January 7, 2024

Members of the Baltimore County Council,

The major concern we have with the Masterplan 2030 is the underlying methodology used to identify locations for nodes and core retrofitting areas.

The County devised a table of criteria which they then a applied value to each criteria and then layered them on top of each other. This method was used to identify where revitalization is needed.

What the county valued and how they valued any location was not provided so it is impossible to argue any given site's evaluation.

What we are able to evaluate, is the table and then make some assumptions about the table's influence.

## Retrofit Criteria and Weighting

| Criteria | Weight | Mapped | Category |
|---|---|---|---|
| Existing Light Rail, Metro, MARC stops | 5 | Yes | Access to Transportation |
| Existing Major Bus Routes | 5 | Yes | Access to Transportation |
| Major Transportation Corridors (Arterials) | 3 | Yes | Access to Transportation |
| Areas with High Number of Pedestrain Involved Crashes | 3 | Yes | Access to Transportation |
| Areas with Higher Transit Ridership | 3 | Yes | Access to Transportation |
| Vacant Buildings or high percentage Vacant for Office/Commerical/Industrial | 5 | Yes | Neighborhood Deficiency |
| Not within a half mile of a food store | 3 | Yes | Neighborhood Deficiency |
| Areas with higher concentration of a $ Store, Gas Station, Liquor Store | 1 | Yes | Neighborhood Deficiency |
| In a vulnerable census tract (ARPA) | 5 | Yes | Demographic Status |
| Census Tracts with higher percentage minority | 3 | Yes | Demographic Status |
| Areas with higher concentration of Millennials (25-40) (Census Tract) | 1 | Yes | Demographic Status |
| Areas with higher concentration of seniors (65+) (Census Tract) | 1 | Yes | Demographic Status |
| Major Employers (Census Tract based) | 5 | Yes | Employment Opportunities |
| Half Mile from a Hospital | 1 | Yes | Employment Opportunities |
| Half Mile from a University | 1 | Yes | Employment Opportunities |
| Commercial Revitalization Districts | 5 | Yes | Funding Resources |
| Sustainable Communities | 5 | Yes | Funding Resources |
| Regional Mall Sites | 5 | Yes | Land Use/Ownership |
| Any parcel under single ownership (40 acres or more) | 5 | Yes | Land Use/Ownership |
| Parking area - Impervious Surface (parking and alleys - no buildings) | 5 | Yes | Land Use/Ownership |
| CCC, CT Districts and ML and BL with adjacent DR5S or higher zones | 3 | Yes | Land Use/Ownership |
| Must be inside the URDL | 0 | Yes | Land Use/Ownership |
| Half Mile from a School | 1 | Yes | Neighborhood Asset |
| Quarter Mile from a Park or Open Space Area | 1 | Yes | Neighborhood Asset |
| Half Mile Community Center | 1 | Yes | Neighborhood Asset |
| Half Mile Library | 1 | Yes | Neighborhood Asset |
| Half Mile Senior Center | 1 | Yes | Neighborhood Asset |
| **Total Points** | **78** | | |

**The table places the highest value (5pts) on:**
- Existing Light Rail, Metro, MARC, stops. [Not whether the lines runs there and could support a stop, only if a stop already exists.]

- Existing major bus routes [There is no definition of MAJOR; was credited only to MTA, and not the LOOP, or not a University's bus service.] [ These first two alone duplicate the value of a location since MDOT's own plan is to ensure that bus service delivers riders to higher volume, fewer stop rails, subways, and trains.] [High transit use in our area is not substantiated by MDOT's own data on the Light Rail and bus usage]

-Vacant buildings or high percentage vacant Office/Commercial/Industrial [What defines vacant? Is it vacant by the owners definition even if its clearly being used the County itself for storage? What number is a high percentage?  Is it some amount above the average in that area or in the County?]

- In a vulnerable census tract.(ARPA) [What does that mean, who determines it and what is the source of that evaluation?]

- Major employers
- Any parcel with single ownership 40 acres or more.
- Parking area - impervious surface, parking and alleys no buildings [Of what size?]

**The next level of value (3pts) includes:**
- Major transportation corridors arterial? [Does this mean state roads, how close does it have to be, and what level of traffic must it support.  Counter intuitively, if the traffic is that bad why value it and create situations for more traffic.

- Area with high levels of pedestrian crashes [So again we value this?  Because more development would fix that problem, or more traffic would fix that problem?  Maybe its because the intersections are poorly designed or there are no sidewalks or no crosswalk, or the timing of the signals does not favor the pedestrian?]

- Census tracts with higher percentage minority [than/by what measure?]

- CCC, CT, and ML or BL with adjacent DR 5.5 or higher zones. [Why DR 5.5 or higher? ][Define adjacent?  Immediately adjacent, within some distance?]

**The lowest level (1pt)** is likely irrelevant except that on choice is a high level of Seniors.  [What is a high level?  What does that say about seniors, associated reinvestment, their displacement and their value to society?]

**As a result, of this unfair, duplicative, and ill conceived value table creates-**
-nodes in this area all along the Light Rail line, a Light Rail which in Baltimore County is virtually unused except by State Employees who do not pay fares.
- nodes in this area where the equally unused bus lines, as supported by the MTA's own data, run empty buses to the Light Rail Stations.
-nodes in currently undeveloped land which is in the flood plain, and along the Light Rail tracks.
- nodes on both sides of the Light Rail tracks where other than Roland Run, the tracks and the flood plain, the residentially zoned areas are well developed.
-nodes in communities which do not even have sidewalks.  The overwhelming majority of our community does not have sidewalks.  The suggestion that a transportation node is even feasible where one cannot even walk safely to a transportation center or to the elementary school is unfathomable.
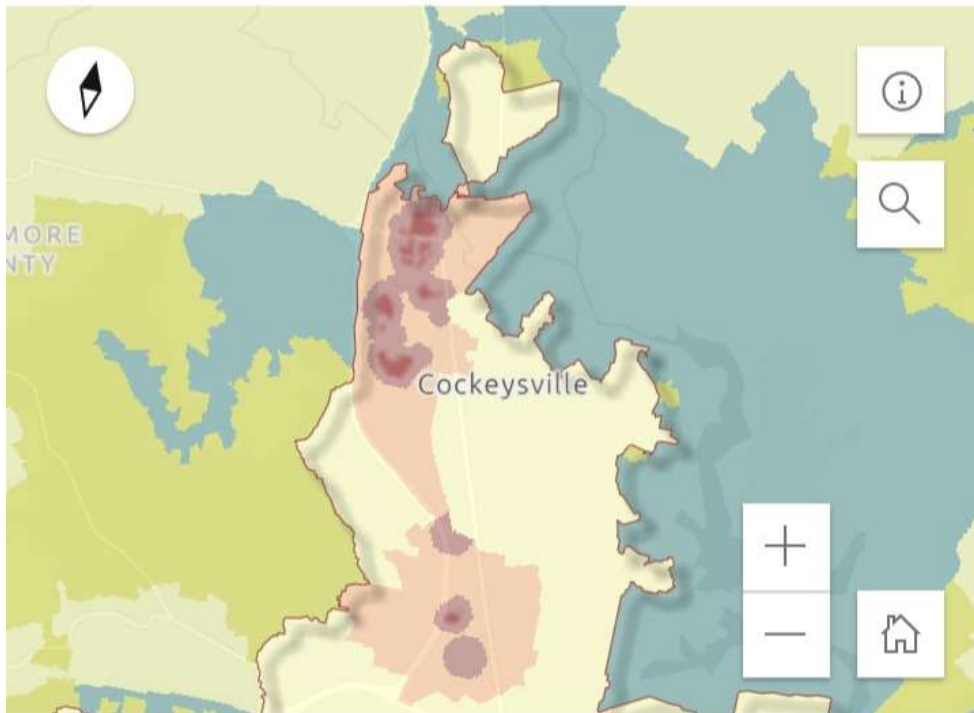
## Master Plan 2030 Place Types Map



Cockeysville

MORE
NTY

Esri, TomTom, Garmin, SafeGraph, METI/NA...    Powered by Esri

**The diagrams of these nodes** were designed to obscure that there are housing developments within these nodes, which the County is suggesting are ripe for revitalization when in fact they are already vital, lively, thriving communities.

(I've included images I enhanced to show the underlying community streets, in Country Club Park, and Old Lutherville.)
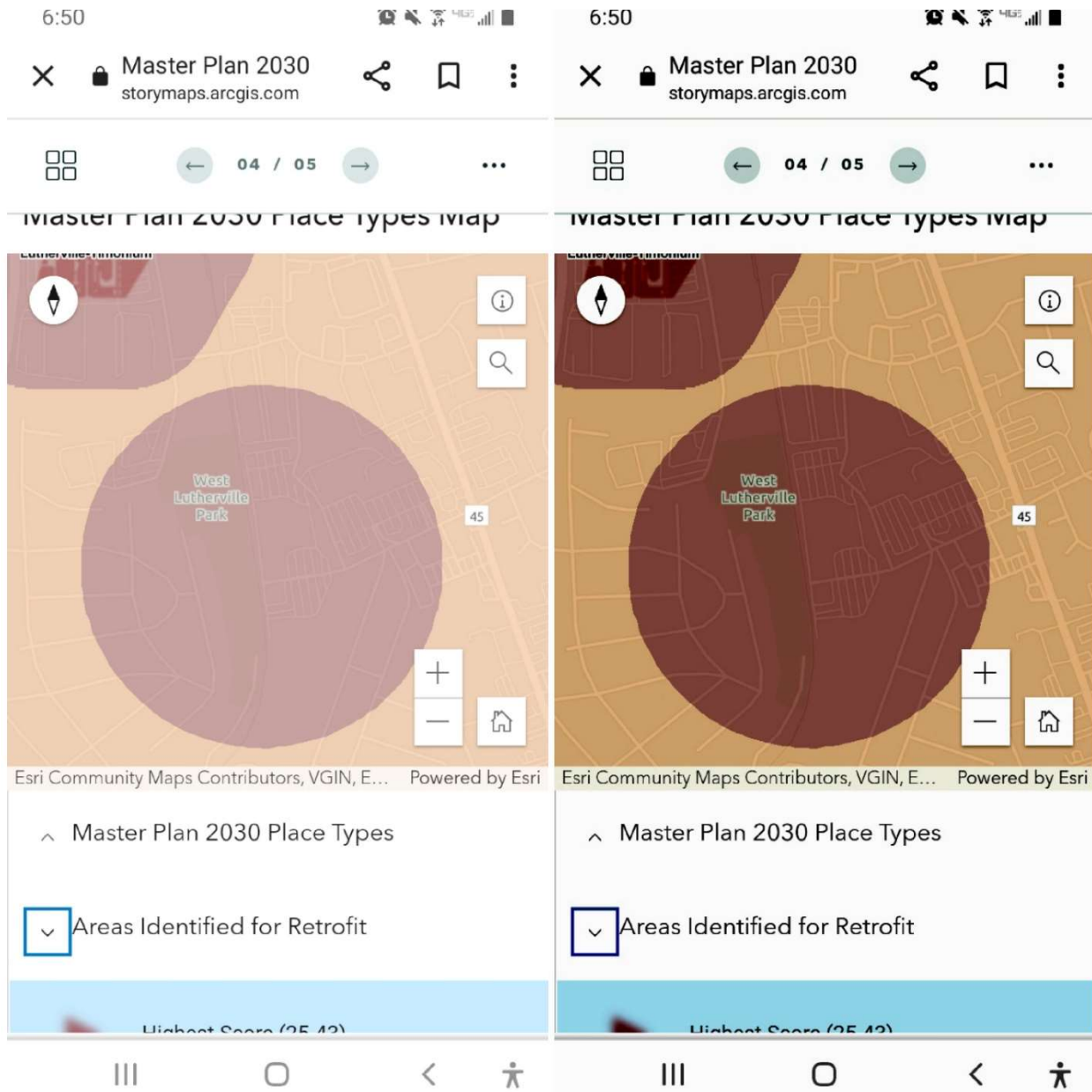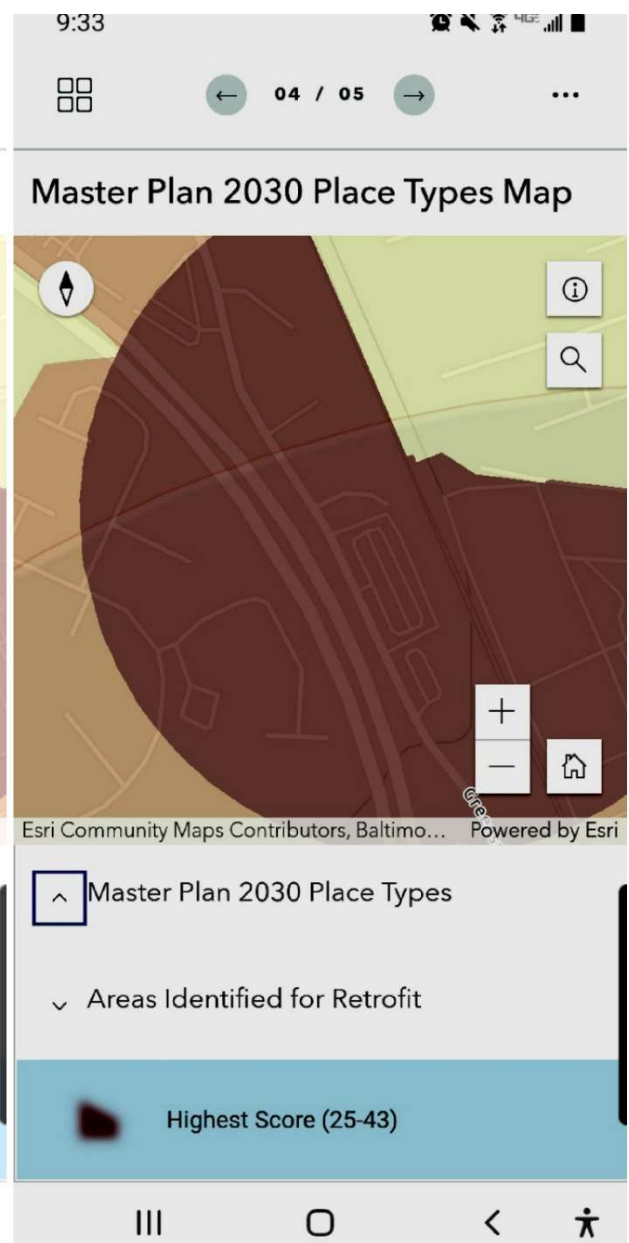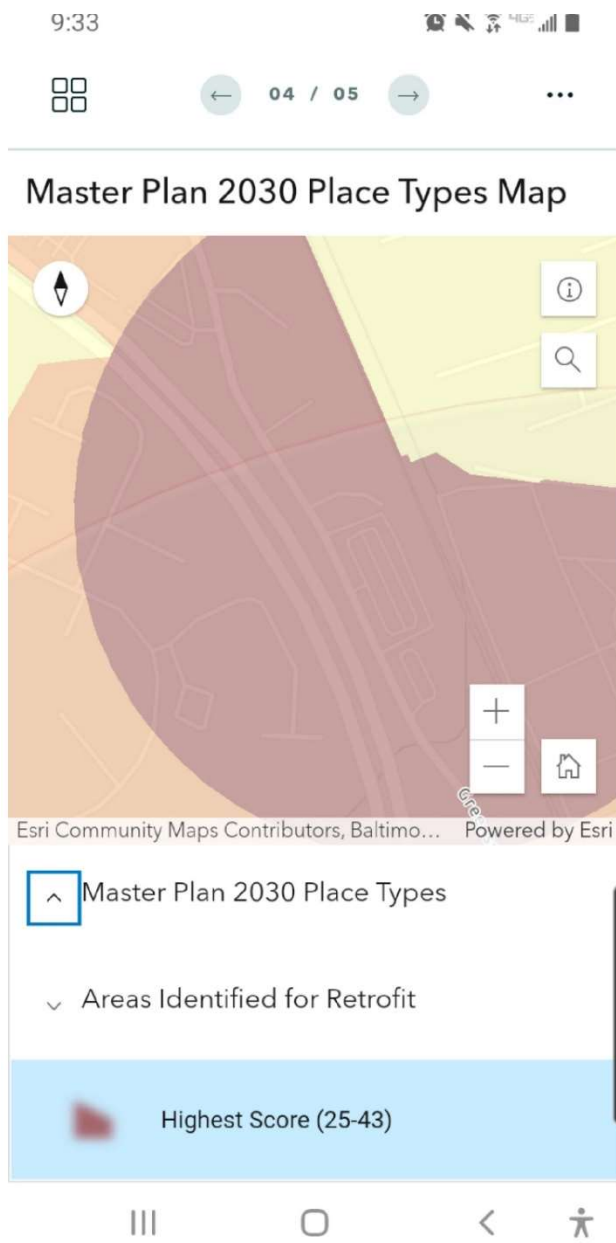
These images show the playgrounds of Lutherville Lab Elementary as a development area prime for redevelopment. This school is overcrowded, has supplemental classrooms, and is the home of the Lutherville-Timonium Recreation Council sports fields. It also shows the homes that border Lutherville Lab Elementary, as ripe for redevelopment.

**Our conclusion here is that at least in the area where we live this methodology is severely flawed.**

We request that you oppose the Nodes, Core Retrofit and Revitalization areas in our community as they were identified incorrectly using flawed methodology.

Pamela K. Shaw
President
Lutherville Community Association