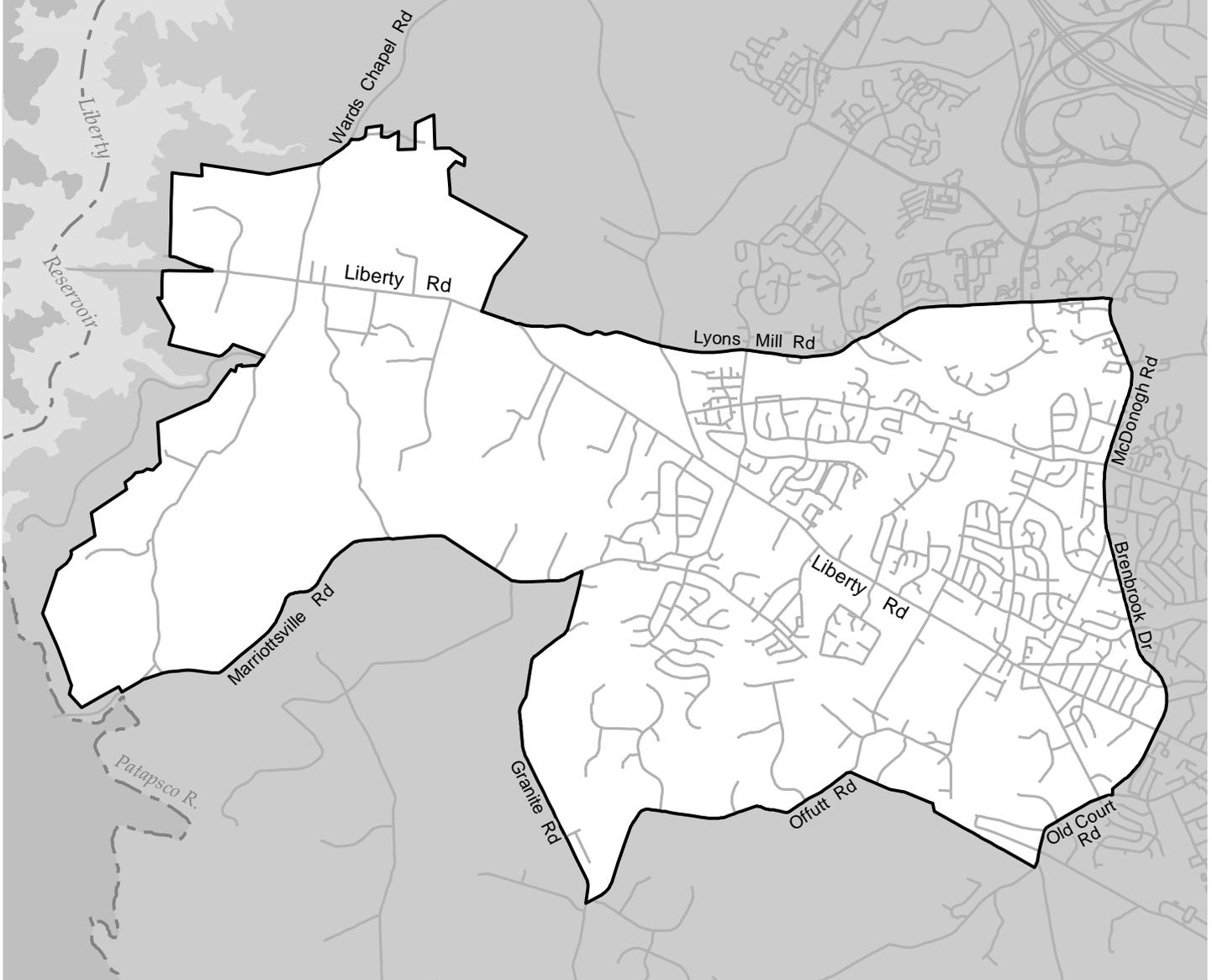


LIBERTY WEST COMMUNITY PLAN

Baltimore County, Maryland

Adopted by the Baltimore County Council on
December 18, 2006



COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2006, Legislative Day No. 23

Resolution No. 106-06

Mr. Kenneth N. Oliver, Councilman

By the County Council, December 18, 2006

A RESOLUTION of the Baltimore County Council to adopt the Liberty West Community Plan as part of the Baltimore County Master Plan 2010.

WHEREAS, the Baltimore County Council adopted the Baltimore County Master Plan 2010 on February 22, 2000; and

WHEREAS, the Master Plan advocates the development and use of community plans for established neighborhoods in the County; and

WHEREAS, the Liberty West Community Plan was prepared in close cooperation with an advisory group consisting of representatives from the plan area; and

WHEREAS, the draft plan was the subject of a public hearing by the Planning Board and was adopted by the Board on September 7, 2006; and

WHEREAS, the County Council held a public hearing on the recommended Liberty West Community Plan on October 16, 2006;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Liberty West Community Plan, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 2010 to be a guide for the development of the Liberty West community, subject to such further modifications as deemed advisable by the County Council.

AMENDMENT TO LIBERTY WEST COMMUNITY PLAN

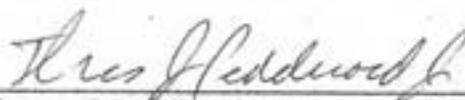
Councilman Oliver

1. On page10, insert the following after “Discourage placement of bus routes and stops on local streets (as defined in the Federal Highway Functional Classification Map).” :

“ • Upon adoption of the Plan, address all public transportation issues via the implementation committee, to include representation from MTA.”

READ AND PASSED this **18TH** day of **DECEMBER**, 2006.

BY ORDER



Thomas J. Peddicord, Jr.
Secretary

ITEM: **RESOLUTION 106-06**

Introduction

The intent of this document is to examine the western portion of Liberty Road in order to identify concerns, and develop a strategy to assure the preservation and enhancement of these viable neighborhoods and commercial corridors. “The community is your responsibility.” Max Ball, 1926.

Why do a community plan?

Understanding where the community has been and where it stands today is a necessary prelude to contemplating where the community wants to go in the future. Therefore, we start our discussion by examining the history of the Liberty Road Corridor. Over the last 25 years, the Liberty Road Commercial Corridor has received much attention to enhance its appearance and it’s vitality. Prior to 1995, plans to enhance Liberty Road addressed issues impacting the entire Liberty Road corridor.

Liberty Road stretches 9 miles from the Baltimore City Line to the Carroll County line. The issues impacting Liberty Road are as varied as the communities it serves. Liberty Road consists of dense commercial uses interspersed with viable residential communities. The road evolves into a rural two-lane highway as it extends west toward the Liberty Reservoir. In 1996, The Liberty Action Plan Update divided Liberty Road into nodes in order to direct re-development efforts to a more defined area based on the perceived needs of each node. Previous planning efforts addressed Woodlawn Liberty Community Plan, Node I, from the Baltimore City Line to I-695, and Node II, I-695 to Brenbrook Road. Developing this plan will complete the strategy started 10 years ago to address the concerns of each Node. So we begin our examination of Node III, Brenbrook Road to the Carroll County line. For the purpose of this

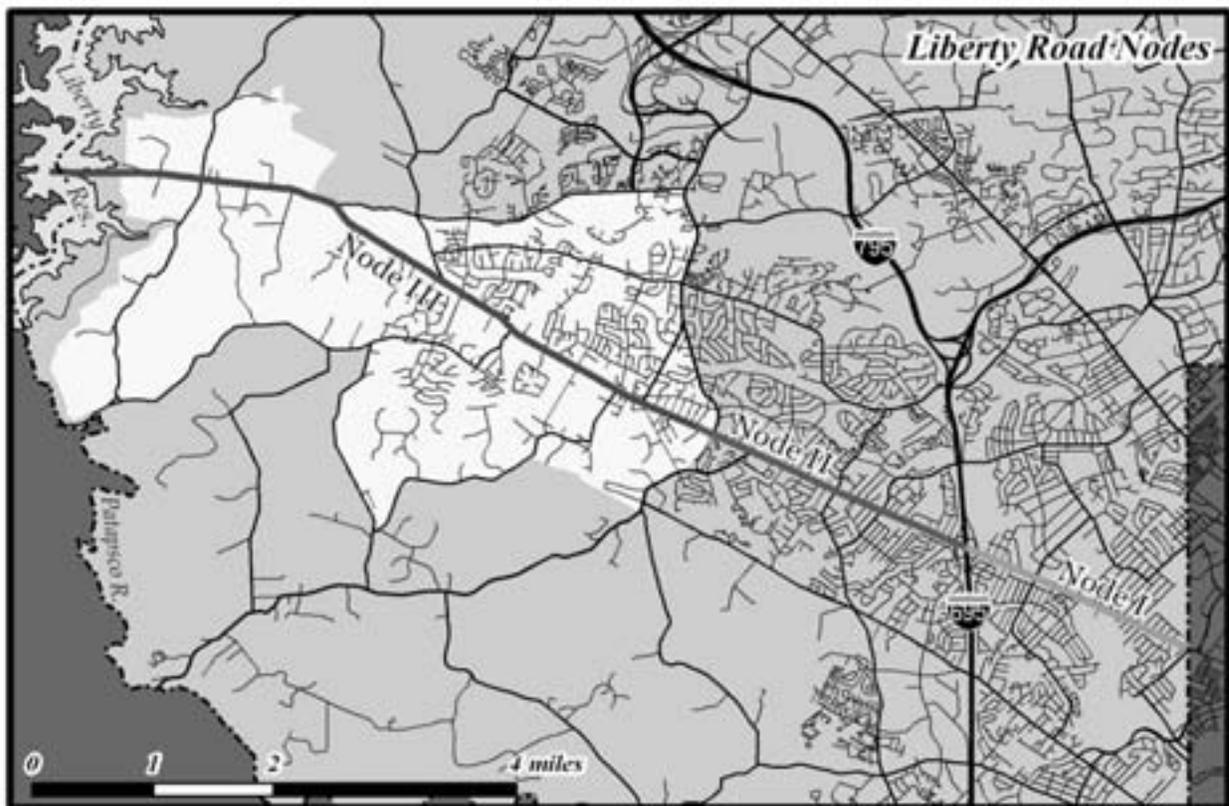


Figure 1

LIBERTY WEST PLAN

planning exercise, Node III will be called the Liberty West Plan Area.

consisted of professionals from all over the country. These professionals included urban planners, economists, traffic engineers, architects, landscape architects and representatives from other disciplines. The UDAT studied the commercial

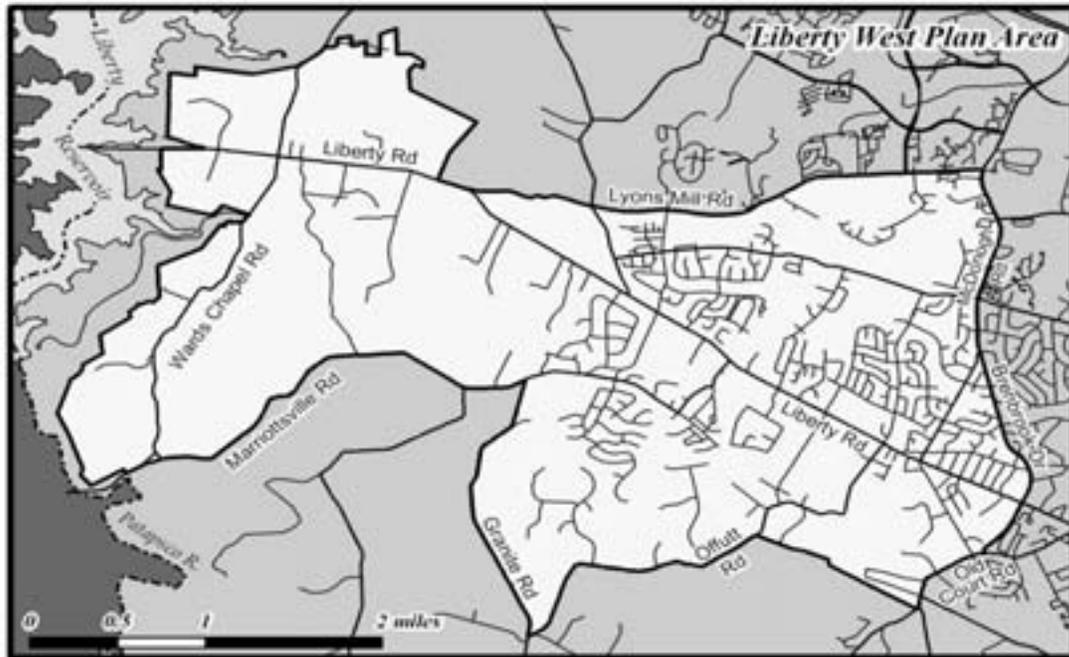


Figure 2

Preservation and revitalization of older communities in Baltimore County are priorities of County Executive James T. Smith and County Councilman Kenneth N. Oliver. Councilman Oliver introduced Resolution 113-03, which was a request to the Baltimore County Planning Board to review and update the Liberty Road Revitalization Area 1990 Action Plan Update and address concerns of residents and businesses located in the Liberty West Plan Area.

Background

In 2003, the Randallstown community received a Community Legacy Grant (a State sponsored grant to assist aging communities) to host an Urban Design Assistance Team (UDAT). The UDAT

corridor and neighborhoods immediately east of the Liberty West Plan Area.

The Office of Planning and the Office of Community Conservation identified the UDAT Plan Area as the “Heart” of the Liberty Road Commercial Corridor. Consequently this area was discussed, critiqued and eventually showcased as a great opportunity to redevelop into a new improved destination for residents to shop, work, and play.

After a weeklong charrette (a forum used to maximize community input), the team determined the communities did not have a focal point that could generate the synergy necessary to attract and maximize its commercial potential. According to

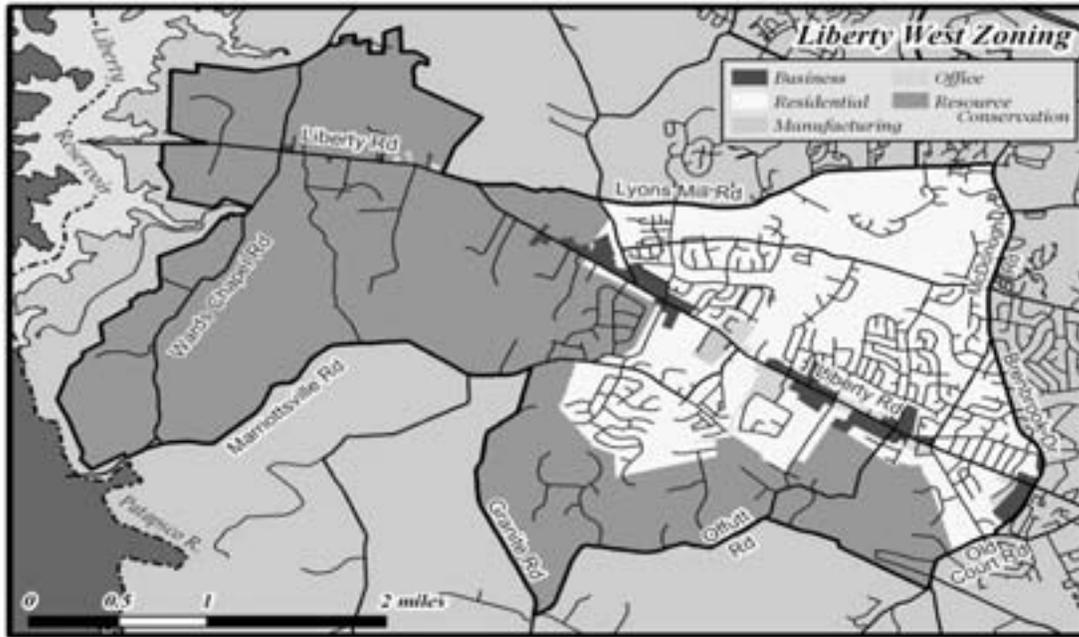


Figure 4

Road, the character of communities that border the road change from suburban to rural. Approximately 40 percent of the land in the study area is zoned Resource Conservation. As this area is not served by public water and sewer, its predominate land uses is agricultural and rural residential development.

An advisory group, consisting of representatives from the Office of Planning, the Office of Community Conservation, the Fourth District County Council Office and the following community associations and organizations met for more than a year to develop this plan:

Fieldstone, Kings Park, Woodlands at Deer Park, Holbrook, Hernwood Heights, Village of Twelve Trees, Greater Patapsco Community Association, The Plains of Parran, Rehobeth International Covenant Church and Renew Inc, and Old Mill Estate Growth Association

Plan Purpose

The primary purpose of the plan is to identify issues impacting the study area and establish goals, policies and actions to address these concerns. In order to identify issues and concerns impacting the

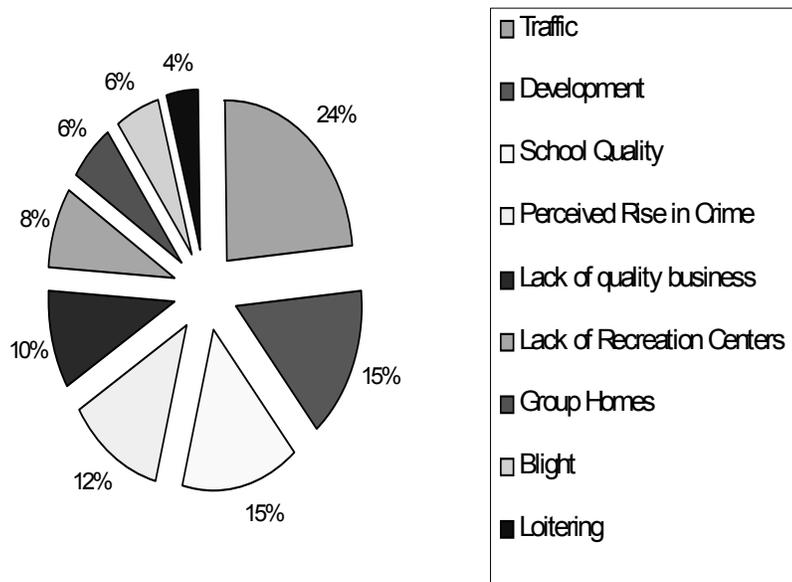


Figure 5

study area, the advisory group prepared and conducted a community survey. Approximately 7,500 surveys were distributed via mail to households in the plan area. Residents completed and returned 938 surveys. The plan will address the following issues according to the level of concern dictated by the survey respondents:

Traffic Issue: Driving conditions on Liberty Road must be addressed to improve safety, and to accommodate shoppers, pedestrians and thru traffic.

Discussion

The community survey revealed that the number one concern of area residents is the volume and speed of traffic impacting the study area. Liberty Road is designated as a principle arterial road by the Federal Highway Classification Map. It is designed to move regional and local traffic.

A recent study (conducted in October 2003) by Dr. Moibi Adesanya, Ph.D., an independent traffic engineer from New Jersey working with the UDAT revealed that Liberty Road was operating at 85% of its capacity between Courtleigh Road and Brenbrook Road. He observed traffic during peak hours and non-peak hours. Although peak traffic flows along Liberty Road east of the study area, residents on some local streets in the study area identified cut through traffic as a major concern. A study by the Baltimore County Bureau of Traffic Engineering and Transportation Planning revealed that most traffic on Liberty Road originates from residents living in the communities located along Liberty Road.

Additional traffic from two new major retailers, Wal-Mart and Home Depot were not included within the UDAT traffic study. Residents are concerned that the additional traffic will be

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detrimental to neighborhoods near the new retailer. Church Lane (a residential street) runs parallel to Liberty Road and is currently used as an alternative to Liberty Road. The residents of the Fieldstone Community believe additional traffic calming will be needed to accommodate the additional traffic on Church Lane generated by Wal-Mart. Some of the suggestions include installing a traffic light at Brenbrook Road and Church Lane and at Church Lane and McDonough Road.

Action:

- Install traffic calming devices to slow down traffic in areas frequented by pedestrians and businesses.
- Reduce the amount of mid block left turn movements into businesses on Liberty Road.
- Provide alternatives to the personal automobile such as improved public transportation.
- Reduce the amount of curb cuts on Liberty Road.

- Connect parking lots to avoid the need for customers to re-enter Liberty Road when shopping at nearby destinations.

Walkability Issue: The walk-ability of Liberty Road is poor.

Discussion: One of the desired amenities identified by the advisory group was the need to enhance the community’s walkability. The advisory group noted that traffic on Liberty Road is very threatening to pedestrians. The UDAT revealed that most reported accidents involving pedestrians and vehicles on Liberty Road resulted in a fatality. Speed and pedestrian error was identified as the primary causes for most fatalities on Liberty Road. In June 2005, the advisory board gained valuable insight by participating in a community walkability workshop. The workshop focused on the streets in the Fieldstone Community; but the suggestions offered could be applied to any residential

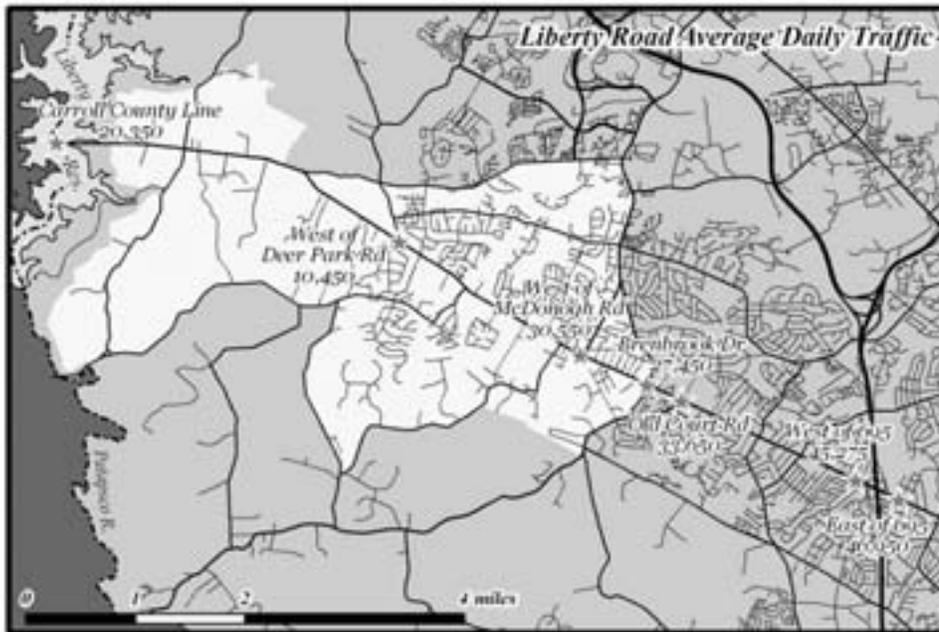


Figure 6



Figure 7

Pedestrian safety can be achieved through public improvements, which will also enhance the appearance of Liberty Road.

community along the Liberty Road Corridor. While most local streets in this historic community were very pleasant to walk on, walking on the sidewalks along Liberty Road was very intimidating. Bob

Chauncey, Director for Policy Analysis, for the National Center for Bicycling and Walking, identified the volume of traffic, speed, noise, lack of ADA required ramps, broken and uneven

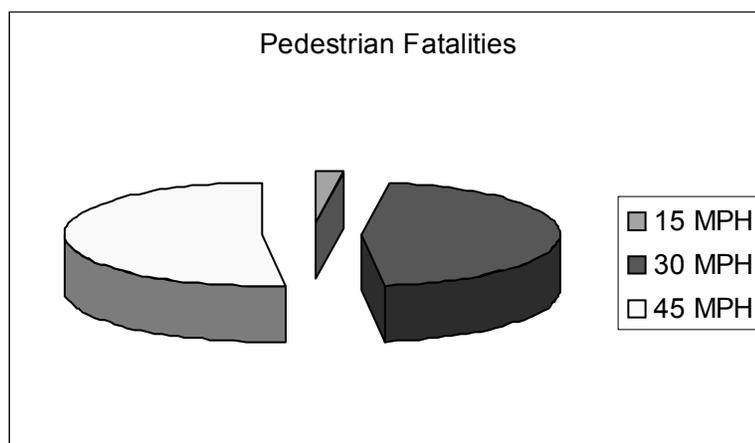


Figure 8

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sidewalks, the narrow width of sidewalks and the lack of landscaping (buffering) as major obstacles for pedestrians walking along Liberty Road.

According to Ian Lockwood, PE and national expert on traffic calming, “The greater the speed, the more likely pedestrian vs. automobile accidents are likely to result in a pedestrian fatalities.” Discussions with the staff and the PTA at Randallstown Elementary School revealed concerns about the walkability of roads and sidewalks that lead to the school. Currently 17 percent of all Randallstown Elementary School students walk to school. As the school is located on such a busy road, concerns were raised relative to student safety. Several opportunities to improve the walkability of the school were raised by the PTA and staff at the school. Some of the recommendations will also enhance the appearance of the front of the school and this portion of Liberty Road. The following sketches (Figure 7 and 9) shows how trees and planters can provide a barrier

between the pedestrian and vehicles traveling on Liberty Road.

The streetscape in front of the Rehobeth Professional Center opposite the Randallstown Elementary School should also be enhanced to provide a more enjoyable walking experience for pedestrians. A community gateway park is being constructed at the corner of McDonogh Road and Liberty Road. This park will provide a community gathering place for area residents, enhance the appearance of a significant historical structure (The Randallstown Community Center) and be a welcoming statement to the Randallstown Community.

Actions:

- Install street trees in decorative planters, landscape medians along both sides of Liberty Road from Greens Lane to Offutt Road.

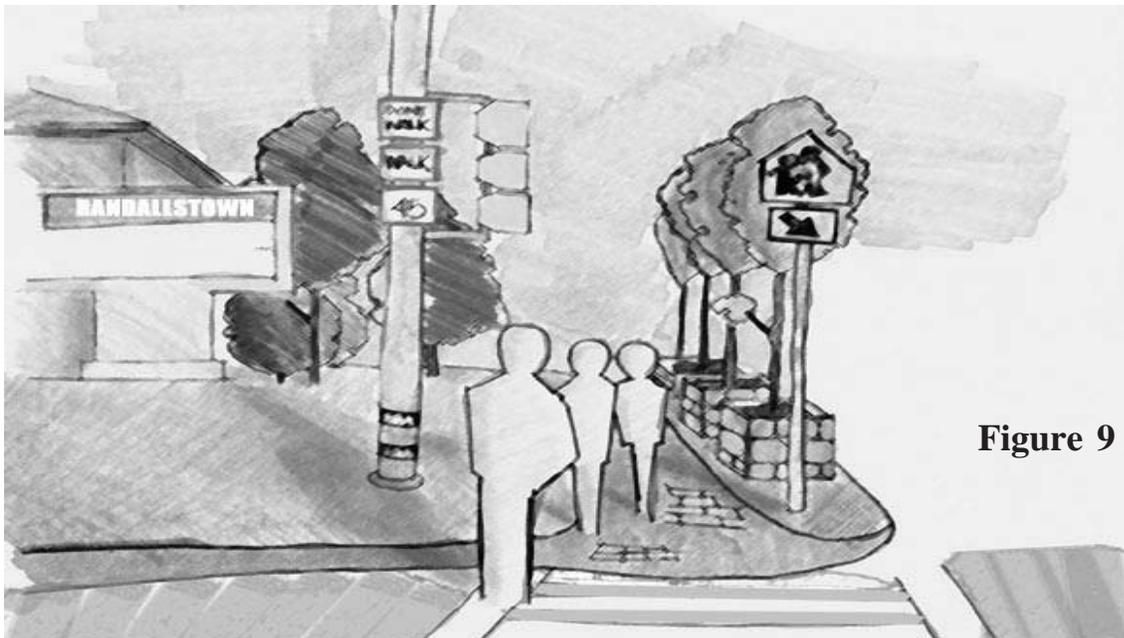


Figure 9

- Install pedestrian counters at intersections frequented by pedestrians.
- Installing more visible markings at designated crosswalks near the school.
- Install an additional traffic light at Church Lane and Brenbrook Road.
- Improve the accessibility and walkability of all communities. Provide sidewalks along Liberty Road up to Sheridan Road.

Public Transportation:

Issue: The study area is located in a metropolitan region. Effective public transportation is essential to the well being of residents, businesses and institutions in a metropolitan region.

Discussion:

Liberty Road houses a wide range of uses, challenges and opportunities. Most of these concerns have evolved from the impact of being located along a heavily traveled commercial corridor. Perhaps the best way to relieve congestion on Liberty Road is to offer viable options to personal vehicles. Public transportation does not adequately serve all residents of the plan area. The MTA bus service currently stops immediately west of Chapman Road. Other concerns expressed by residents included the lack of cross county access to destinations like Towson, Owings Mills, and the Metro Stations at Owings Mills and Old Court Road. Improved access to shopping and employment area via public transportation would be beneficial to many residents living in the plan area especially the elderly and young who are automobile restricted.

Public transportation makes metropolitan areas function effectively. The plan area is predominately a bedroom community. Public Transportation offers a convenient means of bringing residents to jobs and jobs to residents. Many employers consider

access to public transportation an asset when selecting site locations. Many professionals residing in the community have realized the value and convenience of public transportation in their commute to work. The Metro is located immediately north of the study area. There is no access to the Owings Mills Metro Station via a connector bus serving the west end of the Liberty Road Corridor. Citizens can travel via a bus to Rodgers Avenue or Old Court Road to catch the Metro to Owings Mills Mall.

On several occasions, the MTA attempted to expand bus service to neighborhoods west of Chapman Road and to provide shuttle service to the Owings Mills Mall Area via McDonogh Road. However, community opposition defeated both of these efforts. Many residents believe that extending the bus line would bring crime to their communities, disrupt the residential character of local streets and possibly cause damage their homes. Residents indicated that noise, pollution and such large vehicles on local streets could interfere with enjoyment of their property. Discussions with transportation experts, from the MTA, The Greater Baltimore Community and The Citizen's Planning and Housing Commission revealed no documented study to support a correlation between crime and public transportation.

As fuel prices continue to rise relative to personal income and traffic congestion continues to be multiplied by the need for families to own more than one automobile, the County and residents may become more receptive to promoting and using public transportation. Public transportation should be made convenient to all members of the community. Residents who live beyond Chapman Road, must walk as far as 1.5 miles to access public transportation. Seniors, students, and residents who cannot or choose not to drive could benefit from improve access to public

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transportation. MTA officials indicate that a fifteen-minute walk or ¼ mile is a reasonable distance to expect transit users to walk.

Recent public hearings in the community revealed that many areas of the community are under served by public transportation. The MTA will not force public transportation on a community that opposes it. Consequently, a vocal segment inconveniences residents who need or desire public transportation.

Several public amenities, like the Randallstown Library and the soon to be completed Randallstown

- Support improvement of public transportation to underserved commercial, employment and recreational centers.
- Discourage placement of bus routes and stops on local streets (as defined in the Federal Highway Functional Classification Map).
- " Upon adoption of the Plan, address all public transportation issues via the implementation committee, to include representation from MTA."
- Provide walkable communities that keep buses on major thoroughfares.

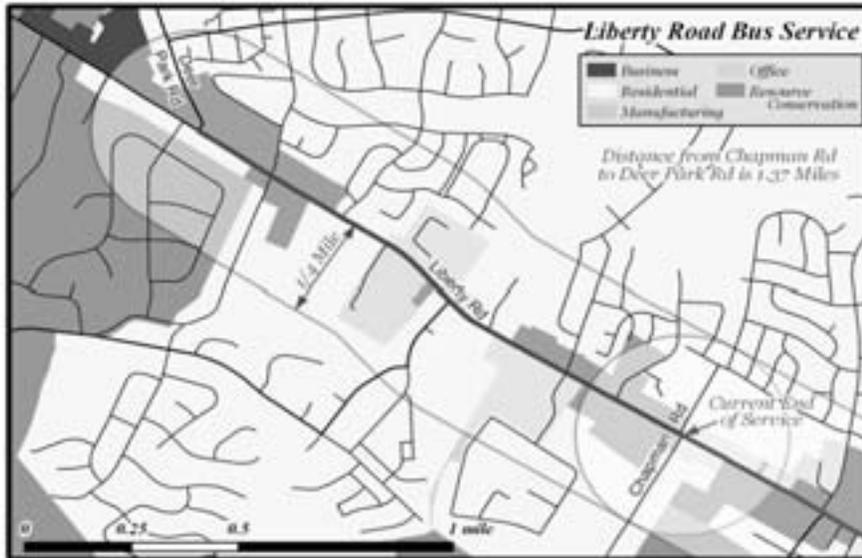


Figure 10

Community Center should be accessible by all residents of the community. The community center will house educational and recreational programs for residents of all ages. Some of the most likely users of the community center include seniors and adolescents who do not drive. Enhanced public transportation will help maximize access and use of these public facilities.

Action:

- Implement a marketing and education program to encourage acceptance and use of public transportation.

The Commercial Corridor

Issue:

Liberty Road enjoys many opportunities to be competitive and thus attract new businesses and shoppers.

Discussion:

As the County strives to preserve older communities through a commitment to smart growth, resources must be directed to existing neighborhood commercial districts to enable merchants to compete with newer commercial

developments while maintaining compatibility with the surrounding residential uses. The community survey and discussions with advisory board members revealed that residents would like to shop on Liberty Road but have a limited choice of merchants. In today's retailing market, businesses and shoppers are attracted to convenient access, quality merchandise and services, and a safe and inviting environment. As with many aging commercial corridors, Liberty Road's fate is complicated by years of suburban sprawl. This sprawl has contributed to visual clutter consisting of uncoordinated signage, a mix of architecture, too many curb cuts, and lack of shared parking opportunities.

Unfortunately, some properties in the study area are not representative of the many fine and well-manicured residential communities that surround it. Residents would like Liberty Road and the commercial properties to be better ambassadors for their neighborhoods. The County has already developed some strategies to encourage reinvestment in order to reinvent Liberty Road. State, County and local business organizations must work with property owners to effect positive change on Liberty Road. The attached conceptual rendering represents how Liberty Road could be transformed. This design can be used to provide improved pedestrian access, improved appearance and traffic calming on Liberty Road.

The appearance of some commercial uses should be enhanced to better represent the communities



Figure 11

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that it serves. The Liberty West Plan’s commercial areas consist of several new car dealerships, traditional neighborhood shopping centers, houses converted to offices and sporadic rural commercial uses west of Deer Park Road. An effort should be made to assure that these commercial uses become more competitive with newer retailing opportunities.

In short, the commercial corridor lacks continuity and a distinct identity. In order to enhance the appearance and thus marketability of Liberty Road, an attempt must be made to establish a sense of place (distinct identity) for the commercial districts along Liberty Road. This new identity could be realized by requiring all proposed new development to conform to uniform design standards. This may be accomplished by establishing standards enforced

community to develop Form Based Codes to fit the Randallstown Community. In order to assure quality and consistent design of proposed development and / redevelopment sites, this form based code should be used as an incentive to guarantee a faster approval process for developers. Form based codes should control siting, building mass, landscaping, parking, lighting, signage, and architecture for all commercially zoned land between Greens Lane and Lyons Mill Road.

The perception of safety on Liberty Road is paramount to the ability to attract and maintain merchants, shoppers, and residents to commercial centers in the study area. A police substation was recently opened in the study area. Residents and

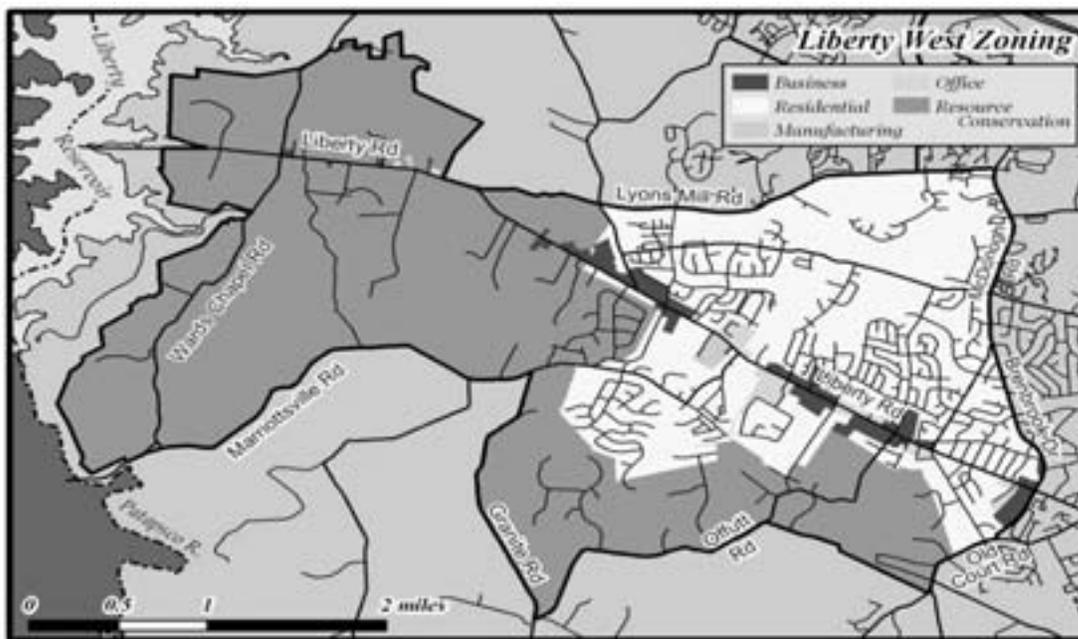


Figure 12

by Form Based Codes for all proposed new development and re-development on Liberty Road. To assure that a unified design is established for commercial properties in the study area, the County should fund a design consultant to work with the

merchants have embraced the substation and have applauded increased police visibility along the corridor. However, some residents believe that due to the density of population, the effort to attract new businesses, and the redevelopment of the

commercial areas warrants a full service police precinct in Randallstown.

The community survey and discussions with area residents revealed that Liberty Road lacks the quality merchandise and services, necessary to support their effort to do business and/or shop on Liberty Road. The demographics of the communities served by Liberty Road merchants indicate a growing population of educated, professional, and older consumers who have grown to expect a high degree of products, services and integrity from the businesses on Liberty Road. A number of residents have noted, “it is distressing to have to travel out of their community to shop.” In order to maintain and attract new residents capable of supporting a more upscale commercial district, the quality of product and services must be improved. Real estate agents noted convenient access to desirable businesses and shopping destinations is a key determinate of the value of homes in community.

Actions:

- Encourage private investments by enhancing the public right-of way with traffic calming, landscaping, street furniture, and human scale lighting.
- Secure a consultant to work with residents and businesses to establish a form-based code for commercial nodes along Liberty Road.
- Conduct a market study to determine businesses that could be supported by area residents.
- Encourage mixed-use development via the Renaissance Opportunity Legislation.
- Publicize County programs offered by the Department of Economic Development to stimulate investments (see list of incentives in appendix).

- Perform a market research study to determine the needs of the community.
- Maintain maximum police presence along the commercial corridor.

Land Use

Issue: Residential communities are threatened by commercial encroachment and high-density residential uses that detract from existing single-family neighborhoods. Future higher density uses must be mitigated by landscaping and other design features.

Discussion:

While Liberty Road provides many opportunities for commercial development, adjacent residential communities noted a need to protect surrounding neighborhoods from uses that jeopardize the enjoyment of their residential properties. Single-family units have been a predominant residential development type in the Liberty West area and are projected to grow in the next two to three decades. Promoting a variety of housing choices is key to meet the needs of diverse household types (composition and income levels), and senior citizens in the Liberty West area.

Residents have experienced an increase in attempts through requests for zoning changes to locate non-residential uses in their communities. These non-residential uses degrade the character of the neighborhoods by bringing additional traffic, signage and commercial deliveries to local streets. The most prevalent use impacting neighborhoods are group homes. Conversion of houses to group homes has been the number one land use complaint of residents in this community.

Documented research has revealed that western-Baltimore County houses more group homes than any other part of the State. The impact of group homes has been detrimental to not just

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neighborhoods, but to the services that are delivered to homeowners. The concentration of poorly managed group homes impact schools and public services in otherwise stable neighborhoods. Schools do not have adequate services to accommodate the additional challenges that come with a concentrating of group home students in one neighborhood.

According to a representative of a group home task force, group homes generate a disproportionate number of calls to police and emergency medical services. Many times the owner or person responsible for the group home is not on site. Consequently, neighbors do not have easy access to decision makers that can address issues quickly. Recent State legislation (House Bill 813) was passed to encourage the better and more equitable distribution of group homes throughout the

State. Documentation of group homes will provide better services for children and help preserve communities.

Another use impacting communities is Assisted Living Facilities. Assisted living facilities for the elderly are assets to the community, when properly located, monitored, and supervised. The efficiency with which these facilities are managed impacts the livability of the surrounding neighborhoods. Assisted living units may have issues with truck deliveries, employee parking and disposal of large amount of refuse. Legislation to address these issues must be created in order to maintain the viability of the surrounding neighborhood.

According to the 2000 US Census, residents of Baltimore County are getting older. A review of the approved new developments in the study area

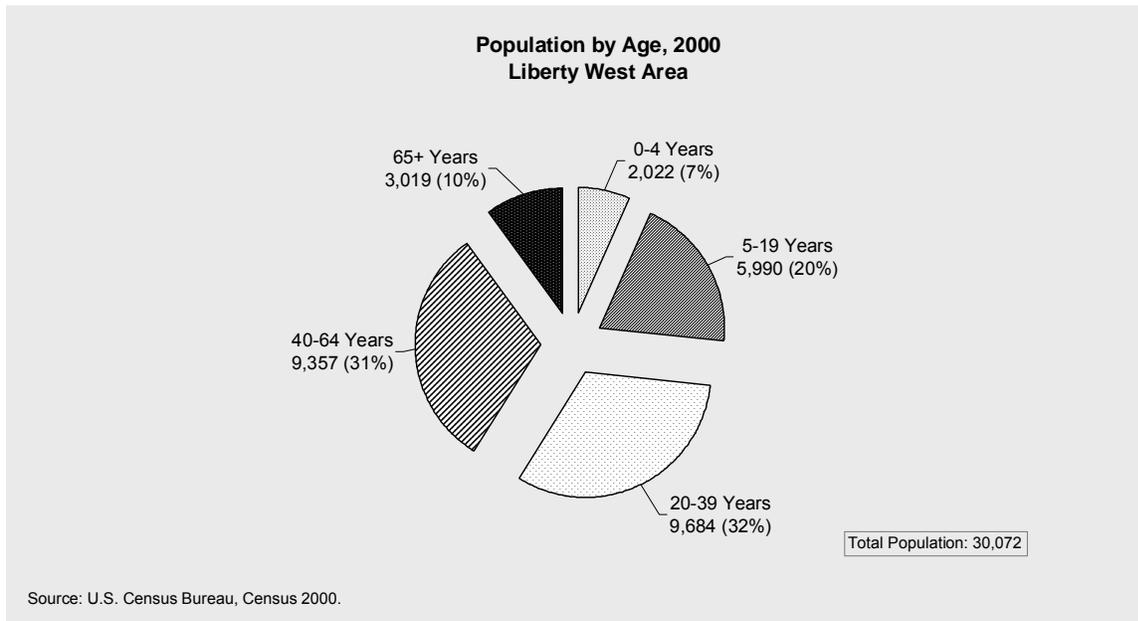


Figure 13

revealed that only one senior housing development has been approved in the study area in the last 30 years. Parkview at Randallstown is the only senior housing development approved in the study area in the last 15 years. During the last Comprehensive Zoning Map Process (2004), several attempts were made to locate elderly housing in the Liberty West Plan area. In both cases, the petitioners noted a need for more elderly housing in this community. The fact that baby boomers are increasingly opting to downsize to active adult communities has been documented by recent trends in the home building industry. Proponents of these requests indicated that they are not against age targeted (active adult and elderly) housing, but against locating age-targeted housing that disrupts the character and development pattern of existing single-family communities.

Recent efforts to change the zoning (increase density) west of Deer Park Road has galvanized the community to protect and preserve the rural character of this portion of the plan area. While some development has occurred, the existing zoning, RC 2, RC 5 and RC 4 has worked well to protect the rural character of the community. A significant portion of the land in the study area is zoned RC 4 (Watershed Protection) and should be maintained. The Urban Rural Demarcation Line (URDL) is the County designated line that controls where public water and sewer facilities can be installed. Public water and sewer is not allowed outside the URDL. Preservation of open space beyond the URDL is important to the protection of both the environment and the County's fiscal viability. The overriding goal of the Master Plan is to maintain a mixture of 1/3 suburban and 2/3 rural

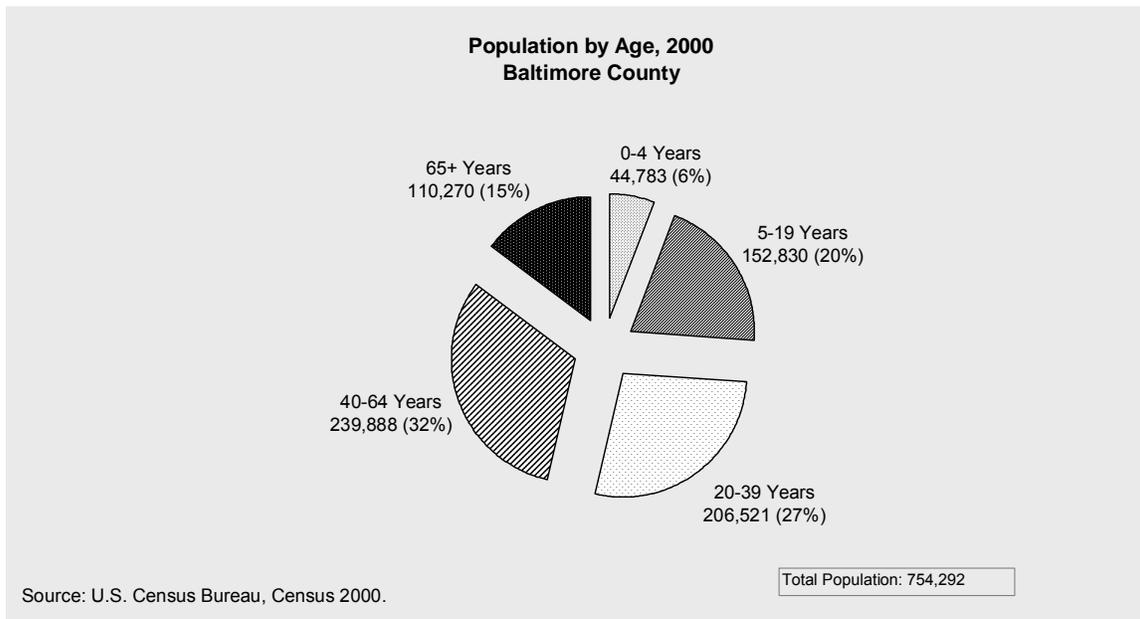


Figure 14

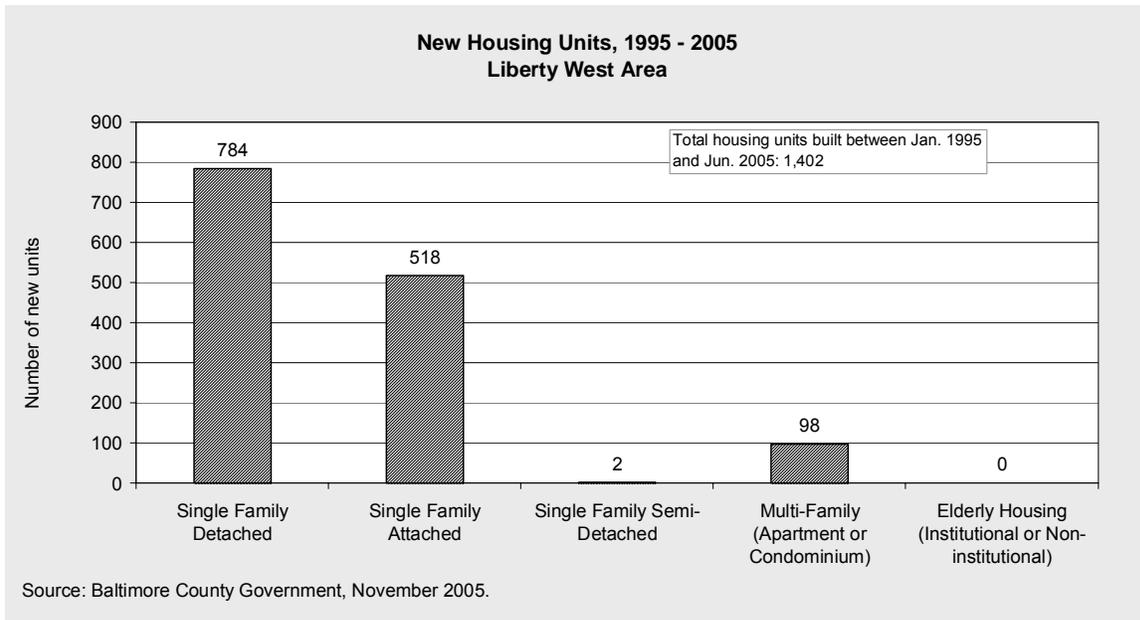


Figure 15

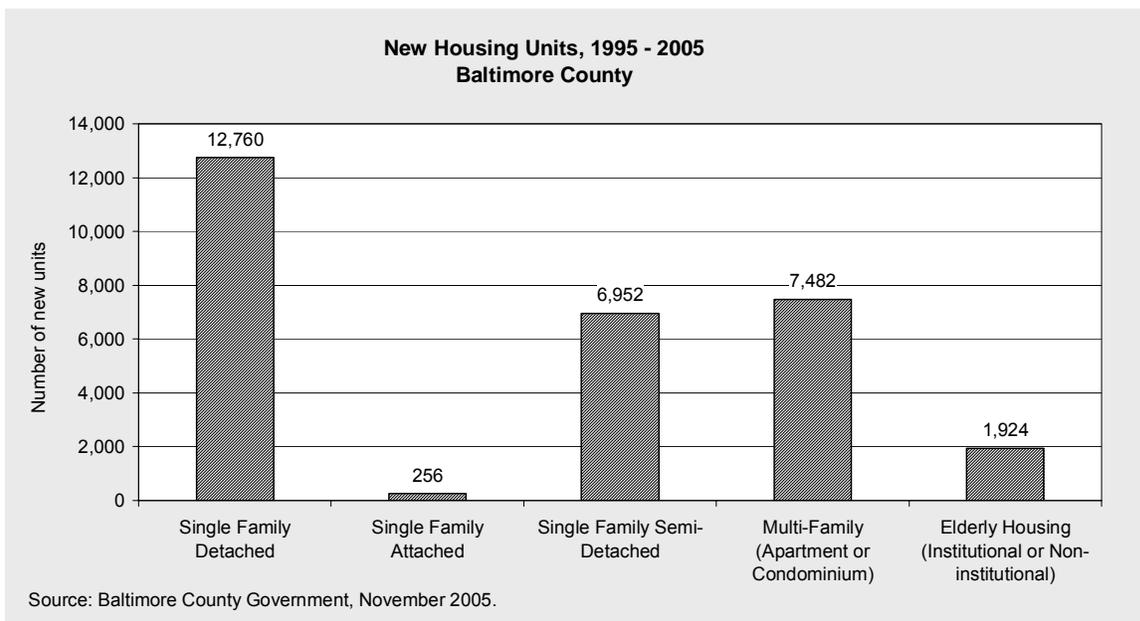


Figure 16

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- Direct commercial uses to properly zoned sites on Liberty Road.
- Support legislation that protects communities against the concentration of group homes and assisted living facilities.
- Do not move the URDL.

Development Process

Issue: Many of the County’s review and approval processes are reactive. The community responds after the initial concept is submitted.

Action:

- Maximize stakeholder participation in land use decisions.
- Encourage a charrette based planning process when feasible.
- Make public meetings more convenient and accessible to residents impacted by changes in land use requests.
- Establish a community based implementation committee

There is a strong revitalization momentum and a sense of community pride and ownership in the Liberty West Plan Area. The community is poised to grow by working with the County and businesses to build a great place to live, work, and shop. The County must show a commitment to the community and businesses by promoting the plan area as a safe, walkable neighborhood, with access to quality businesses and amenities. The community must remain vigilant against uses that negatively impact their neighborhoods. Together the County, businesses and the community will generate a quality environment and progress toward a new and improved community.

Conclusion:

Instilling a sense of community ownership and pride is a key element of neighborhood stability. The best

way to assure ownership and pride in neighborhoods is to include the stakeholders (residents of the community) in the decision making process as early as possible. This allows for maximum understanding of issues and more importantly maximum communication between all involved parties. The processes currently in place allow residents to participate in the decision making after proposals are made, which creates an adversarial process. The newly created Renaissance Development Process should be made available to developers in this area to assure maximum community input in development proposals as early as possible and allow community buy-in and ownership.

Educational attainment rate among adult residents has resulted in a high percentage of residents with careers in the managerial and professional occupations. As a result, the area’s median household and family incomes is significantly higher than the County’s median household income. Fewer families in the Liberty West area live below the poverty level, as compared to the entire county. The Liberty West area also has established a noteworthy level of both the median gross rent and home value. Yet, the Liberty Road Commercial Corridor does not appeal to the shopping demands and income of the population that resides closest to its merchants.

To assure the maximum potential for success, an implementation committee must be established. The implementation committee should consist of representatives from the business and residential community including stakeholders from the entire road and supported by county staff. The implementation committee will be responsible for assuring the plan is adhere to and may act as liaison between developers and impacted parties.

Appendix:

Baltimore County Department of Economic Development

Economic Assistance Programs

The Baltimore County Department of Economic Development offers many programs and incentives to businesses. The following programs are designed to stimulate private investment and should be directed to business and property owners in the study area:

Architect-On-Call

Architect-On-Call offers up to ten hours of professional architectural design services to businesses improving the exteriors of their buildings. After an initial site visit and meeting, the architect prepares a digital rendering of the building with design recommendations and a rough cost estimate. The service is free when improvements are certified as complete.

Building Investment Loan Program

Qualified business and property owners may apply for a maximum loan of \$40,000. It can be used for exterior improvements such as siding, awnings, landscaping, signs, and customer parking areas. Loans are interest-free for projects over \$15,000. Loans for projects under \$15,000 have an interest rate of 3%. An interior version of the program is available with a maximum loan of \$20,000.

Baltimore County Small Business Loan Partnership

This fund provides real estate and fixed asset loans up to \$500,000. Working in partnership with 17 area banks, the Fund can provide up to one-half of the project cost. Forty percent of the project must be financed by one of the participating banks, with the remaining 10% in borrower's equity.

Commercial Revitalization Tax Credit

For larger projects, this benefit provides a five-year real property tax credit if physical improvements increase the assessed property value by \$50,000 or more. A ten-year credit is available if improvement costs exceed \$10,000,000.

Baltimore County Business Growth Loans

In Commercial Revitalization Districts, this fund is primarily used to assist significant redevelopment projects. The maximum loan amount is \$250,000 and can be used for the acquisition and improvement of land, buildings, and equipment, including new construction and the renovation of existing facilities. Terms and interest rates are based upon the economic impact of the project.

Maryland's Neighborhood Business Development Program

This state program provides loans from \$25,000 - \$500,000 for pre-development, development and start-up costs. Loans have flexible interest rates and terms.

Revitalization Advantage PRIVATE SECTOR LOAN DISCOUNTS

The Revitalization Advantage program offers discounts off standard interest rates to qualifying businesses looking to refurbish or develop commercial property or finance equipment purchases. Susquehanna Bank, Provident Bank, M&T Bank, Harbor Bank, and Columbia Bank will offer a ¼% discount off standard interest rates to qualifying businesses located in a commercial revitalization district. Bank loan amounts range from \$50,000 to \$300,000.

Baltimore County Economic Development,
Phone-410-887-8000,
E-Mail-businesshelp@co.ba.md.us

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Demographic

As the demographics of Liberty Road have changed, the advisory group suggest that the County sponsor a market study to determine the most desirable businesses to pursue for the Liberty Road Corridor.

The Liberty West area is bordered by Lyons Mill Road to the north; McDonogh Road to the east; Marriottsville Road, Granite Road, and Offutt Road to the south; and the Liberty Reservoir to the west

(see Map). The northern boundary of the area is abutting to the Soldiers Delight Natural Environmental Area.

The demographic analysis portrays Census 2000 data on general and socioeconomic characteristics of population and housing; new housing construction in past ten years; and projected trends in population, households, and employment in the Liberty West area. This analysis also compares the countywide data exhibited in the Appendix.

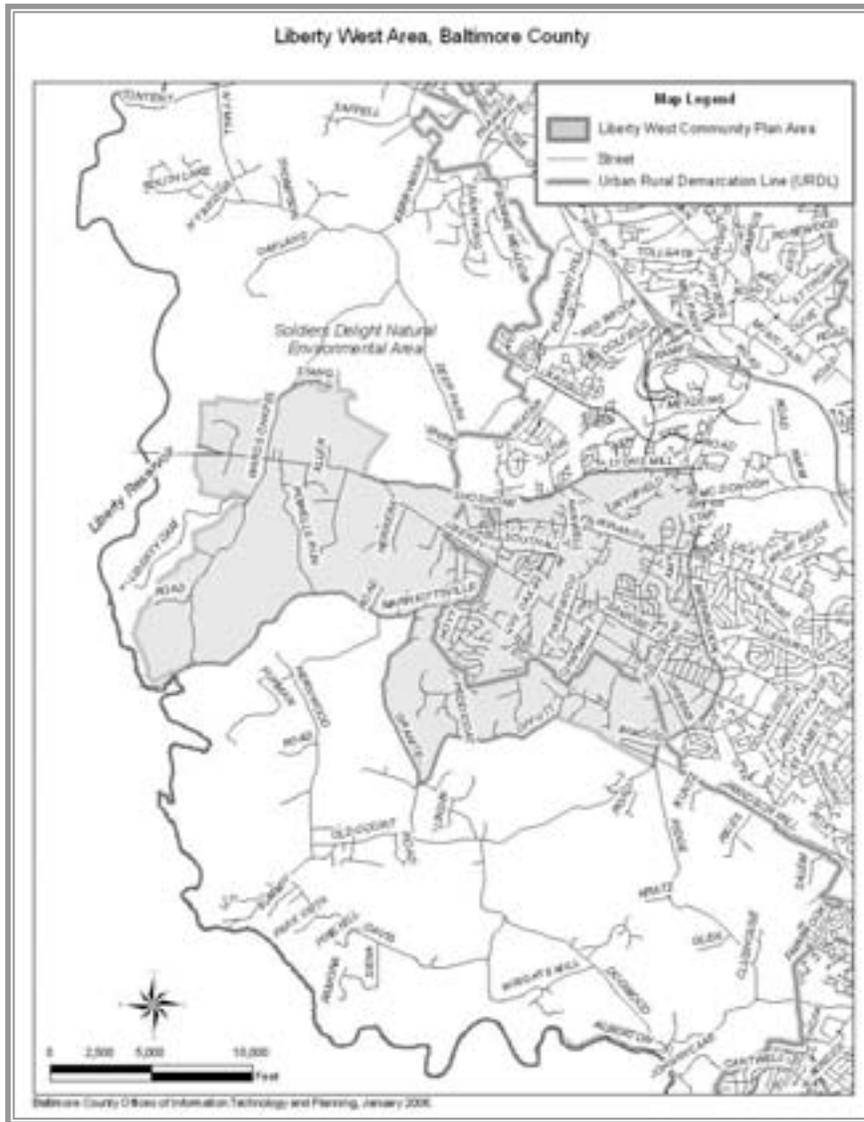


Figure 18

Population by age

As of Census 2000, there were 19,189 residents in the Liberty West area. Percentages of population in 0-4, 5-19, and 20-39 age groups were higher than those countywide. The proportion of population 40-64 years old was the same to the county's average. Senior population (65 years old and over) accounted for 11 percent of the area's total population, which was 4 percent lower than the county's overall level. Albeit, the number and percentage of population 65 years old and over in the area were significant, indicating the necessity for housing, services, and programs for senior citizens.

Household Composition

Census data on household type and relationship illustrate a diversity of household types in the Liberty West area. According to Census 2000, the Liberty West area was family-oriented. Family households (or families), including married-couple and other families, represented 71.46 percent of all the households in the area (Chart 2). Countywide, 66.64 percent households were families.

Similar to the countywide characteristic, married-couple families in the Liberty West area accounted for about 50 percent of all the households. Among married-couple families, 22.98 percent were with children under 18 years old, higher than the countywide number.

The proportion of non-family households amounted to 28.54 percent; whereas in the county one-third of total households were in this demographic category. Reflecting the trend in Baltimore County and the Maryland state, householders living alone (or one-person households) were the largest among non-family households.

Educational Attainment and Occupations

Adult residents in the Liberty West area were better educated than the County's adult residents in general. By Census 2000, among the area's residents 25 years old and over, 40 percent held Bachelor's degrees or higher, as compared to 30 percent in the county (Chart 3, Page 4). This phenomenon also bears true for adult residents who had some years of college.

In the Liberty West area, employed civilian residents 16 years old and over pursued diverse careers, according to Census 2000. Primary occupations were managerial and professional, with 50 percent of the area's employed civilian residents 16 years old and over in these occupations (Chart 4, Page 4). This was mainly attributable to considerable success in educational attainment among area residents. Countywide, 40 percent employed civilian residents were in the management, professional and related occupations.

The second major occupations of employed civilian residents in the Liberty West area were sales and office. Other employed civilian residents practiced in the service, production and transportation, as well as construction, extraction, and maintenance occupations.

Household Income

According to Census 2000, both median household and family incomes in the Liberty West area were noticeably higher than those of the county's (Chart 5). As a result, percent families – married-couple and other families together — living below the poverty threshold¹ were lower than the county's overall level (3.96 percent vs. 4.53 percent respectively) (Chart 5). However, in the Liberty West area, percent (2.34 percent) married-couple families living below poverty were higher than it was countywide (1.63 percent). It could be a result of a larger household size or average number of children

in the married-couple families in the Liberty West area.

Housing Age, Tenure and Prices

In the Liberty West area, there were 7,394 housing units. Approximately 11 percent of total housing units are outside URDL. The majority of the area's total housing stock (about 70 percent) was built after 1970 (Chart 6, Page 6). In Baltimore County, nearly the same percentage of total housing units was built between 1950 and 1990.

Approximately 95.63 percent (7,071 out of 7,394) of all the housing units in the study area were occupied, comparable to the county's average (95.58 percent) (Chart 7, Page 6). The housing vacancy rate, 4.37 percent, indicated a tight housing market. Among all the occupied housing units in the study area, owner-occupied units were prevalent, which helped achieve a homeownership rate of 70.40 percent above that of the county.

Both median gross rent and median home value in the Liberty West area were significantly higher than the county median prices (Chart 7). Nevertheless, 24.51 percent of owner-occupied units (owner households) and 30.92 percent renter-occupied units (renter households) spent more than 30 percent of their household incomes on housing expenses (Chart 8, Page 7). In comparison, percentages of owner and renter households experiencing this overpaying problem were 20.25 percent and 35.81 percent respectively.

New Housing Construction

Housing inventory continued to increase in the past ten years. Among 1,402 housing units built between 1995 and 2005, 92.87 percent were single-family detached and attached. More than half (55.92 percent) were single-family detached alone (Chart 9, Page 8).

Unlike the county as a whole, where single-family semi-detached units were on the rise between 1995 and 2005, the Liberty West area has experienced a minor growth in this residential development type. The single family detached and attached housing types remained predominant the Liberty West area. The construction of multi-family units also was not as significant as in the county during the same time period.

Furthermore, there had yet been construction for elderly housing in the past ten years in the Liberty West area. In comparison, there were about 1,900 elderly units built countywide.

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."
2. The housing market is considered "tight," if less than 7% of units are vacant, according to the U.S. Census Bureau, Census 2000 Brief, Housing Characteristics: 2000, C2BR/01-13, October 2001.
3. U.S. housing policy has long set 30 percent as the maximum share of income that a household should pay in monthly housing costs. This standard is used to evaluate housing affordability and excess burden (of an area) (Hoch, Dalton, and So: The Practice of Local Government Planning, 3rd Edition, 2000).

Appendix: County Demographics

Baltimore County Office of Planning

June 14, 2006

Data Category	Census 1990		Census 2000		1990-2000
Population:	Number	Percent	Number	Percent	Change
0-4 Years	47,089	6.80%	44,783	5.94%	(2,306)
5-19 Years	121,396	17.54%	152,830	20.26%	31,434
20-39 Years	232,233	33.55%	206,521	27.38%	(25,712)
40-64 Years	194,553	28.11%	239,888	31.80%	45,335
'65 Years and over	96,863	13.99%	110,270	14.62%	13,407
Total Persons:	692,134	---	754,292	---	62,158
16 Years and over	556,056	80.34%	595,770	78.98%	39,714
25 Years and over	473,574	68.42%	511,434	67.80%	37,860

Household Composition:	Number	Percent	Number	Percent	Change
Family households:	191,405	71.25%	199,946	66.64%	8,541
Married-couple family:	153,083	56.98%	151,651	50.55%	(1,432)
With own children under 18	64,451	23.99%	66,128	22.04%	1,677
No own children under 18	88,632	32.99%	85,523	28.51%	(3,109)
Other family:	38,322	14.27%	48,295	16.10%	9,973
Male householder (no wife):	8,431	3.14%	11,440	3.81%	3,009
With own children under 18	2,999	1.12%	5,809	1.94%	2,810
No own children under 18	5,432	2.02%	5,631	1.88%	199
Female householder (no husband):	29,891	11.13%	36,855	12.28%	6,964
With own children under 18	14,574	5.43%	20,748	6.92%	6,174
No own children under 18	15,317	5.70%	16,107	5.37%	790
Nonfamily households	77,233	28.75%	100,074	33.36%	22,841
Total Households:	268,638	---	300,020	---	31,382

Educational Attainment*:	Number	Percent	Number	Percent	Change
Less than 9th grade	37,215	7.86%	24,907	4.87%	(12,308)
9th to 12th grade, no diploma	65,203	13.77%	55,147	10.78%	(10,056)
High school graduate (or equivalent)	137,453	29.02%	141,035	27.58%	3,582
Some college, no degree	90,542	19.12%	105,147	20.56%	14,605
Associate degree	24,867	5.25%	28,857	5.64%	3,990
Bachelor's degree	70,925	14.98%	92,487	18.08%	21,562
Graduate or professional degree	47,369	10.00%	63,854	12.49%	16,485
High school graduate or higher	371,156	78.37%	431,380	84.35%	60,224
Bachelor's or higher	118,294	24.98%	156,341	30.57%	38,047

*: Population 25 years and over.

Labor Force and Employment*:	Number	Percent	Number	Percent	Change
In Labor Force:	381,531	68.61%	396,897	66.62%	15,366
In Armed Force	1,091	0.20%	671	0.11%	(420)
Civilian:	380,440	68.42%	396,226	66.51%	15,786
Employed	366,276	65.87%	379,705	63.73%	13,429
Unemployed	14,164	2.55%	16,521	2.77%	2,357
Unemployment rate	3.72%	---	4.17%	---	0.45%
Not in Labor Force:	174,525	31.39%	198,873	33.38%	24,348

*: Population 16 years and over.

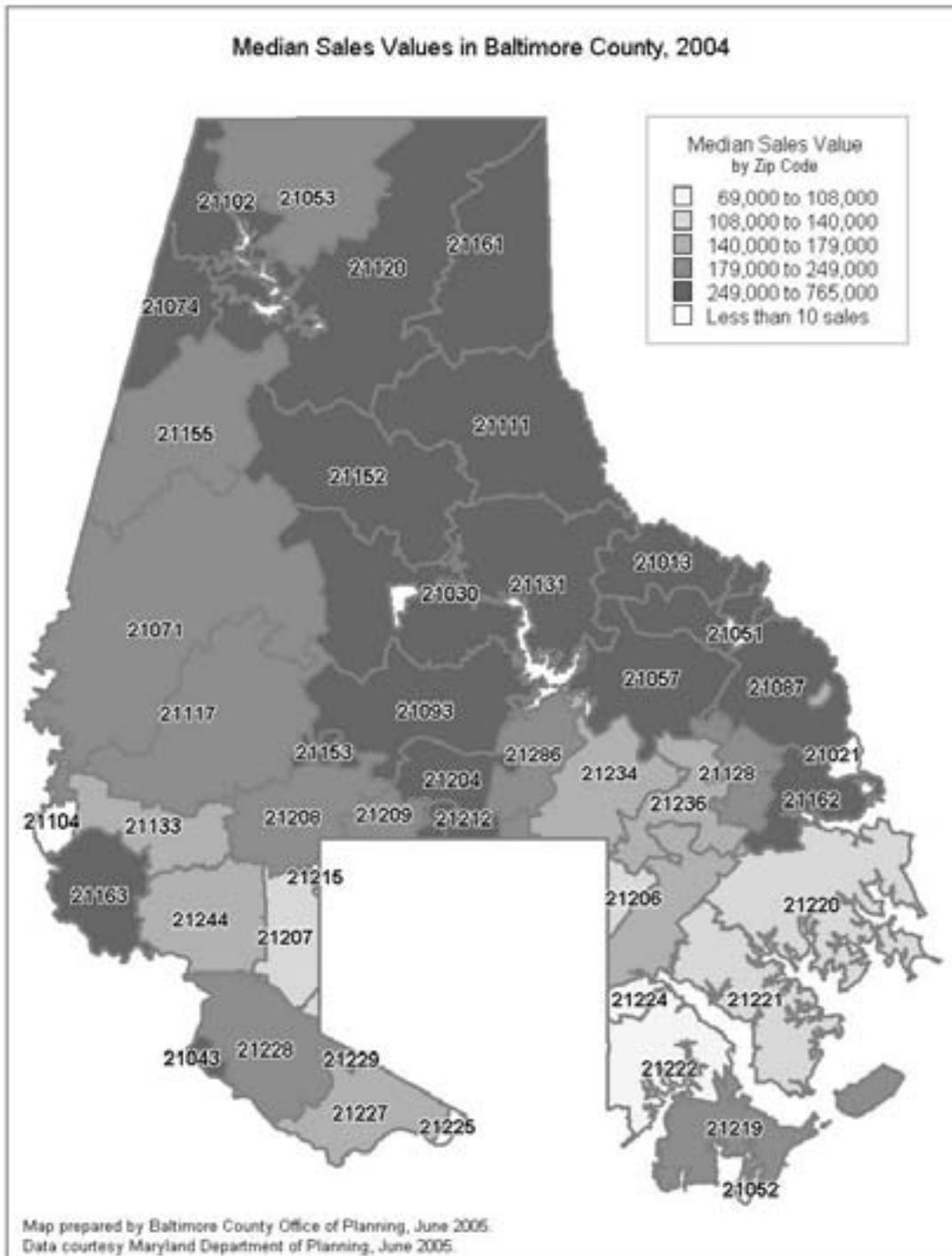
Occupations of Residents*:	Number	Percent	Number	Percent	Change
Management, professional, and related			149,884	39.47%	---
Service			50,193	13.22%	---
Sales and office			110,226	29.03%	---
Farming, fishing, and forestry			419	0.11%	---
Construction, extraction, and maintenance			30,346	7.99%	---
Production, transportation, and material moving			38,637	10.18%	---

*: Employed civilian population 16 years and over; data compiled with Census 2000 category.

LIBERTY WEST PLAN

Data Category	Census 1990		Census 2000		1990-2000
	Number	Percent	Number	Percent	Change
Household Income:					
Less than \$10,000	20,410	7.60%	16,784	5.59%	(3,626)
\$10,000 to \$14,999	15,584	5.80%	12,875	4.29%	(2,709)
\$15,000 to \$19,999	17,716	6.59%	15,018	5.01%	(2,698)
\$20,000 to \$24,999	20,487	7.63%	16,578	5.53%	(3,909)
\$25,000 to \$29,999	21,184	7.89%	17,796	5.93%	(3,388)
\$30,000 to \$34,999	21,762	8.10%	18,780	6.26%	(2,982)
\$35,000 to \$39,999	21,694	8.08%	17,216	5.74%	(4,478)
\$40,000 to \$44,999	19,789	7.37%	16,954	5.65%	(2,835)
\$45,000 to \$49,999	16,962	6.31%	15,411	5.14%	(1,551)
\$50,000 to \$59,999	28,601	10.65%	30,619	10.21%	2,018
\$60,000 to \$74,999	27,451	10.22%	37,464	12.49%	10,013
\$75,000 to \$99,999	19,913	7.41%	38,584	12.86%	18,671
\$100,000 to \$124,999	7,499	2.79%	20,358	6.79%	12,859
\$125,000 to \$149,999	3,383	1.26%	8,911	2.97%	5,528
\$150,000 or more	6,203	2.31%	16,672	5.56%	10,469
Total Households	268,638	---	300,020	---	31,382
Median Household Income:	\$38,837		\$50,667		---
Housing Units:					
Total Units	281,553	---	313,734	---	32,181
Occupied Units	268,280	95.29%	299,877	95.58%	31,597
Owner occupied	177,994	---	202,574	---	24,580
<i>Ownership rate</i>	66.35%	---	67.55%	---	1.21%
Renter occupied	90,286	---	97,303	---	7,017
Vacant Units	13,273	4.71%	13,857	4.42%	584
1 unit, detached	133,686	47.48%	147,499	47.01%	13,813
1 unit, attached	68,345	24.27%	76,784	24.47%	8,439
<i>1 unit total</i>	202,031	71.76%	224,283	71.49%	22,252
2 units	5,403	1.92%	5,105	1.63%	(298)
3 or 4 units	6,957	2.47%	7,330	2.34%	373
5 or more units	62,688	22.27%	74,447	23.73%	11,759
Mobile home	2,909	1.03%	2,523	0.80%	(386)
Other	1,565	0.56%	46	0.01%	(1,519)
Housing Prices and Costs:					
Median Gross Rent:	\$529	---	\$670	---	---
Renter households spending 30 percent of their income on housing expenses:					
Less than \$10,000	9,270	89.43%	7,559	39.92%	(1,711)
\$10,000 to \$19,999	12,992	79.55%	12,273	43.08%	(719)
\$20,000 to \$34,999	5,510	19.33%	11,273	21.67%	5,763
\$35,000 to \$49,999	428	2.32%	1,392	3.82%	964
\$50,000 or more	48	0.40%	599	2.29%	551
Countywide Average	28,248	32.95%	33,096	35.81%	4,848
Median Home Value:	\$99,300	---	\$127,300	---	---
Owner households spending 30 percent of their income on housing expenses:					
Less than \$10,000	4,689	67.00%	4,007	88.89%	(682)
\$10,000 to \$19,999	3,760	25.58%	5,624	48.68%	1,864
\$20,000 to \$34,999	7,660	25.23%	10,120	43.63%	2,460
\$35,000 to \$49,999	4,334	12.10%	8,898	32.46%	4,564
\$50,000 or more	2,824	3.94%	8,183	7.10%	5,359
Countywide Average	23,267	14.58%	36,832	20.25%	13,565

*: Percent households in each income bracket spending 30% of household income on housing expenses.





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