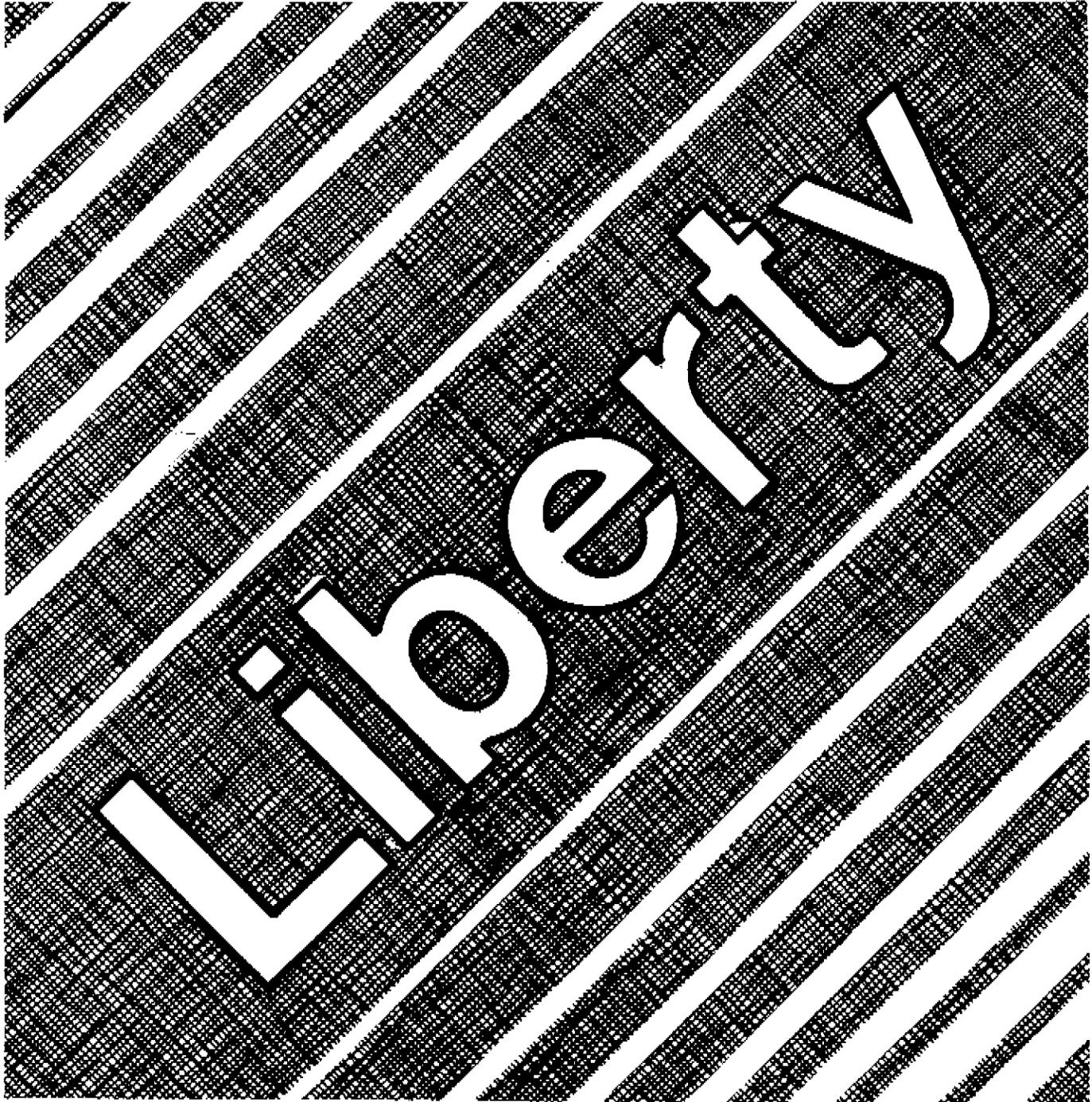


# Liberty Road Revitalization Area



## 1990 Action Plan Update

AS ADOPTED BY  
THE BALTIMORE COUNTY COUNCIL  
OCTOBER 7, 1991

A plan prepared by the Liberty Communities  
Development Corporation, Inc.



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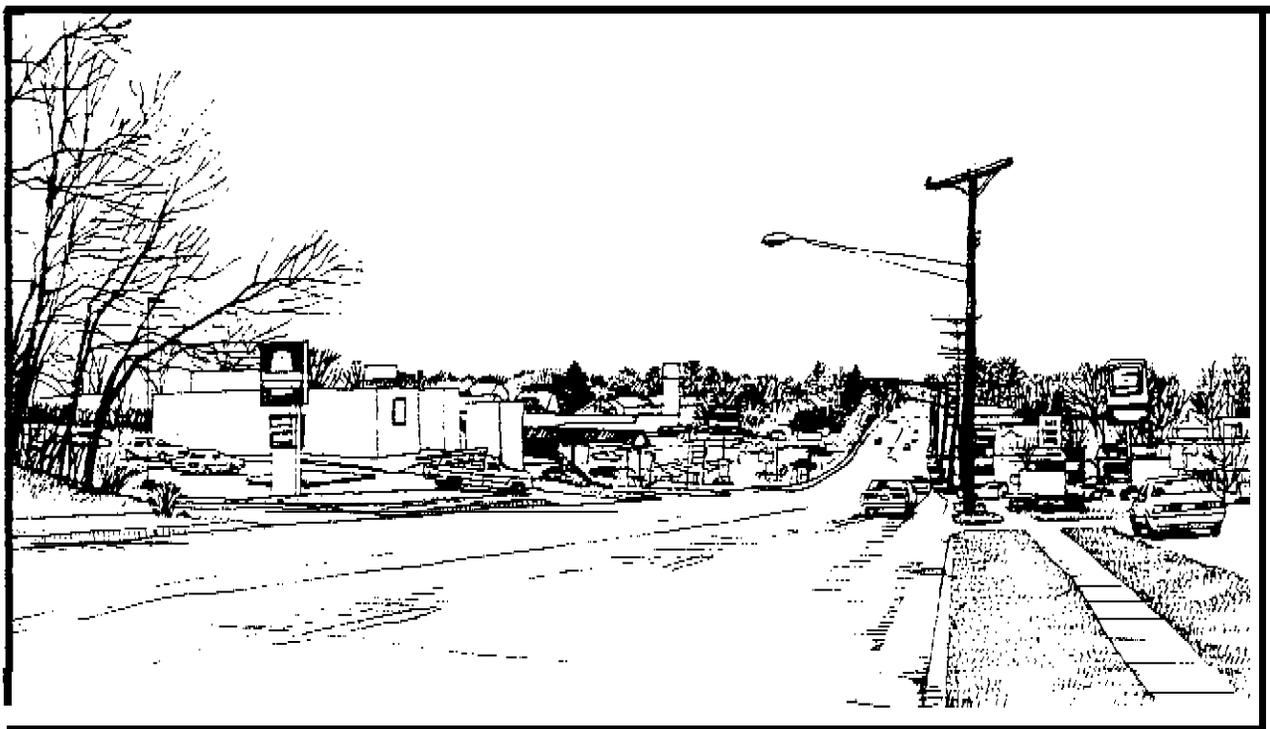
# Introduction

In 1980 Baltimore County adopted the original Liberty Action Plan and thereby designated Liberty Road, from the City line to Deer Park Road, from Windsor Mill Road to Winands Road and the Western Maryland Railroad tracks, as a Revitalization Area. This designation along with an attendant commitment of public and private resources has made a clear and positive difference throughout the Liberty Road communities. The local citizens and businesses owe a debt of gratitude to the authors of the original plan and to the past and present County officials for their initial and continued support and involvement.

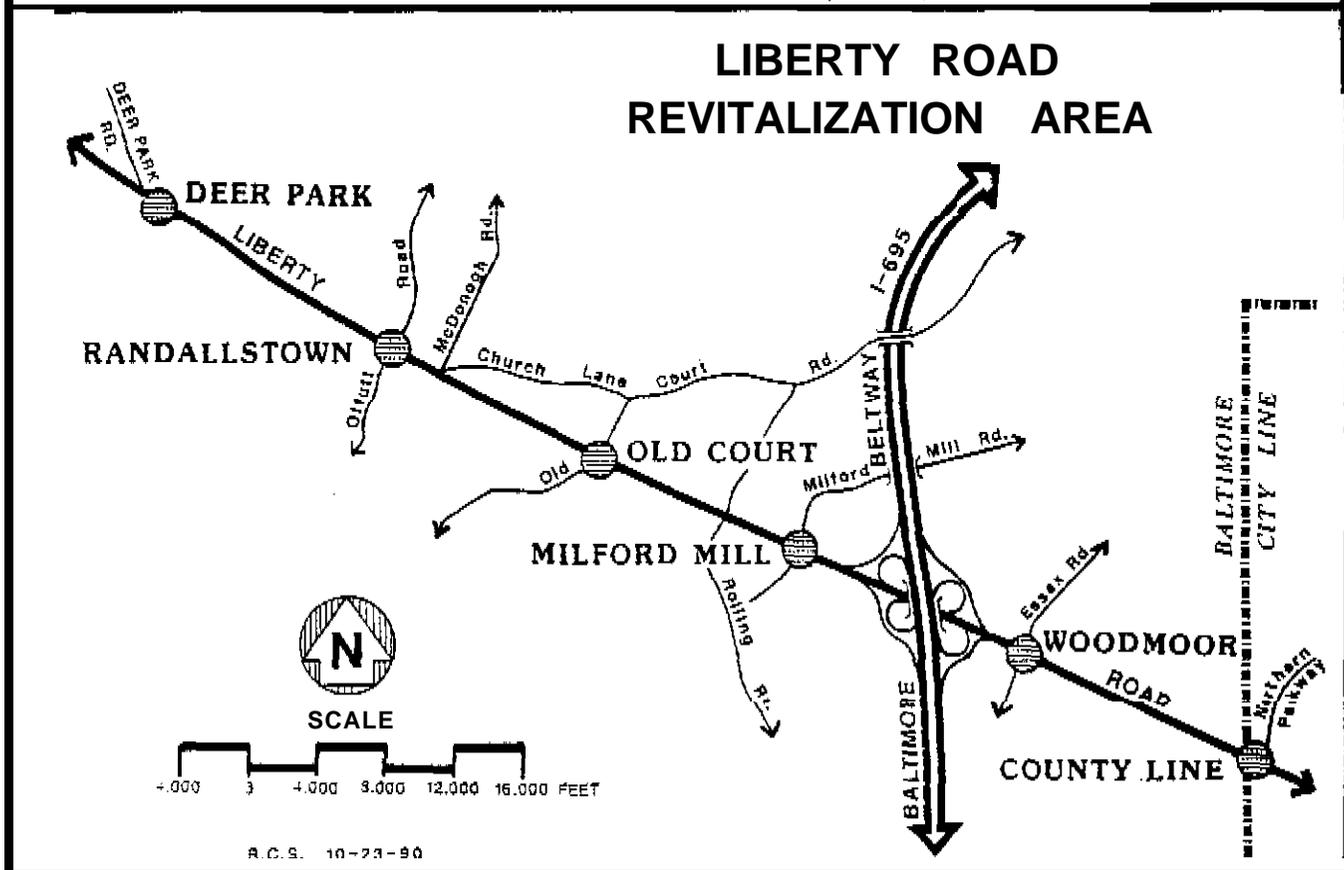
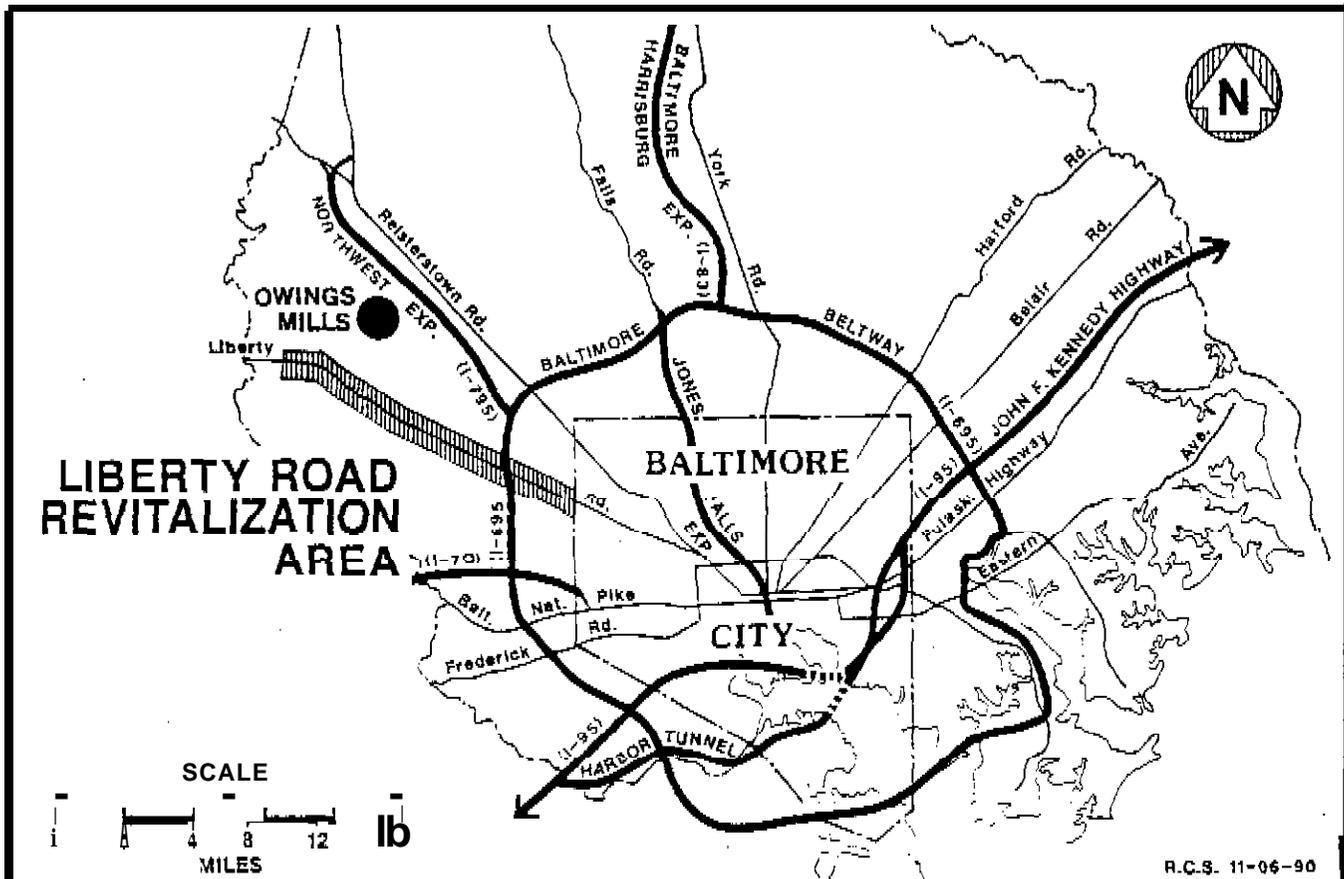
Over the past decade the implementation of the Action Plan has ushered in an array of accomplishments and improvements. Our mutual successes are attested to by the numerous physical improvements running the length of the road: renovated shopping centers and businesses, office parks, new public facilities and resources, traffic and roadway improvements, signage, landscaping and amenities.

While the appearance of the commercial sector has changed so too have the dynamics impacting upon the corridor changed. The market area, both real and potential, is undergoing continual change

and presents both challenges and opportunities. The pattern of business usages and ownership has changed with a greater degree of franchise or corporate owned stores. An increase in population, traffic and social needs has placed a burden on an aging infrastructure system.



These changes call for new strategies and actions while we must also continue to address long-standing problems and concerns whose solutions remain elusive. The problem of neglect and disinvestment of certain shopping centers and areas requires serious and creative action. The overall appearance of the road needs continued improvement from both the public and private sector. Our communities' image continues to need enhancement to residents, consumers and investors.



**This report attempts to present a plan designed to improve Liberty Road's competitive position into the 1990's and beyond. To a great degree the threat of decline has already been pre-empted by effective revitalization strategies. The revitalization momentum should be continued, refined and expanded through cooperative and mutually beneficial actions. The Liberty Communities Development Corporation should coordinate actions which include planning and marketing efforts, development controls and incentives, public services, infrastructure improvements and the continued commitment of the private sector. Many of these recommendations have been previously presented through various sources including the County's Master Plan 1989-2000, Legg Mason's 1989 Baltimore County Economic Forecasts and the Liberty Road Market Study and Economic Analysis. It is a basic goal of this Action Plan to consolidate, refine and augment these recommendations into a single document focusing on Liberty Road.**



# Planning For Growth

The retention and expansion of the local business community is vital to the continued health of the Liberty Road communities. Liberty Road is an aging commercial strip confronted with changing market dynamics which call for an augmented capacity for the promotion and management of growth. Baltimore County's planning, zoning and development regulations and policies as well as the resources of the Economic Development Commission and LCDC are tools which can effectively channel and control growth in both the commercial and residential communities.



## Zoning

Zoning should be used as a tool to both attract desirable businesses to the Road and to curtail the proliferation and concentration of uses which inhibit the necessary mix of a healthy economy. In the years ahead we would like to see a reduction in the number of new automotive related and fast food projects and a corresponding increase in more compatible and less intensive projects such as office parks and more diversified retail and

service ventures. Current zoning rules, regulations and procedures offer us only limited opportunities to effectively promote this scenario. To truly be responsive to our communities' needs we require new and better zoning tools.

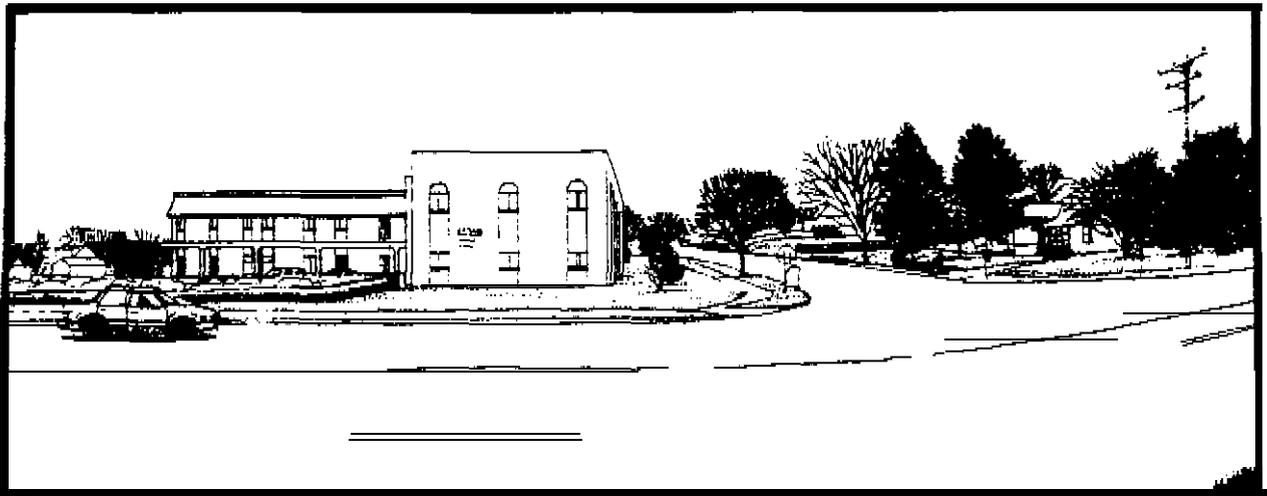
The control of uses, as well as the maintenance of the commercial sector would most effectively be accomplished in a timely manner through the creation of a Liberty Road Zoning Overlay District which would be superimposed over existing zoning classifications. The overlay district would better control uses throughout the corridor and within individual commercial areas or nodes by either encouraging or discouraging specific uses. New automotive uses might be compatible and encouraged in one area but not in another. Additionally, the overlay district would require common development standards for property maintenance, design, signage, landscaping and lighting. This district should be created in advance of the Zoning Map Process by joint action of the County and the community.

Uses allowed in zoning classifications, particularly B (Business), M (Manufacturing) and O (Office) should be examined and improved. The effective use of B zones as a means to control use has eroded over the years. Liberty Road's commercial areas are predominantly BL (Business Local), BM (Business Major) and BR (Business Roadside) and their respective permitted uses should be better distinguished. Currently, any potential developer who believes that "the car is king" has substantial zoning latitude to replace a

furniture store with an automotive shop as either a Matter of Right or by Special Exception.

Zoning regulations for M and O zone developments along Liberty Road should be reviewed and improved as a means to attract compatible projects. Land use issues such as minimum open space requirements and allowable uses should be examined and made more flexible.

Zoning should also be used to protect the viability of the residential communities and the competitive position of the Revitalization Area. Proposed commercial developments in proximity to Liberty Road with the intent and/or potential to detract from either the existing residential or commercial areas should be discouraged.



New commercial uses within PUDs (Planned Unit Developments) should be controlled in size and use so as to not reduce Liberty Road patronage. This potential is addressed in Legg Mason's 1989

**Economic Forecasts, "County policy should consider whether proposed retail developments and sites . . . will serve unmet needs from new residents or if they will displace retail sales from existing centers and community shopping areas." Similarly, new commercial projects along roads intersecting or running parallel to Liberty Road (Windsor Mill, Milford Mill, Rolling, Old Court, McDonogh and Deer Park) should be denied in order to protect against infringement into residential areas, as well as to preserve the existing market.**

## **Recommendations**

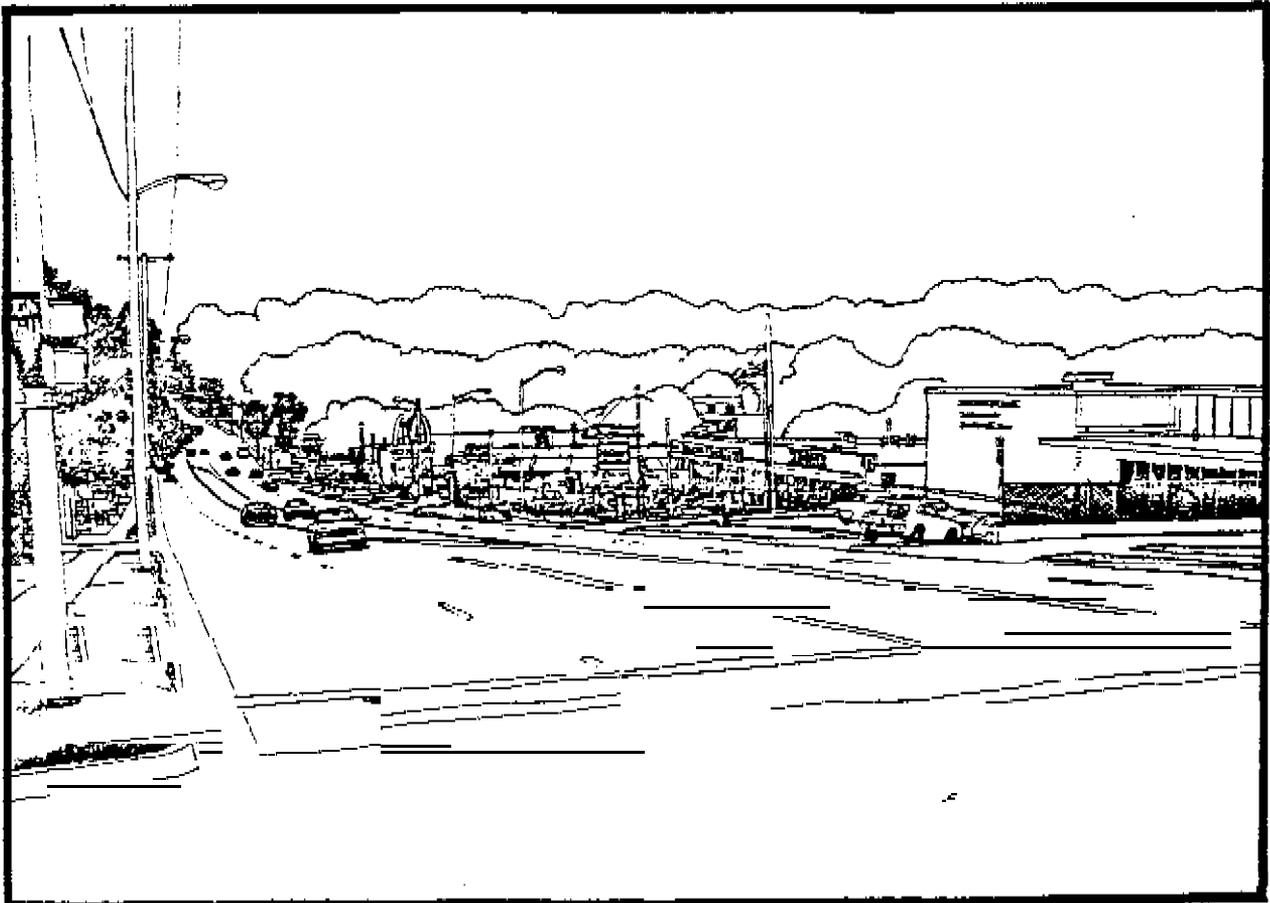
- #1 The creation of a Liberty Road zoning overlay district designed to control uses and establish standards for maintenance, design, signage, landscaping and lighting.**
- #2 Revise residential PUD (Planned Unit Developments) regulations to remove commercial zoning as a matter of right and to control size and use.**
- #3 County revision of permitted uses in B zones to better control uses.**
- #4 Improvements to M and O zones as a means to promote compatible developments along Liberty Road.**
- #5 Prohibit new commercial zoning on the cross streets intersecting Liberty Road, including any future roads, (Milford Mill, Rolling, Old Court, McDonogh, and Deer Park Roads) within the boundaries of the plan.**
- #6 Control and restrict commercial zoning and uses along major parallel roads, (Windsor Mill Road).**

#7 Cluster commercial zoning on Liberty Road and provide buffering to protect residential areas.



## Development Controls and Incentives

As an eight mile linear highway Liberty Road is one large Revitalization Area with related but distinct commercial parts; County Line and Woodmoor, Milford Mill, Old Court, Randallstown and Deer Park. Its overall continued revitalization will require additional catalytic actions, some of which will be applicable corridor wide and others which should be targeted at particular areas.



The County's Master Plan 1989-2000 accurately describes the commercial area inside the Beltway as the area in most need; "Inside the Beltway there are neglected buildings and vacancies. This is one of the few areas where "urban" problems have begun to impact the County." This area includes the commercial properties between the City Line and Kelox Road and the Woodmoor and Liberty Crest Shopping Center areas. quality commercial reinvestments are almost non-existent and properties continue to decline despite the maintenance of middle class residential neighborhoods and the injection of public physical improvements.

These "urban problems" require solutions based upon much greater public sector involvement in the area's future. The County and the community should design and implement a suburban model for this target area consisting of a comprehensive set of actions and resources specifically designed to contain and reverse the existing trend of disinvestment and deterioration. This suburban model should be more akin to redevelopment than revitalization. Redevelopment should be sought and encouraged through land assemblage, business and marketing plans and the possible acquisition and resale of properties. Other activities should include coordinated zoning, building and health code enforcement, the provision of incentives, including technical assistance, preferred financing, increased security and additional public improvements.

The technical assistance referred to above will require a modification of existing Revitalization programs to include consulting on business plans, financing, loan packaging, design

assistance along with support and assistance on licensing and permit applications. Preferred financing would include, revolving loans and other public funds such as State Action Loans for Targeted Areas (SALT).

Revitalization activities corridor wide should be promoted through a series of development controls and incentives designed to foster business retention, expansion, improvement and attraction. Existing County zoning and building regulations along with the proposed new zoning overlay districts incorporating design and maintenance standards should be coupled with County revitalization incentives designed to facilitate improvements.

Design and signage issues could be addressed through the assistance of a publicly retained architectural or design firm. Actual improvements could be financed through a revolving loan fund. Existing, as well as new businesses, should be provided with technical assistance on site selection, financing and governmental approvals.

Economic and market data and information should be regularly maintained and distributed as a means to attract new businesses. Liberty Road's image to both the consumer and investor should be strengthened through an aggressive and professionally assisted marketing and promotional campaign.

Public improvements including roadways, facilities and amenities should be provided as a means to support and encourage private

**projects. All new private commercial developments should be examined through the County Review Group (CRG) process for adequate security measures.**

## **Recommendations**

- #1 Design and implement a Suburban Model program for the commercial areas inside of the Beltway (City line to Kelox Road, Woodmoor and Liberty Crest). The model should be devised using community talents and promote the redevelopment of the area through site specific development plans, land assemblage, marketing, code enforcement, development incentives and other means.**
- #2 The maintenance of market analysis and economic data including demographics, property ownership, zoning, usage, etc. for the entire Road.**
- #3 Technical assistance, including site selection, business plans, financing, loan packaging, design and permits to facilitate business retention, expansion and attraction.**
- #4 Decentralize the delivery of services, such as the issuance of permits and licenses, for area businesses as well as residential, making them available through the Liberty Family Resource Center.**
- #5 The availability of preferred financing through public programs including a loan program with attractive rates and terms for construction, physical improvements, design and security.**

- #6 The consideration **of tax deferrals for improvement projects** within the Revitalization Area.
- #7 **The provision of publicly supported design assistance by contract(s) with architectural or design firms as a means to improve and maintain the appearance of commercial properties.**
- #8 **Public improvements, including roads, amenities, landscaping, traffic signals, signage, etc. designed to compliment or catalyze private projects and improvements.**
- #9 **Require the police department's review and involvement in the CRG process to insure adequate security for commercial and business projects.**
- #10 **Review and augment the County's legal capacity to enforce the improvement, maintenance or razing of vacant properties.**
- #11 **An ongoing cooperative effort between the County and revitalization areas for the services of a professional public relations or marketing firm**
- #12 **The development of promotional events and activities through LCDC, public agencies and individual shopping centers and businesses.**
- #13 **The use of a logo and promotional material for the corridor, in general, and individual commercial nodes.**



## infrastructure

The Liberty road infrastructure is basically in place and has served its constituent population reasonably well. That population, however, has grown and changed over the past ten years and the fact is that we will undergo even more dramatic changes in the next ten years. Residential and business growth, both in the immediate and adjoining areas, will necessitate an upgrading of roadways, intersections, public transportation systems and water and sewage systems.



## Traffic and Roads

Since the adoption of the original Liberty Road Action Plan the County and State have implemented a number of road improvements which have benefitted the corridor. Traffic continues to grow, however, with the private vehicle remaining as the primary means of transportation.

The largest anticipated future increase in traffic will take place along the western edge of the corridor. The State Highway Adminis-

<b>Average Daily Traffic</b>			
	<b>1983</b>	<b>1988</b>	<b>% increase</b>
<b>Liberty Rd. @ Northern Pkwy</b>	<b>30,250</b>	<b>36,800</b>	<b>21.6%</b>
Lochearn	33,250	38,000	14 %
<b>695 (East Side)</b>	<b>37,250</b>	<b>45,000</b>	<b>20.8%</b>
<b>695 (West Side)</b>	<b>43,750</b>	<b>49,500</b>	<b>13 %</b>
<b>Old Court</b>	<b>29,750</b>	<b>32,285</b>	<b>8.5%</b>
<b>Randallstown</b>	<b>19,250</b>	<b>29,000</b>	<b>50.6%</b>

tration estimates that daily traffic along Liberty Road in this area will increase from 29,000 in 1988 to 56,000 in the year 2005.

This increase is related, in part, to the development of the new Owings Mills growth area and it offers both opportunities and challenges to the Liberty Road merchants. In order for the Liberty Road business sector to take advantage of this growth it will be necessary to make travel to and throughout Liberty Road safe and convenient. A new connector road would address the growing traffic problem and growth between Randallstown and Owings Mills. It would also serve to eliminate the growing congestion along side roads such as Brenbrook, McDonogh, Tiverton, Marriottsville and Deer Park where the quiet residential settings are already being disrupted.

As early as 1982 the Regional Planning Council and the State Highway Administration formally recommended that Liberty Road from

Offutt Road to Deer Park Road be upgraded to five lanes, in order "to meet traffic demands from both a safety and capacity standpoint." Improved vehicular movement and access will also have beneficial economic ramifications for the businesses along this area of Liberty Road. Both the County and the State should prioritize this project in order to meet the growing traffic demands.

We are also recommending a series of improvements to selected intersections and locations as a means to ease congestion and promote safety and better access. These improvements should include left turn phasing, road restriping and the consolidation of curb cuts at new developments.

Both the public and private sector should improve ingress and egress and movement between establishments through the development of interconnectors between shopping centers, businesses and public facilities.

There is also a growing problem of overnight truck parking in both vacant commercial lots and streets and residential neighborhoods. We are recommending that an inconspicuous but convenient location be made available for truck parking.

## **Recommendations**

#1 An examination of and improvements to the traffic flow on residential streets and roads between Owings Mills and Liberty Road.

- #2 The County should conduct a traffic study to assess the demand for providing access between the Liberty Road corridor and the Owings Mills Town Center. This study, to be conducted with the assistance of a community advisory group, should evaluate the future traffic impact on existing residential streets, if the "connector road" is not built. In the meantime, the right of way should be preserved; but under no circumstances should the "connector road" be constructed without community involvement.**
- #3 The addition of the 5th Lane on Liberty Road from Offutt Road to Deer Park Road be implemented. The County should strongly consider encouraging the State Highway Administration to make this project a priority. The County will make a formal request to the State Highway Administration to retain the house at the intersection of Liberty Road and Live Oak Road if at all possible when the 5th Lane is constructed.**
- #4 The development of a comprehensive plan for access to and from Liberty Road for the new I-795 and McDonogh Road interchange.**
- #5 Improvements to Deer Park Road beginning at its intersection with Liberty Road, including grading and widening.**
- #6 Left turn phasing of Liberty Road onto Marriottsville Road.**
- #7 Left turn phasing of Liberty Road onto Brenbrook Drive.**
- #8 Improvements to the intersections of Liberty and St. Luke's Lane, and Liberty and Offutt Road.**

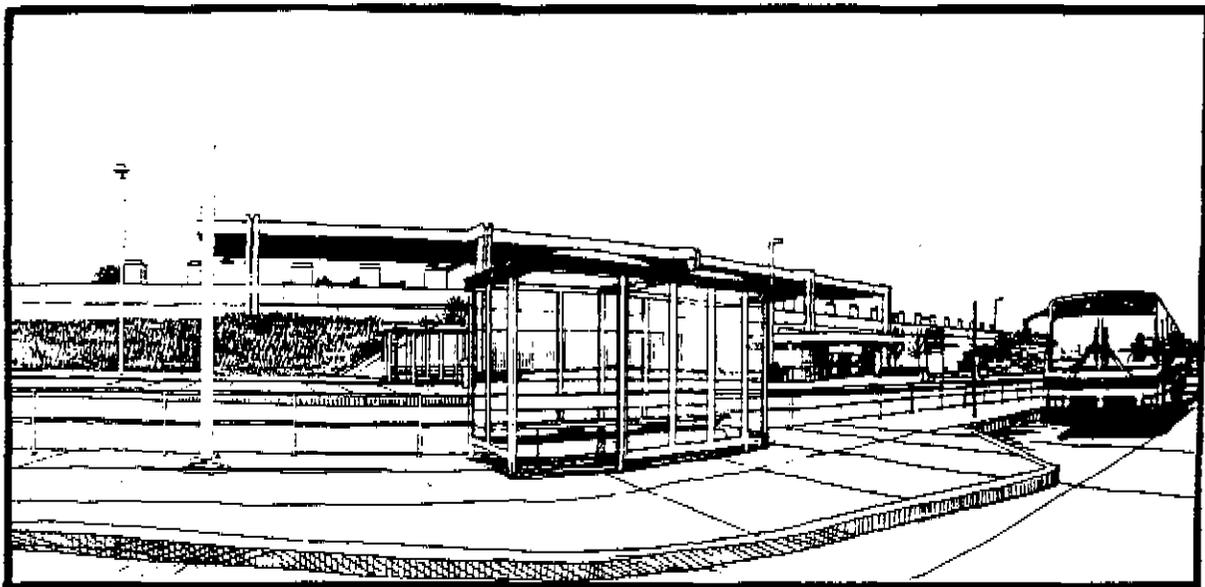
- #9 The restriping of turning lanes on Rolling Road at Liberty, Liberty Road at Courtleigh Drive, the entrance of the Randallstown Post Office and other congested areas.**
- #10 The consolidation of Liberty Road curb cuts at new developments or redevelopment projects.**
- #11 Interconnectors, both vehicular and pedestrian between shopping centers, businesses and public facilities, including Liberty Court and Liberty Plaza Shopping Centers, Kings Point Square and Marriottsville Shopping Centers, the Family Resource Center and adjoining commercial establishments, and others.**
- #12 The intersection at Liberty Road and Washington Avenue is presently operating at level "D". The County and State should monitor this intersection for possible change in the level of service and program improvements as needed.**

## Mass Transit and Pedestrians

There is a national awareness that the growing problem of traffic congestion should be addressed, in part, through improved mass transit. Public transportation, including the MA, Ride sharing and the Park 'N' Ride, should be seen as a means to reduce congestion and provide basic services to residents and businesses. MA bus service which now ends at an arbitrary point midway through Randallstown should be expanded to serve the entire community.

Amenities such as bus shelters, benches and receptacles should be provided at appropriate stops and the entire system should be promoted, particularly to the non-transit dependent market, as a reliable and comfortable means of transportation.

†



**Pedestrian** travel will most likely **remain difficult**, witness the basic **task of** crossing Liberty **Road**, but **many** problems can be ameliorated. Additional amenities, including **benches and** sidewalks, should **be provided**. **Sidewalks** should be located away from the road with landscaping as **a buffer where appropriate**. **Access to and from** businesses and public facilities **should be made safer and** more convenient **through** sidewalks, lighting **and** landscaping.

## **Recommendations**

- #1 **The Mass Transit** Administration should meet with the community **to discuss** the possibility of extending bus service to the vicinity of **Deer Park Road in the future**.
- #2 **Improvements throughout the route**, including a review of stops **and zones and** additional bus shelters **and** amenities.
- #3 The retention and **promotion of the** Towson flyer (MTA bus #130).
- #4 A significant **and** on-going promotional **effort** involving the MTA, Baltimore **County and the community of** all **public transportation services** including, bus service, the Metro, **ride sharing and the Park 'N' Ride**.
- #5 Public and private improvements to facilitate pedestrian movement; lights, landscaping, sidewalks, interconnectors between sites, **benches and** receptacles.
- #6 **The County** will explore the feasibility of locating **a truck** parking facility with direct access to Liberty Road **in order to keep truck parking** out of the community.



## Sewer and Water

We also recommend that the issue of water and sewage service be addressed. In the late 1970's and early 1980's a moratorium was imposed upon our communities and improvement and growth projects were seriously disrupted. We must guard against another moratorium given the dramatic growth taking place throughout the region. The County has recognized this need and is currently expanding the Patapsco Treatment Plant. The funding for this project has been secured. Additionally, the capacity of the Gwynn's Falls Interceptor is currently under study for future needs through the department of Public Works. The study should be completed in 1991.

### Recommendations

- #1 The current expansion of the Patapsco Treatment Plant be completed as soon as possible, so as to not constrain future building permits.
- #2 The metering flows related to the Gwynn's Falls Interceptor be monitored closely in order that usage and new developments do not exceed capacity.
- #3 Proposed development and expansion projects throughout the region should be scrutinized by the Department of Public Works through the CRG process in order to match water and sewage usage capacity; high water uses should be discouraged.



# Commercial Design

A certain degree of visual disorder and clutter are almost inherent in the fact Liberty Road is linear in form with a heavy orientation towards the automobile. This problem is compounded by a previous lack of development controls, certain uncooperative owners, utility poles and a lack of landscaping. Liberty Road reached its saturation point in terms of clutter several years ago and some improvements have been made and should be continued through a new set of policies and projects. We are recommending the promotion of a greater sense of visual order through a series of practical and do-able steps.



# Signage

The proliferation of commercial signage is the result of decades of growth and the problem should be addressed through a long term effective strategy. The first step is to not allow the situation to worsen through the introduction of new signage which competes with existing signs by being bigger and brighter. This will require new simplified regulations, requiring fewer and smaller

signs. These regulations will require detailed work through LCDC, the Office of Planning and Zoning and the Economic Development Commission.

In general, all new signs should meet the following requirements.

Free-Standing Sign:

Signs less than 15 ft. from roadway within a planting strip shall be no higher than 6 ft. and not greater than 40 sq. ft. in area.

Signs located 15-20 ft. from roadway may be 15 ft. in height and not greater than 60 ft. in area.

Signs located farther than 20 ft. from roadway should be no higher than 15 ft. and not have an area greater than 60 sq. ft.

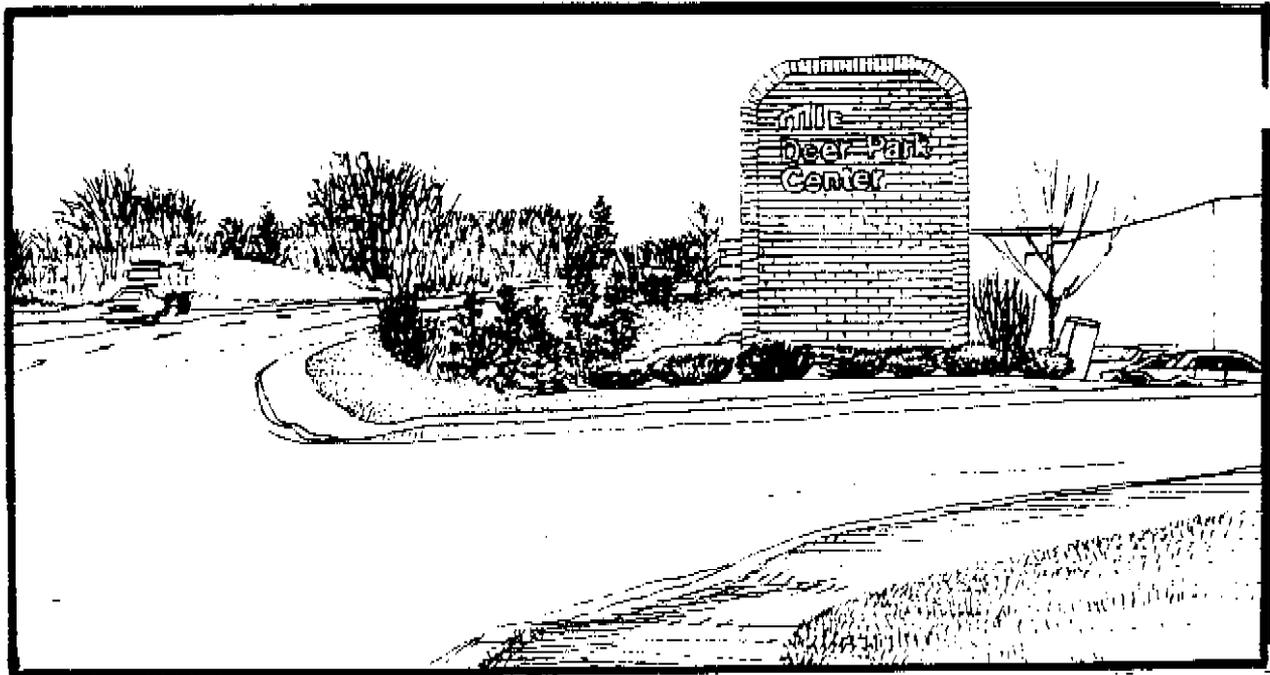
No more than three (3) ground signs should be allowed for each commercial complex, with no two (2) signs closer than 200 ft.

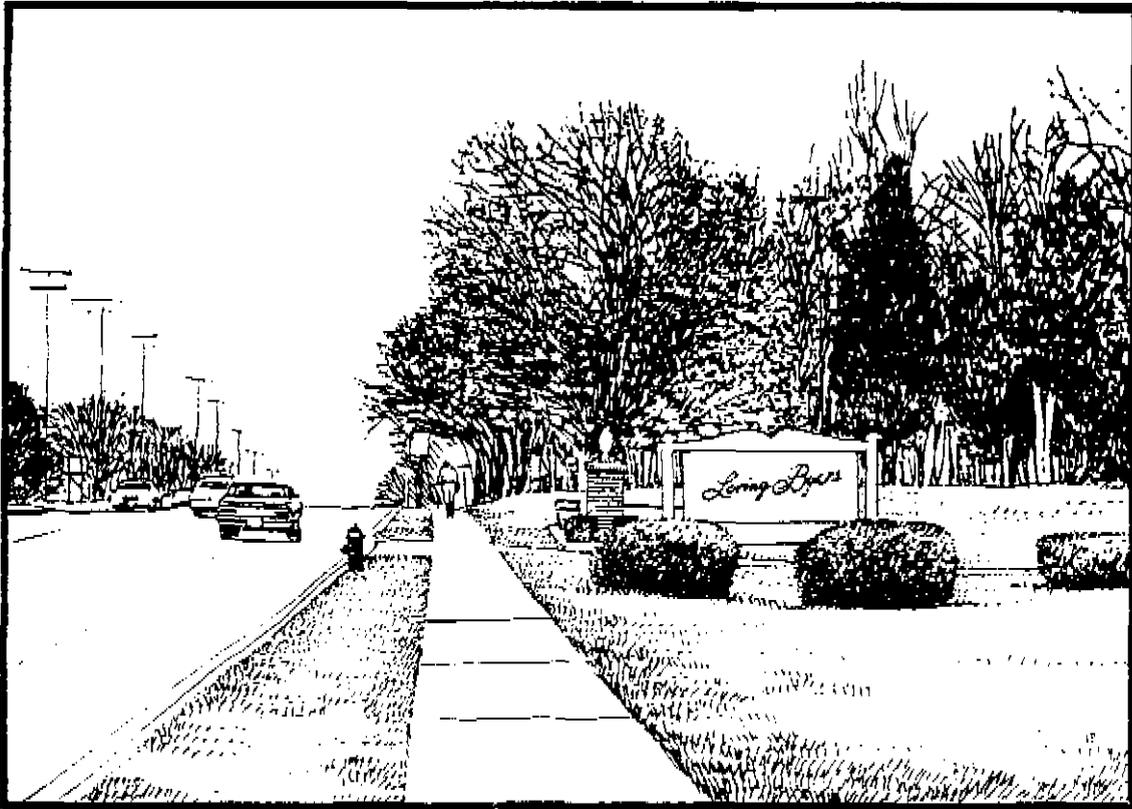
Wall Signs:

All store units in a single building or complex must present a uniform design and placement of signs. Signs and cutout letters should not project above roof or canopy lines. Three (3) ft. of sign area is permitted for every 10 feet of wall length. Letters should not exceed 18 inches in height.

Existing businesses should be encouraged to reduce and replace signage, whenever possible, through financial incentives and subsidies for the design and development of new signs. Old, vacated, excessive and unused signs should be removed.

Public signage should be improved through the elimination and consolidation of non-essential signage. The State Highway Administration (SHA) should reduce the number of unnecessary signs such as "no parking" signs on Liberty Road. Speed limit and route signs





could be consolidated. The Mass Transit Administration (MTA) should remove unused "bus stop" signs. The County should also reduce signage clutter at roads intersecting Liberty Road.

LCDC should also work with the County and the State to design and install attractive directional signs as a means to help create community image and identify significant places.

Lighting along the road and within the commercial areas should be improved as a way to add to appearance, ease vehicular and pedestrian movement and promote safety. New or modified lighting arrangements within the commercial areas should give consideration to the aesthetics of the fixtures and the possible unwanted intrusion in residential areas.

## Recommendations

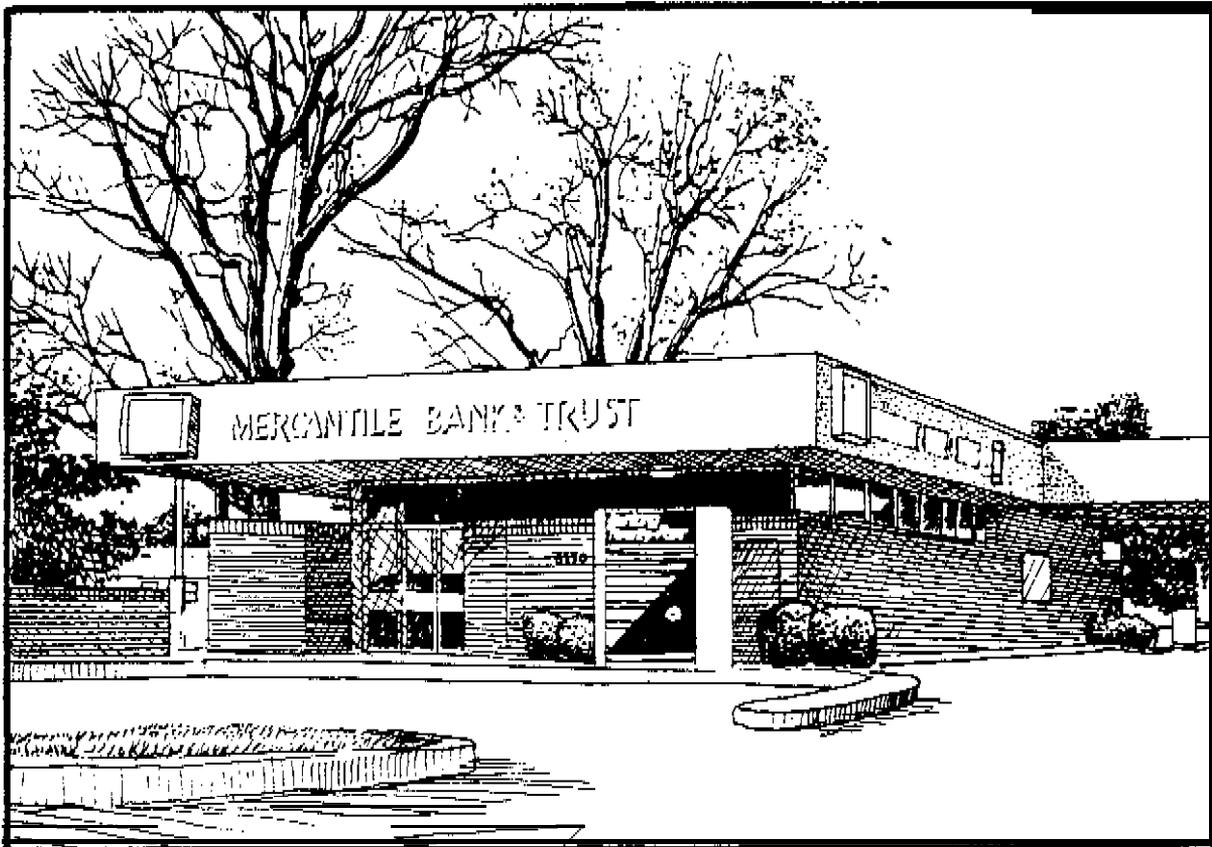
- #1 **Commercial signage regulations should be reviewed and simplified. Maximum sign numbers and sizes should be reduced.**
- #2 **Permits for free standing signs for a business which has been closed or vacant for six months or more should be revoked and the sign removed.**
- #3 **All billboards should be prohibited on Liberty Road and existing billboards removed over a reasonable period of time.**
- #4 **Uniformity of design elements within centers and/or nodes should be encouraged and adopted as part of the overlay zoning districts.**
- #5 **Zoning enforcement should be applied to all signage including non-business signs such as real estate, apartments, sales, etc.**
- #6 **Public signage, speed limits, no parking, etc., should be reduced and consolidated where possible.**
- #7 **Public directional signs should be installed as a means to Create community image and identify significant places.**
- #8 **New or replacement traffic signals should be supported by modern signal standards which incorporate public signage.**

#9 Standards for lighting within commercial areas should be developed. Mechanisms for enforcement should be established; the CRG process can be applied to new projects while a separate system should be developed for existing commercial uses.



## Landscaping and Amenities

The provision of landscaping is designed to beautify and soften the corridor as recommended in the Master Plan. Landscaping projects, both public and private are already in place at numerous locations. Landscaping should be provided throughout all of the commercial areas beginning at key designated locations. Resources should be made available for the maintenance of public landscaping.



**Landscaping requirements for private developments should be bolstered. Plantings should be reasonably mature and in scale with the site and buildings. A mechanism of enforcement of landscaping requirements, both installation and maintenance, should be developed.**

**Amenities should be provided for both aesthetic and functional reasons. Well placed amenities such as benches, bus shelters and trash receptacles can add to the character of the area while they also provide comfort and refuge.**

## **Recommendations**

- #1 Landscaping should be provided within the public right-of-way fronting Liberty Road and cross street commercial areas.**
- #2 Public funds or resources, including the provision for watering, should be allocated for the continued maintenance of public landscaping .**
- #3 Landscaping should be provided at public facilities such as the Family Resource Center, Library, Post Office, etc.**
- #4 Landscaping requirements for private commercial and business developments should; provide for plantings in scale with the site and buildings, plantings on the side(s) of the property and adequately buffer adjoining properties.**

- #5 Private landscaping plans should be reviewed by the police department for any impediments to security.**
- #6 Enforcement of landscaping requirements, both installation and maintenance, through a designated agency.**
- #7 Bus shelters and benches should be installed and maintained on a regular basis at all appropriate locations.**
- #8 Attractive and durable trash receptacles should be situated at appropriate locations throughout the area. These receptacles should replace all existing public and private (within the public right-of-way) receptacles and should feature a Liberty Road logo.**
- #9 Similar receptacles should be made available to private commercial properties.**



# Implementation

The original designation of Liberty Road as a Revitalization Area was the direct result of a partnership between Baltimore County and the local community. It signified a mutual commitment to a revitalization process. This plan is a synthesis of ten years of experience within that process along with months of solid planning and analysis. The Liberty Communities Development Corporation presents the plan's recommendations as realistic and achievable goals which are in the best interests of Liberty Road and Baltimore County.

The Master Plan 1989-2000 recognizes that "nearly half of our County's population lives and works in communities affected by revitalization programs" and recommends a long-term commitment of resources as a means to stabilize and upgrade older commercial areas.

This plan recommends how to best utilize these resources along Liberty Road. Successful implementation of the plan will require the continued support of the Administration and County Council along with a working cooperation between the branches and agencies of government and the local community.

# IMPLEMENTATION CHART

## ZONING

Activity	Planning	Economic Development	State	Other	Status
1 Overlay District	●	●			Initiate in 1990-91
2 PUD Regulations	●				Initiate in 1990-91
3-4 Revise B M & O Zones	●				Initiate in 1990-91
5-6-7 Control Commercial Zoning	●				MAP Process Cycle Zoning

## DEVELOPMENT CONTROLS AND INCENTIVES

Activity	Planning	Economic Development	State	Other	Status
1 Urban Model	●	●	●	●	Initiate in 1990-91
2 Market Data	●	●			Continuing Project
3 Technical Assistance	●	●	●	●	Expand in 1991
4 Decentralize Services				●	Expand in 1991
5 Preferred Financing		●	●		Expand & Refine in 1991
6 Tax Deferments		●	●	●	Feasibility Study in 1992-93
7 Design Assistance	●	●			Initiate in 1991
8 Public Improvements	●	●	●	●	On-Going
9 Police CRG Review	●			●	Initiate in 1991
10 Authority Over Deteriorated Properties	●	●		●	Legislation 1991

# IMPLEMENTATION CHART (Cont.)

## DEVELOPMENT CONTROLS AND INCENTIVES (Cont.)

Activity	Planning	Economic Development	State	Other	Status
11 Public Relations		●		●	Expand in 1991
12-13 Promotional Events		●		●	Expand in 1991

## TRAFFIC AND ROADS

Activity	Planning	Economic Development	State	Other	Status
1 Liberty Road-Owings Mills Traffic Study	●	●	●	●	1991
2 Owings Mills Connector Road	●	●	●	●	Initiate Study 1991; Acquisition & Construction 1994-95
3 5th Lane			●	●	Complete Engineering 1991-92. Acquisition & Construction 1993
4 I-795, McDonogh Rd Plan	●		●	●	Initiate in 1991
5 Deer Park Road Improvements			●	●	Implement Design Plan in 1991
6 Left turn phasing @ Marriottsville Rd			●	●	1991
7 Left turn phasing @ Brenbrook Rd			●	●	1991
8 Improvements to Liberty Rd @ St. Luke's Lane & Offutt Rd		●	●	●	Design 1991
9 Restriping on Liberty Rd			●	●	1990-91
10 Consolidated Curb Cuts	●	●	●	●	Through CRG Hearings
11 Shopping Center Interconnectors	●	●	●	●	Develop Model 1991

# IMPLEMENTATION CHART (Cont.)

## MASS TRANSIT AND PEDESTRIANS

Activity	Planning	Economic Development	State	Other	Status
1 Expanded MTA Service		●	●	●	1991
2 Route Improvements			●	●	1991
3-4 Mass Transit Promotions		●	●	●	Initiate 1991
5 Pedestrian Improvements	●	●	●	●	Initiate 1991
6 Off Street Truck Parking	●			●	Initiate 1991-92

## SEWER AND WATER

Activity	Planning	Economic Development	State	Other	Status
1 Patapsco Treatment Plant Expansion	●	●		●	Concurrent with Expanded Uses
2 Gwynn's Falls Interceptor Monitoring	●	●		●	On-Going
3 Sewage & Water Usage Control	●	●		●	Through CRG

## SIGNAGE

Activity	Planning	Economic Development	State	Other	Status
1 New Signage Regulations	●	●			Initiate 1991
2 Unused Signs Removed	●	●		●	Initiate 1991
3 Prohibition & Removal of Billboards	●			●	Initiate 1991
4 Uniform Design Elements	●	●			Through Overlay District

# IMPLEMENTATION CHART (Cont.)

## SIGNAGE (Cont.)

Activity	Planning	Economic Development	State	Other	Status
5 Zoning Enforcement	●			●	On-Going
6 Reduction in Public Signage	●	●	●	●	Complete in 1991

## LANDSCAPING AND AMENITIES

Activity	Planning	Economic Development	State	Other	Status
1 Landscaping Along Public Right-of-Way	●	●	●	●	Annually
2 Maintenance Resources for Landscaping		●		●	Initiate in 1991
3 Landscaping @ Public Facilities	●	●		●	Initiate in 1991
4-5 Improved Private Landscaping	●	●		●	1991
6 Landscaping Enforcement	●			●	Initiate in 1991
7 Installation of Bus Shelters	●	●	●	●	Initiate in 1991
8-9 Amenities Provided	●	●	●	●	On-Going

- . Planning includes the Planning Board, Office of Planning & Zoning and the Dept. of Zoning.
- . Economic Development identifies the Economic Development Commission, and Revitalization staff
- . State refers to all appropriate State of Maryland officials, agencies and departments.
- . Other, Bureau of Traffic Engineering, Fire Dept., Health Dept., Law Office, People's Counsel, Permits & Licenses, Police Dept., Public Works, and Residential and Business Groups.



# Appendix

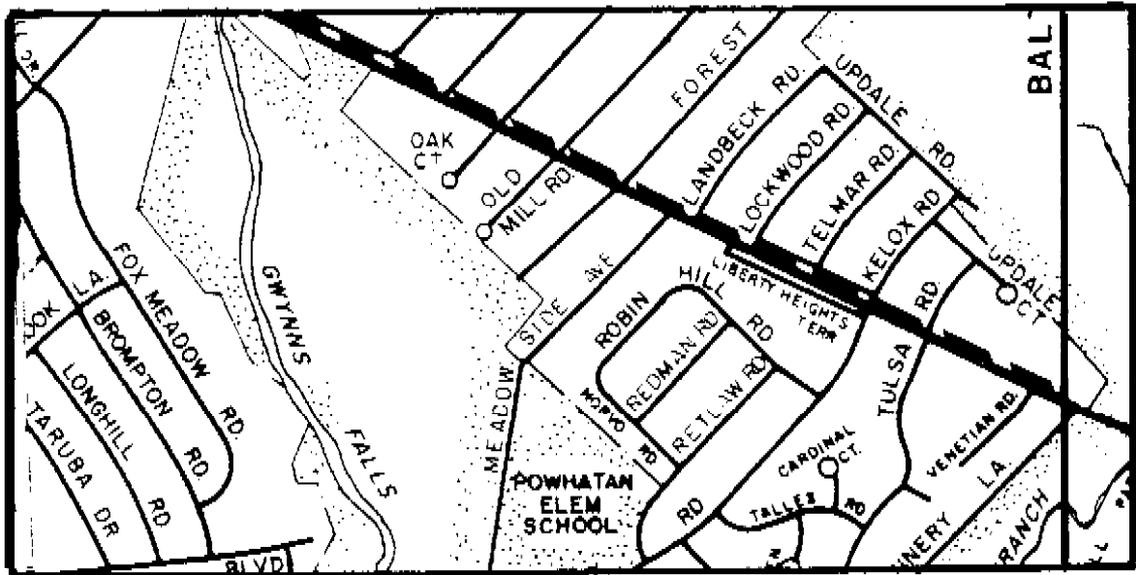


## Liberty Road Commercial Area

### County Line Node

South Side Liberty Road, City Line west to Kelox Road.

North Side Liberty Rd., City Line west to approximately 180 ft east of Kelox Rd.

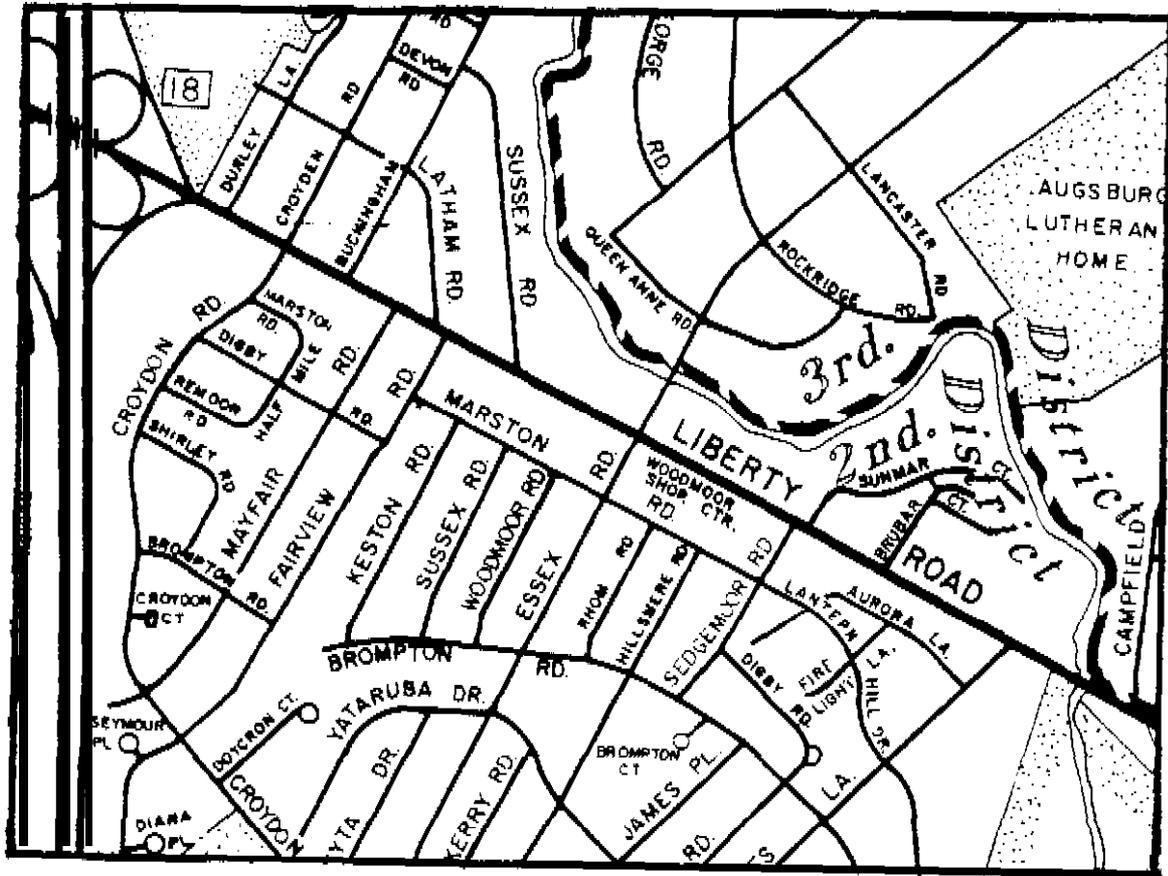


### Woodmoor

#1 South Side, 6929 Liberty, approximately 175 ft. east of centerline of Sedgemoor Rd. west to Essex Road.

North Side, 6922 Liberty, approximately 375 ft. east of centerline of Sedgemoor Rd. west to approximately 175 ft. east of centerline of Sussex Road.

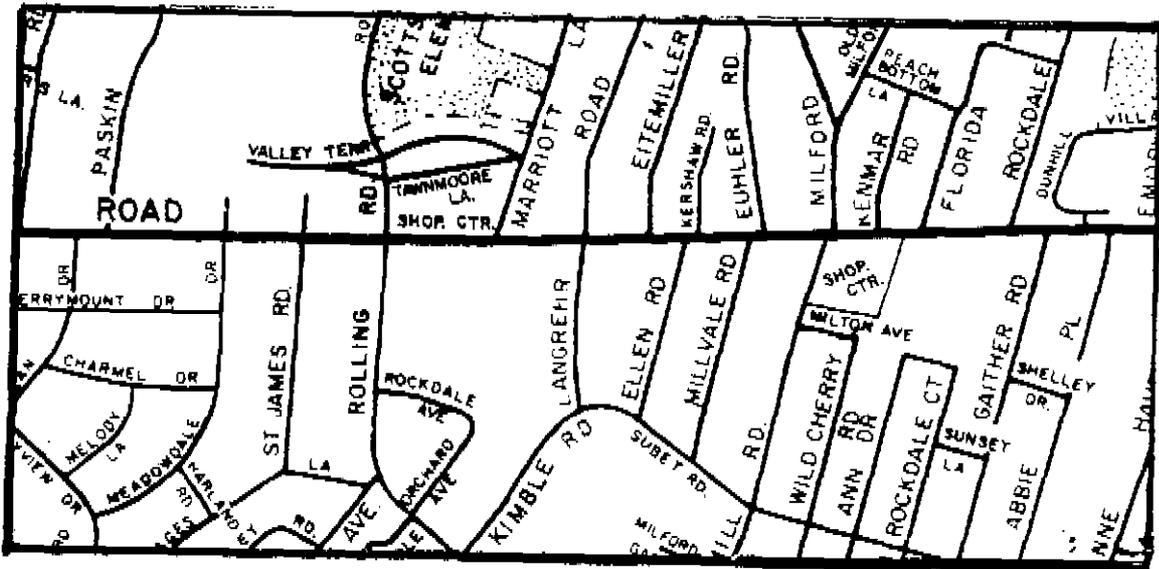
#2 South Side Liberty Rd., Liberty Crest Shopping Center, 7400 block west to Croydon Road.



## Milford

South Side Liberty Rd., Abbie Place west to Rolling Road.

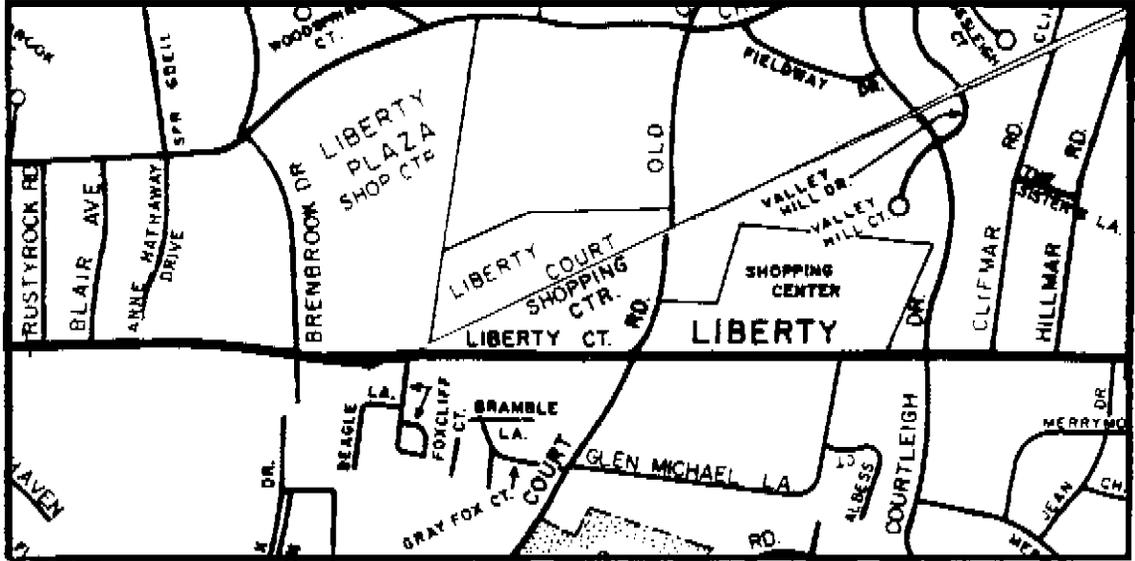
North Side, 8006 Liberty Rd. (eastern property line) west to 8306 Liberty Rd. (eastern property line).



# Old Court

South Side, Courtleigh Dr. west to 8741 Liberty Rd. (350 ft. west of centerline of Liberty Family Resource Center entrance).

North Side, 8508 Liberty Rd. west to Ann Hathaway Drive.



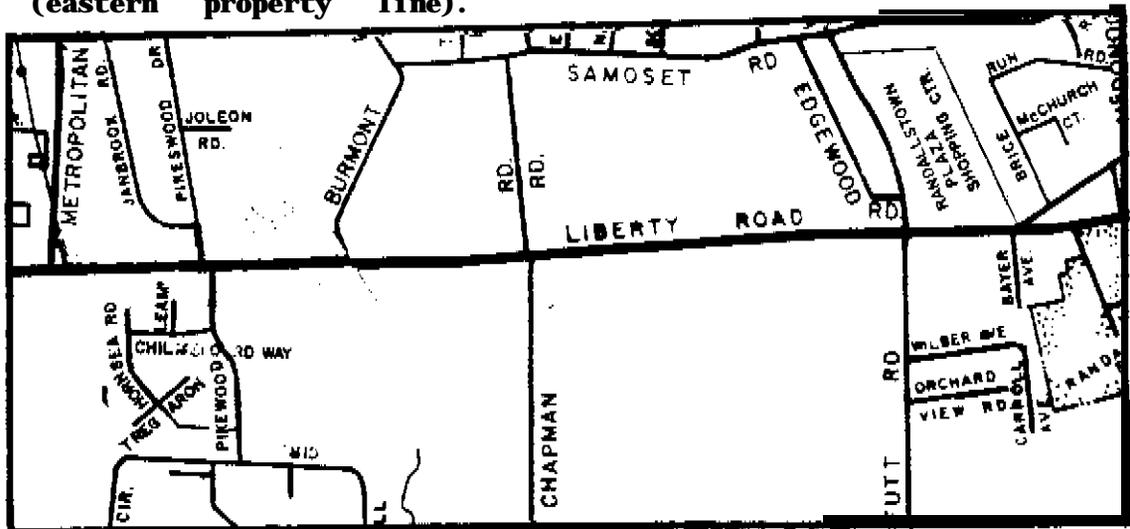
# Randallstown

#1 South Side, Greens Lane west to 9205 Liberty Rd. (eastern property line).

North Side, McDonogh Road west to 9120 Liberty Rd. (eastern property line).

#2 South Side, Chapman Road west to Pikeswood Drive.

North Side, Chapman Road west to 9504 Liberty Road (eastern property line).



# Deer Park

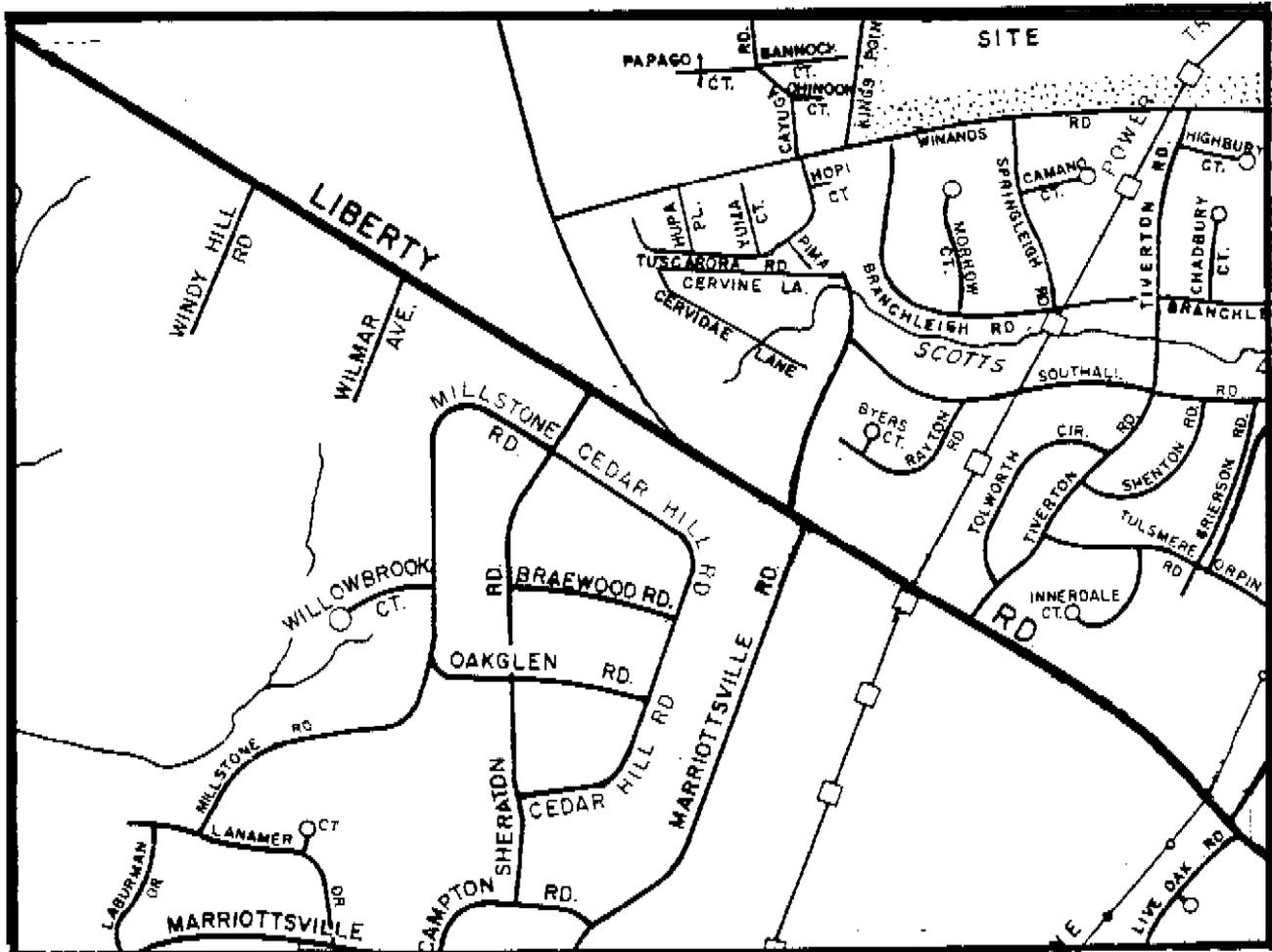
#1 South Side, 9617 Liberty Road (eastern property line) west to Liberty Park Cemetery.

North Side, 9600 Liberty Road (western property line) west to 9700 Liberty Rd.

#2 South Side, 9883 Liberty Road west to 9901 Liberty Road (western property line).

North Side, 9802 Liberty Rd. (approximately 125 ft. west of centerline of Tiverton Road) west to Windy Hill Road.

#3 South and North Sides Liberty Road, commercial parcels west to 10235 & 36 Liberty Road.





Baltimore County  
Office of Planning and Zoning  
county courts Building  
401 Bosley Avenue  
Towson, Maryland 21204