

*Havre de Grace
Heritage Corridor Plan
September 1997*

*Prepared by the
Havre de Grace, Maryland
Heritage Corridor Steering Committee*

*A Public-Private Partnership in the Lower
Susquehanna - Upper Chesapeake Bay Region*

Havre de Grace Heritage Corridor Plan

September 1997

**Prepared by
Havre de Grace, Maryland
Heritage Corridor Steering Committee**



**U. S. Environmental Protection Agency
Environmental Science Center
701 Mapes Road
Ft. Meade, MD 20755-5350**

**Printed on recycled paper by the U.S. Environmental Protection Agency for the Chesapeake
Bay Program**

Havre de Grace Heritage Corridor Plan

Table of Contents

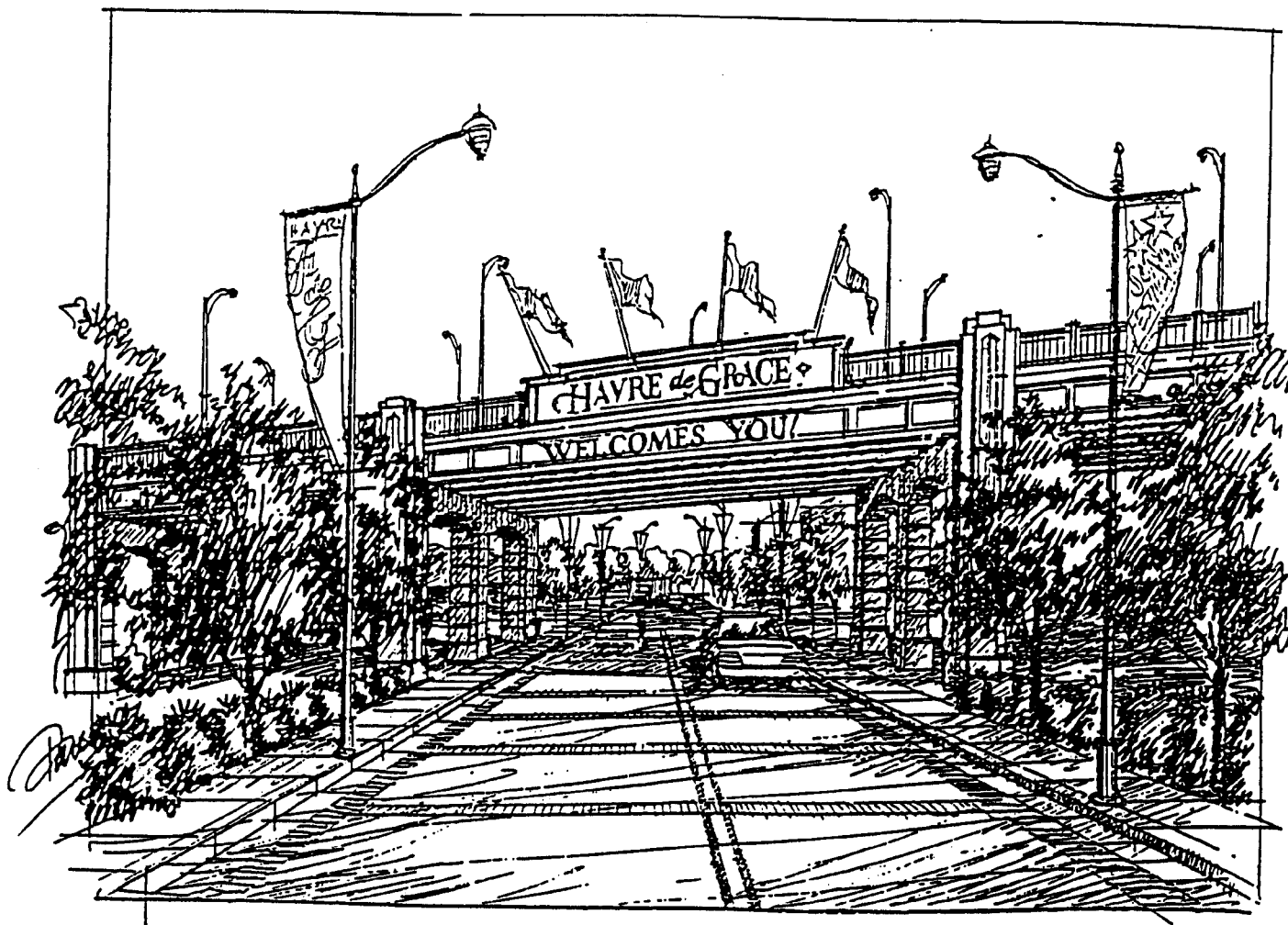
I.	Summary and Major Recommendations	1
	A. Introduction	1
	B. Historical, Natural and Cultural Resources	1
	C. A Public-Private Partnership	2
	D. Goal and Objectives	3
	E. Corridor Plan	3
II.	Background - A Region in Transition	8
III.	The Planning Process	10
IV.	Heritage Corridor Location/Boundaries	12
V.	Heritage Corridor Resources	14
	A. The Susquehanna River	14
	B. The Lower Susquehanna's Rich History and Culture	14
	C. Fish, Wildlife and Other Living Resources	17
	D. Scenery	18
	E. Aberdeen Proving Ground	18
VI.	Corridor Plan	19
	A. Major Elements	19
	1. Lower Susquehanna Heritage Greenway	19
	2. Museums of the Region	20
	3. Economic Development	25
	4. Education Opportunities	29
	5. Ecological Conservation	29
	B. Management Council	30
	C. Specific Recommendations	32
VII.	Next Steps	41
VIII.	For Further Information	43

Appendices	44
A. Havre de Grace Resource Guides	44
B. Economic Development Priorities	45
C. Maryland House Bill # 1 Summary	47
D. Memorandum of Understanding	49
E. Related Resolutions	54
1. Resolution No. 97-2	55
2. Resolution No. 9-97	58

List of Figures

Figure 1	Arrival/Gateways Into Town	iii
Figure 2	Lower Susquehanna Heritage Greenway - Harford and Cecil Co.	6
Figure 3	Lower Susquehanna Heritage Greenway - Havre de Grace Segment	7
Figure 4	Proposed Havre de Grace Heritage Corridor Map	13
Figure 5	Revitalization Area #5 - Waterfront Development	27
Figure 6	Havre de Grace Waterfront	28
Figure 7	Charles Montgomery Park	34
Figure 8	Heritage Park	35
Figure 9	Waterfront Walk/Promenade	inside back cover

ARRIVAL/GATEWAYS INTO TOWN



Route 155 Gateway at Flatem Bridge

I. Summary and Major Recommendations

"If you ever doubt what we can do together to preserve our heritage, all you have to do is look at the Bay".

President Clinton, 25th Anniversary Earth Day Ceremony at Concord Point, Havre de Grace, MD, April 21, 1995.

A. Introduction

A partnership of local officials, community leaders and private organizations has been involved in an effort to improve the quality of life in the Havre de Grace region through heritage tourism. The purposes of the cooperative effort are to:

- Develop and implement a Havre de Grace Heritage Corridor Plan that would identify actions to market the historical, natural, recreational and cultural values of the Havre de Grace region and increase the Region's community vitality and economic prosperity.
- Promote a coordinated approach in economic development and protection of natural resources.
- Recognize, certify and designate the Havre de Grace Heritage Corridor, as a State and National Heritage Area, as part of the Lower Susquehanna Heritage Greenway Area.

The Plan will:

- Guide the historic preservation, promotion, interpretation, protection, enjoyment and economic revitalization

of the Havre de Grace Heritage Corridor.

- Coordinate and support existing efforts in the proposed State and National Heritage Area efforts in the Lower Susquehanna region.
- Facilitate collaboration with other regional efforts.
- Help the community to leverage funding from the Federal, State and private sectors.

The Plan is not intended to duplicate or supplant ongoing public or private efforts.

B. Historical, Natural and Cultural Resources

Havre de Grace's historical, natural and cultural resources; community vitality; and location at the confluence of the Susquehanna River and

A Heritage Corridor is an area recognized for its important history and its rich and distinctive natural and cultural resources. It is an area where local governments, private groups, businesses, state and federal agencies, and landowners act on a singular opportunity to collaborate for the Corridor's future that makes the most of each partner's contribution.

A heritage corridor is a special place--a living landscape in which people live and work and share the responsibility to keep it special.

the Chesapeake Bay, combined with its accessibility to the region's largest transportation corridor, make it a suitable area for the development of a "Heritage Corridor".

The Lower Susquehanna - Upper Chesapeake Bay region can shape and define the public perception of the Chesapeake Bay. The area, which includes the City of Havre de Grace and parts of Cecil and Harford Counties, has been recognized by the National Park Service as a "Gateway to the Chesapeake Bay" due to its physical and visual access to the northernmost point of the Chesapeake.

Heritage can simply be explained as something transmitted or acquired from a predecessor. It is in a broad sense our collective features, traditions, and culture signifying and illustrating the evolution of human settlement and resource use.

Havre de Grace's location is unique because of the Susquehanna and the Chesapeake. The Susquehanna River and the Chesapeake Bay have a unique symbiotic relationship. The River, the largest on the east coast, provides the Bay with its greatest amount of fresh water, an essential component of the estuarine system. The Bay, the nation's largest estuary, provides the River with migratory fish that spawn in the freshwater habitats of the Susquehanna. This ebb and flow relationship helps define the Bay's unique ecological functions and value, for which Havre de Grace is a perfect location to showcase such Bay and River functions.

The region's cultural and historical heritage is also a resource for improving the community's well being and economic vitality. The Concord Point Lighthouse, Susquehanna Museum, Maritime Museum, Decoy Museum,

Steppingstone Museum, and a National Register historic district, attract more than 150,000 people a year to the region. These resources serve as the "anchors" of the Heritage Corridor effort and through them the Heritage Corridor will thrive.

C. A Public-Private Partnership

A local steering committee of government and private sector representatives was established in 1994 to develop a heritage corridor plan for the Havre de Grace region that would address the interests, concerns and priorities raised by community leaders and residents. The Havre de Grace Heritage Corridor Steering Committee, has been meeting to refine these shared goals and develop a concept plan to guide the development of Havre de Grace's Heritage Corridor.

The Steering Committee intends to form a Management Council, which will implement the Heritage Corridor Plan.

"If there is a single place in this sprawling watershed best suited to deliver a message about the synergy of river and bay it is here, at what is both the mouth of Susquehanna and the beginning of the Chesapeake".

- Susquehanna River of Dreams

Susan Q. Stranahan

D. Goal and Objectives

The goal of the Havre de Grace Heritage Corridor is to:

“Continue the public - private partnership that will interpret, communicate, publicize, protect, and restore the natural and cultural heritage of the Havre de Grace Heritage Corridor.”

The objectives are to:

- Dedicate the Havre de Grace Heritage Corridor to the enhancement and understanding of the historical and cultural values of the region.
- Increase understanding and awareness of the ecological values and functions of the Lower Susquehanna - Upper Chesapeake Bay region.
- Promote ecotourism as a form of economic development.
- Ensure that education is the central mission of the Havre de Grace Heritage Corridor.
- Collaborate with government agencies, educational institutions, cultural programs and the private sector on the development and operation of the Havre de Grace Heritage Corridor.
- Focus facilities, programs and services on authenticity and quality.
- Collaborate on and coordinate action plans and strategies with adjacent jurisdictions, civic organizations, Lower Susquehanna Heritage Greenway Committee, and State and Federal

agencies for the further development of Lower Susquehanna Heritage Greenway Area.

E. Corridor Plan:

*The Vision for the Havre de Grace Corridor:
“Gateway to the Chesapeake Bay”*

The Heritage Corridor Plan is intended to establish a framework for collaborative action to create a regional, State and Federally recognized Havre de Grace Heritage Corridor and to support existing and proposed community-based heritage projects, programs and activities. The Plan illustrates the mechanisms for implementing the strategies and recommendations proposed for the corridor. The Corridor Plan is divided into two sections: 1) Major Elements and 2) Specific Recommendations.

Major Elements of the Corridor Plan:

The Major Elements represent the "core" projects or activities which are critical to the initial success of the Havre de Grace Heritage Corridor Plan. These projects and activities form the foundation of the "Heritage Corridor".

Lower Susquehanna Heritage Greenway: The Lower Susquehanna Heritage Greenway (Figure 2, Lower Susquehanna Heritage Greenway -- Harford and Cecil Co.; p 8.) is located along the banks of the Susquehanna River in Cecil and Harford Counties. A committee has been established to coordinate activities among the region's citizens, organizations, businesses, and governments. Its features are connected by a series of looping paths. The Greenway is designed to link, promote and protect the outstanding natural, historical and recreational resources of the Lower Susquehanna River Valley. In Havre de Grace, the Lower Susquehanna Heritage Greenway will follow two routes, connecting historical and cultural sites (Figure 3, Lower Susquehanna Heritage Greenway -- Havre de Grace Segment; p 10).

- The Lower Susquehanna Heritage Greenway will designate a bicycle route primarily along Juniata St., Union Ave., Commerce St., Market St. and St. John St. This alignment provides for a continuous loop through the City with ample access to the Historic District, Business District and the waterfront.
- A second similar Greenway alignment will provide a pedestrian path, primarily along Union Ave., Commerce St., Market St. and St. John St., ensuring a connection to the City's Historic and Business Districts and the waterfront.

The Lower Susquehanna Heritage Greenway will also be the starting point for pursuing a Maryland Heritage Area designation as provided for in House Bill 1 (Maryland General Assembly, 1996 Session). House Bill 1 seeks to stimulate economic prosperity through the development of tourist destinations throughout the State and encourage historical and cultural preservation by focusing resources and incentives on a limited number of areas approved as Certified Heritage Areas.

Museums: The museums of the region are the major cultural resources within the Heritage Corridor. Their strong alliance and significant qualities will be a centerpiece of the Corridor. The following is a list of museums that are participating in Heritage Corridor effort.

- Susquehanna Museum
- Decoy Museum
- Maritime Museum
- Concord Point Lighthouse and the O'Neill House
- Steppingstone Museum

Through coordination between these museums, and collaboration with the State and the Smithsonian Institution Center for Museum Studies, many of the goals for the Havre de Grace Heritage Corridor goals will be accomplished.

Twelve additional natural and cultural museums and environmental education centers, in close proximity to the Heritage Corridor, also serve as heritage resources and visitor attractions within Harford and Cecil Counties.

Havre de Grace's Economic Development: The City of Havre de Grace recognizes the important role heritage tourism can play in the economic development of the City. The Heritage Corridor Plan will help the City achieve its overall economic goals by promoting heritage tourism in the City.

A list of "Economic Development Priorities", developed at a March 1996 "Priorities Summit" held in Havre de Grace, are included in Appendix B. Most, if not all, of the projects identified are important to the goals and objectives of this Plan.

Ecological Conservation: The Lower Susquehanna is one of the most ecologically productive and fertile areas of the Chesapeake Bay watershed. State and local governments have joined together to develop Tributary Strategies, as recommended by the *Joint Tributary Strategy Statement* that was developed by the Chesapeake Executive Council in 1993 (Chesapeake Bay Program Office, Annapolis, MD). Tributary Strategies will be designed to reduce the amount of nutrients entering the Bay and its tributaries.

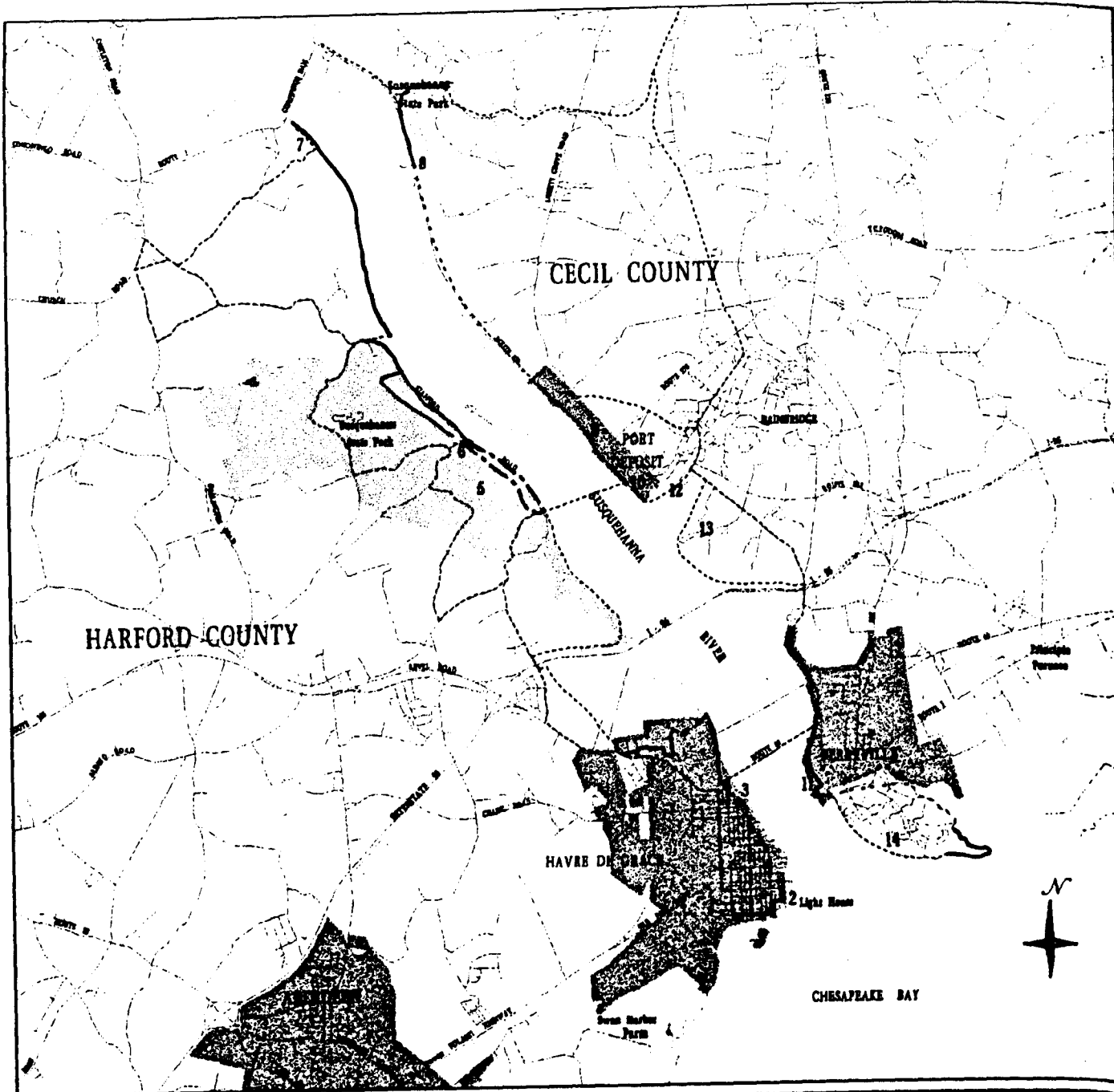
Educational Opportunities: Harford Community College will help lead the development of a educational program for the Heritage Corridor. A proposed Maritime Educational Distance Learning Program would use the services of the Higher Education and Applied Technology (HEAT) Center's environmental program, Harford County Knowledge Network, (e.g. boat building classes) and the Internet through a state-of-the-art multi-media classroom. Students and visitors will be able to access the information highway to learn about ecology, the environment and maritime history.

Specific Plan Recommendations

The following summary identifies some specific initial strategies that the Management Council and the community feel must be addressed to begin implementing the Havre de Grace Heritage Corridor Plan.

Lower Susquehanna Heritage Greenway Area.

- Promote ecological awareness, conservation and preservation of the Lower Susquehanna and the Upper Chesapeake Bay to maintain and enhance Havre de Grace's economic vitality and quality of life.
- Support cultural heritage revitalization efforts by individual organizations that manage historic and cultural resources.
- Support and enhance development of the Lower Susquehanna Heritage Greenway .
- Provide state-of-the-art educational programming which will include cultural resource conservation, interpretation and environmental protection education classes to students from across the region and around the world.
- Support a Public Awareness Program to ensure continued promotion and coordination of Heritage Corridor efforts.
- Develop a marketing and promotion strategy to promote the Heritage Corridor.
- Enhance heritage tourism opportunities through collaboration with tourism agencies and groups.
- Encourage regional cooperation to promote resource protection and economic vitality.
- Recognize the natural and cultural heritage of Havre de Grace through State and Federal Heritage recognition, certification and designation as part of the



LOWER SUSQUEHANNA HERITAGE AREA GREENWAY

LANDMARKS AND HISTORIC SITES

1. HAVRE DE GRACE DECOY MUSEUM and MARITIME MUSEUM
2. CONCORD POINT LIGHT HOUSE
3. SUSQUEHANNA MUSEUM
4. MCLHINNEY PARK
5. STEPPINGSTONE MUSEUM
6. ROCK RUN MILL
7. FISHERMANS PARK
8. UNION HOTEL
9. PAW PAW BUILDING
10. MARINA PARK
11. RODGERS TAVERN
12. TOME SCHOOL
13. DONALDSON BROWN HOUSE
14. PERRY POINT MANSION HOUSE and MILL

HARFORD AND CECIL COUNTIES MARYLAND

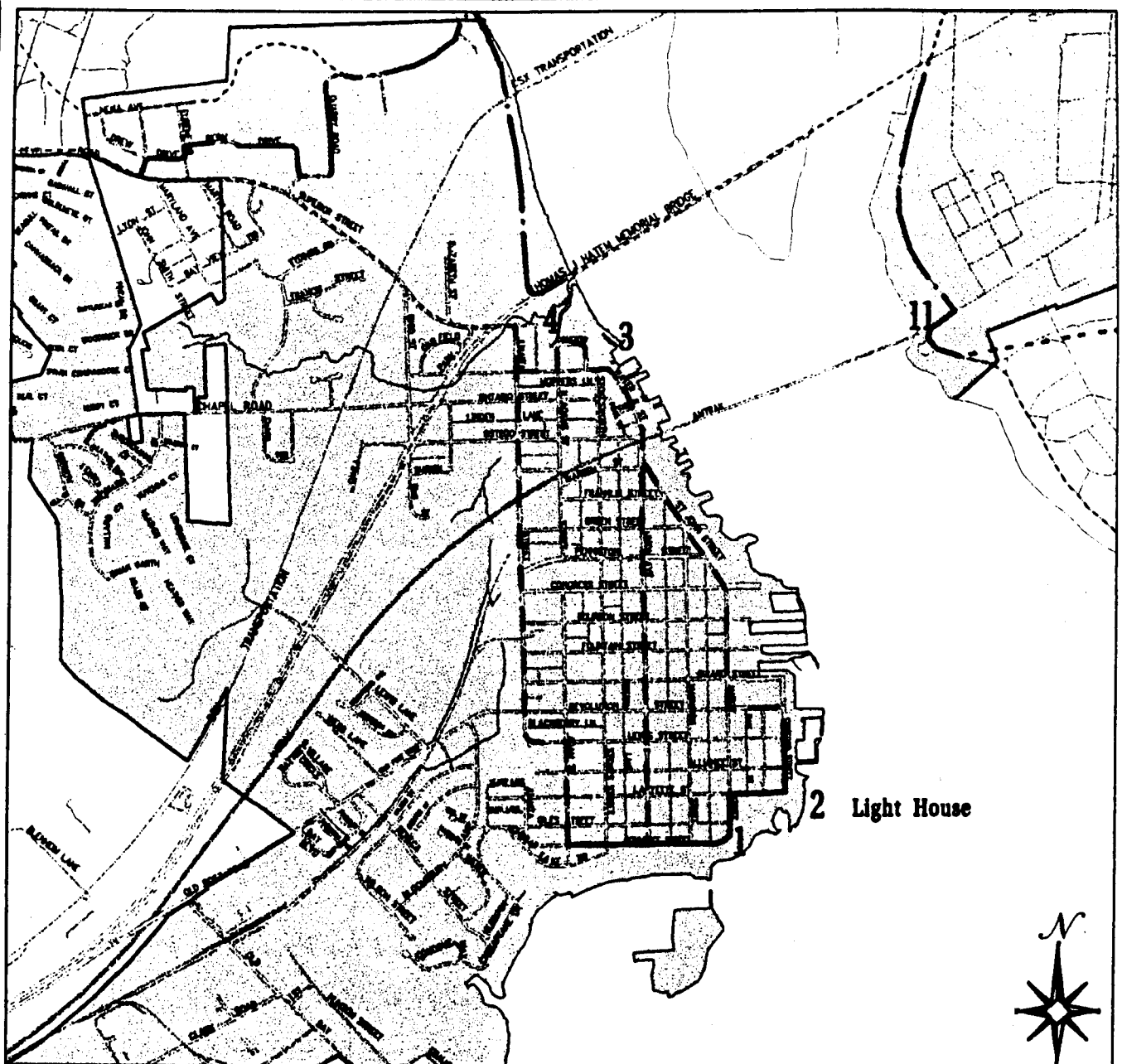
PROPOSED TRAIL MAP

PROPOSED TRAIL SYSTEM

	EXISTING TRAILS
	SEGMENT TO BE ADDRESSED 1996 - 1997
	SEGMENT TO BE ADDRESSED 1997 - 1998
	SEGMENT TO BE ADDRESSED 1997 - 1999
	SEGMENT TO BE ADDRESSED 1998 - 1999
	SEGMENT TO BE ADDRESSED AFTER 1999

PREPARED BY HARFORD COUNTY DEPARTMENT OF PLANNING AND ZONING
MARCH, 1997 FOR THE LOWER SUSQUEHANNA GREENWAY COMMITTEE.

Figure 2



LOWER SUSQUEHANNA HERITAGE AREA GREENWAY

LANDMARKS AND HISTORIC SITES

1. HAVRE DE GRACE DECOY MUSEUM and MARITIME MUSEUM
2. CONCORD POINT LIGHT HOUSE
3. SUSQUEHANNA MUSEUM
4. MCLHINNEY PARK
5. STEPPINGSTONE MUSEUM
6. ROCK RUN MILL
7. FISHERMANS PARK
8. UNION HOTEL
9. PAW PAW BUILDING
10. MARINA PARK
11. RODGERS TAVERN
12. TOME SCHOOL
13. DONALDSON BROWN HOUSE
14. PERRY POINT MANSION HOUSE and MILL

HARFORD AND CECIL COUNTIES MARYLAND

HAVRE DE GRACE SEGMENTS

PROPOSED TRAIL SYSTEM

- EXISTING TRAILS
- SEGMENT TO BE ADDRESSED 1996 - 1997
- SEGMENT TO BE ADDRESSED 1997 - 1998
- SEGMENT TO BE ADDRESSED 1997 - 1999
- SEGMENT TO BE ADDRESSED 1998 - 1999
- SEGMENT TO BE ADDRESSED AFTER 2000

PREPARED FOR THE LOWER SUSQUEHANNA GREENWAY COMMITTEE
BY HARFORD COUNTY DEPARTMENT OF PLANNING AND ZONING.

JANUARY, 1997

Figure 3

II. Background -- A Region in Transition

The Lower Susquehanna - Upper Chesapeake Bay is a region in transition. The places and communities in the region have been defined by their location and proximity to the Bay, the Susquehanna River and major highways. When water and rail transportation were replaced by the interstate highways, business and visitors were drawn away from cities like Havre de Grace. With the availability of direct access routes, such as Interstate 95, people bypassed their former transfer points to go directly to the major cities. Now, through Heritage Tourism, an opportunity exists to reestablish Havre de Grace as a "destination point."

Historically, the City's proximity to the Susquehanna and the Chesapeake has been its most significant resource. Migratory fish, proximity to farmland, railroad, water and highway access, industry and commerce have made the

Heritage Tourism

Richard Roddewigg, a designer of a number of state and National heritage efforts, defines heritage tourism as, "An encounter with our traditions, including not only history and architecture, but urban and rural landscapes; the arts; sports; cooking cuisine; traditional leisure activities of all sorts; languages and social customs; and even institutions".

City prosperous. Founded in 1785, Havre de Grace today reflects more than 200 years of Chesapeake activities, traditions, and culture. Although the economies of the region have changed, Havre de Grace is well-positioned to showcase a rich past and use this heritage to foster a prosperous future.

As the leaders of Havre de Grace plan for the future and explore various economic development opportunities, they will be challenged to simultaneously meet environmental, community and economic objectives. One of the opportunities to diversify the current economy lies in heritage preservation and tourism. Havre de Grace's Heritage Corridor has the potential to be used as a place to illustrate, demonstrate and promote the City and region's past, present and future uses. Heritage tourism, in this unique context, can serve as a mechanism to achieve environmental, community, and economic objectives.

Central to both Baltimore and Philadelphia, the Susquehanna River watershed has provided, and continues to provide, agricultural products and manufactured goods and services to those metropolitan regions. The region's cultural and historical heritage is a resource that a Heritage Corridor program could coordinate and promote to improve the community's well being, economic vitality, and ecological and historical protection. The current success of the area's tourism industry is an indication of what "could be" in the Heritage Corridor. Such historical resources as the Concord Point Lighthouse, Susquehanna Museum, Maritime Museum, Steppingstone Museum, the Decoy Museum and the state recognized historic district are the major attractions for a Heritage Corridor effort. Through these organizations a Havre de Grace Heritage Corridor will thrive.

The Havre de Grace Heritage Corridor supports, and is supported by city, county and regional economic development and revitalization efforts. The City of Havre de Grace held a "Havre de Grace Priorities Summit" in March 1996 and developed a list of capital and other projects to:

- Stimulate economic and community revitalization
- Maintain or improve infrastructure
- Enhance the quality of life

A regional Lower Susquehanna Community Development Corporation was formed to combat community deterioration in Havre de Grace, Port Deposit and Perryville. The corporation's role is to provide planning and technical assistance, help existing businesses increase their productivity and to promote heritage tourism. The Corporation's priorities also include providing a mix of affordable housing, and commercial and industrial development and redevelopment.

In addition, the City of Havre de Grace and Harford County have recently completed their comprehensive plans. Comprehensive plans are essentially a guide or framework for local decision-makers relating to future growth and development. The plans also ensure that growth and development occur in a fashion that protects natural resources and promotes economic vitality.

References to the proposed Lower Susquehanna Heritage Greenway have been incorporated into the Harford County Master Plan and Land Use Element Plan (Harford County Government, Bel Air, MD, 1996). The Heritage Corridor and the Lower Susquehanna Heritage Greenway are also referenced in the Havre de Grace Comprehensive Plan (City of Havre de Grace, MD, 1996). Including these projects in these Plans supports and compliments the Heritage Corridor effort.

III. The Planning Process

Havre de Grace and Harford County have a long tradition of heritage preservation and tourism. Many of the natural and cultural resource riches of the area reflect the traditions of historic preservation, land stewardship, sustainable development, recreation and tourism. Havre de Grace's unique natural, and human-influenced qualities reflect the commitments of local governments and citizens to maintain a high quality environment to live and work in and enjoy.

The Havre de Grace Heritage Corridor collaboration began in 1994 when the City and Harford County proposed a study, with assistance from the EPA Chesapeake Bay Program Office (Annapolis, Maryland), on managing growth and encouraging sustainable development. Included in the study proposal was the task "to determine the feasibility of the expansion of the Lower Susquehanna Heritage Greenway through the City of Havre de Grace to the Chesapeake Bay and the development of a heritage-based local economy."

"Havre de Grace has a sense of place which gives it a unique identity. This quality is tied to your views of the Bay and Susquehanna, your tree-lined streets, distinctive buildings and special places."

-- Ed McMahon, Executive Director
American Greenways Program

Discussions among EPA, Maryland state agencies, and local community leaders led to the development of a proposal to establish a "Chesapeake Bay Regional Heritage Area and Gallery" in Havre de Grace. The proposal was discussed with local governments, Maryland's Department of the Environment, the State's Greenway Commission staff and community organizations. Interest in the proposal led to a 1995 "Havre de Grace Heritage Park and Ecology Center Workshop" co-sponsored by the City,

County, the Lower Susquehanna-Upper Chesapeake Bay Heritage Alliance, EPA, Maryland's Department of Natural Resources, the Lower Susquehanna Greenways Committee and the Maryland Office of Planning.

The Workshop was held to review and further develop the proposal. After presentations by local government officials and a presentation by Ed McMahon, Executive Director of American Greenways Program on "Preserving a Sense of Place Through Heritage Areas and Greenways," 45 community leaders outlined the following action agenda for the proposed Heritage Corridor:

- Develop, complete and adopt a corridor plan;
- Identify priorities and target specific actions and strategies;
- Seek more public input through additional public forums and broad outreach;
- Pursue fund-raising;
- Develop a stronger structure for the Susquehanna-Chesapeake Heritage Alliance;
- Communicate with political leaders;
- Create a heritage corridor management organization; and
- Provide input into the City and County Comprehensive Plan revisions.

Following the Workshop, a public-private steering committee was established to develop a heritage corridor plan for the Havre de Grace region that would address the interests, concerns and priorities identified at the meeting.

This group, called the Havre de Grace Heritage Corridor Steering Committee, has been meeting since 1995 to refine these shared goals and develop a corridor plan to guide development of Havre de Grace's Heritage Corridor. The members of the Steering Committee include representatives from:

- City of Havre de Grace
- Discover Harford County (formerly Harford County Tourism)
- Friends of the Concord Point Lighthouse
- Harford Community College
- Harford County Government
- Havre de Grace Decoy Museum
- Havre de Grace Maritime Museum
- Havre de Grace Chamber of Commerce
- Lower Susquehanna Heritage Greenway Committee
- Lower Susquehanna Community Development Corporation
- Susquehanna Museum
- Local business leaders, community residents and interested citizens.

The Steering Committee has received technical assistance from the following Federal, State and regional government groups:

- Aberdeen Proving Ground
- Maryland Greenways Commission
- Maryland Historical Trust
- Chesapeake Bay Local Government Advisory Committee
- U.S. Environmental Protection Agency's Chesapeake Bay Program Office

IV. Heritage Corridor Location and Boundaries

Although this plan does not define specific corridor boundaries, the Havre de Grace Heritage Corridor (Figure 4, Proposed Havre de Grace Heritage Corridor Map, p 17) includes the area encompassed by Route 763 (Superior St.) and the Route 40/Thomas Hatem Bridge intersection to the north; the waterfront to the east and south; and Juniata Street to the west. The Havre de Grace Heritage Corridor includes:

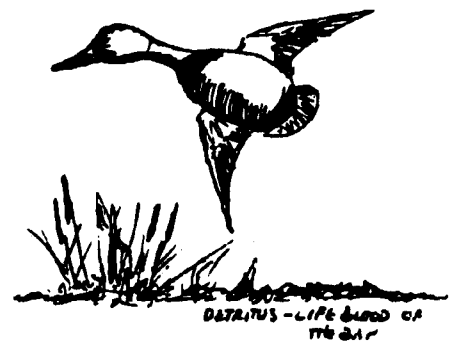
- North Park, the connecting point of the Lower Susquehanna Heritage Greenway to the City of Havre de Grace.
- Along the waterfront to the proposed South Park, which includes the Concord Point Lighthouse, O'Neill House, Decoy Museum, Maritime Museum and Tydings Park.
- To the proposed Ecology Center and the Promenade.

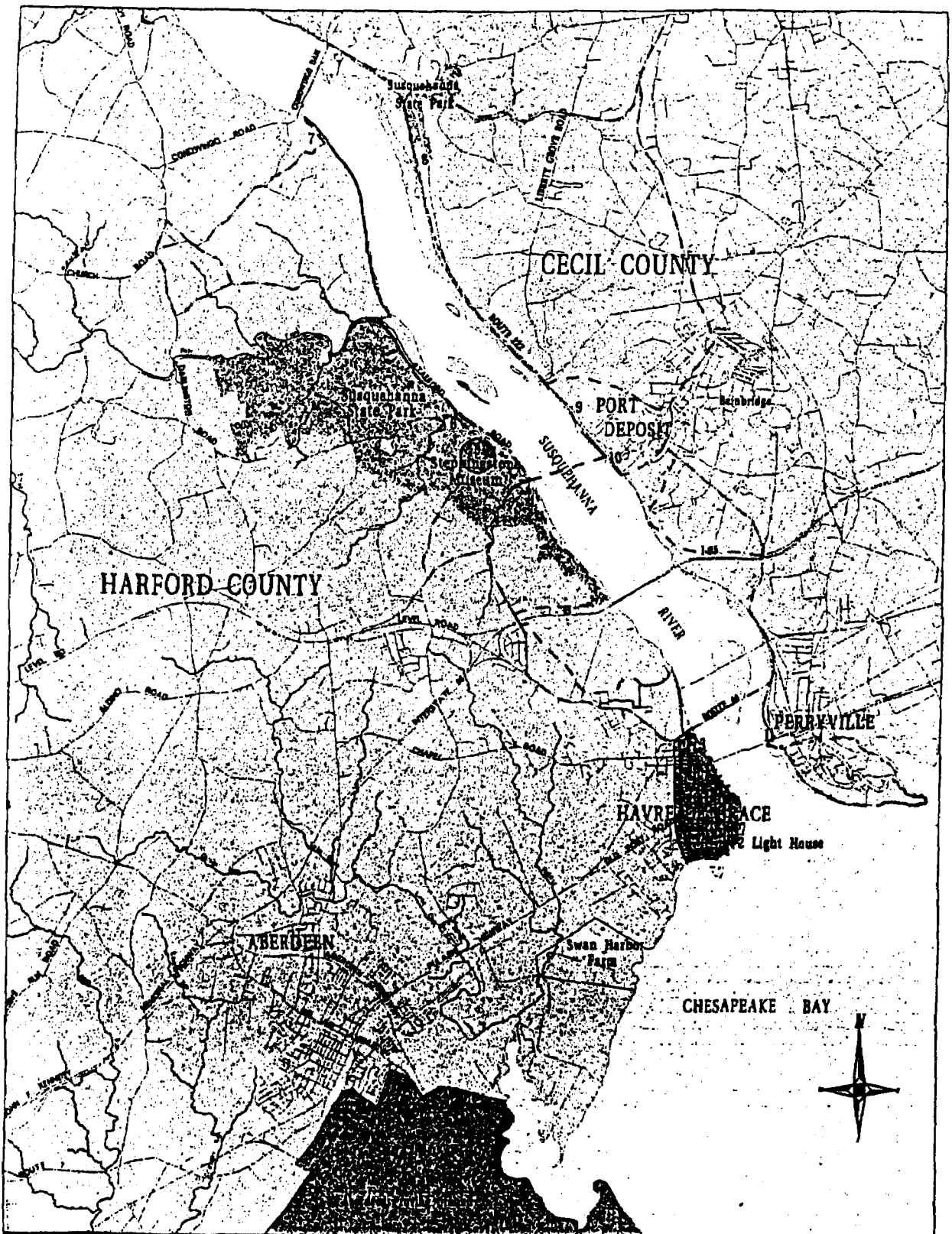
Although it is not within the actual boundaries of the Corridor, the Steppingstone Museum, located to the north in the Susquehanna State Park is also part of the Havre de Grace Heritage Corridor. The Corridor reaches out to Aberdeen Proving Ground, located to the south of the City of Havre de Grace. The connection between the Proving Ground and the Corridor is characterized by its ecological similarity rather than their physical proximity.

Central to the Heritage Corridor are the Lower Susquehanna Heritage Greenway alignments through the City (Figure 3 - Lower Susquehanna Heritage Greenway - Havre de Grace Segments, p 10). These proposed alignments, one for pedestrian traffic and one primarily for bicycle traffic, will link open spaces, waterfront, parks, the business and historic districts, and other significant City resources to the Corridor.

Further opportunities to expand the corridor will be explored by the Management Council with public and private interests representing the following regional resources:

- Aberdeen Proving Ground
- Bush River
- Edgewood Arsenal
- Gunpowder State Park
- Susquehanna River National Wildlife Refuge
- Elk Neck State Park





LANDMARKS AND HISTORIC SITES

1. HAVRE DE GRACE DECOY MUSEUM AND MARITIME MUSEUM
2. CONCORD POINT LIGHT HOUSE
3. SUSQUEHANNA MUSEUM
4. MCLINTNEY PARK
5. STEPPINGSTONE MUSEUM
6. ROCK RUN MILL
7. FISHERMANS PARK
8. UNION HOTEL
9. PAW PAW HOUSE
10. MARINER PARK
11. ROGER'S TAVERN

PROPOSED HAVRE DE GRACE HERITAGE CORRIDOR HARFORD COUNTY, MARYLAND



HAVRE DE GRACE HERITAGE CORRIDOR

SUSQUEHANNA STATE PARK

PROPOSED TRAIL SYSTEM LOWER SUSQUEHANNA HERITAGE GREENWAY

- EXISTING TRAILS
- SEGMENT TO BE ADDRESSED 1996 - 1997
- SEGMENT TO BE ADDRESSED 1997 - 1998
- SEGMENT TO BE ADDRESSED 1997 - 1999
- SEGMENT TO BE ADDRESSED 1998 - 1999
- SEGMENT TO BE ADDRESSED AFTER 2000

V. Heritage Corridor Resources

Many features converge in this Lower Susquehanna region which lend to the uniqueness of the Havre de Grace area. These include the merging of the Susquehanna River with the Chesapeake Bay; the vast history of the City of Havre de Grace; numerous varieties of fish, plants, and other wildlife; remarkable scenery with breathtaking vistas; and proximity to the wealth of natural resources on the lands of Aberdeen Proving Ground.

A. The Susquehanna River

The Susquehanna River is the largest freshwater river on the east coast; moreover, the River is and has always been a tremendous natural resource which has defined Havre de Grace and the mid-Atlantic region in general. Originating in Otsego Lake, near Cooperstown, New York, the Susquehanna totals 444 miles in length. Its 13 million-acre drainage basin encompasses over half the state of Pennsylvania, as well as portions of New York, and Maryland. It is responsible for much of the unusual estuarine ecosystem of Chesapeake Bay and it is the largest contributor of fresh water to the Bay, accounting for 50% of the Bay's fresh water.

The Susquehanna is a shallow river. However, despite its depth, the River is considered a significant resource for those that live within its watershed: it provides the energy to power several hydroelectric plants; provides drinking water for millions of people; and is a recreational and economic resource for fishermen, boaters and others.

The Susquehanna meets the Bay at Havre de Grace, where the two combine to create a unique ecological setting. This is the Susquehanna Flats, a highly productive shallow water area. The Flats are home to a wide range of fish populations including shad and herring, both of which have

been historically important fisheries for Havre de Grace. Waterfowl, submerged aquatic vegetation (SAV) or Bay grasses, and other wildlife also flourish on the Flats.

The Susquehanna Flats were created by the accumulation of sediments dumped by the River as it reached the Bay. Due to these nutrient-rich sediments, large lush beds of Bay grasses grow and attract some of the largest concentrations of canvasback ducks and scaups in the Chesapeake Bay. In the late 1800's it was common to see the Susquehanna Flats covered with waterfowl. As a result of these large concentrations of birds, the region experienced world-renowned waterfowl hunting opportunities.

Today, people live, work and visit the Susquehanna Flats. Researchers monitor the Bay's health and students on board the historic *Martha Lewis* skipjack learn about the Bay's complex ecosystem. The history of Havre de Grace can be told through the activities and events that took place where the River meets the Bay.

B. The Lower Susquehanna's Rich History and Culture

This Lower Susquehanna - Havre de Grace region has played a significant role in the region's history. Located between Baltimore and Philadelphia, the City of Havre de Grace developed along a significant transportation route between these two major Atlantic-seaboard commerce centers. The importance of the Lower Susquehanna - Upper Bay area as a major thoroughway began with the earliest Harford County settlements, accelerated through the Revolutionary War period and continued steadily into nineteenth and twentieth centuries.

The Lower Susquehanna - Upper Bay region was first explored in 1608 by Captain John Smith, who led an expedition to the farthest extent of the Chesapeake Bay. Smith traveled past the mouth of the Susquehanna to where the River becomes

unnavigable near Port Deposit, a point in the River so-named "Smith's Falls" in honor of the ambitious explorer. First settlements in this area occurred on Palmer's Island (now known as Garrett Island) on the Susquehanna just north of Havre de Grace in 1622. This was an early but unsuccessful Bay settlement established by Edward Palmer as a trade outpost with the Susquehannock Indians. By the mid-seventeenth century, the island was utilized as a stronghold against the native peoples.

Colonial settlement in Havre de Grace began with the establishment of a ferry crossing at the mouth of the Susquehanna in the late 17th century. Originally, this settlement was known as Susquehanna Lower Ferry, distinguishing it from the nearby "upper" ferry at Lapidum. First roads through Harford County were along the coastal plain area from the Gunpowder River to the Susquehanna at Havre de Grace. The First Main Road, established in 1670, closely hugged the coastal areas; whereas, Post Road (1687) was located slightly more inland. Because the Havre de Grace area provided the shortest overland route from the eastern to western Maryland shores, the road became a heavily traveled route for the early middle American colonies.

The Post Road route proved to be a major thoroughfare throughout the Revolutionary War Period. George Washington crossed the Susquehanna at what is now Havre de Grace no fewer than 30 times, according to his diaries. LaFayette first crossed the river in July 1777 on his way to Philadelphia to render his services to the young American republic. This was a notable occasion for the budding town, as LaFayette remarked of the beautiful "havre de grace". Other historic figures, such as John Adams, John Quincy Adams, Thomas Jefferson, James Madison and James Monroe, also crossed the River at Havre de Grace during this time period. Denoting its relative significance to the young nation, today's Old Post Road, or Maryland Route 7, is often referred to as Constitution Highway.

Founded in 1782, Havre de Grace was a small, established town by the end of the 1700's. Planning for organized expansion, the town was laid out in 1795, in a traditional grid pattern much like Philadelphia, with 850 acres of land divided into 4,500 building lots.

During the War of 1812, a fleet of the Royal Navy, under the command of Admiral George Cockburn, sailed to the northern reaches of the Chesapeake, burning and ransacking towns. A small group of Americans in Havre de Grace gave the British some resistance that led to one of the finest and most repeated stories in Havre de Grace' history. John O'Neill, who led the stand against the British, was later imprisoned on one of the British ships. O'Neill's daughter, Matilda, rowed out to the ship and begged for the return of her father. For his heroism against the British, John O'Neill was later honored with the charge of being the lighthouse keeper for the Concord Point Light which was built in 1823.

Since much of the growing town that was Havre de Grace was burned to the ground by the British during the War of 1812, little is known about the appearance of the original town prior to the early nineteenth century. One of the few buildings to survive the 1813 raid was the brick home known today as the Elizabeth Rodgers House.

After the War of 1812, Havre de Grace rebuilt along the established grid pattern plan. As the century progressed, the town quickly rebounded. Still a major transportation corridor, the town set its sights on other commercial avenues provided by its waterways. In 1840, the Susquehanna and Tidewater Canal was completed, opening a dependable, northern water route and tremendous economic opportunities as coal and lumber were shipped from the interior of Pennsylvania and into Maryland. As the first tidal water point and having a small but significant harbor, Havre de Grace was the final canal destination for goods to then be transported via ship for points beyond. The lockhouse and a segment of the canal remain in Havre de Grace, open to the public by the

Susquehanna Museum: attesting to the canal era as a significant period in Havre de Grace history.

Throughout the nineteenth century, Havre de Grace grew as a transportation corridor, with two railroads laying track through town. The first, the Philadelphia, Wilmington and Baltimore line, reached the Susquehanna in the summer of 1837. Ferry service was provided for the rail cars to cross the river up to the time of the Civil War, when the first bridge was constructed across the mouth of the Susquehanna. The piers of this first wooden bridge are still visible to the south of the later Pennsylvania Railroad bridge. The second rail line to cross the Lower Susquehanna was the B & O in 1885. Both lines remain heavily used: the former for passengers (as part of the Amtrack system) and freight (as part of Conrail); the latter for freight as part of CSX.

The construction of the railroads and the canal in Havre de Grace sealed the town as the hub of commercial activity for Harford County and as a primary commercial center for this north central corner of Maryland. Industries based on the wealth of the water and land also greatly contributed to the nineteenth century economic boom for Havre de Grace. Shad and herring fishing on the Susquehanna became a major industry that built several family fortunes. In addition, several canning houses for processing the products of surrounding farms were located in town. Granite from a major vein north of town was transported to Havre de Grace via a narrow gauge track through the town center. These numerous economic facets all converged in Havre de Grace to build a wealthy, vibrant nineteenth century community.

The prosperity of the town throughout the nineteenth century is evidenced by the wealth of grand houses and commercial downtown structures located in the historic, central areas of Havre de Grace. Major architectural building forms and influences are interwoven within the City's 400-acre National Register Historic District, creating a rich town fabric which illustrates the

development of Havre de Grace through time. Early nineteenth century French colonial and Federal era homes are interspersed with the later Queen Anne, Victorian, Carpenter Gothic, and Stick building forms. Greek Revival and Italianate influences are not uncommon. With over 800 historically significant commercial and residential structures, boulevards, tree-lined streets and waterfront, Havre de Grace is a warm, welcoming, and walkable city with plenty to see and experience.

"The Susquehanna's broad delta once attracted legendary flocks of migratory waterfowl, lured by the lush grasses that thrived in the sediment carried downstream each year by the river. The wild celery alone sustained huge populations of canvasback ducks. John James Audubon came here to study and paint the birds."

Susquehanna River of Dreams

-- Susan Q. Stranahan

The water and waterfront have meant a great deal to the City historically as a source of transportation, economic prosperity, valuable food resources and, of course, recreation. In Havre de Grace's 1884 Almanac, the City was described as "a great resort for visitors, who come here to enjoy the grand boating, the fine fishing and the exciting duck shooting for which the season is famous." As part of the Atlantic Flyway, the area around Havre de Grace and the Susquehanna Flats was a primary feeding ground for migratory ducks and geese. Havre de Grace became world renowned as a major waterfowl hunting destination, with local guides providing the necessary equipment of decoys and special waterfowling boats, such as the sinkbox and the sneakboat. Although duck hunting in the area has declined, the well-established Havre de Grace Decoy Museum displays the importance of what waterfowling and the craft of decoy carving meant to the region to the thousands of visitors each year.

Today, the waterfront is probably the most highly recognized tourist resource for Havre de Grace. As part of the Lower Susquehanna Heritage Greenway Area, which will traverse both the eastern and western sides of the Susquehanna, Havre de Grace will be a major historical and cultural attraction in this Heritage Area.

C. Fish, Wildlife and Other Living Resources

The Susquehanna State Park, on the north side of the Corridor, and Aberdeen Proving Ground, to the south, contain the highest concentrations of contiguous forests in the region. These forests provide critical habitat for declining populations of forest-dwelling and migratory birds. The region is part of the Atlantic Flyway and serves as primary breeding habitat and feeding grounds for migratory birds.

Years ago, sportsmen traveled from across the country for the world-renowned waterfowling. In the Upper Bay region, reports of flocks of canvasbacks blocking out the sun were common in the 1800's. Canvasbacks once sold in markets by the thousands were considered quite a delicacy in Baltimore, Philadelphia, and New York into the early 1900's. The Susquehanna Flats and its rich beds of Bay grasses brought the canvasback to the region.

Bay grasses play an important ecological role by providing habitat for small forage fish, shellfish and bottom-dwelling organisms; supplying food for waterfowl; absorbing excess nutrients; and producing dissolved oxygen. Recent environmental pressures, such as high levels of sediment and nutrient pollution, have severely depleted these grasses and the living resources that depend on them.

There are, however, trends that indicate that the environment for fish and wildlife in the Susquehanna Flats is improving. The Flats continue to be home to more Bay grasses than any

other area of the Chesapeake Bay. And although certain species of waterfowl are decreasing, the Canada goose, canvasback and wood duck are thriving in this region.

"In the 1820's and 1830's the Susquehanna and Northeast Rivers attracted large crowds of visitors each year for the first spring run of herring. In those days the region processed thousands of barrels of salted and pickled fish and German families from Lancaster County Pennsylvania, traveled through the backwoods on treacherous country roads in Conestoga wagons to fish in the river."

Maryland's Eastern Shore: A Journey in Time and Place

-- John Wennersten

In addition to the waterfowl, fish have been an important natural and economic resource. During the 1800's, for example, the Susquehanna River's herring fishery was the most significant fishery in the Upper Bay, employing much of the community and supplying food to countless communities throughout Maryland and Pennsylvania. However, in the early 1900's, dams were built to supply electricity to the region. Migratory fish were blocked from making the trip upstream to historic spawning habitats. This dramatically reduced the populations of herring and other migratory fish, such as the striped bass and shad.

It was not until recently that a fish passage was installed at Conowingo Dam. Fish passages enable migratory fish to move beyond the dams and continue their upstream migration to historic spawning habitats. Fish passages are also scheduled to be constructed by the year 2000 at the Holtwood and Safe Harbor Dams. These fish passages (along with other efforts made by watershed organizations and government agencies, such as habitat restoration, fish stocking, and management) have helped to bring back shad, herring and striped bass to the region.

D. Scenery

One of the unique qualities of the Havre de Grace Heritage Corridor is its scenery. Visitors and residents entering the Corridor along the major entry routes enjoy views of the Chesapeake Bay, Lower Susquehanna and Susquehanna River Bridge. Due to the forests, historic buildings, working farms, waterfront and tree-lined streets some describe the area as a world class scene.

The Corridor is accessible from Interstate 95 which, from the north, provides motorists with a spectacular view of the Lower Susquehanna River. Farther north, the Corridor can be reached from U.S. Route 1, which crosses the Conowingo Dam and offers views of the Susquehanna River. Both routes lead to Maryland Route 155, which treats motorists to unusual views of the Bay and the rising landforms of Elk Neck and Aberdeen Proving Ground in the distance.

Route 155 quickly descends down the fall-line, the area where the Coastal Plain and the Piedmont meet, before winding into the business and residential sections of Havre de Grace. Diverse views of the waterfront, the Susquehanna, parks, historic buildings and the Amtrak Railroad Bridge make arrival to the center of the Heritage Corridor one of discovery and enjoyment.

U.S. Route 40, which offers access from the east and west, was one of the first divided highways in Maryland and the Nation. The National Road, which is itself the focus of a Heritage Corridor project in Pennsylvania, was an important artery to the early growth and development of the country's resources.

From the east, Route U.S. 40's Thomas J. Hatem Bridge, provides travelers with views of Havre de Grace, Perryville, the Susquehanna River, the Chesapeake Bay, and the other bridges of the corridor.

E. Aberdeen Proving Ground

Aberdeen Proving Ground (APG), a U.S. Department of Army installation, is southwest of Havre de Grace. This area possesses significant historical, natural and cultural resources and has important linkages to the Corridor. Since much of the Proving Ground is off limits to the general public, APG essentially serves as a wildlife refuge. APG provides nesting habitat to more pairs of bald eagles than any other location on the east coast. In addition, heron rookeries, herds of deer, flocks of wild turkeys, and nesting wood ducks are just a few of the multitude of wildlife species located on APG.

The Proving Ground does, however, offer access to scenic vistas overlooking the Chesapeake Bay. APG provides public access to natural resource areas including Woodpecker Point, Maryland Boulevard Park, and the Mitchell House Trails. APG is also home to much of the Army's environmental military research and is recognized as a world leader in this important field.

VI. Corridor Plan

The purpose of the Heritage Corridor Plan is to establish a framework for collaborative action to create a state and federally recognized Heritage Area and to support existing and proposed community-based heritage projects, programs and activities. This Plan illustrates the mechanisms for implementing the strategies and recommendations proposed for the Corridor.

The Corridor Plan is divided into three sections. The first section, describes the **Major Elements** of the Plan. The Major Elements represent the "core" projects or activities which are critical to the initial success of the Havre de Grace Heritage Corridor Plan. These projects and activities form the foundation of the "Heritage Corridor". The second section, describes the proposed **Management Council** which will oversee the implementation of this, while the third section outlines **Specific Recommendations**. These recommendations are for those initial projects that the Steering Committee and the community feel must be accomplished to begin to implement the Major Elements of the Plan and realize Havre de Grace's vision.

The Steering Committee encourages public and private groups as well as individual citizens to continue developing ideas for projects that will contribute to the protection and enhancement of Havre de Grace's heritage.

A. Major Elements

1. Lower Susquehanna Heritage Greenway (Figure 2, Lower Susquehanna Heritage Greenway - Harford and Cecil Co., p 8)

The Lower Susquehanna Heritage Greenway is located on the banks of the Susquehanna River in Cecil and Harford Counties. Established to coordinate activities among the region's citizens, organizations, businesses and governments, its

features are connected by a series of looping paths. The Greenway is designed to link, promote and protect the outstanding natural, historical and recreational resources of the Lower Susquehanna River Valley. It will also provide opportunities for increased tourism and economic development to the towns along its path, including Havre de Grace.

Geography and urban design graduate students at Towson State University identified a preliminary greenway alignment and completed an extensive report in 1994 on the resources of the area and potential alignment of the Greenway. The Lower Susquehanna Heritage Greenway Resource Report, prepared by the Lower Susquehanna Heritage Greenway Committee with the technical assistance of Towson State University, has provided and will continue to provide valuable information relative to the resource rich area of the Lower Susquehanna - Upper Chesapeake Bay region.

The Lower Susquehanna Heritage Greenway will also be the starting point for pursuing a Maryland Heritage Area designation as provided for in House Bill 1 (Maryland General Assembly, 1996 session) This designation will include portions of Harford and Cecil Counties from Conowingo Dam to Havre de Grace and Perryville. The Havre de Grace Heritage Corridor Plan will be incorporated into the overall Heritage Area Management Plan, and will serve to guide and support activities within the Havre de Grace Heritage Corridor.

Lower Susquehanna Heritage Greenway Goals:

The Lower Susquehanna Heritage Greenway Committee has met with the Havre de Grace Heritage Corridor Steering Committee to review the following Greenway goals and potential routes through the City. Both routes will connect with the vital historical and cultural sites in the City.

The Lower Susquehanna Heritage Greenway will work with the Havre de Grace Heritage Corridor to:

- Identify a defined route from where the Lower Susquehanna Heritage Greenway arrives in the City at North Park and extends through the City to South Park. This route should provide opportunities for both pedestrian and bicycle traffic and should connect with the City's business and historic districts.
- Provide a point of departure for crossing the Susquehanna River to Cecil County.

As a result of the meetings, the Lower Susquehanna Heritage Greenway will follow two planned routes in Havre de Grace (Figure 3: Lower Susquehanna Heritage Greenway - Havre de Grace Segment, p 10).

- The Lower Susquehanna Heritage Greenway will designate a bicycle route primarily along Juniata St., Union Ave., Commerce St., Market St. and St. John St. This alignment provides for a continuous loop through the City with ample access to the Historic District, Business District and the waterfront.
- A second similar Greenway alignment will provide a pedestrian path, primarily along Union Ave., Commerce St., Market St. and St. John St., ensuring a connection to the City's historic and business districts and the waterfront.

The continued development of the Greenway in Havre de Grace is a priority of the Havre de Grace Heritage Corridor Management Council and the Lower Susquehanna Heritage Greenway Committee.

2. Museums of the Region

The museums of the City and the region are major cultural resources within, and will serve as the center-piece of, the Heritage Corridor. The five museums that are participating in the Heritage Corridor effort are described below. A list of other museums in Harford and Cecil Counties that offer cultural resources and visitor attractions is provided at the end of this section.

Susquehanna Museum

The Susquehanna Museum, located at the Lockhouse in Havre de Grace, and operated by a private, nonprofit organization, has been open to the public since 1980. It is chartered to collect, maintain and interpret local history. Tours are provided to the public on weekends from May through October. Group tours can be scheduled at other times.

The Museum is actively involved in educational outreach to local public schools both in the classroom and at the Museum's historic facilities. Since 1972, the Museum has hosted the Havre de Grace Annual Candlelight Tour in December. This major fund-raising event attracts hundreds of visitors from around the region who tour local homes and shops.

The Museum recently completed a plan to identify and prioritize the goals envisioned for the next ten years. This plan also includes capital, interpretive and administrative programs for maintenance and expansion of facilities and historical structures, improved signage throughout the area, more effective interpretation of the local history and operational skills, and funding strategies to carry out the plan.

Susquehanna Museum Goals:

- Acquire adjacent properties to enable the Museum to implement their current master plan which includes: a 5,000 square foot facility for visitor reception, handicap accessibility, public restrooms, expanded displays, media and conference rooms;

administrative and gift shop facilities; open-air pavilion; improved walkways; improved signage; expanded parking for Museum guests as well as for visitors entering Havre de Grace via the "Greenway" at North Park.

- Complete the lock restoration by installing new working gates and interconnect the lock with the historic basin.
- Sponsor the construction of an authentic, full-scale canal boat in cooperation with the Havre de Grace Maritime Museum.
- Construct a model to explain how lift locks work.
- Restore the canal and towpath from Havre de Grace to Deer Creek.
- Expand and enhance outreach to schools and the public.
- Acquire a Museum Director and other paid supporting staff.
- Expand the operating season and hours to provide for better public access.

Decoy Museum

The Havre de Grace Decoy Museum is a private, nonprofit organization situated on two acres of land overlooking the headwaters of the



Chesapeake Bay. The Museum opens its doors to the public seven days a week, 360 days a year. There are three main galleries in the Museum called "What is a Decoy?," "Decoy Makers, A Tribute" and "Gunning the Flats." Staff includes a full-time director, curator and six part-time employees. The Board of Directors and staff conduct five major fund raising events a year. The

Decoy Museum exists to serve as a constant reminder of our history and to support a greater awareness of the environment and wildlife of the Chesapeake Bay.

Decoy Museum Goals:

Future plans for the Museum include expansion of the building and exhibits, education programs, and staff positions. The expansions of the physical building include:

- Development of an Ecology Center with a living exhibit entitled "Susquehanna Flats - A Changing Environment".
- Installation of an elevator for handicap accessibility.
- Development of a 125-seat auditorium for school groups and special programs.
- Addition to house the R.M. Mitchell Decoy Shop.
- Establishment of a visitor reception area and an enlarged gift shop to enhance Museum revenues.
- Expansion or creation of educational programs in the following areas for both children and adults:
 - Formalized learning in cooperation with Harford and Cecil County Schools and with Harford Community College.
 - Hands-on learning about waterfowl and wildlife conservation.
 - Parent and child ecology workshops.
 - Internships.
 - Seminars on the environment, conservation and preservation.
 - After-school decoy carving classes for ages twelve to eighteen.

Maritime Museum

Historically, Havre de Grace has been the hub of water-related commerce and recreation on the Upper Chesapeake Bay. The Havre de Grace Maritime Museum was incorporated in 1988 to preserve this rich maritime heritage. The primary purposes of the Museum as delineated in its charter are:

- To provide to the general public education and cultural appreciation of the maritime heritage of the Upper Chesapeake Bay area.
- To provide a venue to display artifacts and photographs related to the maritime trades and history of the Upper Chesapeake Bay.
- To operate a boat shop for the construction and restoration of vessels in the style of the bygone water craft used in the region.
- To provide historical education for the younger generation and the general public as to how the water craft of long ago were constructed and used.



- To provide information on the usage of the artifacts in the Museum and the general purposes for which the vessels were used.

Maritime Museum Goals:

The Maritime Museum is in the process of completing the construction of its permanent building in the proposed South Park. Phase one of the plan, the construction of the pilings and deck, has been completed. The proposed opening date for the Museum's new building is spring of 1998.

The final stage of the construction of the building will be the development and construction of the exhibit area; this is planned to begin soon after the building's structure is completed.

The Maritime Museum is not waiting for the completion of its main building to begin realizing its vision. To date the Museum has sponsored or supervised the following projects and events:

- Vintage Boat Displays - Two vintage skipjacks, including the *Martha Lewis*, which was recently restored and is currently an active oyster vessel, educational vessel, a vessel for tours and cruises. The other skipjack, the *Mary Somers*, serves as a display.
- Wooden Boat Expo - This annual June event is co-organized and co-sponsored with the Chesapeake Wooden Boat Builders Association.
- Maritime Heritage Days - This annual event involves students of the local middle schools in cooperation with the Boat Building School and other waterfront Museums.
- Maritime Festival - A June event for the public that offers antique, classic and traditional boats, maritime demonstrations, exhibits, crafts and environmental information.
- Lecture Series - The Museum sponsors a lecture series on the historical traditions of Maritime life.
- Premier Authentic Boat Visits - The Maritime Museum co-sponsors this event in cooperation with the Havre de Grace Chamber of Commerce and Tourism Commission.

- Cooperative Ventures and Exhibit Exchanges - The Museum will participate in programs with other area museums and organizations.
- Restoration of a Working Skipjack - The Museum took an active role in the restoration and maintenance of the skipjack, the *Martha Lewis*.

Concord Point Lighthouse and the O'Neill House

The Concord Point Lighthouse is one of the oldest structures standing along the shoreline of Havre de Grace. Erected in 1827, its beacon shone to guide the maritime traffic around the treacherous shoals at the mouth of the Susquehanna River. Although decommissioned in 1975, the light has been maintained and burns brightly each night.

Because it is so distinctive, the image of the Lighthouse has been incorporated into the logo of the City of Havre de Grace as well as the logos of many of the local businesses and organizations. It has, in fact, become the visual symbol of the area.

In 1977, the Friends of the Concord Point Lighthouse was organized and later incorporated as a nonprofit organization dedicated to the restoration of the Lighthouse as a historical site to be used for the education and pleasure of the public. Much work has gone into the restoration of the Lighthouse and the surrounding grounds, with emphasis placed on authenticity and quality.

Thousands of people have visited the lighthouse and learned from the volunteer lighthouse keepers the rich history and culture of the tower and its keepers. Classes of school children as well as civic and professional groups enjoy tours conducted by dedicated members of the "Friends."

With completion of the work on the Lighthouse, the Friends turned their attention to the restoration

of the original Lighthouse keeper's house, commonly called the O'Neill House after the first keeper.

Concord Point Lighthouse and O'Neill House Goals:

Restoration of the O'Neill House has started. Archaeological investigation and examination of the area has been completed as has the removal of the two added wings of the building. Work is being conducted under the guidance of a qualified historical architect. Continuation of the program includes:

- Completion of the restoration and furnishing of the O'Neill House to its form in the 1880's.
- Reconstruction of the keeper's garden and outbuildings surrounding the House.
- Construction of a gift shop to replace the small facility now on the ground floor level of the Lighthouse. Increased income from the giftshop will help to continue the upkeep of the facility and grounds.
- Continuation and expansion of the educational programs now offered to the community.

Steppingstone Museum

The Steppingstone Museum is a private, not-for-profit museum, which primarily preserves and demonstrates the rural arts and crafts of the 1880-1920 period in Harford County. It's location is in the Susquehanna State Park, just north of the City. The Steppingstone collection is comprised of domestic arts, skilled trades, and husbandry. The artifacts in each category were used by skilled specialists whose talents are scarce in today's urban and industrial society.

The Museum's theme is "The Arts, Industries and Crafts of America's Last Rural Generation." This theme provides focus for the exhibits and live demonstrations at the Museum and also a basic guideline for the acquisition of artifacts. The purpose of the interpretive program at Steppingstone is the acquisition, preservation, and study of the material culture of America's last rural generation, as well as the exhibition and demonstrated use of the artifacts. The Museum was established for the education of the younger generation and continues to strive to achieve this goal.

The Steppingstone Museum Association, Inc., has an 18-member Board of Directors, a full-time Executive Director, three part-time assistants and extensive volunteer network which administers and organizes all Museum functions and programs. By special agreement, the Museum is jointly sponsored on a non-funding basis with the State of Maryland.

Museum Programs include special events such as: a Civil War Encampment, Old Tyme Arts and Crafts Day, Scottish Festival, the Susquehanna Wine Festival, Children's Games Day, Fall Harvest Festival and Craft Show and Christmas Open House. The Museum also offers a variety of pre-arranged tours for school groups and civic organizations. The Museum grounds and the pavilion are available for rental for weddings, reunions and parties.

The Museum co-sponsors, with Harford Community College, historical craft workshops in April and a lecture series in October. A winter fundraiser, the Festival of Trees, is held at Harford Mall in December. Steppingstone relies on memberships, tour programs, admissions and special events for income to maintain operation and to provide the above services.

Steppingstone Goals:

- Development of a living history program.
- Completion of a canning house representative of this prosperous industry

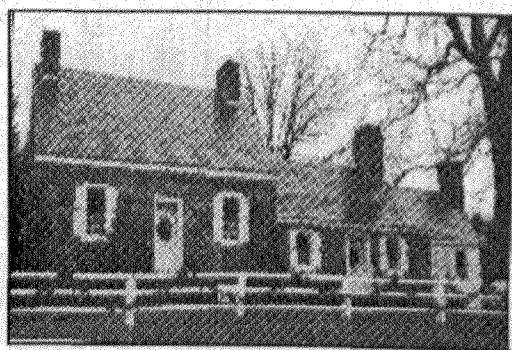
at the turn of the century.

- Construction of a pole barn to house farm equipment relative to the Museum's time period.
- Completion of a scenic overlook of the Susquehanna River and Cecil County.
- Enhancement of displays and installation of appropriate signage.
- Formation of a volunteer association to strengthen current volunteer network.

Other Regional Heritage Centers

The following natural and cultural museums, and environmental education centers are located within Cecil and Harford Counties and in close proximity to the Heritage Corridor

- Chesapeake and Delaware Canal Museum
- Fair Hill Nature & Environmental Center
- Havre de Grace Ecological Center (proposed)
- Ladew Topiary Gardens
- Paw-Paw Building
- Rock Run Mill
- Pooles Island Lighthouse
- Rodgers Tavern
- Turkey Point Lighthouse
- Upper Bay Museum
- U.S. Army Ordnance Museum
- Harford Glen



Steppingstone Museum photo

3. Economic Development

The City of Havre de Grace has a diverse economy consisting of industrial, commercial and retail businesses. During 1990-1995, a downturn in the economy resulted in a significant loss of well paying, full-time jobs, which created an unemployment rate of over 11%, the highest in Harford County.

The City government and the various segments of the County and City business community are becoming increasingly aware of the importance of the attractions Havre de Grace has to offer the tourist market and the critical role development of tourism as an industry will play for the City.

Havre de Grace Fact:

Over 90,000 cars per day drive along the major highway corridors of Interstate 95, Route 40 and Route 155. These drivers are all potential tourists to the Havre de Grace Heritage Corridor-- the first window on the Bay.
-State of Maryland, Office of Tourism,
Baltimore, MD.

Havre de Grace already has a strong tourism industry. The State of Maryland, Office of Tourism Development, Baltimore, MD, estimates that each day-tripper spends \$39 per person; each overnight visitor spends \$110 per day. Attendance at festivals and other City events total in the thousands each year. In 1995, the attendance at the Havre de Grace Arts and Crafts Festival, Havre de Grace Seafood Festival and Beach Boys Concert exceeded 45,000 people. It was estimated that the concert alone generated \$360,000, 86% of which came from outside Havre de Grace. As a result of this success, major concerts are being planned each summer. The famous Havre de Grace Decoy Festival is another example of successful heritage tourism. In 1995, the Festival grossed over \$100,000. Recent estimates suggest that 60,000 people visited the Aberdeen Proving

Ground Ordnance Museum and the Decoy Museum in 1995. In each of the past five years attendance at the Decoy Museum has increased.

A recreation industry already exists in the Corridor; however, there is potential to enhance and expand these economic opportunities. In addition to six City parks, there are over 600 boat slips, five boat launching ramps, a sailing school and limited watercraft rentals. Within a ten-mile radius there are six golf public/private courses, including a 36-hole facility currently under construction. Commercial recreation opportunities, which remain to be addressed or expanded, include movie theaters, bowling lanes, activity centers, skating rinks and watercraft rentals.

By enhancing the cultural, historical, recreational and ecological resources in Havre de Grace, the opportunity exists to improve the local tourism industry dramatically. The City of Havre de Grace will, through a state grant, commission a study to evaluate the economic benefits of heritage tourism to the region as a result of the implementation of City tourism plans. This study will better determine the direct economic impact the implementation of the Heritage Corridor Plan will have on the local and regional economy.

In addition, the promotion of heritage tourism in the City will improve business opportunities, including upscale dining and shopping, in the downtown district of Havre de Grace as well as along the waterfront. The proposed Greenway alignment will also ensure increased patronage of the many shops, stores, restaurants and museums in the City. (see Figure 5, Revitalization Area #5 -- Waterfront Development, p 32. And Figure 6, Havre de Grace Waterfront, p 34.)

The Mayor and City Council in the 1996-97 Budget established Economic Development as a priority by allocating \$85,000 to various projects most of which directly relate to heritage tourism. The projects funded by the City include:

- Securing grants to study the feasibility of a first class waterfront hotel, restaurant, conference center and marina.
- Conducting retail market analysis focusing on heritage related tourism.
- Developing marketing tools that present a walking tour of Havre de Grace emphasizing the current and planned enhancements to tourist attractions.
- Other activities which enhance the City's tourism market share.

The City's Comprehensive Plan and a recent community summit, which called together a diverse group of 70-80 City residents, cited as the most important capital projects for the City:

- Further improvement and development of the waterfront.
- Completing the building and program delivery of major attractions such as, the Decoy, Lockhouse and Maritime Museums, the Lighthouse, and the Skipjack *Martha Lewis*.
- Improving the adjacent infrastructure.
- Building public restrooms, transient piers, deep water harbor, breakwater, gateways to the City, public parking facilities.
- Attracting specialty retail shops.
- Attracting middle- to high-end restaurants.
- Adding a water taxi and/tour boat.
- Developing land transportation such as a bus-trolley system.

The sum of these parts can help to significantly improve the City's position in the tourism market. The City of Havre de Grace is committed to heritage tourism as an integral part of its economy.

The City's investment of time, staff and funds clearly demonstrates this fact.

A list of "Economic Development Priorities", which were developed at a March 1996 Priorities Summit held in Havre de Grace, are included as Appendix B. Most, if not all, of the projects identified are important to the goals and objectives of this Plan.

Heritage Tourism is Growing:

Maryland Office of Tourism, Baltimore, MD, suggests that the market for heritage tourism destinations extends to a 200 mile radius of nearby Baltimore. In total, the State estimates that approximately 16.7 million households are within a half day's drive of heritage tourism destinations such as Havre de Grace.

The Decoy Museum is an example of a heritage tourism destination which is experiencing steady increases in visitation to its museum.

1993 - 19,000 visitors

1994 - 24,380 visitors

1995 - 29,190 visitors

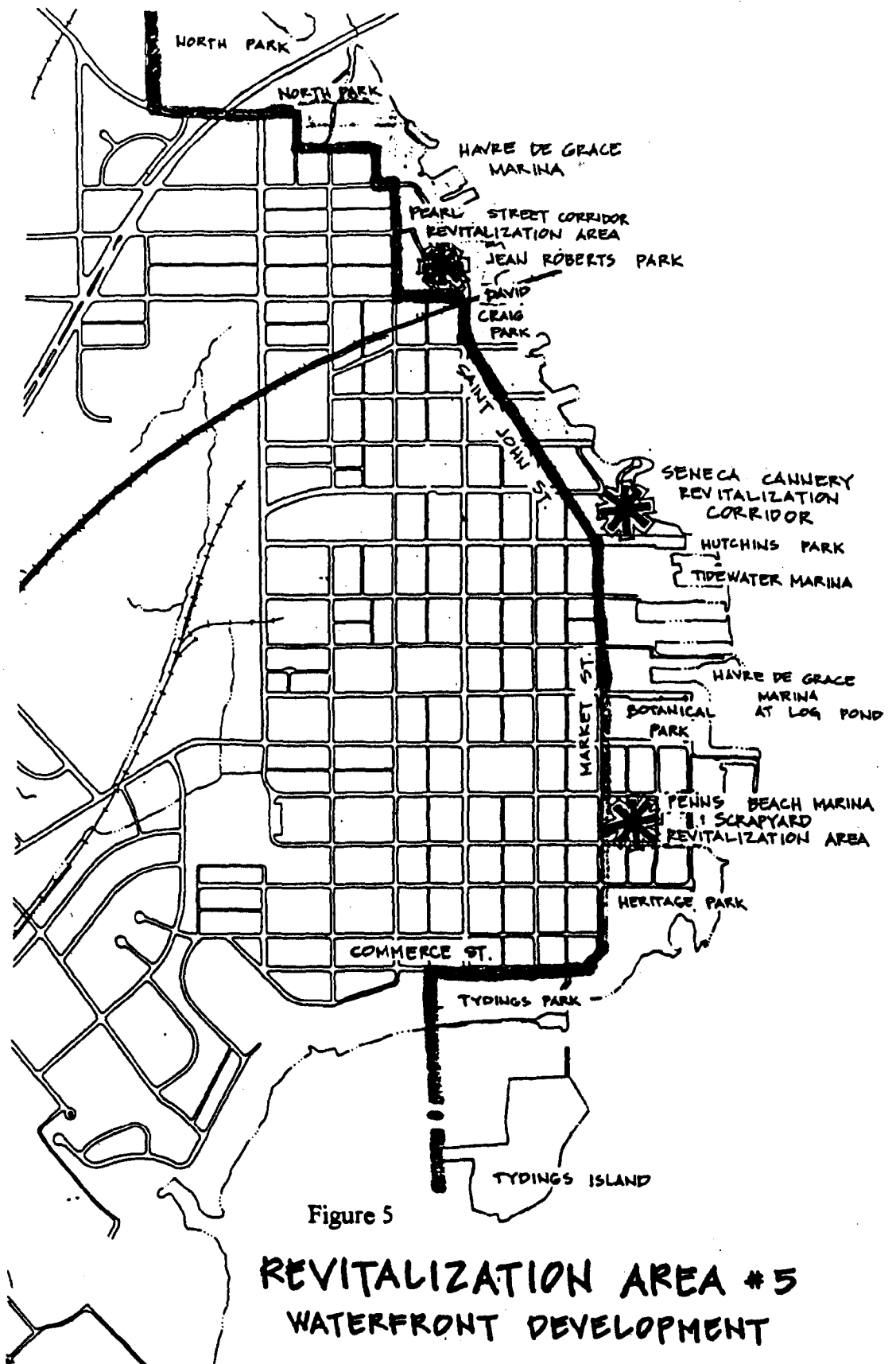
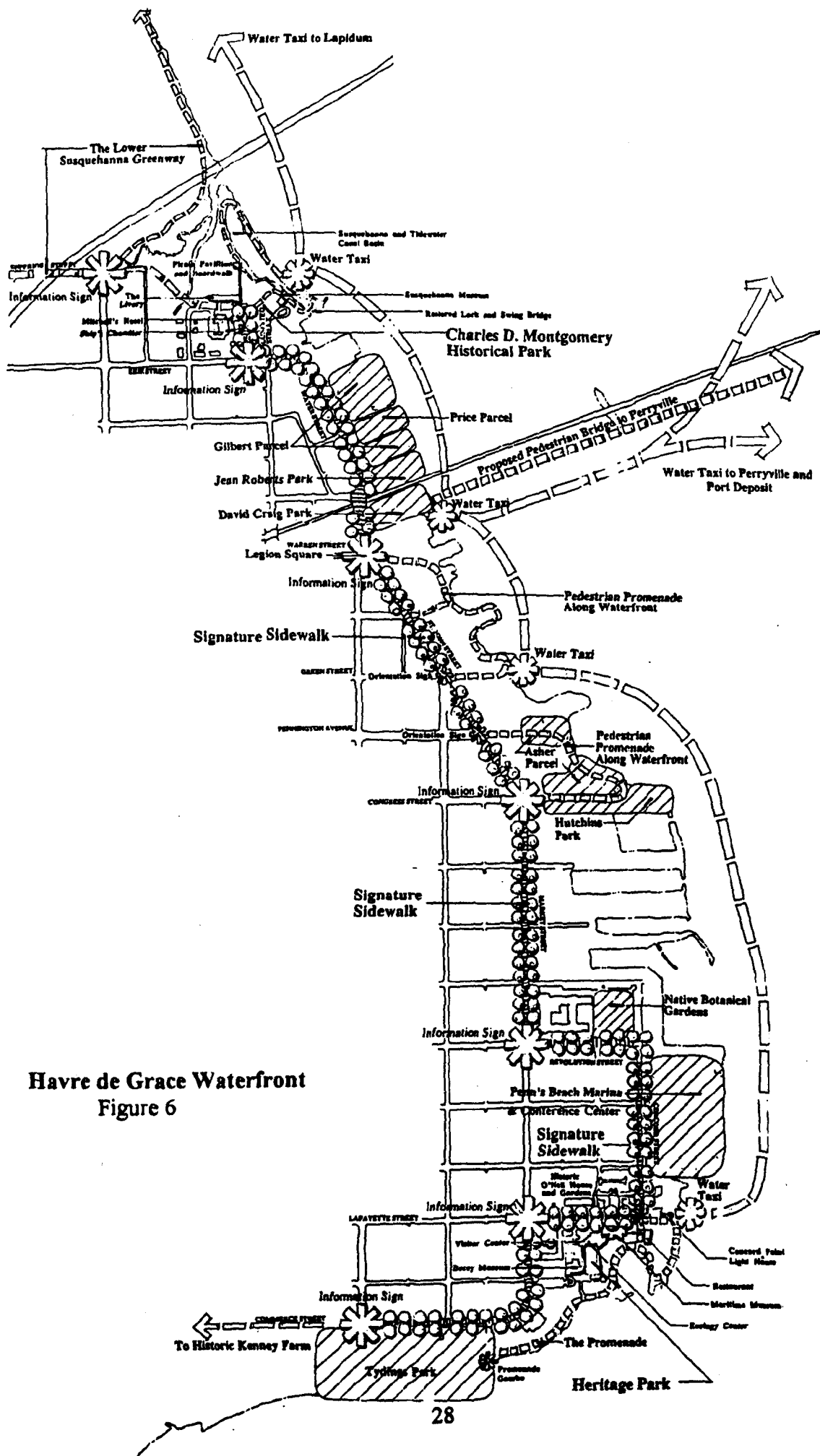


Figure 5

REVITALIZATION AREA #5 WATERFRONT DEVELOPMENT



Havre de Grace Waterfront
Figure 6

4. Education Opportunities

Much of the educational program for the Heritage Corridor will be developed by Harford Community College. The Community College is building an excellent reputation with its innovative programming efforts and its state-of-the-art distance learning Higher Education and Applied Technology (HEAT) Center. These capabilities will be used to meet the educational priorities of the Heritage Corridor. In fact, the proposed Maritime Educational Distance Learning Program would utilize the services of the HEAT Center's environmental program, Harford County Knowledge Network and the Internet through a state-of-the-art multi-media classroom. Drop-in visitors and students in specially designed classes will be able to access the information highway to learn about ecology, the environment and maritime history.

Through teleconferencing, students at the Maritime Education Center will be able to create dialogues with colleagues across the country and around the world. Joining the college in this effort will be the Harford County Library, Harford County Public Schools and Bell Atlantic.

The educational program, specifically linked to the distance learning activities, will be provided to the North Park and to the Aberdeen Proving Ground. In this way, the educational program will be electronically linked to all the educational opportunities available throughout the Heritage Corridor.

In addition, members of the Steering Committee have met with the Smithsonian Institution's Center for Museum Studies and are developing a proposal for a collaborative statewide demonstration project to use the museums, and other heritage resources, of Havre de Grace to train museum staff about ecological and cultural museums.

5. Ecological Conservation

The Lower Susquehanna is one of the most ecologically productive and fertile areas of the Chesapeake Bay watershed. State and local governments have joined together to develop Tributary Strategies, as recommended by the *Joint Tributary Strategy Statement* that was developed by the Chesapeake Executive Council in 1993 (Chesapeake Bay Program Office, Annapolis, MD). Tributary Strategies are designed to reduce nutrient loadings to the Bay and its tributaries. Located in the Upper Western Shore Tributary, Havre de Grace has a unique opportunity to participate in the Tributary Strategies Program. The Heritage Corridor effort will provide numerous opportunities to showcase innovative approaches to nutrient management, and can educate many visitors about efforts to protect and restore the Chesapeake Bay.

Another example of conservation techniques used in this region is the extensive Lower Susquehanna Heritage Greenway (see Figure 2, Lower Susquehanna Heritage Greenway--Harford and Cecil Co.; p 8), which has a proposed alignment through the City of Havre de Grace. The Greenway offers recreational opportunities and will also preserve natural corridors along the Susquehanna, providing multiple opportunities for environmental education.

Due to the uniqueness of the fish and wildlife resources the region possesses, a number of individuals; community, civic and watershed organizations and associations; and governmental agencies are working to restore and protect the Lower Susquehanna - Upper Chesapeake Bay. For example, Harford County government is heavily involved in Maryland's Program Open Space, which is designed to preserve and protect natural lands while providing public access to them. Some residents are actively involved in local community planning councils, while others participate in a local citizens' water quality and Bay grasses monitoring program.

B. Management Council

The Havre de Grace Heritage Corridor Management Council will implement the Havre de Grace Heritage Corridor Plan. The Management Council, which is currently represented by the Steering Committee (see p. 15 for membership organizations), will be formally established through the creation of a private nonprofit (or other) entity or a Memorandum of Understanding among various partners. The Council is not intended to be a new unit of government or duplicate the activities or responsibilities of existing governments or private groups. It is intended to support cooperation, collaboration, local autonomy and voluntary private sector efforts within the City, county and region.

The Council will form a Board of Directors comprising equal representation from the primary partners. Primary representation on the Management Council will include the following:

- The Greater Havre de Grace Museum Alliance, representing the museums.
- City of Havre de Grace - Department of Planning or Economic Development.
- Harford County Government - Department of Planning and Zoning or Economic Development.
- The Lower Susquehanna Community Development Corporation (LS CDC), representing the economic development interests of the Heritage Corridor.
- The Havre de Grace Chamber of Commerce, representing the Business District.
- Aberdeen Proving Ground - Office of Plans, Training, and Mobilization.
- The Lower Susquehanna Heritage

Greenways Committee, representing the Greenway in the Heritage Corridor.

- The Discover Harford County Tourism Council, Inc., representing Harford County's tourism industry.
- Havre de Grace Tourism Commission.
- Two Havre de Grace citizens at large.

In addition to the core support of the Management Council, others have pledged their support to the concept. These include, Cecil Community College, Bell Atlantic, Harford County Public Schools, Cecil County Public Schools, University of Maryland, University of Delaware, C&D Canal Museum, Susquehannock Environmental Center, US Army Ordnance Museum, Maryland Office of Planning and Maryland Department of Natural Resources.

The Management Council's role in guiding the development of the Heritage Corridor will be to:

- Serve as the vehicle for coordinating with other heritage efforts in the region such as the Lower Susquehanna Heritage Area.
- Serve as a regional liaison for communication with public agencies and private groups on heritage area issues and opportunities.
- Set priorities for the implementation of the action plan recommendations.
- Apply for State and Federal heritage recognition, certification and/or designation, in coordination with the Lower Susquehanna Heritage Area effort.
- Develop detailed heritage management plans as requested by the State and the National Park Service.

- Help local governments, private organizations and community groups to seek and secure funding for projects that will help to implement the Havre de Grace Heritage Corridor Plan.
- Convene forums and workshops, as needed, to coordinate efforts in the Heritage Corridor.
- Serve as the mechanism to facilitate funding and distribution of grants and loans to implement the goal and objectives of the Heritage Corridor Plan.
- Prepare and distribute periodic activities reports, at least annually, to all organizations represented on the Management Council and make these reports available to the public.

Relationship between the Lower Susquehanna Heritage Greenway and Heritage Area

In 1992, the Maryland Greenways Commission (Maryland Department of Natural Resources, Annapolis, MD) and the Maryland Office of Planning formed a Coordinating Committee to gauge the feasibility of and commitment for development of a "Heritage Greenway". The Lower Susquehanna Heritage Greenway Committee has been working since that time to link, access, protect, and manage the valuable resources of the Lower Susquehanna area. Work includes identifying an open space and trail network to link communities and resources on both sides of the River. The Havre de Grace Heritage Corridor Steering Committee has designated a representative to sit on the Lower Susquehanna Heritage Greenway Committee to ensure coordination between the two groups, and likewise the Greenway Committee has also designated a representative to sit on the Steering Committee for the same reasons.

The proposed Lower Susquehanna Heritage Greenway Area, which extends from the Conowingo Dam to the head of the Bay, along both sides of the river, will form a nonprofit organization. This organization will have a board of directors primarily comprised of representatives from the Lower Susquehanna Heritage Greenway Committee, the Havre de Grace Heritage Corridor Management Council and other appropriate organizations.

Besides these member organizations, each municipality, the Counties and appropriate State and Federal Agencies will also designate ex-officio representatives to sit on the Board of the proposed Heritage Area. Organization of the proposed Lower Susquehanna Heritage Greenway Area is currently being orchestrated through the Lower Susquehanna Heritage Greenway Committee.

Coordination between the proposed Lower Susquehanna Heritage Greenway Area and the Heritage Corridor Management Council are essential to the implementation of this Plan.

C. Specific Recommendations

The following is a summary of the recommended actions to achieve the goals of the Havre de Grace Heritage Corridor Plan. These recommendations were identified at numerous Havre de Grace Heritage Corridor Steering Committee meetings, at a public Workshop held in April 1995 and at a special Steering Committee work session in June 1996.

1. Promote ecological awareness, conservation and preservation of the Lower Susquehanna and the Upper Chesapeake Bay to maintain and enhance Havre de Grace's economic vitality and quality of life.

The Lower Susquehanna River and the Upper Chesapeake Bay are intricate components of a unique ecological system that spans 64,000 square miles - the Chesapeake Bay watershed. The relationship between the River and Bay is most evident at its confluence, just below Havre de Grace where the River meets the Bay. The Chesapeake Bay, a national treasure, and the Susquehanna River, a Maryland Scenic River of regional significance, have helped to define the region's history and will most certainly play a pivotal role in its future.

HOW:

- Build an awareness of the natural resources of the region by completing an inventory, assessment and map of the ecological resources, functions and values of the Lower Susquehanna - Upper Chesapeake Bay region.
- Collaborate on the design and function of an ecology center in the Heritage Corridor.
- Establish a system of "Bay Watch" environmental indicators to measure progress and set management priorities for the Heritage Corridor.

- Promote ecological awareness through participation at annual environmental, community, economic and heritage events such as Earth Day, the Annual Havre de Grace Waterfowl Festival and the Annual Maritime Festival.
- Use a botanical garden of indigenous plants to create a showcase stormwater management facility within the intensely developed areas of Havre de Grace's Chesapeake Bay State Critical Area.
- Hold an all-day event with the community and service providers to present the Heritage Corridor Plan to increase public awareness and foster involvement and assistance.
- Actively participate in the Delmarva Advisory Council's "Atlantic Flyway Byway Project" to help create a regional ecological tourism driving, biking and hiking route. The Byway will link migratory bird-related parks, refuges, museums, businesses, services and attractions within the Upper Bay and the Delmarva Peninsula--from Havre de Grace to Cape Charles, Virginia.

2. Support cultural heritage revitalization efforts by individual organizations that manage historic and cultural resources.

Supporting existing efforts, as well as initiating multi-objective heritage activities, is vital to achieving the shared goals of the Heritage Corridor. Havre de Grace, as well as other areas such as the Aberdeen Proving Ground, offer an array of historical and cultural buildings, structures, sites and museums that capture and preserve the past.

HOW:

- Support an inventory, assessment and map of the historical and cultural resources that are significant in the Lower Susquehanna - Upper Chesapeake Bay region.
- Support the physical linkage of historical and cultural resources in Havre de Grace by continuing the signature sidewalk theme of the promenade along with distinctive street marking.
- Promote the initiatives of the museum partners and the *Martha Lewis*.
- Provide staffing to coordinate the Havre de Grace Heritage Corridor Plan. Staff duties may include coordinating museums, grant writing and Corridor plan implementation.
- Further develop the North Charles D. Montgomery Park (Figure 7; p 42) and South Heritage Park (Figure 8; p 44) areas.

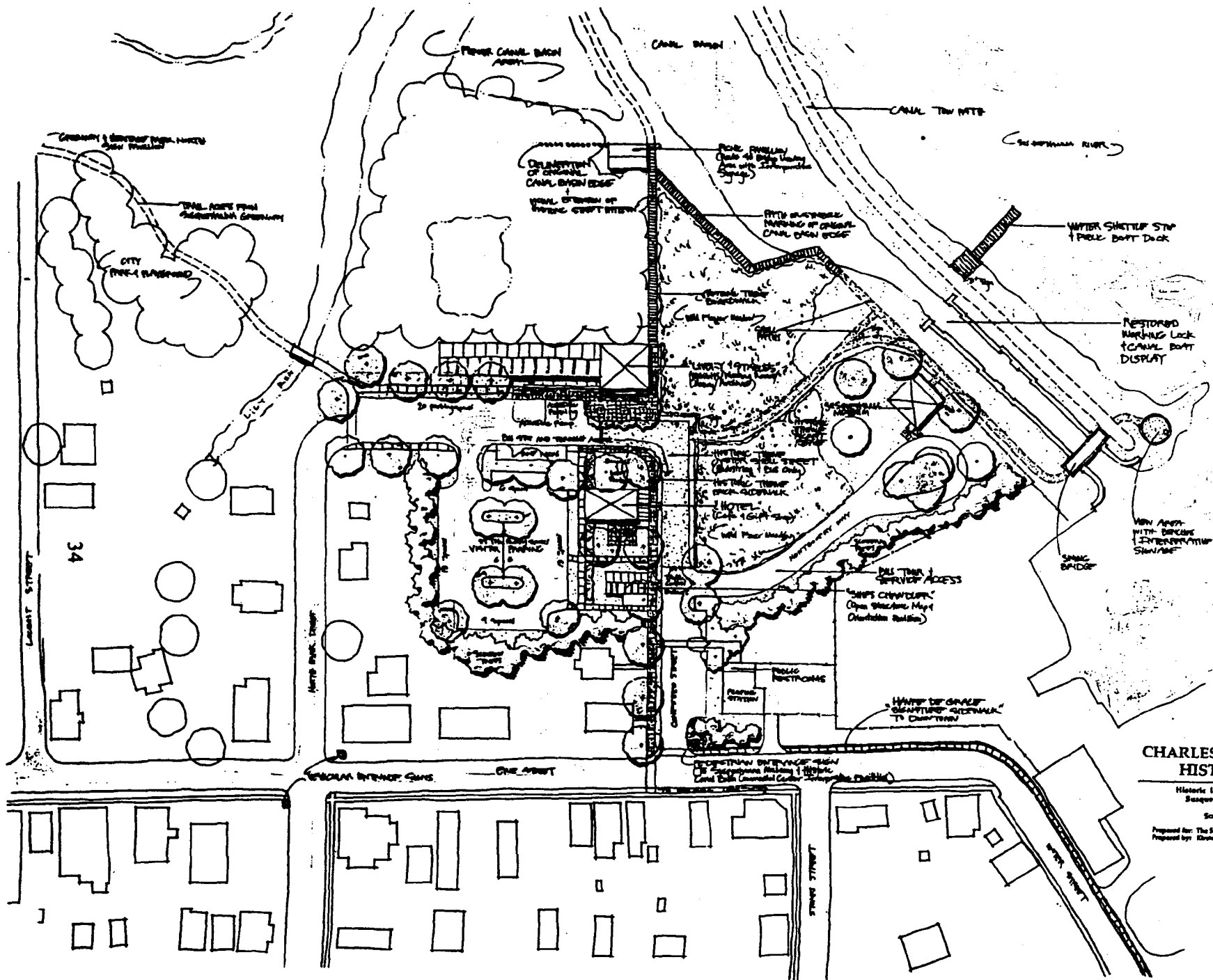
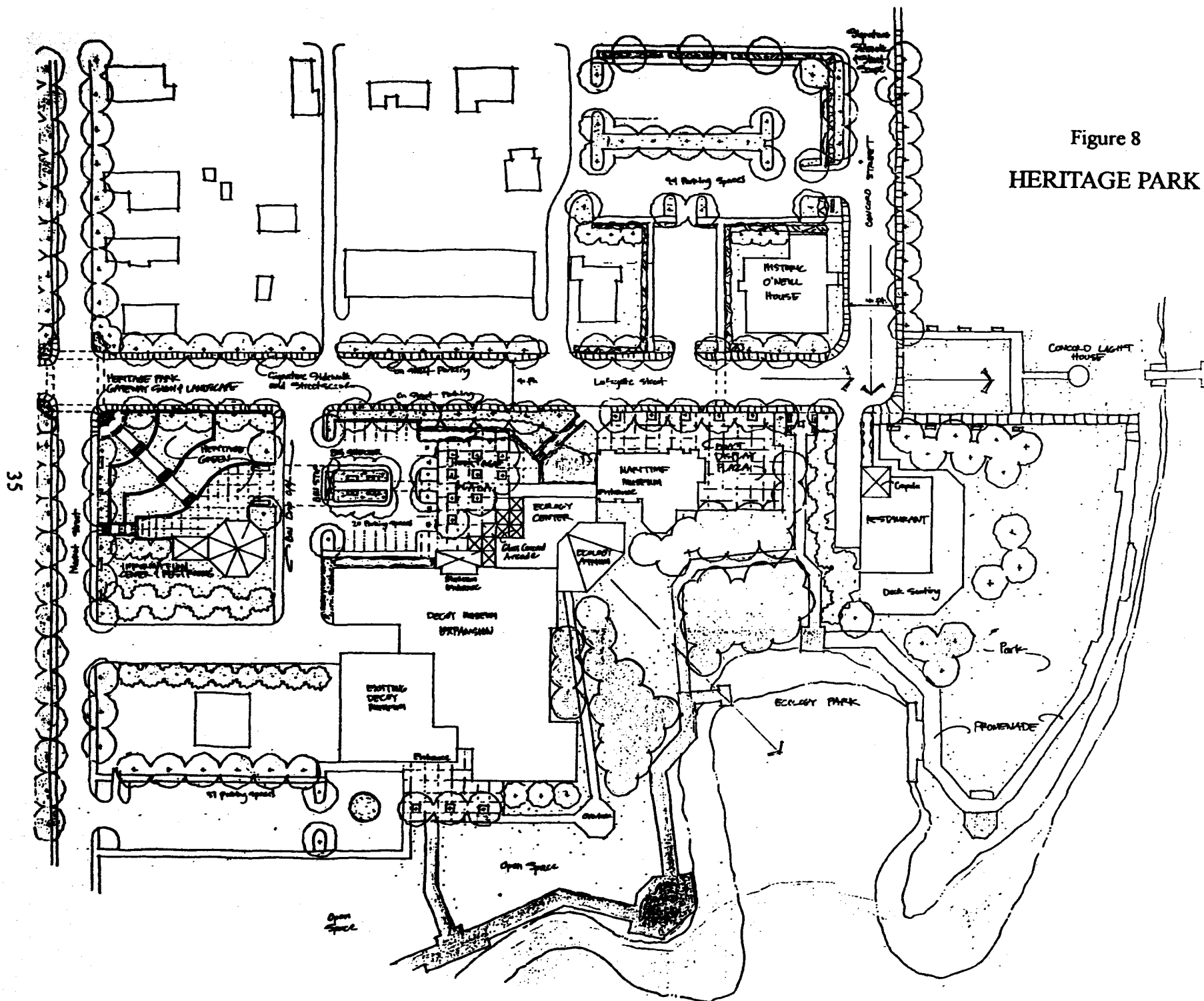


Figure 8
HERITAGE PARK



3. Support and enhance Lower Susquehanna Heritage Greenway Development -

The establishment of the Lower Susquehanna Heritage Greenway as a Maryland Heritage Area will play a major role in helping to implement the Heritage Corridor Plan. Within the Corridor, the Lower Susquehanna Heritage Greenway provides an opportunity to establish a physical link between Havre de Grace's resources and others in the region. It will also provide additional recreational opportunities. Its development through the City of Havre de Grace and its linkages with other localities will enhance economic opportunities and further promote the appreciation of natural resource areas.

HOW:

- Continue to develop the Heritage Greenway alignment through Havre de Grace and establish the connection between the existing Susquehanna State Park Greenway to Havre de Grace's North Park.
- Work with the Lower Susquehanna Heritage Greenway Committee to acquire a Maryland Heritage Area designation for the Lower Susquehanna Heritage Greenway Area.
- Work to ensure the establishment of vehicular, pedestrian, bicycle, wildlife and habitat linkages between Havre de Grace and other sections of the Lower Susquehanna Heritage Greenway Area.
- Identify opportunities to work with public and private land owners to identify potential greenway alignments in order to establish a greenway connection, in the broadest sense of the term, between the proposed Havre de Grace Heritage Corridor and the Aberdeen Proving Ground. Alternatives involving land,

highway, information and water-related linkages will be explored.

- Identify any archeological, faunal or other environmental challenges when connecting the Lower Susquehanna Heritage Greenway with North Park in Havre de Grace. Appropriate State agencies should be requested to provide technical assistance with identifying and surveying the proposed trail alignment to ensure critical habitat and endangered species are identified and protected.

4. Support educational opportunities by providing state-of-the-art educational programming which will include cultural resource conservation (e.g. boat building classes) and environmental protection education classes to students from across the region.

Educational opportunities in the Heritage Corridor, if realized, could revolutionize educational programming as we know it. Opportunities to promote living classrooms in the museums, proposed ecology center, and on the *Martha Lewis* will further promote the Lower Susquehanna-Upper Chesapeake region as an educational center. By working with the County's educational department, and in partnership with the educational consortium of colleges and universities, these goals can be realized.

HOW:

- Support the development of formal and informal educational programs that promote the cultural, historical and ecological functions and values of the Lower Susquehanna-Upper Chesapeake region.

- Ensure that the Heritage Area educational program is incorporated into the City and County's formal educational programming.
- Invite the Center for Environmental and Estuarine Studies (CEES), University of Maryland, to participate as a partner in educational programming in the Heritage Corridor.
- Display data collected by the CEES monitoring buoys at CEES buildings and other buildings in the Heritage Corridor.
- Ensure the development of a Maritime Educational Program that emphasizes distance learning and other technological opportunities to enhance the educational programs.
- Develop an educational program to interpret, integrate and enhance the ecological resources in the region. Use existing educational institutions and the *Martha Lewis* to enhance the effort.
- Develop a ten-point ecology education program.
- Collaborate with local Museum operators, the Smithsonian Institute's Center for Museum Studies, the State of Maryland, the National Park Service and EPA to develop a Heritage Museum Training Program Demonstration Project.
- Develop a program designed to interpret, integrate and enhance educational value of local heritage resources.

5. *Support a public awareness program to ensure continued promotion and coordination of Heritage Corridor efforts.*

Public interest, involvement and participation served as the catalyst behind the development of this Plan. The Heritage Corridor Management Council should continue to seek more public input through additional public forums and broad outreach.

HOW:

- Conduct periodic public forums to evaluate this effort and to provide an opportunity for citizen input and involvement in the implementation of the Plan.
- Inform citizens of on-going initiatives by developing a community awareness process using regular newspaper articles and presentations before the City Council, business groups, and citizen organizations.
- Provide and promote opportunities for citizen involvement in various project initiatives.
- Develop, and make available to the public, a project management chart which details the progress of various projects that are underway.
- Develop a mailing list of publications and newsletters where regular articles and notices can be published.
- Increase the number of participants in the Susquehanna Flats citizen monitoring program.
- Establish and prioritize capital and operational fund raising plans involving strong public and private partnerships.

6. Enhance heritage tourism opportunities through collaboration with tourism agencies and groups

Heritage tourism is a growing economic resource for communities across the nation and clearly there are opportunities in the Havre de Grace region to benefit from such a movement. By working with City and County tourism departments, Heritage Corridor partners will promote the concept and identify opportunities to enhance heritage tourism throughout the Corridor.

HOW:

- Develop a tourism marketing plan for all heritage resources in the Corridor in coordination with the City and County Tourism Bureaus.
- Pursue promotion of the Havre de Grace Heritage Corridor through the Atlantic Flyway Byway ecological tourism route. The Delmarva Advisory Council's "Atlantic Flyway Byway" tour begins in Havre de Grace and makes an oval-shaped loop connecting wildfowl habitat and migratory bird routes and habitat adjacent to the Chesapeake Bay, Atlantic Ocean and the Delaware Bay.
- Develop a marketing and promotion strategy to promote the Heritage Corridor.
- Create a brochure and logo announcing the development of a Havre de Grace Heritage Corridor in coordination with the Lower Susquehanna Heritage Greenway effort.
- Develop informational kiosks in appropriate areas throughout the Heritage Corridor to promote and educate the public regarding the cultural, historical and natural resources of the region. Use the Promenade as a potential first informational kiosk site.

- Identify retail tourism markets and market the City according to the demographics identified.

7. Promote regional cooperation to enhance resource protection and economic vitality

To ensure that a coordinated and well planned effort is made to promote the Heritage Corridor, citizens, private and public interests should work together to develop a comprehensive implementation strategy. The strategy will incorporate heritage tourism goals and provide opportunities for individual partners in the Corridor to promote their events.

HOW:

- Encourage Aberdeen Proving Ground to become a full partner in the Heritage Corridor effort and an essential component of the Lower Susquehanna Heritage Area. APG will take the lead on several key projects proposed in the implementation of the Heritage Corridor plan.
- Coordinate the development of the Havre de Grace Heritage Corridor Plan with representatives from Perryville, Port Deposit, Lower Susquehanna Greenway Committee and Aberdeen Proving Ground to ensure consistency in developing a plan for the Lower Susquehanna Heritage Area.

- Build partnerships with service providers that can contribute to the achievement of Havre de Grace Corridor Plan objectives, including:

- Harford Community College
- University of Maryland CEES
- Towns of Perryville and Port Deposit
- Otter Creek component of the National Estuarine Research Center
- U. S. Fish and Wildlife Service
- Atlantic Flyway Byway Consortium

- Work with the City and business community to promote the Heritage Corridor resources as well as their businesses.
- Share the Heritage Corridor Plan and actions with federal, state and local governments to garner their support for the implementation of plan actions.
- Join with jurisdictions in finding funding sources and in facilitating accompanying construction.

8. Recognize the natural and cultural heritage of Havre de Grace through State and National Heritage recognition, certification and designation

The Lower Susquehanna Heritage Greenway Committee and the Havre de Grace Management Council should work together to have the entire region recognized as a State and/or National Heritage Area. These efforts are also essential to realizing the goals of the Heritage Corridor. State or National Heritage designation can be an effective tool for local leaders to recognize the unique qualities of the Corridor, stimulate heritage tourism and make the community more competitive for public and private funding to

accomplish environmental, community and economic objectives.

HOW:

- Apply, with the approval of local governments and through the Lower Susquehanna Heritage Greenway Area Board, to the Maryland Heritage Areas Authority to ensure that the Havre de Grace Heritage Corridor is included in requests for designation as a "State Recognized Heritage Area."
- Develop a comprehensive map that shows the important components of the Heritage Corridor, including the North and South Parks, the Lower Susquehanna Heritage Greenway, the proposed Heritage Area and possible connections with the resources at Aberdeen Proving Ground.
- The Management Council, with the approval of local governments and in cooperation with the State of Maryland and the Lower Susquehanna Heritage Greenway Area, should work with Congress and the National Park Service to seek designation as a National Heritage Area for all or parts of the Havre de Grace Heritage Corridor.
- Meet with the National Park Service to identify possible heritage projects. Congress intends to provide the National Park Service with \$200,000 for its Chesapeake Bay Initiative, \$100,000 of which is to be used to work with federal, state, local, and private entities throughout the watershed. (1997, Cooperative Agreement between the United States Department of the Interior National Park Service and the Lower Susquehanna Heritage Greenway, Inc., CA4000-7-9008.)

9. Support community and economic goals and priorities consistent with heritage goals and objectives.

Create and support economic revitalization and enhancement of the quality of life for the City of Havre de Grace by facilitating the design, development, and construction or acquisition of heritage tourism- related attractions and businesses.

HOW:

- Acquire financing for and build Heritage Corridor and related infrastructure.
- Study the feasibility for a hotel, conference center, restaurant and marina on the waterfront.
- Design and develop marketing materials to attract Heritage Corridor related businesses and for profit attractions.
- Facilitate, through informational seminars and other means, the acceptance by local community of tourism's importance to the City.
- Replace stormwater grates to ensure bicycle safety.
- Enhance community facilities and infrastructure, including parking, public restrooms, informational kiosks, signature sidewalk, visitor centers and stormwater management services.

VII. Next Steps

The following initial actions should be taken to begin to implement the recommendations of the Plan.

■ Form the Havre de Grace Heritage Corridor Management Council:

The Steering Committee should take swift action to formally create the Havre de Grace Heritage Management Council, through a private nonprofit (or other) entity or a Memorandum of Understanding between various partners.

A member of the Management Council will be appointed as a representative to the Lower Susquehanna Heritage Greenway Area Board of Directors.

■ Publicize and Distribute the Plan:

The Management Council should hold a public meeting, or meetings, to present and distribute copies of the Heritage Corridor Plan to the community. Copies should be broadly distributed throughout the region and to service providers.

■ County and City Adoption:

The Havre de Grace Heritage Corridor Management Council, formerly the Steering Committee, should request that the Mayor and City Council of Havre de Grace formally adopt the "Havre de Grace Heritage Corridor Plan" as a way to help citizens and local governments protect, preserve, conserve, interpret, promote, and restore Havre de Grace's historical, cultural, and natural resources. The Management Council should also seek the support of the Harford County Executive and the County Council for this Plan.

Recognition of this commitment by the City, County and State by providing support and designating the Heritage Corridor, will ratify actions already underway and provide a perfect

partnership to make Havre de Grace the center of heritage tourism for the Lower Susquehanna region.

■ Plan a Heritage Corridor Visit:

The Management Council should arrange for a guided tour of another heritage area to gain insights and information to help create the Havre de Grace Heritage Corridor.

■ Prepare an Annual Work Plan:

The Management Council, with government and private assistance, should develop and agree on an Annual Work Plan to identify and prioritize tasks, responsibilities, resource needs, sources of assistance, target dates, and products for the Heritage Corridor.

■ Seek Assistance through the Maryland Heritage Preservation and Tourism Act:

The Management Council, with the approval of all local governments, and in cooperation with the Lower Susquehanna Heritage Greenway Area, should apply to the Maryland Historical Trust to have the Havre de Grace Heritage Corridor as part of the Lower Susquehanna Heritage Greenway Area, become a State Recognized Heritage Area and to request financial assistance to develop management plans for certain priority heritage areas.

■ Initiate Several Short-Term Action Projects:

In April 1996 the Steering Committee identified a number of short-term projects which they felt should be undertaken to begin moving the Heritage Corridor project from planning to action. The Management Council should seek community support and public and private assistance to begin one or more of these efforts.

- Develop a Chesapeake Bay and Susquehanna River ecological information kiosk for use along the Promenade.
- Develop a kiosk logo for use throughout Havre de Grace Heritage Corridor .
- Arrange for public restroom facilities throughout Corridor.
- Develop “You are here” signage for use along promenade.

■ **Develop a Heritage Museum Training Project:**

The Management Council should continue discussions with the Smithsonian Institution’s Center for Museum Studies, the State of Maryland, various museum partners and the National Park Service for possible assistance in a collaborative project to develop a Heritage Museum Training Program Demonstration Project.

■ **Seek Federal Assistance:**

The Management Council should meet with the National Park Service to determine what types of heritage project assistance which might be available to help implement the Heritage Corridor Plan. Congress has appropriated \$200,000 for the National Park Service for its Chesapeake Bay Initiative; \$100,000 of which is to be used to “work with federal, state, local, and private entities throughout the watershed to implement their heritage protection watershed plans”. (1997, Cooperative Agreement between the United States Department of the Interior National Park Service and the Lower Susquehanna Heritage Greenway, Inc., CA4000-7-9008.)

■ **Seek Chesapeake Bay Partners Community Status:**

The Management Council should meet with representatives from the Chesapeake Bay's Local Government Advisory Council to investigate the merits of applying for status as a "Chesapeake Bay Partner Community". Recognition under this new program will make Havre de Grace and Harford County eligible for grants to protect and restore the resources of the Chesapeake Bay.

■ **Investigate National Heritage Area Designation:**

The Management Council, with the approval of local governments and in cooperation with the State of Maryland and the Lower Susquehanna Heritage Greenway Area, should work with the Maryland Congressional delegation and the National Park Service to seek federal designation of all or parts of Havre de Grace as a National Heritage Corridor.

■ **Explore State, Federal and Private Assistance:**

The Management Council, with assistance from the State, EPA, Aberdeen Proving Ground and the National Park Service, should organize a day-long work session with government agencies and private groups to discuss possible sources of technical, financial and informational assistance to help the community carry out the Plan's recommendations.

VIII. For Further Information

For further information on the Havre de Grace Heritage Corridor please contact:

City of Havre de Grace, Department of Planning
711 Pennington Ave.
Havre de Grace, MD 21078
(410)939-1800 ext. 307

Havre de Grace Chamber of Commerce
224 N. Washington St.
P. O. Box 339
Havre de Grace, MD 21078
(410) 939-3303

Appendix A: Havre de Grace Corridor Resource Guide

The following list of resource guides have either supported the development of the Heritage Corridor Plan or will assist in the implementation of actions to achieve Plan objectives.

Peter A. Jay . 1994. Havre de Grace - An Informal History.

1995. The Educational Program Plan for the Maritime Museum at Heritage Park. Harford Community College. Harford County Community College. Havre de Grace, Maryland.

1994. Lower Susquehanna Heritage Greenway Resource Report. Maryland Department of Natural Resources. Annapolis, MD.

1995. Maryland's Gateway - A World Class Scene. Harford County Department of Planning. Bel Air, MD.

CBP (Chesapeake Bay Program). 1995. Havre de Grace Heritage Park and Ecology Center Workshop Results. Chesapeake Bay Program, U.S. Environmental Protection Agency. Annapolis, MD.

MDNR (Maryland Department of Natural Resources). 1995. Upper Western Shore Tributary Partnership Agreement. Maryland Department of Natural Resources. Annapolis, MD.

1995 and 1996. Design Plans for the Heritage Park - South Park. Havre de Grace Maritime Museum and Havre de Grace Decoy Museum. Havre de Grace, MD.

1996. Design Plans for the Susquehanna Museum - North Park. Susquehanna Museum. Havre de Grace, MD.

1996. Concepts for the Havre de Grace Greenway. Havre de Grace City Planning Department. Havre de Grace, MD.

1996. Susquehanna Museum Strategic Plan. Susquehanna Museum. Havre de Grace, MD.

1995. Maritime Museum Exhibit Plan. Havre de Grace Maritime Museum. Havre de Grace, MD.

1995. Havre de Grace - Chesapeake Bay Regional Heritage Area and Gallery Concept. Havre de Grace, MD.

City of Havre de Grace. 1996. Comprehensive Plan Havre de Grace. City of Havre de Grace. Havre de Grace, MD.

Maryland Office of Tourism. 1993. Maryland's Heritage Tourism Report and Marketing Recommendations; 1992-93. Maryland Office of Tourism. Baltimore, MD.

Appendix B: Economic Development Priorities

Goal:

Create and support economic revitalization and enhancement of the quality of life of the City of Havre de Grace.

Economic Development Plan for the City includes:

1. Outline for Action Plan to Reestablish the Waterfront in Havre de Grace as a Recreation Destination as a Part of the Overall Revitalization of the City's Economy
 - A. Creation of Water Gateway
 - (1) Creation of Deep Water Harbor
 - (a) Silt barriers
 - (b) Breakwaters
 - (c) Dredging of shallows
 - (d) Ice/debris breaks
 - (2) Construct/repair of Deteriorating Bulkheads, Rip Rap, etc.
 - B. Continuation of Public accessible Waterfront Greenway/Promenade
 - (1) Creation of wildlife habitat for waterfowl
 - (2) Transient tier
 - C. Tourist Venue Retention, Expansion, Creation, and Attraction
 - (1) Establish an umbrella (not-for-profit) museum authority with the power to borrow money
 - (2) Facilities restored to operational condition
(e.g. Canal and Tow path of the Susquehanna and Tidewater Canal)
 - (3) Facilities made accessible for disabled persons (all Museums)
 - (4) Public restrooms (all museums)
 - (5) Facilities expanded(Susquehanna Lockhouse and Decoy Museum)
 - (6) Facilities to be built (Maritime Museum, O'Neill House, Ecology Center, Heritage Green)
 - (7) Heritage Park, David R. Craig Park, Tourist Information Center, to be completed
 - (8) 180 room hotel, conference center, and large-capacity restaurant built on waterfront
 - (9) Bed and Breakfasts created
 - (10) Water-taxi

- (11) Tour boat

D. Marinas and Undeveloped Land

- (1) Bulkhead repair/construction
- (2) Wetland creation
- (3) Environmental assessment
- (4) Outstanding zoning Issues
- (5) Navigational impediments
- (6) Highest and best use of undeveloped land on waterfront
- (7) Creation of public-private partnerships and joint ventures in connection with the City Marina and other related business opportunities

E. Related Infrastructure Improvement

- (1) Transportation (Trolley Buses in/out, internal)
- (2) Streets
- (3) Sewer and water
- (4) Parking
- (5) Winter boat storage
- (6) Boat trailer parking

F. Coalescence of Federal, State, County and City Resources

2. Outline for Action Plan to Revitalize and Market the City of Havre de Grace and Downtown

Goal Performance Measures

- percentage increase/decrease in gross retail sales
- number of new/terminated employees within City limits
- number of new/closed businesses (retail, commercial, industrial)
- number of businesses which make/don't make capital investments of \$25,000 or more, or, \$50,000 or more pursuant to the Enterprise Zone number of grants/loans applied for compared to grants/loans received,
- number of new developers contacted and pursuing/not pursuing development
- number of single and multi-family renovated/not renovated compared to current number of existing substandard dwelling,,
- results of a year end customer/resident survey

This report was developed as a result of a Priority Summit held in the Havre de Grace City Hall in March 30, 1996. Participants in this Summit included a diverse group of individuals from throughout the City. A full report including detailed objects may be obtained by calling Barry Anderson, Office of the Mayor of Havre de Grace (410) 939-1800.

Appendix C: House Bill 1. Synopsis

Maryland General Assembly, 1996 Session

House Bill 1 intends to build upon the idea of "heritage tourism" which promotes historic preservation and areas of natural beauty to generate jobs, stimulates the creation of new businesses, and generates sales, income, and property tax revenues for the State and local jurisdictions. The bill seeks to stimulate economic development through the development of tourist destinations throughout the State as well as encourage historical and cultural preservation by focusing resources and incentives on a limited number of areas approved as State Certified Heritage Areas.

House Bill 1 utilizes many of the concepts contained in the establishment of the Canal Place Preservation and Development Authority, and Canal Place is in fact specified in the bill as the initial State Certified Heritage Area. This Authority, created by the General Assembly in the 1993 Session, has the responsibility to create and develop an historic Chesapeake and Ohio Canal preservation district in the City of Cumberland. Also, the bill is modeled on the New York System of Heritage Areas which was established in 1982.

The bill establishes the **Maryland Heritage Areas Authority** as an independent government unit within the Maryland Department of Housing and Community Development. **The powers of the Authority** include the recognition and certification of heritage areas, the acceptance or rejection of management plans for heritage areas, the acquisition of real property to support a certified heritage area, the provision of financial assistance for any project that serves to preserve, develop, maintain, or protect a State designated heritage area, and the issuance of bonds (although the outstanding principal of these bonds may not be more than \$15 million at any one time).

The bill also establishes the **Maryland System of Recognized and Certified Heritage Areas**, areas that reflect the cultural themes of the State's development. In order to become a **State Recognized Heritage Area**, an area must be approved and submitted to the Authority by all the local jurisdictions located within the boundaries proposed for recognition; the boundaries must be specified; an entity must be identified as responsible for the development of a management plan; the cultural, historic and natural resources which contribute to the special character of the heritage area must be described; goals and objectives for the area must be specified; the economic costs and benefits of the development of the area must be provided; and, the local jurisdictions must describe how they intend to preserve and protect the cultural, historic, and natural resources within the heritage area.

Once recognized by the Authority as a State Recognized Heritage Area, that area must develop a **management plan** in order to achieve designation from the Authority as a **State Certified Heritage Area**. Matching grant funds are available from the Authority for the development of management plans. The bill also establishes procedures to be followed in the implementation of management plans and also what is required in a management plan.

House Bill 1 also provides that approval by the Authority of a management plan for a State Recognized Heritage Area results in that area becoming a **State Certified Heritage Area**

and establishes **eligibility for State assistance** for programming, acquisition and development and, for qualifying properties, certain tax incentives. The Authority may approve up to two State Certified Heritage Areas in each fiscal year. State assistance for acquisition and development projects may not exceed 50% of the total project cost. A State Certified Heritage Area is eligible for acquisition and development grants for 5 years after certification. After 5 years, the Authority may make these grants to a State Certified Heritage Area only if the grant is considered essential to the success of the area. In order to continue in the program, the management plan may require certain local action to protect and safeguard the defined significant resources in the heritage area. Matching grants (without any time limit on their approval) are also available for the development of resources to further the educational and recreational objectives of the area and to encourage revitalization of, and reinvestment in, State Certified Heritage Area resources.

House Bill 1 also establishes the **Maryland Heritage Areas Authority Financing Fund**, a non-lapsing, revolving fund dedicated to the carrying out the provisions of the bill. The bill specifies what monies may be credited to the Fund and what expenses may be met by the Fund. The primary revenue source is \$1 million from the State Transfer Tax before it is allocated to Program Open Space. The \$1 million that may be allocated to the Maryland Heritage Areas Financing Fund can be used by the Authority to carry out any purpose of the subtitle except that after September 30, 1998, such funds may not be used for the operating expenditures of the Authority or for bond debt service. Prior to that time, up to 10% of transferred funds may be used for operating expenses and 50% may be used for bond debt service. As is the case for all other similar funds, the expenditures from the Fund would be subject to the budgetary process.

House Bill 1 also establishes a **credit against State income tax in an amount up to 10% of qualified rehabilitation expenditures made to certain heritage structures** by an individual or business entity. This credit replaces the existing subtraction from income tax allowed for qualified rehabilitation expenditures and expands it to include a structure in a State Certified Heritage Area that is certified by the Authority as contributing to the significance of that area. For the taxable year in which the qualified rehabilitation has been completed, a credit is allowed up to an amount equal to the taxpayer's State income tax liability for that year. Any excess credit may be applied to up to 10 succeeding taxable years. Credits may also be transferred if a structure is sold or transferred.

House Bill 1 also provides the option of claiming the rehabilitation tax credit against the **Financial Institution Franchise Tax, the Public Service Company Franchise Tax, and the insurance premium tax**, with the amount of the tax credit determined in the same manner as the rehabilitation tax credit. However, the credit can only be claimed against one of these taxes or the income tax. Property tax credits may also be granted for properties in a State Certified Heritage Area by a local jurisdiction.

Appendix D

MEMORANDUM OF UNDERSTANDING

GOVERNING

THE HAVRE DE GRACE HERITAGE CORRIDOR MANAGEMENT COUNCIL

ARTICLE I.

NAME

Section 1.

The name of this group shall be, The Havre de Grace Heritage Corridor Management Council, hereinafter referred to as the "Council."

ARTICLE II.

Section 1. General.

The Council will implement the Havre de Grace Heritage Corridor Plan. It is intended to support cooperation, collaboration, local autonomy and voluntary private sector efforts within the City, County and Region as it pertains to the Havre de Grace Heritage Corridor and to act as a focal point to the Lower Susquehanna Heritage effort.

Section 2. Objectives.

The objectives of the Council will be to:

- Provide a periodic report of activities, at least annually, to the organizations represented within the Council.
- Serve as the vehicle for coordinating with other Heritage efforts in the region such as the Lower Susquehanna Heritage Area.
- Serve as a regional liaison for communication with public agencies and private groups on heritage area issues and opportunities.
- Set priorities for the implementation of the action plan recommendations.
- Apply for State and Federal heritage recognition, certification and/or designation, in conjunction with the Lower Susquehanna Heritage effort. Develop detailed heritage management plans as requested by the State and the National Park Service.
- Help local governments, private organizations and community groups to seek and secure funding for projects which will help to implement the Havre de Grace Heritage Corridor Plan.
- Convene forums and workshops, as needed, to coordinate efforts in the Heritage Corridor.
- Serve as the mechanism to facilitate the distribution of grants and loans from the Lower Susquehanna Greenways organization, to implement the goal and objectives of the Heritage Corridor Plan.

ARTICLE III.

MANAGEMENT COUNCIL

Section 1. General Powers.

Upon the appointment of the initial Management Council by the Havre de Grace Heritage Corridor Steering Committee, the Council will be governed by the Council.

Section 2. Number and Term of Officers.

The number of Management Council members shall be eleven (11). The members shall serve for a period of two (2) years or until the next annual meeting (of the second year). At each annual meeting, the successor members shall be elected to hold office for a term of two (2) years. Council Members shall be eligible for re-election.

Section 3. Composition of the Management Council Members.

The Management Council shall be comprised of individuals representing the following:

- The Greater Havre de Grace Museum Alliance, representing the museums.
- The Department of Planning or the Office of Economic Development, City of Havre de Grace.
- The Department of Planning and Zoning or the Office Economic Development, Harford County Government.
- The Lower Susquehanna Community Development Corporation (LS CDC), representing the economic development interests of the Heritage Corridor.
- The Greater Havre de Grace Chamber of Commerce, representing the Business Community.
- Aberdeen Proving Ground Office of Plans, Training & Mobilization
- The Lower Susquehanna Heritage Greenways Committee, representing the Greenway in the Heritage Corridor (non-voting member).
- City of Havre de Grace Tourism Commission
- The Discover Harford County Tourism Council, Inc., representing Harford County's tourism industry.
- At least two (2) Havre de Grace citizens at large.

Initially, fifty percent (50%) of the organization members and the citizens at large will serve a one year term to provide continuity in the Management Council.

Section 4. Annual Meeting of the Management Council.

An annual meeting of the Council shall be held in the month of April in each year, on a day, and at a time and place to be determined by the Chairman. The purpose of the annual meeting will be; to review the status of the Havre de Grace Heritage Corridor efforts to prepare for a presentation to the organizations represented in Article III, Section 3; to elect/re-elect members and officers to the Council as appropriate.

Section 5. Nomination and Election of Management Council Members.

At least (30) days prior to the annual meeting of the Management Council the Chairman shall appoint a Nominating Committee of (3) three Council Members to serve from the close of such annual meeting until the close of the next annual meeting. In the case of the 'Members at Large' Council Members, the Nominating Committee shall make as many nominations for election to the Council as it shall in its discretion determine, but not less than the number of "Members at Large" vacancies that are to be filled. For all other impending vacancies, the represented organizations shall provide the Nominating Committee with their nominee(s) for any impending vacancies. The Nominating Committee shall provide, in writing, its slate of nominations to the Council Members at least (10) days prior to the annual meeting.

Election to the Management Council shall be by secret ballot. The person(s) receiving the largest number of votes for each represented organization (or "Members at Large" as the case may be) shall be elected.

Section 6. Vacancies.

A vacancy shall be filled in the same manner as normal election of Council Members Article III, Section 5, and the new member shall fill the term of the vacated slot. A vacancy shall be filled at the next regularly scheduled Management Council meeting .

Section 7. Attendance.

Absence at three (3) consecutively regularly scheduled meetings shall be reason for removal from the Council.

Section 8. Voting.

Each member of the Management Council, except for the most recently appointed "Member at Large" shall have one (1) vote; the most recently appointed "Member at Large" shall only vote in the case of a tie.

ARTICLE IV

OFFICERS AND THEIR DUTIES

Section 1. Enumeration of Officers.

The officers of the Council shall be Chairman, Vice-Chairman, Treasurer, Recording Secretary, and Corresponding Secretary.

Section 2. Election of Officers.

The election of officers shall take place at the first meeting of the Management Council and at the annual meeting thereafter; officers are eligible for re-election.

Section 3. Term.

The officers of the Council shall be elected annually and each shall hold office for one (1) year or until the next annual meeting unless he or she shall sooner resign or be removed from office.

Section 4. Vacancies. A vacancy in any office shall be filled at the next regularly scheduled meeting subsequent to such vacancy occurring.

Section 5. Duties.

The duties of the officers are as follows:

Chairman

(a) The Chairman shall preside at all meetings of the Council; shall appoint Committee Chairpersons as appropriate to further the business of the Council; shall represent the Council to all external organizations including but not limited to the Lower Susquehanna Heritage Greenways Inc.; shall, in March of each year, present an annual report of Heritage Corridor progress to the represented organizations; shall in March of each year, audit the Council books.

Vice-Chairman

(b) The Vice-Chairman shall act in the place and stead of the Chairman in the event of his or her absence, and shall exercise and discharge such other duties as may be required of him or her by the Council.

Treasurer

(c) The Treasurer shall have custody of all the fund of the Council, and shall keep full and accurate accounts of receipts and disbursements of the Council; a balance sheet of disbursement shall be provided at each Council meeting. The Treasurer will maintain the Council checkbook and the Chairman or Treasurer shall be the only individuals authorized to sign checks.

Recording Secretary

(d) The Recording Secretary shall record the votes and keep the minutes of all meetings and proceedings of the Council; serve notice of meetings of the Council; provide minutes of the prior months meeting ten (10) days prior to the next scheduled meeting. Council files will be maintained by the Recording Secretary.

Corresponding Secretary

(e) The Corresponding Secretary shall be responsible for reviewing all correspondence related to the Council and forwarding such to the appropriate members of the Council or the Council as a whole at the regularly scheduled meeting. He or she shall also be responsible for preparing all external correspondence for the signature of the Chairman and shall provide a copy of such correspondence to the Recording Secretary for the Council's permanent files.

ARTICLE V.
COMMITTEES

The Council shall appoint committees as deemed appropriate to carry out its purpose, and each committee member shall serve at the pleasure of the Council.

ARTICLE VI.
AMENDMENTS

This Memorandum of Understanding may be amended, at a regular or special meeting of the Council, by a majority of a quorum of members present. Proposed amendments must be provided to all Council Members at least thirty (30) days prior to the meeting at which a vote will be solicited.

ARTICLE VII.
RULES OF ORDER

All question of order should be governed by Roberts Rules of Order, Revised.

ARTICLE VIII.
MEETINGS

Section 1. Annual Meetings.

The annual meeting of the Council shall be held on the first Tuesday of April, each calendar year.

Section 2. Regularly Scheduled Meetings.

The Council shall decide on what frequency regularly scheduled meetings will occur, based on the business to be conducted, but at least quarterly. All meetings will occur on the second Tuesday of the month unless a special meeting is called or this date falls on a Holiday in which case the meeting will be held on the second (2nd) Monday of the month.

Section 3. Special Meetings.

Special meetings of the Council may be called at any time by the Chairman or by any member of the Council; whenever possible at least five (5) working days notice should be provided. All members of the Council must be notified and the purpose of the meeting must be provided with the notification.

Section 4. Quorum.

At least seven (7) members of the Council must be present to constitute a quorum.

Section 5. Audience.

All Council meetings shall be open to any interested party. However, unless input from non-Council members is solicited, the audience shall be silent.

ARTICLE IX.
SUNDRY PROVISIONS

Section 1. Consent of Council Members Adopting By-Laws

We the undersigned, are all of the persons named as the initial Members of the Havre de Grace Heritage Corridor Management Council, and do adopt the provisions of this Memorandum of Understanding, consisting of five (5) pages as the rules governing the Council.

Date:

Typed name of Council Member

Signature of Council Member

Appendix E: Related Resolutions

COUNTY COUNCIL

OF

HARFORD COUNTY, MARYLAND

Resolution No. 9-97

Legislative Session Day 97-8 (March 11, 1997)

Introduced by Council President Parrott at
the request of the County Executive, Council President Parrott and
Council Members Heselton, Chenowith, Decker, Glassman, Wagner and Shank

A JOINT RESOLUTION of the County Executive and the County Council of Harford
County, Maryland, to adopt the "Havre de Grace Heritage Corridor Plan" to identify and market
the historical, natural, recreational and cultural resources of the Havre de Grace region.

1 WHEREAS, the County Executive and County Council of Harford County, Maryland,
2 have reviewed the recently completed "Havre de Grace Heritage Corridor Plan" prepared by the
3 Havre de Grace Heritage Corridor Steering Committee; and

4 WHEREAS, the County Executive and County Council acknowledge the presence of
5 significant natural, cultural, historical, recreational, and tourism resources in Havre de Grace as
6 being important to the area, the County, the State of Maryland, and the Chesapeake Bay
7 Watershed; and

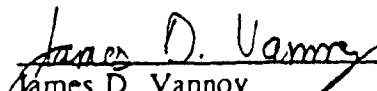
8 WHEREAS, the County Executive and County Council have determined that these
9 resources are worthy of conservation; and

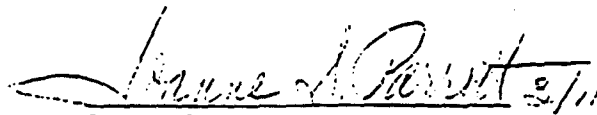
10 WHEREAS, the County Executive and County Council realize that by undertaking a
11 unified program, economic development within the region will be enhanced; and

12 WHEREAS, the County Executive and County Council have decided that the goals of this
13 plan are compatible with other County plans and policies;

14 NOW, THEREFORE, BE IT RESOLVED that, the County Executive and County Council
15 of Harford County, Maryland, do hereby endorse "The Havre de Grace Heritage Corridor Plan,"
16 and further encourage the establishment of the Havre de Grace Heritage Corridor Management
17 Council to continue the work of the plan and to ensure the continuation of a cooperative effort
18 among the many local, state, and federal government agencies, private organizations and
19 foundations involved in this effort.

ATTEST:


James D. Vannoy
Acting Council Administrator

 2/11/97
Joanne S. Parrott
President of the Council

ADOPTED: March 11, 1997

CONCURRENCE: March 18, 1997

Eileen M. Rehrmann 3-18-97
EILEEN M. REHRMANN, COUNTY EXECUTIVE

RESOLUTION NO. 97-2

**RESOLUTION OF THE MAYOR AND CITY COUNCIL OF HAVRE DE GRACE,
MARYLAND, ENDORSING THE HAVRE DE GRACE CORRIDOR PLAN AND
ENCOURAGING THE ESTABLISHMENT OF A HAVRE DE GRACE HERITAGE
CORRIDOR MANAGEMENT COUNCIL**

WHEREAS, the Mayor and City Council of Havre de Grace, Maryland, have reviewed the recently completed "Havre de Grace Corridor Plan" prepared by the Havre de Grace, Maryland, Heritage Corridor Steering Committee, and agree that the natural, cultural, historical, recreational and tourism resources of Havre de Grace are significant to our community, the State of Maryland, the Chesapeake Bay Watershed and the Nation; and,

WHEREAS, the Mayor and City Council have found that the Heritage Corridor Plan addresses many important natural, historical, cultural, recreational and heritage tourism matters; and,

WHEREAS, the Mayor and City Council find that the core strategies and recommendations in the Plan are compatible with other City of Havre de Grace plans and policies; and,

WHEREAS, the Mayor and City Council further believe that the features and values of the Havre de Grace Heritage Corridor are worthy of conservation and that they can help to enhance the economic development within this region.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF HAVRE DE GRACE, MARYLAND, THAT:

1. The Mayor and City Council of Havre de Grace, Maryland, endorse the Heritage Corridor Plan;
2. The Mayor and City Council also commend the Havre de Grace Heritage Corridor Steering Committee for the work accomplished on the development of the Plan; and,
3. The Mayor and City Council further encourage the Heritage Corridor Steering Committee to establish the Havre de Grace Heritage Corridor Management Council to further continue the work of the document and to secure appropriate financial and technical assistance from State and Federal government agencies, private organizations and foundations, with the support of State Legislative and Federal Congressional leaders.

ATTEST:



Robert M. Lange, C.P.M., City Manager

**THE MAYOR AND CITY COUNCIL
OF HAVRE DE GRACE, MARYLAND**



Dr. Gunther D. Hirsch, Mayor

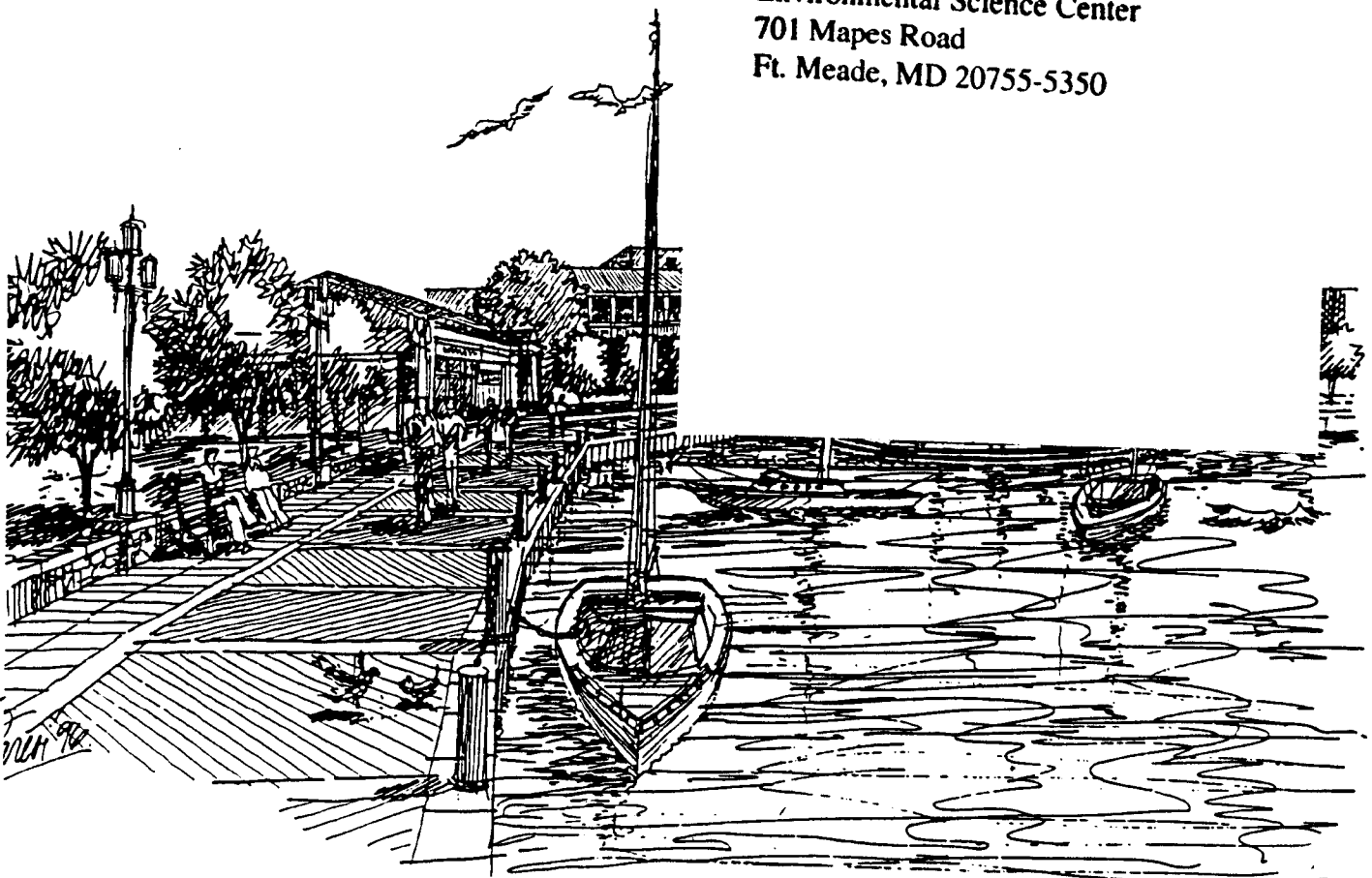
DATE: 3/3/97

CB 00767

Havre de Grace Heritage Corridor
Plan September 1997

WATERFRONT WALK/PROMENADE

U. S. Environmental Protection Agency
Environmental Science Center
701 Mapes Road
Ft. Meade, MD 20755-5350



*View from 'City Pier' towards arrival
court and steps to water.*