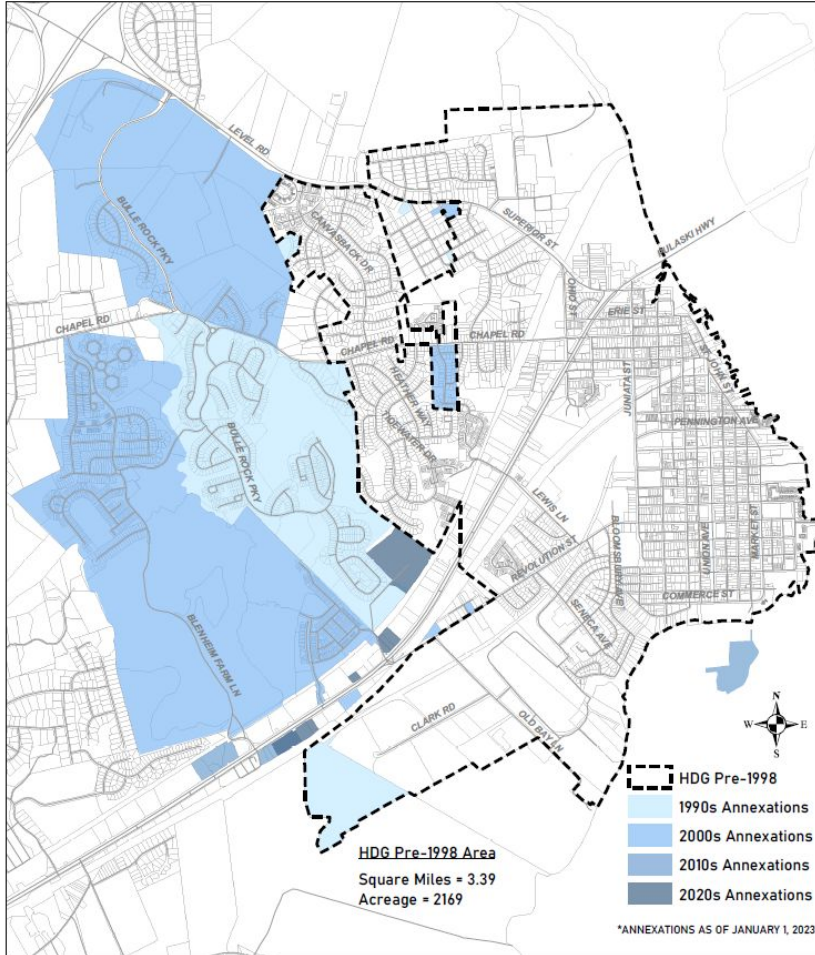


OTHER THEMES OF IMPORTANCE TO RESPONDENTS:

- Diverse/Creative/Progressive Community
- Downtown Restoration
- Accessibility for all Abilities
- Preserve Natural Resources
- Increase Transit Options
- Water Resources Protection
- Bike/Ped crossing Susquehanna River

A little bit of backdrop for the Plan:

ANNEXATIONS SINCE 1990



Annexations since 1990

Depicted by decade

Line break at 1998 (25 years)

Growth by square miles and acreage:

Square miles: 3.39 to 5.90

Acreage: 2,169 to 3,776

Growth by area – almost 75%

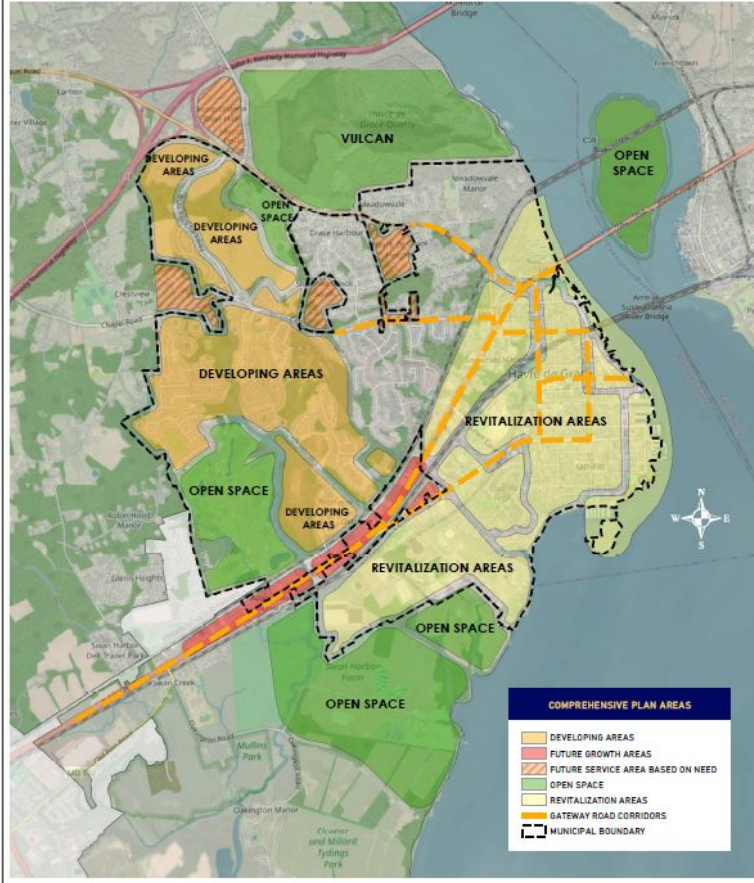
Policy for directing growth of the City

Anticipated build-out of neighborhoods, i.e. The Residences at Bulle Rock, Greenway Farms, Sion Hill Estates, and other projects

Commercial/Mixed-Use along US 40

Mixed Office Employment (MOE) at the I-95 Interchange

Infill in the older portions of the City, historic downtown



Comprehensive Plan Areas

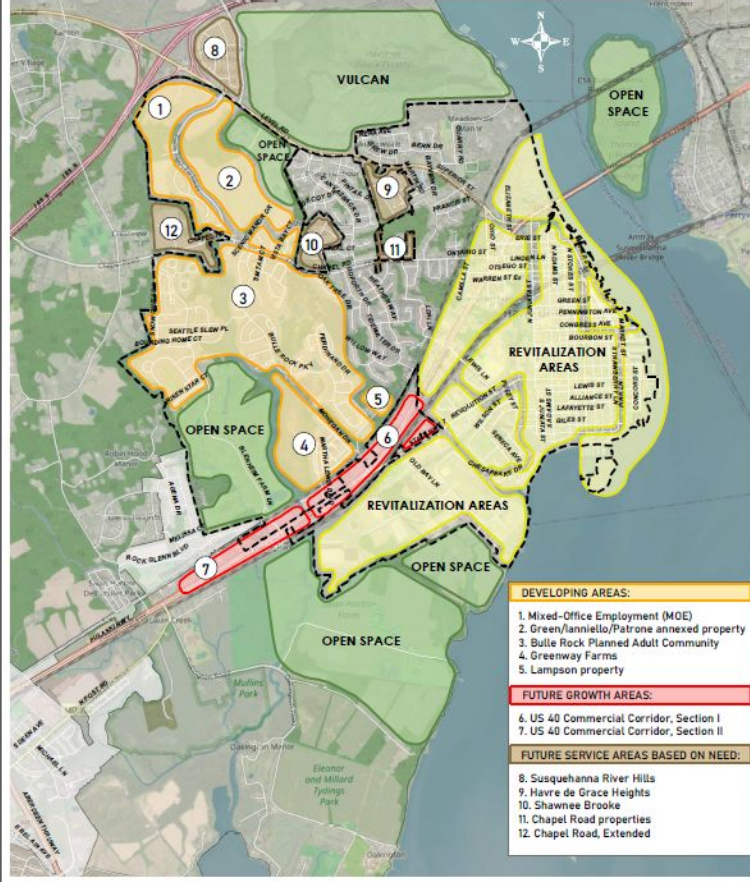
Revitalization, Developing, and Future Growth Areas

Surrounding Open Space

Outlines the general policy of the Comprehensive Plan

Guided by State Smart Growth Principles

Build around existing communities where infrastructure and road systems are already located



Creating a policy document that is reflective of where we have been and where we are going

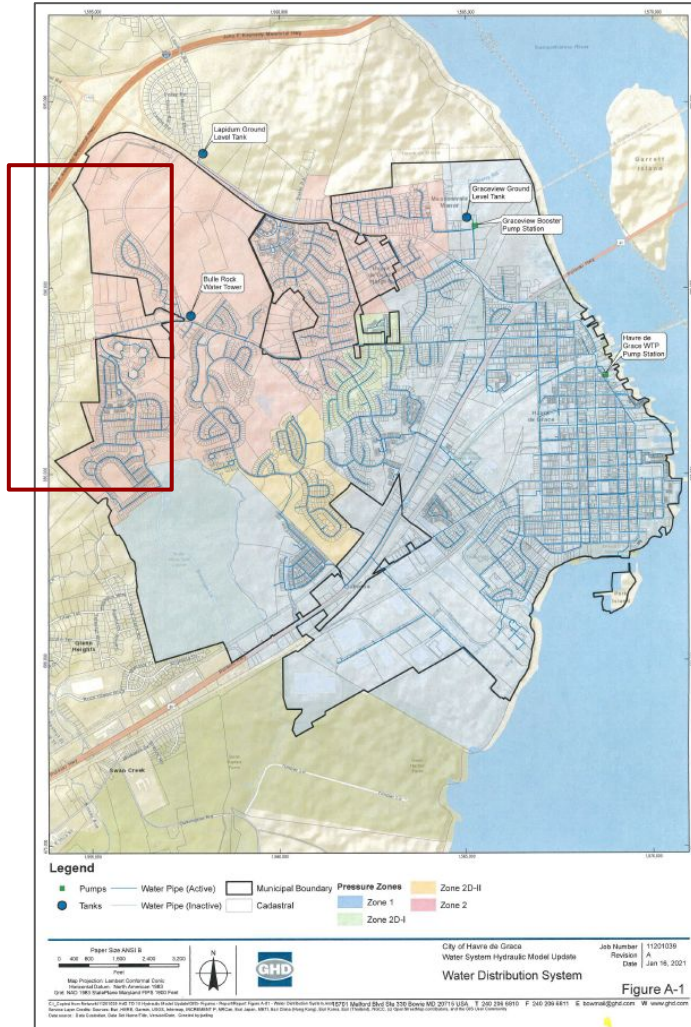
Planning boundary was reduced from 2010 Comprehensive Plan

Focus on successful build-out of what we have already annexed

Extension of water and sewer and the ability to serve growth

Planning
Areas 9, 10
Removed

(2010 Plan)

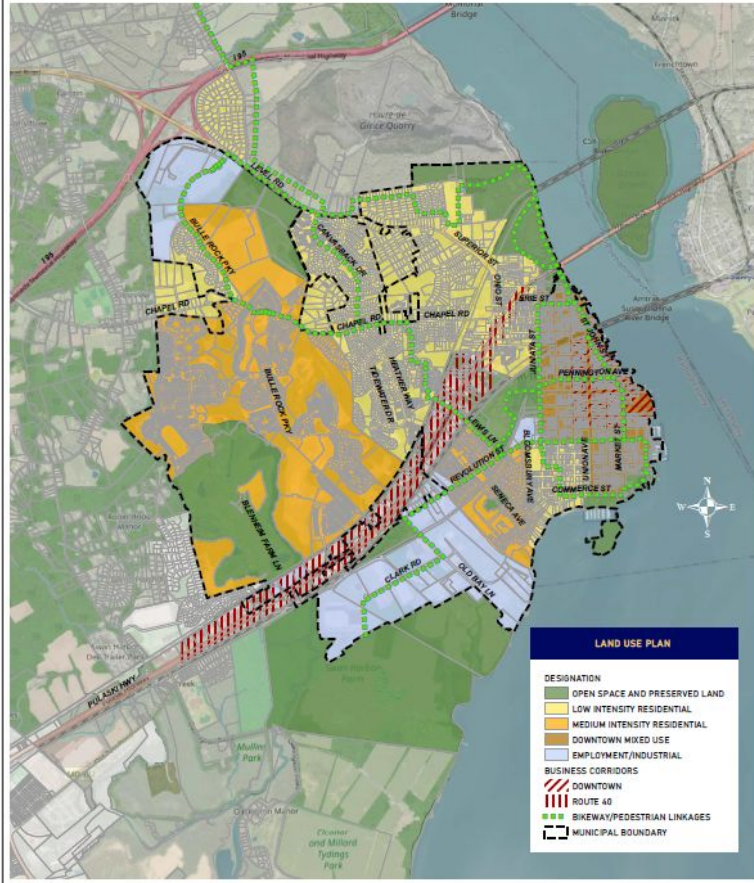


Water Distribution System

GHD Water System Hydraulic
Model Update, January 2021

Reduced planning boundary

2010 planning boundary reached
Robin Hood/Earlton Roads

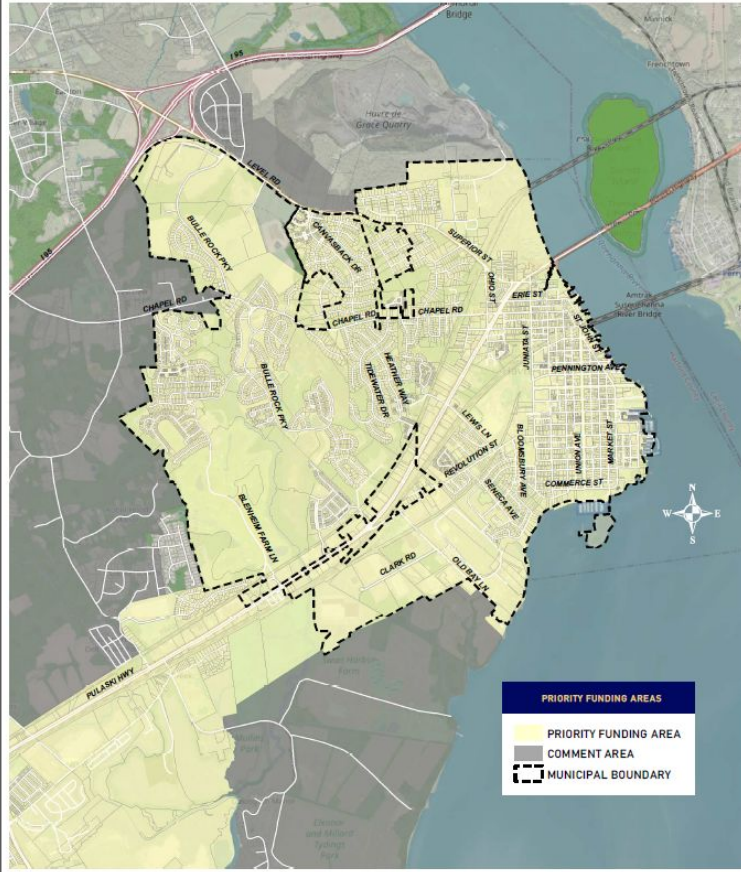


Land Use Plan

Shows intensities and generalized land uses

Connections – bikeways and pedestrian linkages

Vision of the City being one, not downtown and on the hill



Priority Funding Areas

- ❑ State of Maryland Designation, governing policy
- ❑ 3.5 unit per acre density
- ❑ Served by water and sewer
- ❑ Established in 1997 – every municipality as they existed at that time
- ❑ Provides access to growth-related funding, including water and sewer infrastructure, transportation facilities, housing, business development tax credits, neighborhood revitalization

MAIN IDEA OF THIS PLAN:

To serve the areas already annexed into the City



Municipal Growth Element

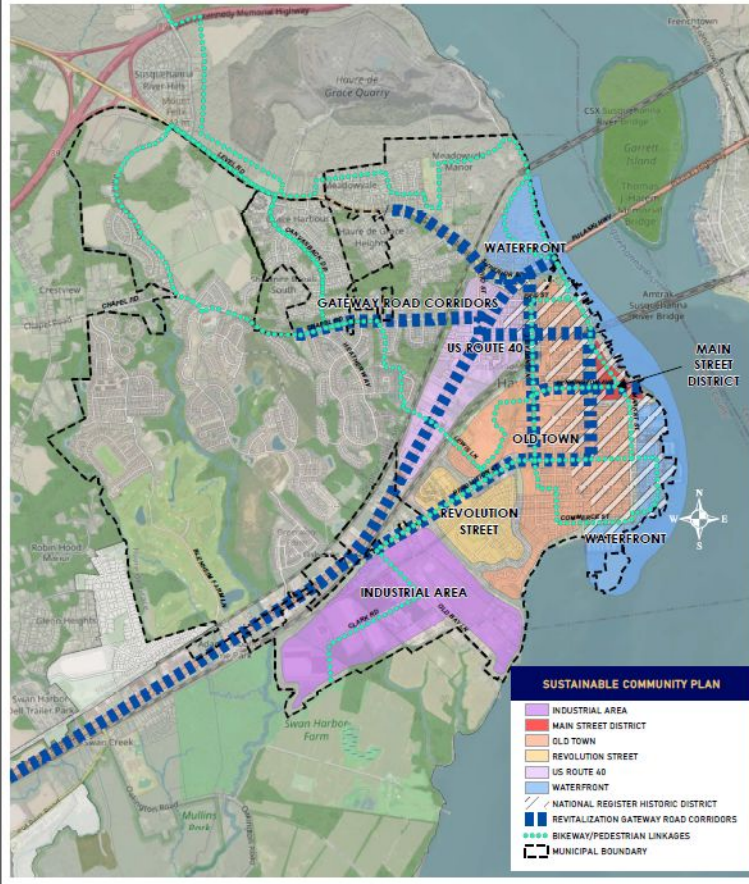
Shows relationship to Harford County Development Envelope

Rural areas north of I-95

Major transportation routes, highway and rail

Green buffers between Aberdeen and Havre de Grace

Oakington protected lands, recreation and Bay access



Sustainable Community

Community Legacy grant funding and other incentives

Sustainability initiatives

Strategies for 7 Revitalization Areas

- INDUSTRIAL AREA
- MAIN STREET DISTRICT
- OLD TOWN
- REVOLUTION STREET
- US ROUTE 40
- WATERFRONT

An aerial photograph of a large, modern school building with a complex, multi-winged structure. The roof is covered with numerous rectangular solar panels, arranged in rows. The building is surrounded by a paved area and some greenery. A dark blue banner is overlaid on the top left, and a small grey box with the page number is in the bottom right.

**MIDDLE SCHOOL/HIGH
SCHOOL ROOFTOP SOLAR**



**CONSTELLATION PERRYMAN
SOLAR ARRAY, GROUND
VIEW**



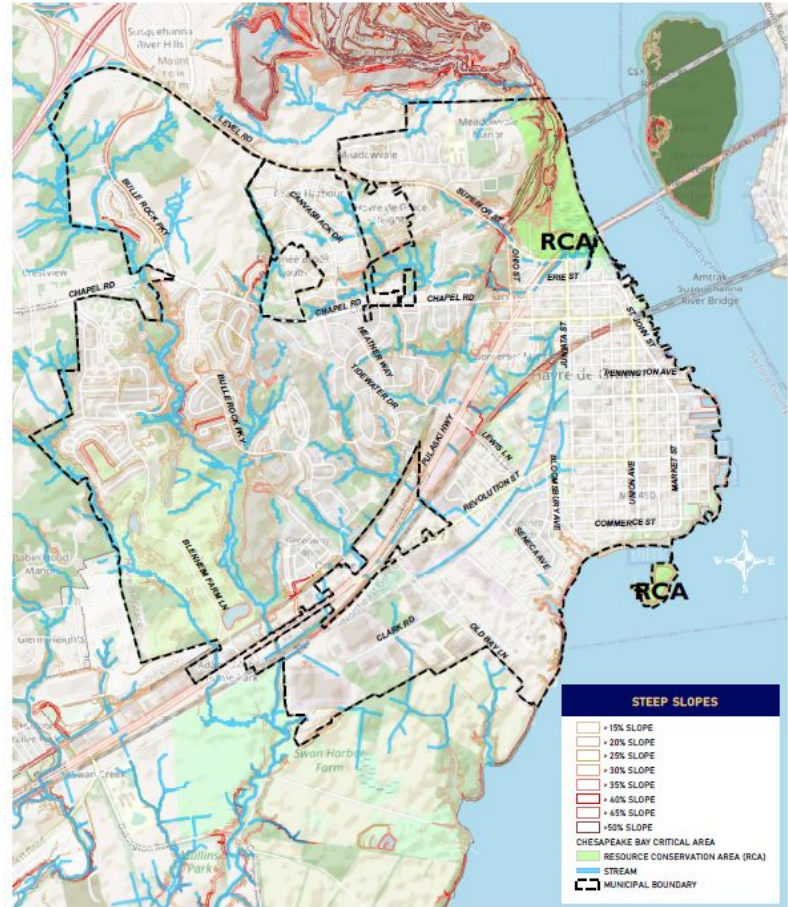
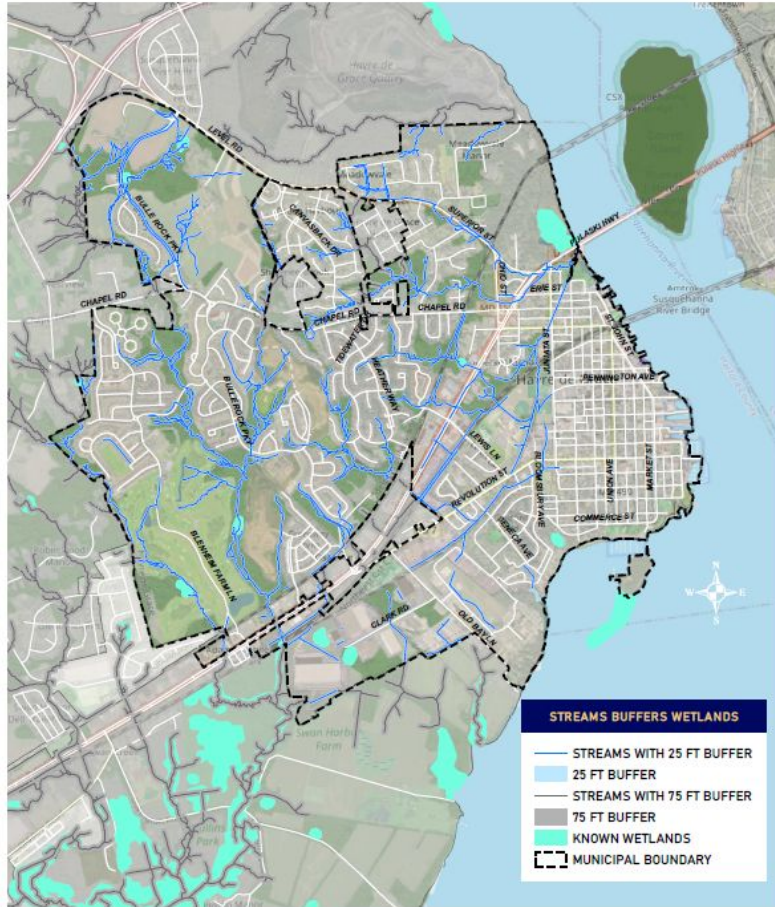
**Electric vehicles, trolley,
EV charging stations**

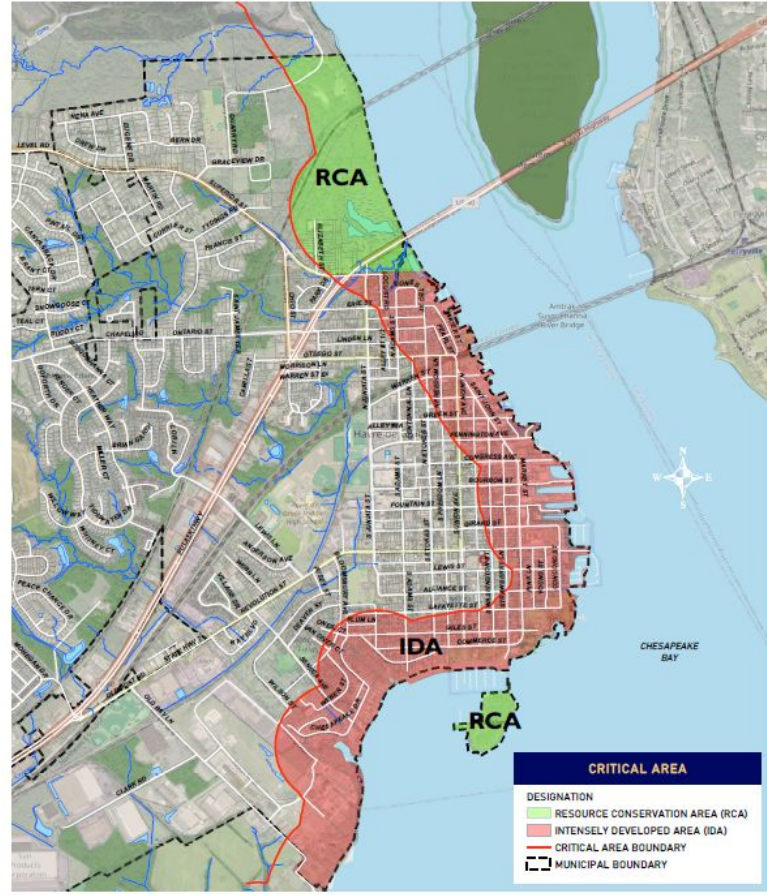
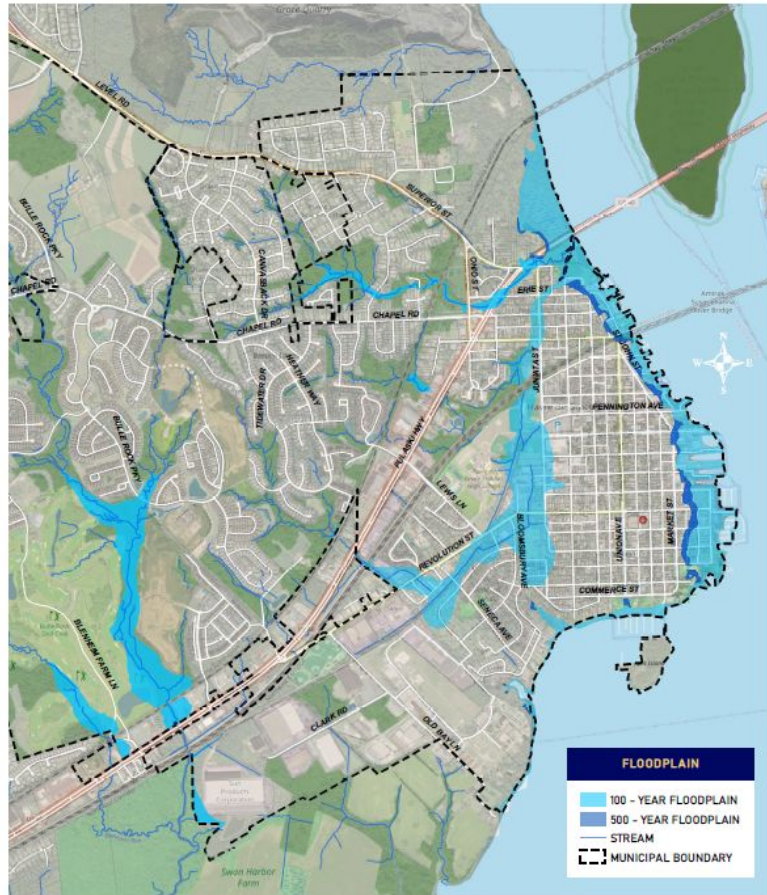




Celebrate Our Environment

Where the Susquehanna River becomes the Chesapeake Bay





Multimodal Transportation

Trails, Bikeways, Rail, and Roads

May 16, 2022





Trails throughout the City



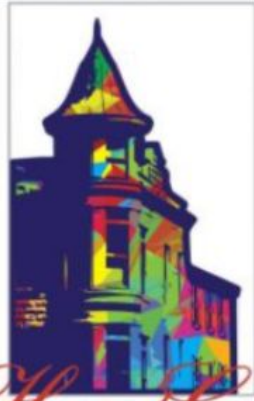
Economic Development

Havre de Grace in the 21st Century

June 13, 2022



Economic Development, Tourism, and the Arts



Havre de Grace

ARTS & ENTERTAINMENT
DISTRICT



HAVRE DE GRACE COLLECTIVE



Sports • Theatre • Arts • Recreation

(former Havre de Grace High School)
700 Congress Avenue
410.939.1800



Develop the 2023 Plan around 7 Visions:

- ❑ Healthy community
- ❑ Inclusive community
- ❑ Vibrant, connected community
- ❑ Essential cultural and historic hub
- ❑ Cohesive, human-scaled built environment
- ❑ Green, more sustainable community
- ❑ Fiscally-sound government

“What we build will impact how we live.
And how we live will impact our well-being”

– Bruce Kinzinger, M.D.,
co-Chair of BikeHarford

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Thank you!

