



TOWN OF
LIBERTY, NC



CREATED BY:
**PIEDMONT TRIAD
REGIONAL COUNCIL**



Town of Liberty
Land Development Plan



Adopted: January __, 2024

"It mostly quiet with a touch of quaintness. Things that are a plus like the liberty theater, antique shopping, the caboose is cool as are some local businesses."

"Convenience to bigger towns without the traffic and crowds."

"The feeling of community."

"The community is supportive and shares a genuine care."

"Quaint, friendly, small town vibes."

"I love the that it's a small town with the charm of knowing people everywhere you go."

"Near big cities but still has a country feel."



"Proximity to larger cities"

"Convenience to needed services"

"The friendly atmosphere"

"The rural life with great people."

"I like the people."

"Small town atmosphere, knowing our neighbors. There is safety in that."

"Convenience to needed services"

"It's small size, it's easy accessibility, and it's rural character."

Acknowledgements

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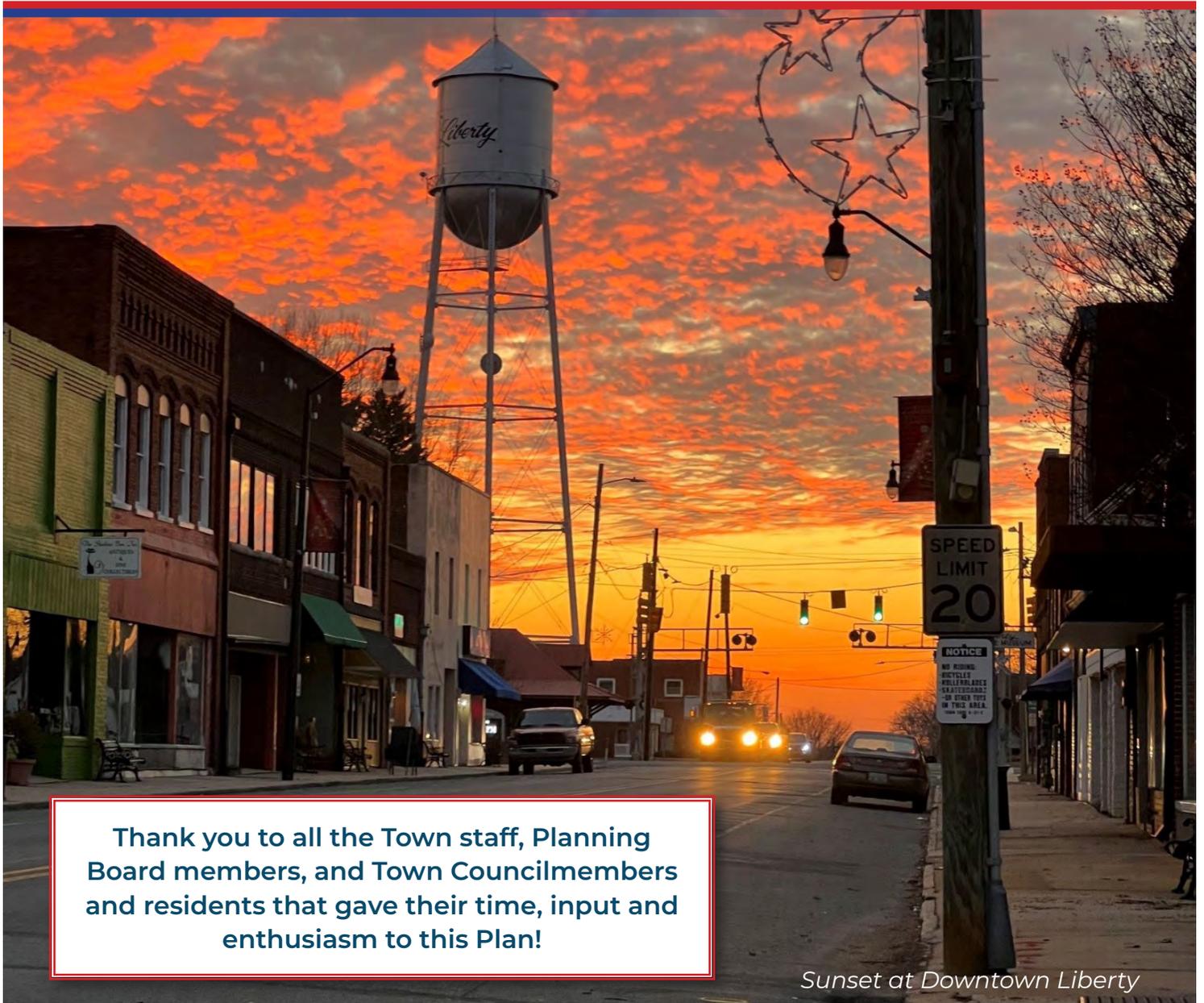
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Thank you to all the Town staff, Planning Board members, and Town Councilmembers and residents that gave their time, input and enthusiasm to this Plan!

Sunset at Downtown Liberty

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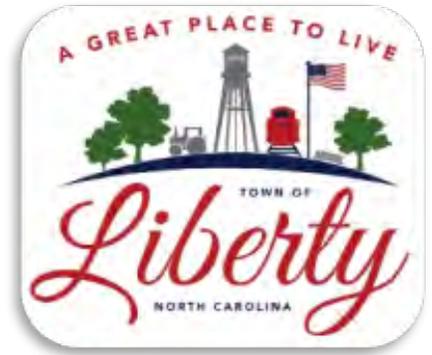
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1.1 - A Message from the Town Manager

As the Town of Liberty enters a new chapter of growth, which started with the announcement of Toyota (TBM NC) at the Greensboro/Randolph Mega site in November 2021, we as the Town staff and Town Council are challenged with the task of keeping our small town feel and atmosphere while growth pushes at our door. Liberty's overall landscape has not changed since the previous Land Development Plan was completed back in 1999, and that plan held true to Liberty for many years.



Now, not only with the TBMNC announcement, but there are also many other large economic development announcements on the NC Carolina Core. These include companies like VinFast, Boom Supersonic, WolfSpeed, Toyota Tshusho, and many others. These announcements will shape the future of Liberty and the surrounding area. This Land Development Plan will be a guide for our staff, our council, developers, and homeowners alike to foster how the citizens of Liberty want to see growth.

The 2023 Land Development Plan was started in late 2019 and was delayed due to COVID-19 pandemic. This delay was unavoidable but became an advantage for staff to include more thought on the growth pressures that have happened since the economic development flurry that started in late 2021. The Town of Liberty also asked for help from the Piedmont Triad Regional Council (PTRC) to ensure we saw the overall regional impact. PTRC was also working on the Northeast Randolph County Growth Management Plan at the same time which gave Liberty a wider perspective of the challenges to the region. This plan now takes into consideration all the challenges not just for Liberty but also the northeastern part of Randolph County.

From citizen input, PTRC staff and Town staff, and a regional outlook on the area, there are two major areas for the plan update, and a subsidiary section. The citizens, approximately 2,600 for the Town's population as of 2023, have voiced their concerns and hopes for the community. Staff ensured that the majority of the core of Liberty is to maintain its small town charm and feel, while allowing improvements to downtown in the coming future. The two major areas of focus are the interchanges at Highway 421 and Old Liberty Road, and Highway 421 and Highway 49. The intent is to efficiently allow these areas to grow on the periphery to support the Town, allow easy access to new uses in the area via Highway 421, and offer supplemental uses to current and future citizens. A subsidiary area is north of Town along Old 421 to be an area for high density residential/infill.

The intent of the plan is to be a vision for Liberty over approximately the next ten years. However, landscapes and trends are ever changing, and the Town with its opportunities, needs to be on the forefront to absorb the changes and development. The Town is excited to implement this vision and to foster growth in a proper manner.

A special Thank you to all that have been involved in creating this document and to all the citizens for coming and letting their voice be heard to help shape the future of Liberty.

Scott Kidd, Town Manager

1.2 - Executive Summary

Purpose of the Plan

The Liberty Land Development Plan serves as a guide for the community in making land development decisions. Application of the Plan provides for the orderly growth and development of the Town. Utilizing this plan for growth and economic development, while at the same time maintaining Liberty's small-town character is critical.

The Study Area

Covering approximately 3.14 square miles, the study area for the Liberty Land Development Plan includes about one mile in all directions from the city's existing extra-territorial jurisdiction (ETJ) limits.

The Liberty Vicinity/Northeastern Randolph County Map depicts the study area within its regional context. Some of the key features include Highway US 421, Highway NC 49, the Town of Staley, proximity to Alamance, Chatham, and Guilford Counties and the proposed Greensboro-Randolph Toyota Megasite and Chatham Advanced Manufacturing Site.

History of the Land Development Plan

The Town Council chose to update the 1999 Land Development Plan in early 2015, directing Town Staff to review and prepare an update to the Plan. At the same time the Council authorized the Planning & Zoning Board to lead the update process, represent the citizens, and to include public involvement to advise the update.

The policies, and recommendations, which are presented in this document are the result of this planning process. They serve as the basis for future decisions on land use issues.

The Update Process

The Staff began meeting with the Planning and Zoning Board in 2015. The Land Development Plan was reviewed and discussed. The analysis of existing conditions was updated, including population, housing, and economic data. Maps of existing land uses, land development patterns and vacant or under-utilized land were reviewed. Environmental growth factors including water and sewer, watersheds, flood zones and physical landscape features including topography, hydrology, and soil limitations were mapped and analyzed. All together this information enabled the Board to identify the most appropriate and feasible areas for future growth.

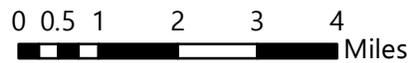
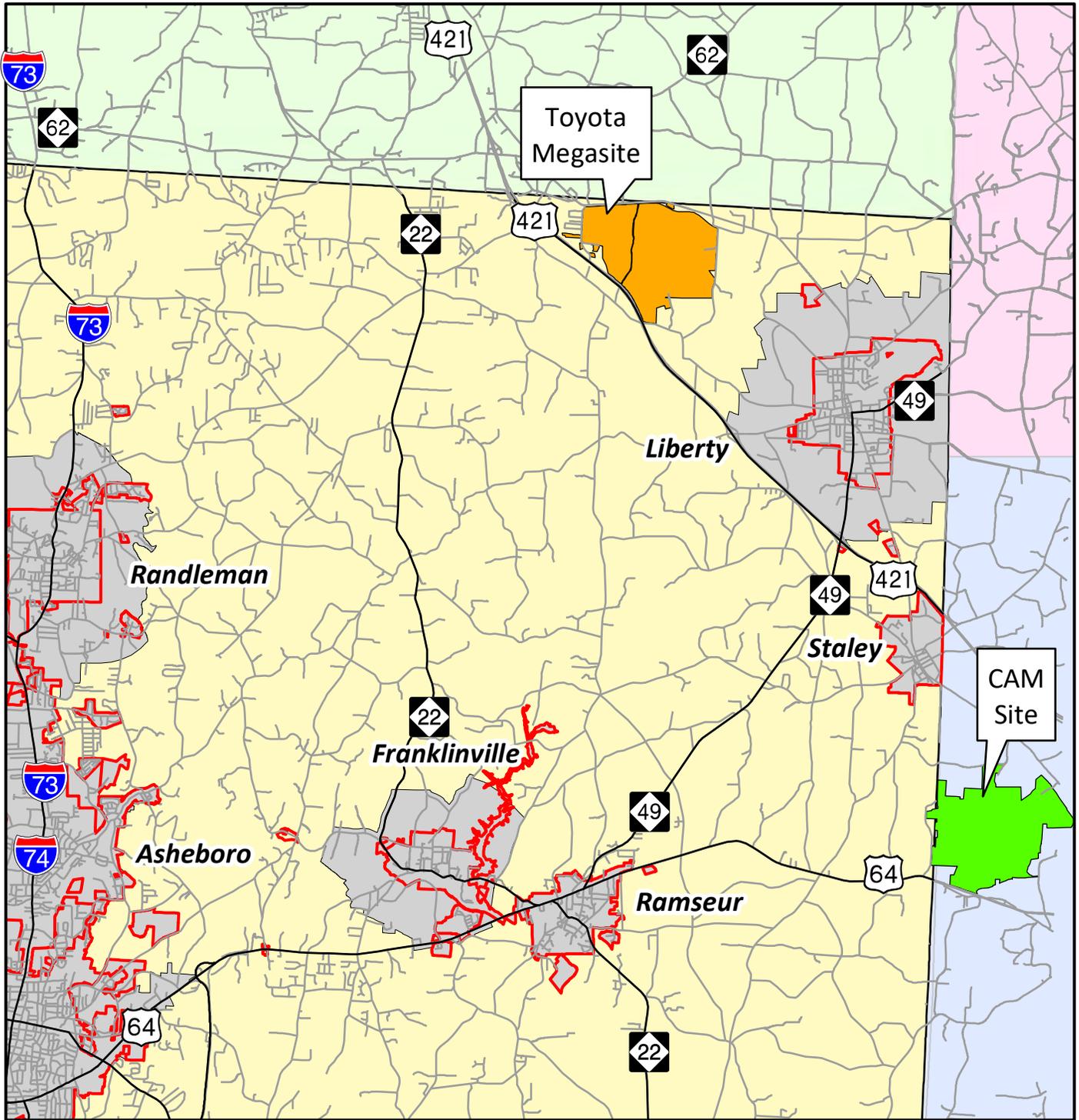
Mission Statement

The mission of this committee is to update the Land Development Plan to maintain Liberty's small-town atmosphere by organizing land uses; encouraging beneficial development and coordinating growth.

The Draft Plan was distributed to the Town Council and the Public. Public input sessions were held on January 18th and 21st, 2023. Changes, additions and deletions were recommended and a Final Draft was prepared. A Public Hearing was held on xx - xx, 2023. The Town Council adopted the updated Land Development Plan xxx, xxx, 2023.

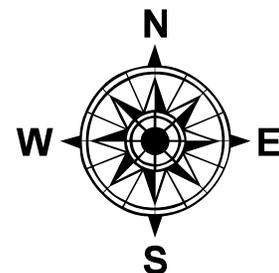
The updated Plan includes a Land Development Toolkit to assist in moving from accommodating land development proposals on a reactive basis, to providing a more strategic, proactive vision of how and where the community hopes to grow over time.

Liberty Vicinity/Northeastern Randolph County Map



Legend

- Main roads
- Municipal limits
- Municipal zoning
- Greensboro - Randolph County Megasite
- Chatham County Megasite
- County line



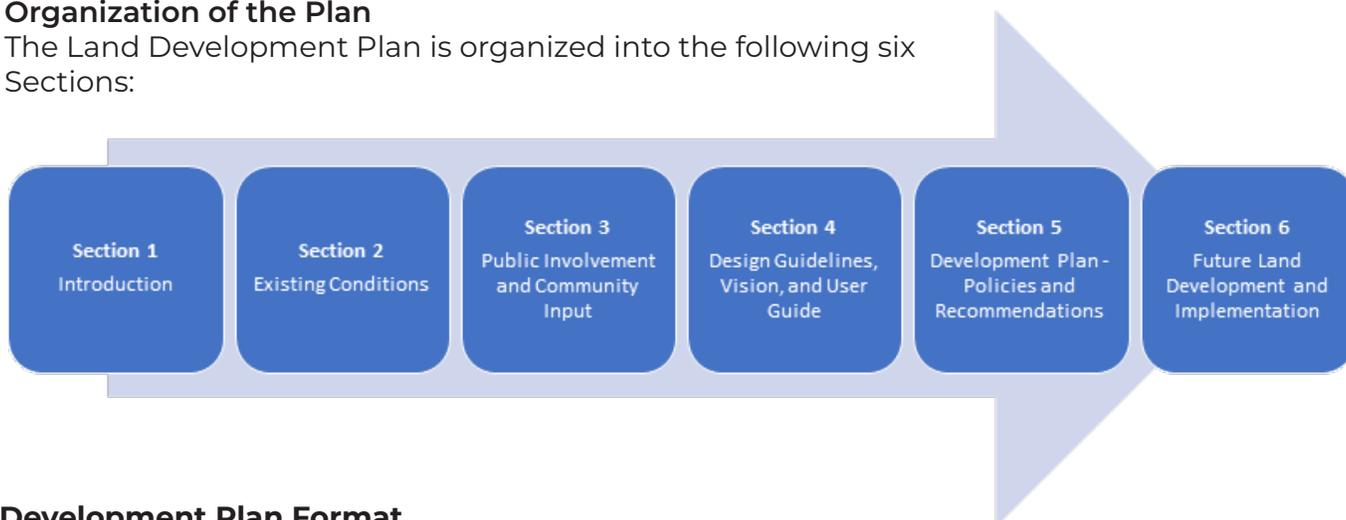
Functions of the Plan

The Land Development Plan policies serve as the basis for future development decisions and are required by State law in GS 160D in order to regulate land use and development. The policies contained in the Liberty Land Development Plan have been designed for regular use in making public and private decisions. The policies serve several important functions as described below.

1. Source of Information - The Plan provides information on a number of topics, including the local economy, population trends, land suitability, land use trends, utility and transportation issues.
2. Guidance for Government Decisions - Once the Liberty Town Council adopts the Plan, it can be used as a blueprint for guiding future development decisions on capital improvements, water and sewer extensions, Town ordinances, rezoning requests, subdivision approvals, and other development matters.
3. Preview of Government Actions - Business decisions made by the public, and developers in particular, can be more effective when the probable outcome of government decisions is understood. The adoption of the Land Development Plan increases the predictability of government actions.

Organization of the Plan

The Land Development Plan is organized into the following six Sections:



Development Plan Format

Each of the subject areas contained in the Development Plan is addressed according to the following format:

Discussion - A brief summary of the issues and relevant findings. The narrative is designed to provide background, clarification of intent, and rationale for the ensuing policy statements.

Policy Statement - A statement of local government principle designed to achieve legitimate public objectives related to the issue. The policy statements should be viewed as statements of local government principle and should remain constant until a Land Development Plan update is prepared. Upon adoption of the Plan, the policies will be used to guide decision making by the Town. The policies are designed to maintain a consistent and predictable direction for local government decisions affecting the growth and development of Liberty.

Recommendations - Specific actions that are recommended to realize the objectives set forth in the policy statements. While the recommendations are fluid and should be revisited on a regular basis, they are based upon certain facts and principles which should be considered whenever any major land use decisions are being considered.

Section 2 - Existing Conditions

2.1 - The History of Liberty

Originally named Liberty Oak, the Town was founded in 1809 near the plantation of John Leak.

The Town of Liberty received its first corporate charter from the North Carolina legislature on January 30, 1889. Population at time of charter was about 600 persons.



Liberty Firsts (A short history)

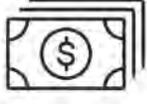
- **1663:** King Charles of England gave North Carolina to 10 Lords Proprietors as a gift.
- **1779:** Randolph County formed and named after Peyton Randolph, the then President of the Continental Congress in Philadelphia.
- **1807:** “Liberty Oak” is referenced (for the nearby plantation owned by John Leak).
- **1809:** “Publick Square” laid off at crossroads of S. Fayetteville St. and E. Raleigh Ave. The earliest recorded reference to “Liberty” was in deeds (Lots #23 and #24) recorded on December 2, 1809 to Abraham Brower. You will note this date (1809) on the “Liberty Oak” tree, which is part of the town shield/logo.
- **January, 1884:** First train to come through the community; “Cape Fear and Yadkin Valley Railroad”.
- **October 11, 1884:** First church in Liberty was the Christian Church (now United Church of Christ). The deed for the property was made on this date, although some sources list the date of establishment at 1880.
- **1884:** Population of Liberty = 500
- **May 6, 1885:** Liberty Academy, the first school opened (1 teacher and 21 students) at the site of the present Liberty School; in 1899, it was chartered as Liberty Normal College, and in 1909 became Liberty Graded School.
- **1886:** First burial at the town-owned Fairview Cemetery-Sophia Patterson.
- **1887:** “Our Homes” (Liberty’s first newspaper) was published weekly; subscription cost 50 cents per year.
- **1888:** Big “devastating” fire in downtown Liberty.
- **January 30, 1889:** Liberty, NC was incorporated and received its charter. Population at time of charter = “about 600 persons”.
- **1889:** Wesley Benton was first Marshall of Liberty; later served as (6th) mayor (1907-1914) and his grandson, Paul Henry Smith served as (26th) mayor (1965-1971).
- **1895:** Big “devastating” fire in downtown Liberty.
- **1896:** First two brick store buildings constructed, Brower & Sons Store and Ruth’s Dime Store.
- **1900:** Population of Liberty = “about 700”.
- **1903:** First bank in Liberty was incorporated.
- **1907:** First telephone service began (Liberty Telephone); later sold and became Randolph Telephone Company in 1950.



- **1907:** Liberty Normal College burned.
- **1908:** First paved sidewalk was built on both sides of the main block of Swannanoa Street.
- **1910:** First manufacturing plant (Picker-Stick and Novelty Company) which became the Liberty Chair Company in 1912. Liberty Chair changed its name to Liberty Furniture Company in 1975.
- **1917:** First electricity in Liberty. The Liberty Chair Company furnished the first electricity for the town. The company actually bought the dynamo in 1916 and sold it in 1922. It was subsequently sold in 1925 to the Carolina Power and Light Company (CP&L) which was later purchased by Progress Energy.
- **February, 1926:** Big fire at Liberty Chair Factory; established a need for deep well water system and a storage tank.
- **1926 and 1927:** First water and sewer lines were laid in town.
- **1927:** The first paved road through Liberty was built; one mile on what is now [Old] Hwy 421 and also one mile on Hwy 49.
- **1927:** First above ground water storage tank erected (located on Swannanoa Street).
- **1929:** First movie theater opened in Liberty (Curtis Theater); new Curtis Theater opened in 1949 across the street from previous theater (current location of Liberty Showcase; formerly Liberty Jubilee, once the “Rand Ol’ Oprey”.
- **1941:** Liberty Graded School (first public school building) burned.
- **1942:** First Library established in Liberty; Juanita Haynes was the first Librarian (1942-1968).
- **1958:** First full-time Town Clerk hired (J. A. Culberson).
- **1960:** Population of Liberty = 1,438.
- **1970:** Population of Liberty = 2,136.
- **January 30, 1975:** First Town Manager hired (John “Frank” Kime; served until April, 1986).
- **1990:** Population of Liberty = 2,047
- **2000:** Population of Liberty = 2,661
- The Liberty Historic District was added to the National Register of Historic Places in 2000.
- **2001:** Liberty was honored to become one of the few towns on the North Carolina National Historic Register for its rich history and historic architecture, largely due to the efforts of Mrs. Francine Swaim, a local writer, teacher, and historian.

2.2 - Demographic Snapshot

The following data to the right serves as a demographic snapshot of Liberty's population, economic, education, and housing data gathered from the 2020 Decennial Census and 2021 American Community Survey (ACS) 5-Year Estimates. Please reference Appendix- Additional Data and Maps for full demographic report.

 <p>Total Population</p> <p>2,665</p>	 <p>Percentage of Children</p> <p>20.6%</p>
 <p>Median Age</p> <p>42.7</p>	 <p>Median Household Income</p> <p>\$41,654</p>
 <p>Employment Rate</p> <p>54.6%</p>	 <p>Total Housing Units</p> <p>1,209</p>
 <p>Poverty Rate</p> <p>21.4%</p>	 <p>Homeownership Rate</p> <p>52.9%</p>
 <p>Families and Living Arrangements</p> <p>1,087</p>	 <p>Education - Bachelor Degree or Higher</p> <p>11%</p>



Liberty Downtown Festival, 2023

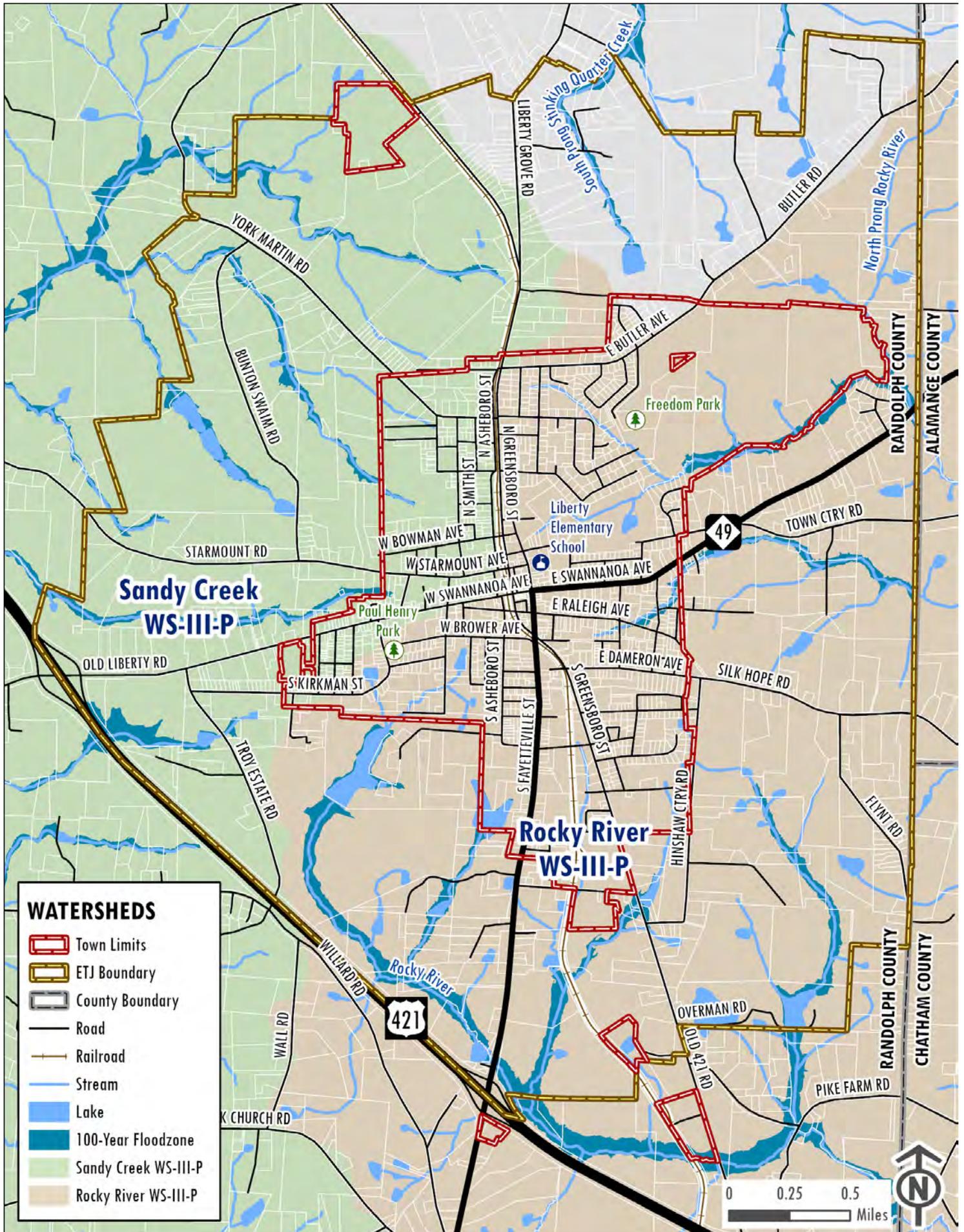
2.3 - Development Factors and Trends

The following is a capsule summary of several key development factors and trends that were examined to provide a baseline of information on past and present conditions in the planning area. These factors influence, or will influence, future overall growth directions and strategies for the Town of Liberty. Collectively these factors provide the essential yardsticks for estimating future conditions.

Watersheds

All land is located within a watershed of one kind or another, but only twenty percent of North Carolina's land area is classified as being within water supply watersheds. The Water Supply Watershed Protection Rules, adopted in 1992 by the North Carolina Environmental Management Commission, required that all local governments having land use jurisdiction within water supply watersheds adopt and implement water supply watershed protection ordinances, maps, and a management plan. The following public water supply watersheds that are located within the Town of Liberty's planning area are the *Rocky River WS*, *III Cape Fear Watershed* and *Sandy Creek WS*. *III Cape Fear Watershed*.

The location of the Rocky River and the Sandy Creek Watersheds create significant development constraints for the Town of Liberty (see Map # - Water Supply Watershed/Flood Hazard). Within the watershed overlay district, single family residential development may not exceed two dwelling units per acre (as defined on a project by project basis), no residential lot can be less than one half (1/2) an acre (except in an approved cluster development), and when public sewer is not available, the minimum lot size is 40,000 square feet. Other residential developments (multi-family) and non-residential developments cannot exceed twenty-four percent (24%) built-upon area except that ten percent (10%) of the balance of the watershed may be developed for non-residential uses up to a seventy percent (70%) built-upon area (with the approval of a Special Use Permit). This allows local governments "swap" publicly owned, flood-prone, or otherwise un-developable land in order to target growth at a higher density for elsewhere within the watershed. The Town of Liberty may also swap "watershed development rights" with the County if the Town's "bank" of ten percent (10%) acreage is not sufficient.



Water and Sewer Services

The Town of Liberty provides water services to its citizens through nine deep wells. The well system has a maximum daily capacity of 465,000 gallons and currently uses roughly 220,000 gallons per day. The town received a Clean Water Partners Grant in 2013 to drill three new wells. Two of the wells have been drilled and are under construction upon this update. The Town has adequate water facilities and an adequate reserve inclusive of three water tanks with a capacity of 950,000 gallons of storage for future growth.

The Town's primary and secondary wastewater treatment plant has a 550,000 gallon per day capacity while the Town currently uses roughly 365,000 gallon per day. The aeration sewer treatment plant operates using a 15-acre holding pond (lagoon) and spray irrigation. The Town contracts with a local company to harvest hay in the irrigation fields. Although there have been some problems with ground water leaking into the system, the overall health of the system is adequate. An Infatuation and Inflow Study has been conducted to determine the location of point repairs.

The majority of the Town is serviced with both sewer and water service. Water and sewer lines have also been extended into the extraterritorial jurisdiction along major highways to provide services for industrial development. (see Maps #? & #? Water and Sewer Service Areas).

Water Treatment and Distribution System

The Town of Liberty currently has a water supply capacity of .462 million gallons per day (MGD). During fiscal year 2016 - 2017, the Town treated an average of .220 MGD. With an average of over .242 MGD in excess water treatment capacity, the Town can continue to provide excellent water service to existing customers, and accommodate a substantial amount of new development over the next twenty years. The Town has three storage tanks with a combined capacity of 950 MG. The table in Section 6 shows the number and type of Town water customers, and their average daily water use.

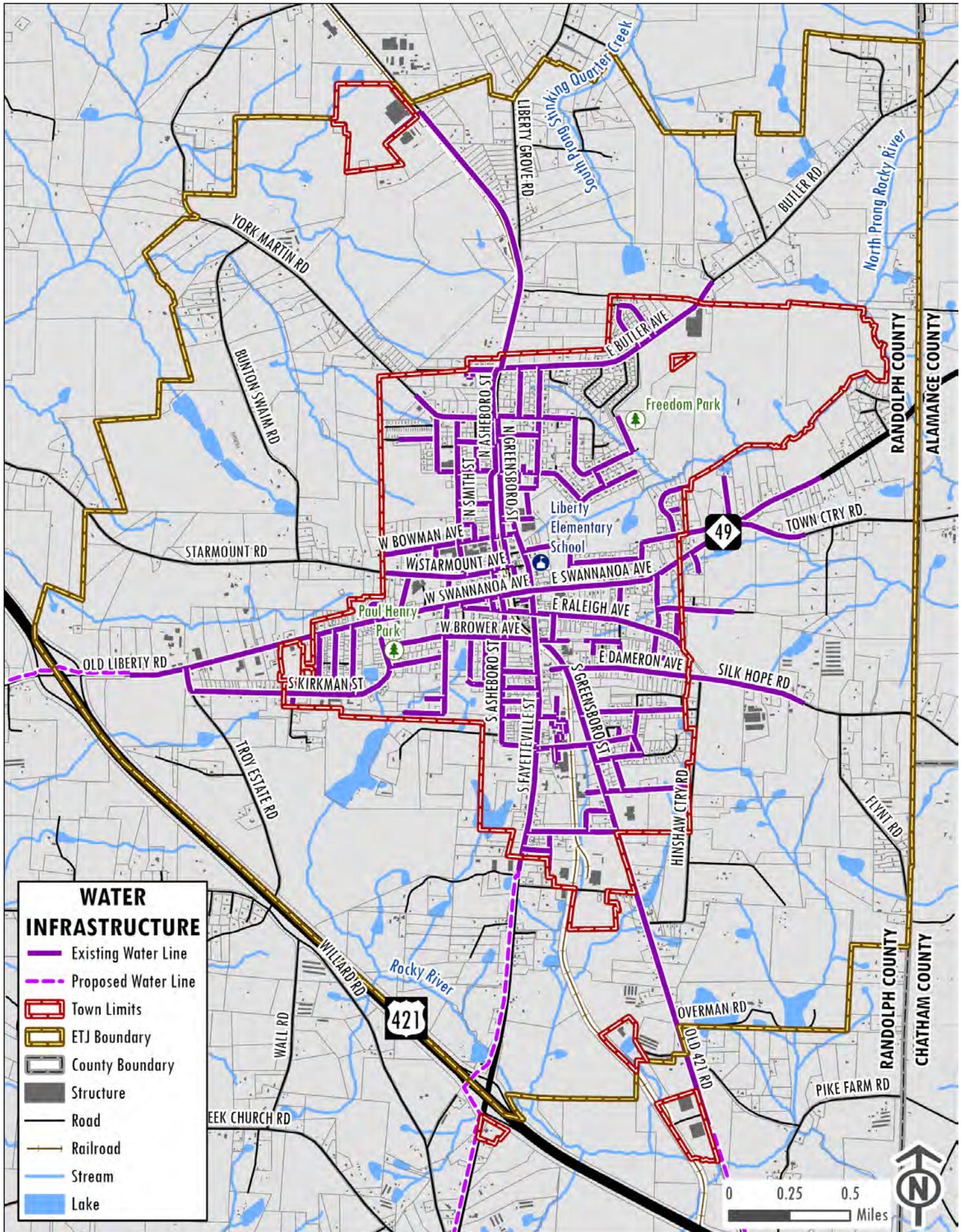
The existing water distribution system serves most of the area within the Town's existing municipal limits (see attached MAP – Existing Water System). The Town currently shares in approximately half of the cost of providing water lines along existing roads within or near Town Limits.

Wastewater Collection and Treatment System

The Town of Liberty currently has a wastewater treatment plant capacity of .550 million gallons per day (MGD). During fiscal year 2016 - 2017, the town treated an average of .350 MGD. With an average of about .200 MGD in excess wastewater treatment capacity, the Town can continue to provide excellent sewer service to existing customers, while accommodating a substantial amount of new development over the next twenty years. The table in Section 6 shows the number and type of Town sewer customers, and their average daily water use.

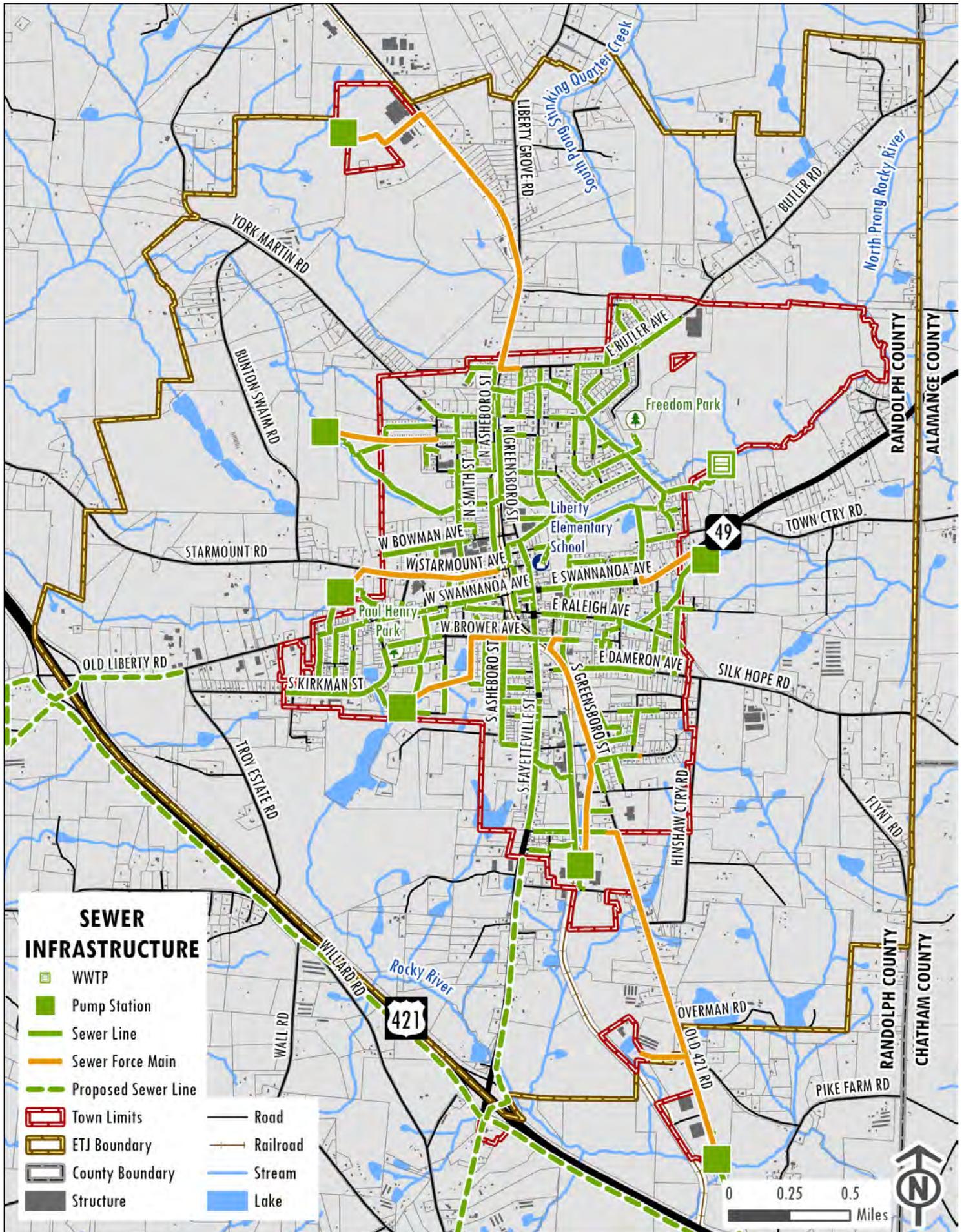
The existing sewer collection system serves most of the area within the Town's existing municipal limits and flows through several areas outside Town limits (see attached MAP #? – Existing Sewer System). The Town currently shares in approximately half of the cost of extending sewer lines within or near Town Limits.

Developers are generally discouraged from installing pump stations, due to potential Town liability and daily inspections required by the state. Pump stations are, however, allowed and maintained by the Town, when land development projects contain 50 or more lots, or are expected to produce a minimum of 50,000 gallons per day of wastewater. The cost of installing pump stations is variable, based on pump size, and is usually not shared by the town, unless the pump is oversized to meet some explicit public purpose.



WATER INFRASTRUCTURE

- Existing Water Line
- - - Proposed Water Line
- Town Limits
- ETJ Boundary
- County Boundary
- Structure
- Road
- Railroad
- Stream
- Lake



Nearby Mega Sites

The active development of the Greensboro-Randolph and Chatham Advanced Manufacturing (CAM) industrial mega sites for economic development create opportunities for Liberty. Each site is within approximately a 10-15-minute drive of Liberty town limits. The sites will be transformational on the area, especially for future land use and development as suppliers and employees of the companies locating in and around the sites scramble for proximity. Land use designations, development patterns and relationships among various land uses will shift as the mega site anchor tenants open their doors in the mid 2020s. Anticipated multiplier effects will broaden the region's opportunities and challenges. Liberty will be in competition within this regional market for leveraging any opportunities.



Toyota Megasite building under construction

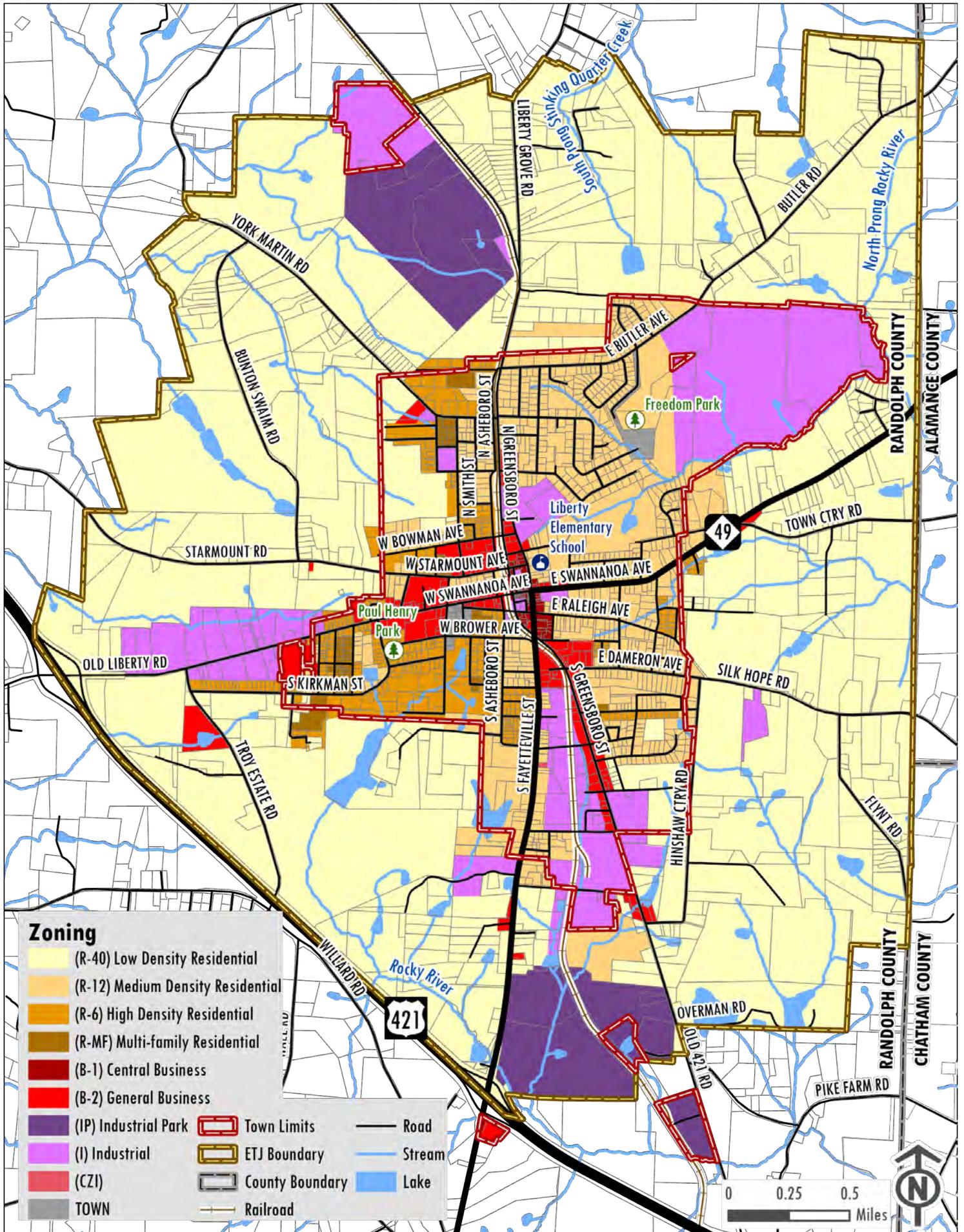
Transportation System

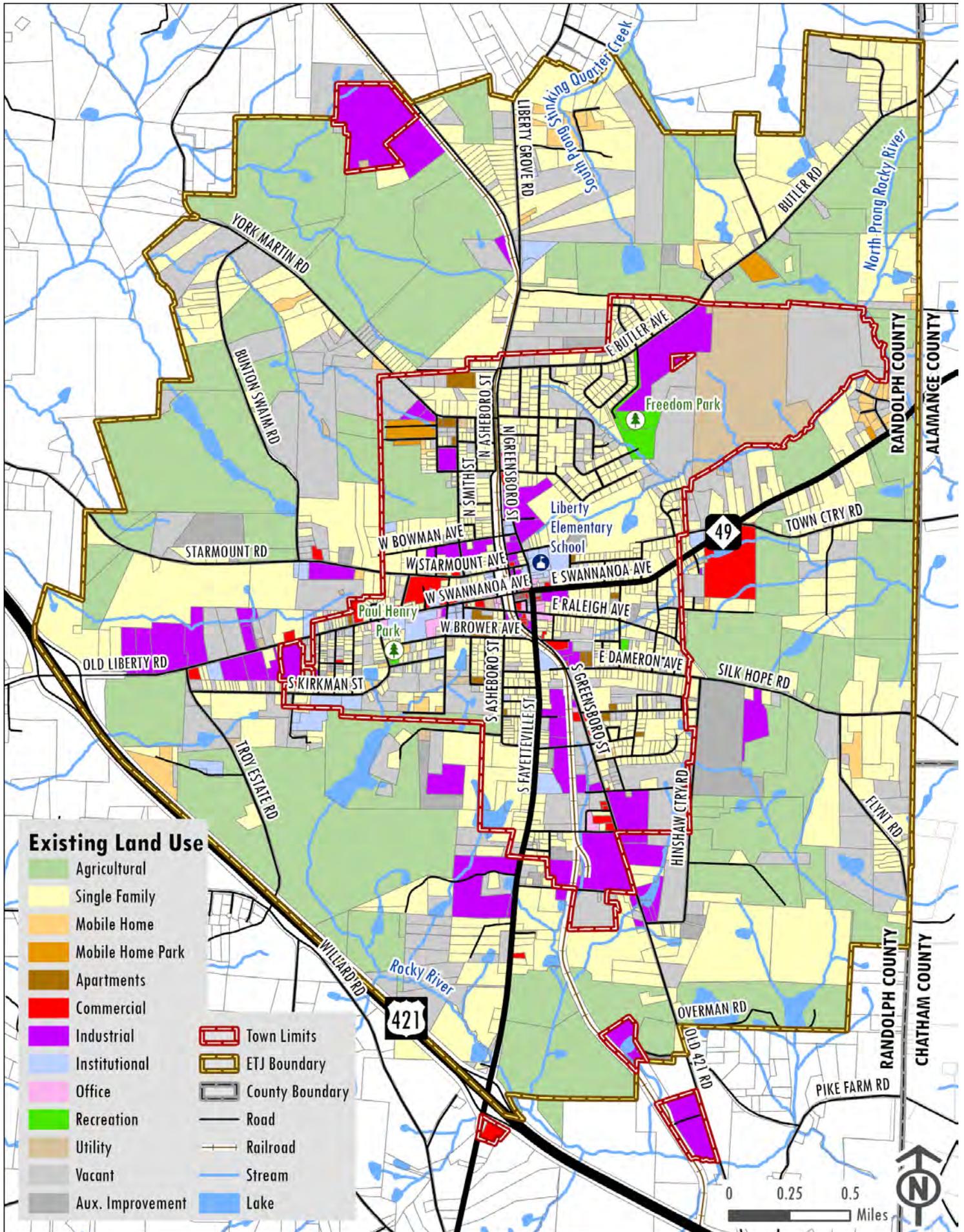
Per the NC Road Characteristics database (2023 Quarter 2), there are 29.9 miles total of roadways in Liberty, of which 22.8 are non-system roadways (76%) and 7.1 miles are system roads (24%). Of the system roads, 1.7 miles are NC-49 and the rest are state roads. The Town of Liberty has 7 miles of existing sidewalk. Many of the sidewalks are 4 ft wide, but today's standard width is a minimum of 5ft. Many of the roads in Liberty are North Carolina Department of Transportation (NCDOT) maintained. The Town receives Powell Bill funding from the State to maintain roadways owned and operated by the Town of Liberty, which can also be used on trail, sidewalk or other improvements that assist the transportation system in public rights of way. Liberty is served by the Regional Coordinated Area Transit System which provides on-demand transportation service for populations in need of transportation assistance. The Piedmont Authority for Regional Transportation (PART) also serves Randolph County with fixed route service, but currently does not have service to Liberty.

The Town of Liberty is a member of the Piedmont Triad Rural Planning Organization (PTRPO), which is the long-range transportation planning organization for transportation improvements and investments in Liberty and serves a four-county area. One of the core duties of the PTRPO in coordination with members like Liberty is to identify State Transportation Improvement Program projects in different travel modes including highway, bicycle, pedestrian, transit, rail and airports. The PTRPO may also provide special studies (e.g. sidewalk condition inventory, downtown streetscape inventory), data analysis (e.g. census tract mapping, demographic information for transportation grants) and other coordinating services with NCDOT, rail and transit providers.

Land Use Patterns

The current land use pattern in the Town of Liberty can generally be described as having a major downtown activity center supported by surrounding residential development and dispersed commercial and industrial land uses. Commercial development has occurred downtown and along major traffic corridors (radial growth), specifically south along Greensboro Street and west along Swannanoa Avenue. Industrial development within the Town has primarily occurred near major roadways. Industrial development has taken place on all four corners of the Town, both within and outside of the Town's industrial parks which are located on the northern and southern ends of the Town's extraterritorial jurisdiction. Residential development in Liberty has occurred over the years in areas with access to major roads and Town services. The Town's institutional land uses are primarily located downtown. The Current land use and zoning map gives a general indication as to how the land is used and could be used as development continues in and around Liberty. (see Existing Zoning and Land Use Maps on Page 14 and 15).





Zoning Ordinance

The zoning ordinance is one of the legal and administrative tools utilized to implement planning policies. It is a means to insure land uses within the community are properly situated in relation to one another, and that adequate space is provided for each type of development. It allows the control of development density so that property can be provided with adequate public services such as streets, schools, recreation, utilities, and fire and police protection. Zoning also helps to direct new growth into appropriate areas and protects existing property by requiring that new land development provide adequate light, air and privacy for persons already living and working within the community.

If a property is zoned properly for its intended use, then the needed permits can simply be obtained through application and the payment of any required fees. If a rezoning is required, then the approval of the Town Council must be given. This process can take several months and depends on the magnitude, complexity and any controversy generated by the proposal.

The Town of Liberty is currently divided into the following zoning districts:

- R40: Residential District;
- R12: Residential District;
- R6: Residential District;
- RMF: Residential Multi-Family District;
 - B1: Central Business District;
 - B2: General Business District;
 - I: Industrial District;

Special Use

Special Uses, because of their inherent nature, extent, and external effects, require special care in the control of their location and methods of operation. These uses are subject to review in relation to general and specific requirements, rather than as uses permitted by right.

Conditional Zoning

A Conditional Zoning District is a parallel zoning district to the general purpose district of the same name. However, the Conditional District, by request of the owners and as rezoned by the Council has one designated permitted use with conditions that make the rezoning more compatible with surrounding uses than a general use rezoning. The use of the property is subject to predetermined standards, rules, regulations and conditions imposed as part of a legislative decision creating a Conditional Zoning District and applying it to a particular property. A Conditional Zoning District allows particular uses to be established only in accordance with specific standards and conditions pertaining to each individual development project. Consideration of this tool will be reviewed as growth occurs.

Overlay Districts

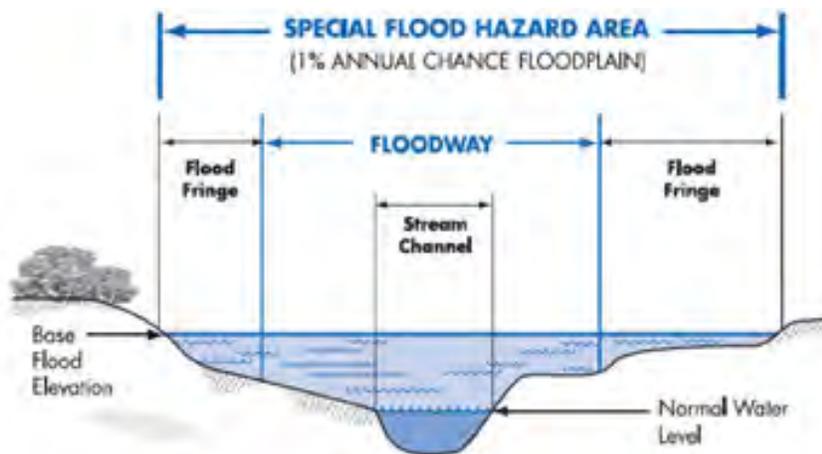
In addition to the standard zoning districts presented above, the Town has established the following overlay districts to provide additional protection of the public health, safety, and general welfare:

Watershed Overlay District

The watershed regulations are included within the zoning ordinance and limit the development density of land in an effort to reduce the degradation of drinking water supplies.

Flood Damage Prevention Ordinance Overlay

Liberty participates in the National Flood Insurance Program (NFIP) and enforces a Flood Damage Prevention Ordinance within its jurisdiction, which allows a discounted rate for flood insurance through NFIP. It is the purpose of this ordinance to promote public health, safety, and general welfare and to minimize public and private losses due to flood conditions within flood prone areas.



Floodway Schematic

Some development encroachment within floodplains reduces the flood-carrying capacity, increases the flood heights and velocities, and increases flood hazards in areas both up and down-stream from the development itself (see Figure 35 above). The economic gain from floodplain development needs to be weighed against the resulting increase in flood hazard. To protect public health, safety, and welfare, and to minimize losses due to flooding, the Town requires a flood development permit for land development within Special Flood Hazard Areas.

Historic District Overlay

The Liberty Historic District was established in 1998. Liberty has an exceptionally rich heritage, dating back to at least 1809 and its founding in 1889. An important part of that history remains with us today, in the form of certain homes and buildings in our older neighborhoods. Some of these structures are classic examples of architectural styles, others have special historic significance. Together these buildings create an architecturally significant landscape and convey a remarkable sense of connection to Liberty's history. If an effort is not implemented to preserve these structures, many will be lost forever.

Subdivision Ordinance

Subdivision regulations are state and locally adopted laws governing the process of converting a property into a larger lot, smaller lots, or adjusting lot lines to support the highest and best use of property. Regulation is accomplished through plat approval procedures, under which a landowner or developer is not permitted to make improvements or to divide and sell lots until a proposed subdivision plat has been approved. Approval is based on compliance of the proposal with development standards set forth in the subdivision regulations and General Statute. Attempts to record an unapproved plat with the local registry of deeds, or to sell lots by reference to such a plat, may be subject to various civil and criminal penalties.

Subdivision regulations provide a mechanism for local jurisdictions to accomplish a variety of goals, including the following:

1. To coordinate the unrelated subdivision plans of multiple land development projects.
2. To establish the logical and orderly provision of road rights-of-way, parks, school sites, water distribution lines and sewer collection lines.
3. To control the design of individual subdivisions, to ensure the pattern of streets, sidewalks, walking trails, building lots, and other facilities will be safe, pleasant, and economical.
4. To equitably distribute the cost of providing public services to new land development between the residents of the immediate area and the taxpayers of the jurisdiction as a whole.
5. To require new land development to pay its fair share of the costs of providing public services, when such improvements are deemed necessary, or of predominant benefit to the residents and business owners within a new development. For example, subdivision regulations may require a developer to provide vegetative buffers, to dedicate land for a public park, to install utilities, and to build streets and sidewalks to Town standards.

Subdivision regulations have changed over the years to reflect current town policies. Some of the most notable changes:

All subdivisions that request water and sewer must petition to be annexed into the town before water or sewer connections are allowed. Those persons requesting either water or sewer services must request installation of both water and sewer. This does not change the policy for development that is already constructed which may receive town services

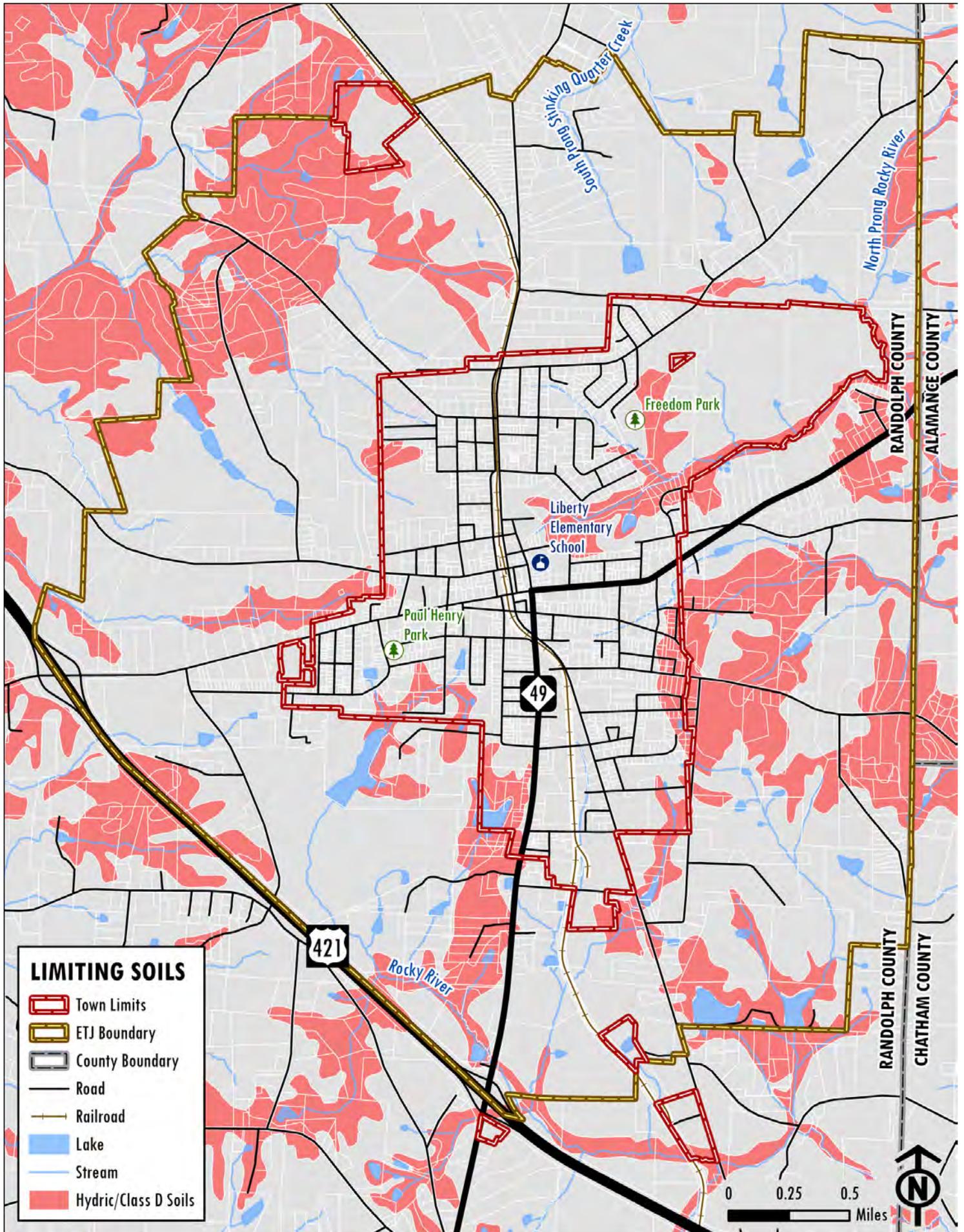
Soil Limitations Analysis

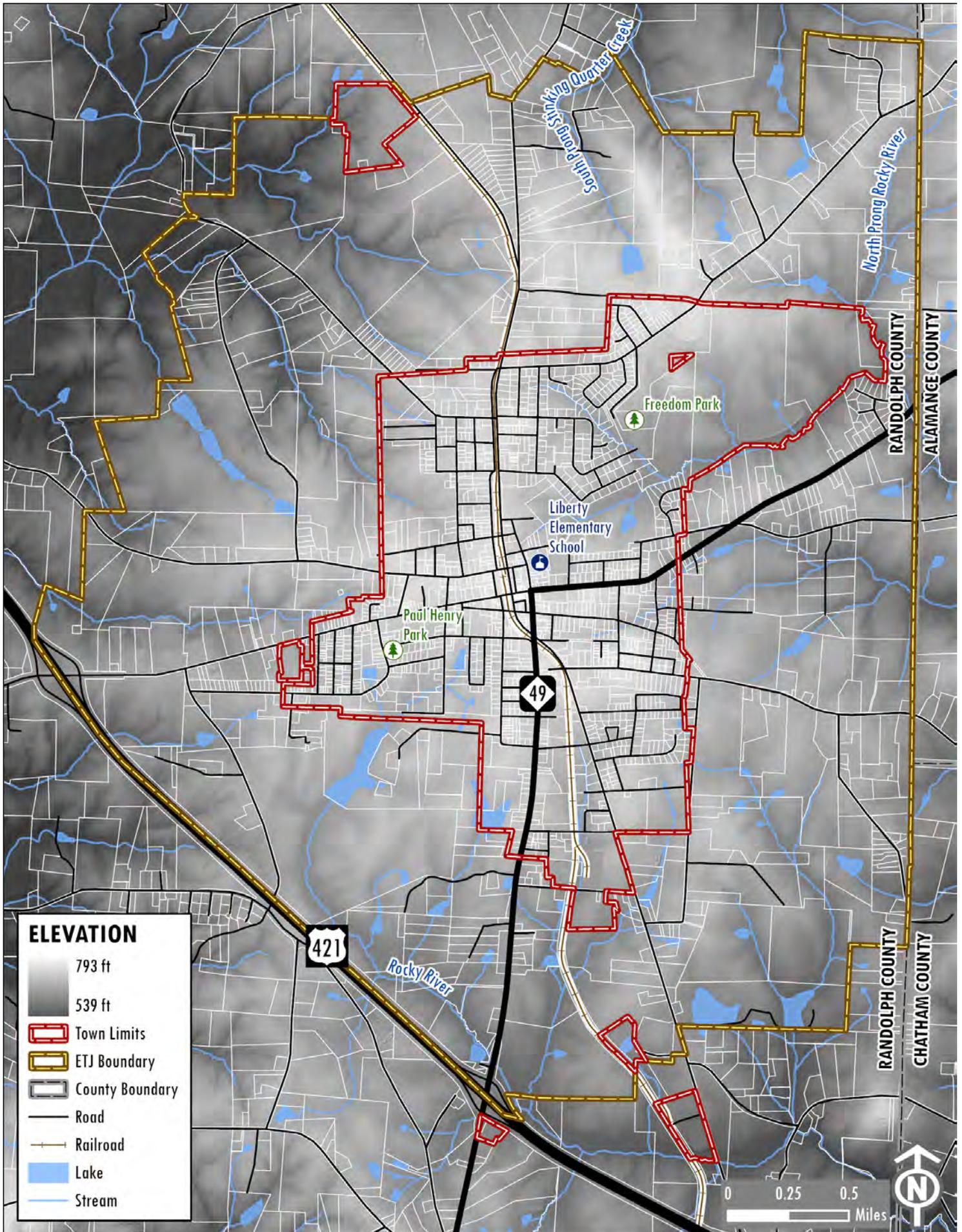
A soil limitations analysis was conducted using information from the U.S.D.A. Soil Conservation Service. The soil characteristics identified as problematic for future development include shrink-swell behavior, hydric characteristics, and hard rock content. A summary of major soil limitations is included in the map below (see attached map Hydric Soils on Page 20). The positional and attribute information from soils maps and tables often lacks precision, so any “problem areas” are merely locations where soils limitations may complicate development.

A significant possible limiting factor due to soils is poor percolation, as it may make for difficulty in siting septic drain field systems. This would apply only to non-urban growth without access to Liberty’s sewer services. U.S.D.A. soils survey data indicates most of the jurisdiction is at risk for poor percolation. However, the reality of considerable prior residential subdivision development in these areas suggests that we should not over-estimate the degree of this limitation.

Slope Limitations Analysis

The degree of slope throughout the Town’s jurisdiction was estimated using U.S.G.S. digital topographic maps. Potential future land uses are quite variable in their sensitivity to steep topographic conditions. Structures such as houses and small commercial and institutional buildings may have more topographic flexibility because their small footprints require less grading than large industrial buildings, shopping centers, schools, etc. Another consideration is the land value of developable sites. For high-value sites such as those zoned for industrial or commercial use, the costs of grading typically represent a smaller share of total development costs than on lower value sites. Thus, a developer proposing a project on a commercial site may view it as economically feasible even if steep topography calls for excessive grading. As an estimate of a middle ground for all land uses, we have chosen 20 percent (20 feet of fall for 100 horizontal feet) as the threshold for “severe” slope limitations. These areas are also considered 50 percent usable because many of them are not large enough to pose much of an obstacle to development. Please see Elevation/Topography Map on Page 21.





2.4 - Associated Planning Efforts

Randolph Growth Management Plan (2023)

Adopted in October 2023, The County Growth Management Plan serves as a long-range guide for public policy decisions concerning the overall growth and development of the Randolph County community. The Plan lays out growth management guidelines for economic development, public infrastructure, industrial development, commercial development, office and institutional development, residential development, planning coordination, environmental quality, scenic corridor protection, and heritage management.

Randolph County Comprehensive Transportation Plan (CTP) (2012, 2016 Update)

The Randolph County CTP is a long-range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Improvements to US Hwy 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2010 in conjunction with the CTP study. The 2010 report identified US 421 to upgrade to freeway (or interstate) standards with an interchange Shiloh/Deviney Road and grade separation at Starmount Rd. Additionally, a long-standing priority of Liberty in the 2010 CTP was to construct the East Liberty bypass for NC 49 from Fayetteville Street at Kinro Road to E. Swannanoa Street. Additional sidewalk, trail and roadway improvements were identified in the planning process.

Improvements to US Hwy 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2010 in conjunction with the CTP study. Respondents ranked US Hwy 64 as their number one concern on the following issues: safety (particularly at intersections with other US and NC routes), truck traffic, congestion, and access. Additionally, US Hwy 64 was identified as desirable for providing bicycle and pedestrian facilities.

Randolph County Strategic Plan (2016)

The County Strategic Plan identifies a vision, goals, and strategies for Public Health, Safety, and Well Being. Common themes emerging from the plan include: Improving the development and recruitment of qualified workers, making tangible quality-of-life improvements to enhance recruitment and marketing efforts, and developing proactive prevention programs to reduce the debilitating and costly effects of existing and emerging community and mental health challenges, reducing barriers to critical services, and aligning resources to increase the efficiency and effectiveness of services.

Randolph County Water and Sewer Master Plan (2022)

Randolph County has compiled a report on water and sewer needs, existing demands on permitted systems that exist in the County, and future demand. The report looks at the existing municipal and regional systems that serve the entire county, assesses existing facility conditions, and plans for future growth of key parts of the system. The report compiles cost estimates on potential extension projects to serve the areas of growing demand, some of which are located in northeast Randolph County.

Section 3 - Public Involvement and Community Input

Background

As the town creates a new Land Development Plan to address upcoming change to Liberty and the surrounding area, it is necessary to have citizen input on key issues. A community driven input ensures proposed policies and recommendations are consistent with the needs and desires of the broader Liberty community. The town gathered citizen input in a number of ways:

Public Meetings

There were two meetings held at two locations, one in the morning at Grove Baptist Church and one in the afternoon at Liberty Town Hall. The purpose of these meetings was to ensure that citizens were informed as to what a Land Development Plan was and to allow them to give their input on key themes regarding the LDP. These citizens were able to express their wishes in multiple ways: through conversation with town/planning board officials, marking maps/posters, and through a survey response. Both meeting combined gathered approximately over 100 attendees.



Images of public input meetings held in January 2023

Online Surveys

The surveys were handed out at both of these meetings and were posted on the town's Facebook and website. Surveys were collected for a period of around one month. In these surveys were questions surrounding the idea of what Liberty should be. The first 10 questions were "fill in the blank" format. The latter questions were multiple choice (in which case the data was graphed). Once the submission window closed, the answers were tallied and organized into this report.

Q1- What do you like most about Liberty?



Q2- Define Small Town Charm



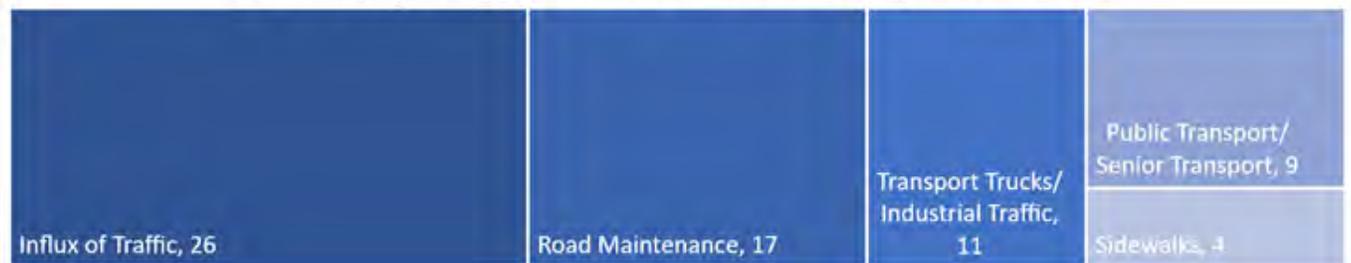
Q3- What type of park do you use and for what activity do you use it for?



Q4- Which park do you use the most often?



Q5- What is your biggest concern about future transportation needs?



Q6- What Corridor or Intersection are you most concerned about?



Q7- Where do you currently walk/bike or where would you like to see improvements made so that you can walk/bike?



Q8- What are key historic sites to preserve?



Q9- What Cultural Amenities are needed to preserve "small town charm"?



Q10- What is your biggest concern for Liberty?



Participants at public input meetings held in January 2023

Community Input Summary

Common Themes

- Community: “family”, “know everyone”, “friendly neighbors”
- Rural Atmosphere: “small size”, “local businesses”, “country/farmland” “not noisy” “small-town charm”

Parks and Recreation

- Large portion of surveys answered that they used Freedom Park.
- A large percentage answered that their most used aspect was walking trails.
- Complaints about state of Paul Henry Park and the necessity to drive to Freedom Park.

Traffic / Walkability

- Complaints of traffic within “downtown” near the Showcase, around Kidd’s Drive-In, near Food Lion, and around the school.
- Lots of complaints concerning trucks coming through downtown.
- Lots of desire to expand sidewalks and add crosswalks to other areas, making it easier to walk within town.

Future Development

- A popular idea is to use existing structures within “downtown” and revitalize them to retain “Small Town Charm”
- Lots of input regarding “downtown”, desires to refurbish and encourage new local businesses to use empty buildings. Lots of comments on “trashy” or “unkempt” appearance
- Distaste towards gaming establishments and adult venues

Historic Preservation / Preserving Small Town Charm

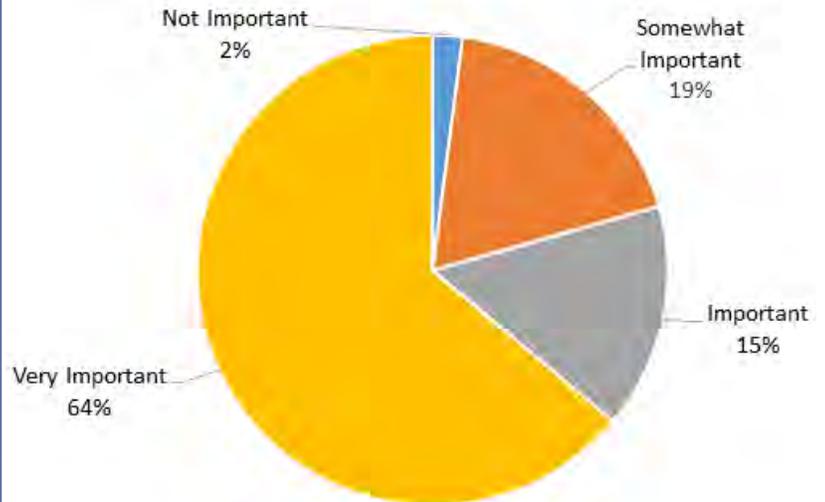
- Sites to be preserved: Depot, Liberty Showcase, Downtown, Patterson Cottage, Liberty Heritage Museum

Biggest Concerns

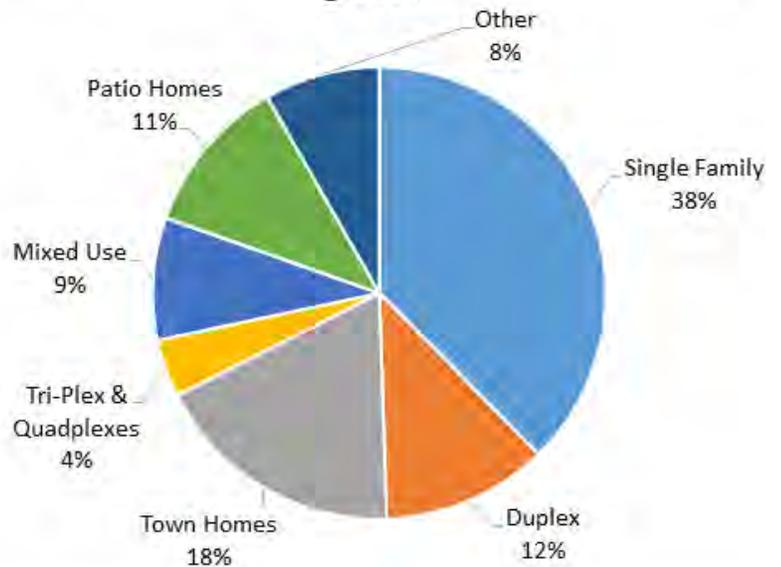
- The concerns seem to be mostly divided between two thoughts: “Liberty will miss out on the opportunity to grow/expand” and “Growth will destroy what is so great about Liberty”.

Online Survey Results (Continued)

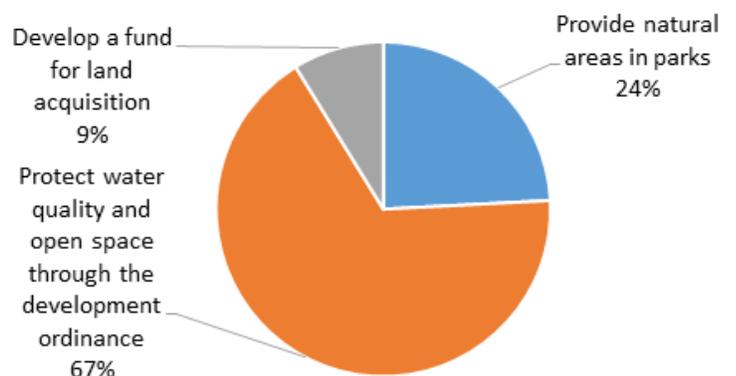
How important is natural resource preservation?



What type of housing should be built to accommodate future growth?



What should the town do to preserve natural resources?



Section 4 - Design Guidelines, Vision, and User Guide

4.1 - Design Guidelines and Vision

Key recommendations and policies for development from design principles to specific recommendations on how to implement policies and ordinances relating to residential, commercial and industrial development will be discussed in the Development Plan section. Additionally, the infrastructure and community characteristics around historic structures, transportation, parks, water and wastewater as well as transportation will be discussed in this section.

A policy framework around how to design future development will be critical to the Land Development Plan. The Design Guidelines proposed are the following:

Enhance **“Liberty’s Small-Town Atmosphere”**

Enhance & Revitalize **“Downtown”**

Move from “Strip Development” toward **“Commercial Centers”**

Move from “Conventional Development” toward **“Cluster Development”**

Move from “Separation of Uses” toward **“Mixed Use Development”**

Move from “Vacant or Under Utilized” toward **“Infill and Reuse”**

Move from “Encroachment Impact” toward **“Transition and Buffer Softened Impacts”**

Move from “Unconnected Roads” toward **“Road Network”**

Move from “Vehicular Orientation” toward **“Walkability”**

Move toward **“Preserving Existing Vegetation in Development”**

Move toward **“Pedestrian Scale Development”**

Move toward **“Providing Street Trees”**

Move toward **“Private and Public Open Space”**

Move toward **“Neighborhood Design Compatibility”**

Move toward **“Including Historical and Cultural Heritage in Development”**

Move toward **“Reducing Environmental Impacts of Development”**

How to Use Policies

To aid in the effective use of the policies, the following explains for example, how different users can employ the policies in deciding upon a typical rezoning request:

As Used by the General Public

Residents of the Town of Liberty can and should reference specific policy statements when speaking in favor or in opposition to a rezoning request.

As Used by the Developer

The developer or property owner can petition for a rezoning request that is consistent with Town policy, thereby increasing the chances for rezoning approval, and minimizing guess work and time wasted.

As Used by the Town Staff

The Town of Liberty staff reviews zoning petitions, recommends that the petition be approved or denied, and prepares a written zoning report for the Planning and Zoning Board. In making their decision and writing the report, the staff reviews relevant planning documents, including plans adopted by the Town. Using the adopted policies will facilitate the Town staff's review of the rezoning request. The staff will be able to point out those policies that support the rezoning, and those that are in conflict with the rezoning, thereby shaping the overall staff recommendation.

As Used by the Liberty Planning and Zoning Board

Prior to the regular meeting, each Planning and Zoning Board member can make his or her own determination as to the consistency of the proposed rezoning with the Town's adopted growth policies. The Planning and Zoning Board should consider the intent Liberty Land Development Plan in interpreting the policies, but may choose to give different weight to different policies.

Used by the Liberty Town Council

In its legislative authority to rezone property, the Town Council has the final word as to whether the rezoning request is consistent with the various plans that affect the property in question. As customary, Town Council should consider and weigh the interpretation of policy as employed by the property owner, the Town of Liberty Planning and Zoning Board, Town staff, and the general public. Over time, a track record of policy interpretation forms a consistent foundation for decision making.

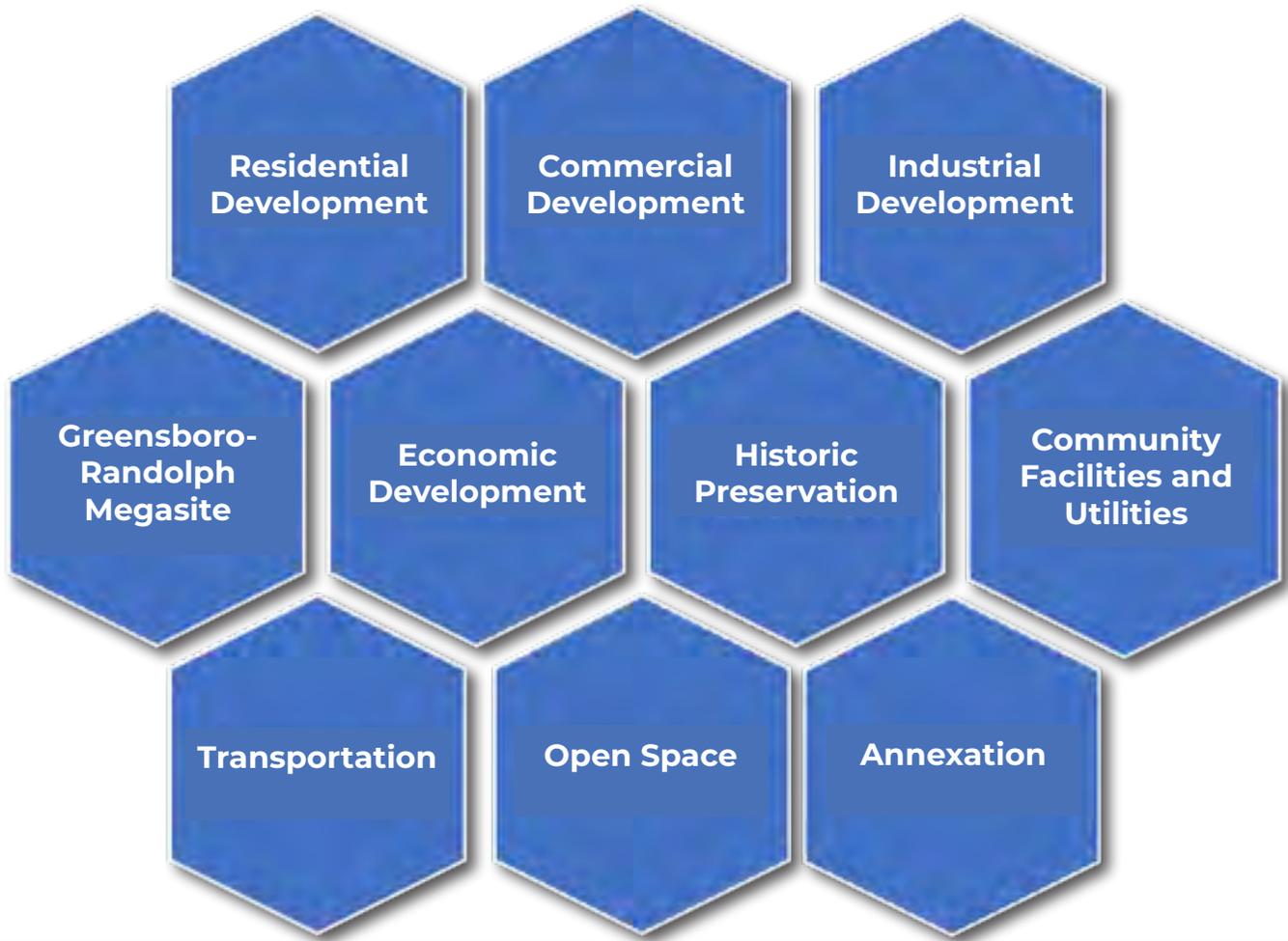


Town of Liberty Council Meeting

Section 5 - Development Plan - Policies and Recommendations

Policy Areas

The policies and recommendations in this section are organized by the following policy areas:



5.1 - Residential Development

In recent years, the popularity of the “bedroom” community has allowed many towns to capitalize on their small-town charm and their location near larger work centers. The increase in remote work opportunities since the COVID-19 pandemic has only increased this dynamic for rural small towns like Liberty on the edge of urban centers. The Town of Liberty has the potential to take advantage of this housing trend with the addition of two large economic development projects within 10 miles of Town limits (Greensboro-Randolph Megasite and Chatham Advanced Manufacturing Site).

Town of Liberty’s small-town atmosphere is valued by many residents. High quality, multi-lot developments with curb and gutter, landscaping, traditional light fixtures, etc., can support the Town’s tax base while maintaining the small-town character of the community. Appropriately located residential development in close proximity to the downtown can also bring people into Town that would encourage a walkable environment and maintain downtown retail shops and provide opportunities for new kinds of commercial development. Residential development will not support the Town’s tax base by itself and should be supplemented with clean, quality commercial growth and high-paying industrial growth .

While large lot residential development could be beneficial for the Town, smaller lot, infill development is also necessary to use land efficiently. As homes are removed from existing neighborhoods, quality new homes should be added in their place to keep neighborhoods intact. Infill development in or near the Town’s core can also help the viability of downtown retail shops by providing nearby customers within walking and bicycling distance. Additionally, residential use for anyone, not just shop owners above commercial shops, retail and restaurants should be encouraged in downtown Liberty.

The Town realizes the need for a variety of housing types to provide housing opportunities for all citizens in diverse economic circumstances. Housing types should include single and multi-family developments such as subdivisions, condominiums, apartments, town homes, manufactured housing, and mixed-use. New developments add to this diversity however, existing housing is a vital part of providing a mix of housing styles, types and prices. In addition, the recognition and maintenance of “historic” properties provides continuity to the character of Liberty.



Example of Missing Middle Housing - Opticos Design

As the housing market changes so should residential development standards. Zoning and subdivision regulations should reflect the opportunities above and the potential for increased housing demands due to the creation and development of the Greensboro-Randolph Megasite and Chatham Advanced Manufacturing sites. This will require flexibility and creativity in delivering housing units that are attractive, affordable, diverse, easily constructed while also providing walkability, bikeability and proximity to destinations such as parks, schools, shopping and employment.

Single Family Residential Development

There are three zoning classifications for single family residential development within the zoning ordinance, R6, R12, and R40. The entire Town of Liberty is within one of two water supply watersheds. Only a small portion of the extraterritorial jurisdiction is not within the water supply watershed overlay district. Within the overlay district, no residential lot can be less than 1/2 an acre (except in an approved cluster development). Translated into square feet, this means that no residential lot can be less than 21,780 square feet (an acre is 43,560 square feet). The residential zoning classifications of R6 and R12, which require 6,000 and 12,000 square foot lots respectively, are “overruled” by the overlay district which is more restrictive. Therefore, the density requirements within these zones have no real meaning as long as the current watershed regulations are in place.

Multi-Family Residential Development

Multi-family developments (condominiums, apartments, and town homes) are considered high density growth. Multi-family developments should be located in areas where adequate urban services are available and may require sewer and water extensions from the Town. Policies on water and sewer extensions should be reviewed and updated to ensure that such developments create positive growth for the Town. The western side of the Town offers the most convenience to citizens commuting to Greensboro, High Point, Asheboro, or mega-site employment centers each day.

Manufactured Homes

Manufactured homes are a form of affordable housing; however, homes should not unduly disrupt existing, intact neighborhoods or be placed along the common gateways into Town. Implementing stronger appearance criteria for manufactured homes can smooth the transition between traditional stick-built homes and manufactured homes. Currently both single wide and double wide manufactured homes are allowed on individual lots in the R40 district. Manufactured home parks are also permitted in the R40 district. Most of the Town’s extraterritorial jurisdiction is R40.

Due to the popularity of manufactured homes, the Steering Committee held that a provision should be made for “manufactured home subdivisions” (lots/homes are for sale not rent). This can be accomplished by using design standards and criteria in the zoning ordinance. A planned residential development, cluster subdivision or planned unit development project are examples of ordinance tools for flexible development within the context of an entire development proposal consisting of multiple lots. A planned residential development is a residentially zoned area, planned and developed as a unit, which is characterized by environmentally sensitive design through the use of flexible development standards. These standards can include requirements for open space buffer yards, parking and internal streets, pedestrian access, impervious surfaces, permitted uses, lot dimensions, structure spacing, and common recreational areas. The purpose planned residential development is to encourage development of living environments by providing certain development privileges in exchange for preplanning and design considerations.

Existing and future areas for manufactured homes include the following:

- Single-wide and double wide manufactured homes on individual lots should be allowed in the R40 district.
- Manufactured home subdivisions should be allowed in residential districts when pre-defined appearance/performance criteria are met.
- Manufactured Home Parks should be allowed in the R40 district by Special Use Permit.

Residential Development Policies

1. The Town should encourage a variety of housing types consisting of stick-built homes, cottage homes, multi-family dwellings, downtown 2nd floor residential and manufactured homes. New ordinances should provide the ability to mix housing types and densities easily. (See examples of missing middle housing on Page 30).
2. Factors in determining preferred locations for multi-family and mixed-use residential development should include:
 - a) Proximity to employment and shopping centers,
 - b) Access to major highways,
 - c) The availability of public services and facilities, and
 - d) Aesthetic design standards that reflect historic character, support walkability and performance.
3. Factors in determining preferred locations for manufactured home subdivisions should include:
 - a) Proximity to employment and shopping centers,
 - b) The availability of public services and facilities, or suitable soils for well and septic systems if outside of Liberty's service area.
 - c) Adherence to design standards regarding appearance and performance, and
 - d) Landscaped or fenced buffer between the subdivision and other residential uses.
4. The Town should promote and encourage mixed-use residential development in and near downtown consistent with the character of downtown (e.g. walkable, small-town charm).
5. The protection of traditional residential neighborhoods should be encouraged and incentivized to remain a major source or housing supply.



Residences on S Fayetteville St.

Residential Development Recommendations

1. Promote Residential Development in Developed Areas

- a) Update development ordinance to allow anyone, not just building owners, to live above shops in the Downtown Investment Area.
- b) Explore the use of rehabilitation funding and incentives to support redevelopment or reuse of older structures.
- c) Inventory vacant or underutilized land near downtown and identify potential development opportunities or uses needed to support downtown vibrancy.
- d) Starmount Road was specifically mentioned as a potential area for large lot, custom built residential development.



Residence being remodeled on W Dameron Ave.

2. Preserve Existing Historic Housing

- a) Implement a program to maintain the quality and integrity of existing neighborhoods.
 1. Create an ongoing and consistent program of working with property owners to maintain both property and structures.
- b) Recognition and maintenance of “historic” properties should be encouraged.
- c) Although discouraged, if manufacture homes are proposed, develop increased appearance and structural integrity standards for double-wide manufactured homes to help ensure that they are harmonious in existing neighborhoods with minimal disruption.

3. Promote Quality Residential Development

- a) Develop guides and brochures for education on the development process whereby developers, realtors, and home buyers are made aware of water supply watershed restrictions and how these regulations affect the development of their property and how to address the regulations
- b) Upgrade development standards for preserving existing vegetation landscaping and for providing additional landscaping materials in new residential development.
 - i) Require the provision of street trees and sidewalks as an integral element of public or private residential street construction.
- c) Modify the current Zoning and Subdivision Ordinances to provide land use standards for housing that are more responsive to current and future economic and environmental factors.
- d) Policies on water and sewer extensions should be reviewed and updated to ensure that residential developments are considered in addition to industrial, commercial and institutional.

5.2 - Commercial Development

The Town of Liberty envisions a strong commercial sector that serves the needs of the Town and surrounding areas. The Town supports and encourages the inclusion of smaller, individual retail and service shops as a vital component of the local economy, while it recognizes that a successful commercial sector consists of a mix of large and small, national and local businesses.

The Town of Liberty values its small-town character and holds as a priority the continued focus on downtown as the commercial center. Other commercial development, not suited to downtown, should reuse existing commercial structures and land to the greatest extent practicable. New commercial developments should be planned as cluster developments with a mix of uses, rather than strip developments.

Future thoroughfare improvements within the jurisdiction should be evaluated for potential commercial development areas and impacts on existing infrastructure and developments.

Historic structures shall be maintained, the reuse and repurpose of other existing structures is encouraged and new development should conform to the style and scale of the Town. A walkable community is also encouraged.

As the commercial market in Liberty changes so must commercial development standards. Zoning and subdivision regulations should reflect the priorities above and the potential for increased demands due to the creation of the Greensboro-Randolph Megasite.



View of Downtown Liberty at W Swannanoa Ave. and N Depot St.

Downtown Commercial Development

The Town of Liberty values its downtown and wishes to maintain this strong historic core which incorporates a mix of commercial, office, institutional, and residential uses. Commercial Policies and Recommendations of this plan are designed to treat the downtown as the primary commercial center for the Town of Liberty. Efforts should be made to direct appropriate future commercial development to the downtown, to reuse and repurpose existing structures and add new construction as required. New construction and rehabilitation of existing structures shall be designed to maintain the existing pedestrian scale and design of the area. All Historic district requirements shall be enforced for any property located within the historic district. To ensure the strength of the downtown, the Town of Liberty is actively pursuing reestablishment in the Small-Town Main Street Program.

Other Commercial Development

Some commercial activity does not lend itself to a downtown location. Businesses such as hotels, fast food stores, automobile sales lots and convenience stores are better suited for development near the US 421 interchanges. This commercial development has historically occurred in linear strips along thoroughfares and is known as “strip development”. Strip development is most appropriate in locations with large parking lots, close proximity to major thoroughfares, usually one store deep with small linear shopping centers with shallow on-site parking in front of the stores. If not designed appropriately, impacts could include visual clutter, poor function of thoroughfares, dangerous for pedestrian travel, and numerous curb cuts. Dependent on location and proposed use(s) could create additional impacts.

The policies within this plan include the reuse of existing commercial structures and land and the concept of commercial mixed-use clustering as a means to integrate future commercial land uses into developing areas (see Figure #? Clustering). Clustering suggests that the most appropriate location for commercial development is at the intersection of major thoroughfares which allows the most efficient movement of traffic to and from the commercial area. Commercial nodes at major intersections can better take advantage of the daily commuting traffic to and from Greensboro, High Point, Asheboro and the Greensboro-Randolph Megaseite.

In general, land uses should be most intense near the intersection and decrease as one moves away from the intersection. The commercial core near the intersection would be surrounded by less intense land uses such as office or high-density residential development, while remaining flexible on mixed use development. Surrounding this would be low density, primarily single-family residential development. This pattern of clustering commercial uses and insulating low density residential areas is designed to prevent the land use conflicts and traffic problems that arise from strip commercial developments situated adjacent to residential neighborhoods.

Clustering may not be appropriate at every thoroughfare intersection, however, the application of this clustering concept at selected intersections can create more efficient patterns of land use. The Future Land Development Map indicates where commercial clusters should be located.



Businesses on Liberty Plaza off W Swannanoa Ave.

Commercial Development Policies

1. New commercial developments should locate within the downtown area when vacant or unused downtown property exists. Such infill and new development shall build on the existing pedestrian scale and design of the downtown and historic district regulations shall be followed.
2. Other commercial development should locate in areas that are already zoned for commercial uses. As these areas fill to capacity, development should locate within commercial areas designated on the Future Land Development Map.
3. Large commercial centers should be located adjacent to major highways or major highway intersections designated on the Future Land Use Map.
4. Commercial development shall be encouraged to occur in clusters or planned shopping centers to minimize the proliferation of “retail strip” locations.
5. Encroachment by new or expanded commercial uses into viable existing or planned residential areas shall be prohibited.
6. Good site design and the liberal use of buffers shall be used to create a compatible relationship between commercial and non-commercial uses, including whenever possible, appropriate transitional uses will be provided to surround and soften the impact of commercial uses.
7. Agriculture and agritourism uses, which are typically within the town’s ETJ areas, should be recognized as a major supportive commercial activity and the preservation and promotion of these uses should be encouraged.

Commercial Development Recommendations

1. Strategic Planning for Town’s Commercial Assets

- a) Review the Future Land Development Map and suggest changes that will provide appropriate transitional uses to surround and soften the impact of commercial uses.
- b) Determine if commercial designated areas are sufficient, appropriately located and serviced to support potential growth resulting from the development of the Greensboro-Randolph industrial mega site.
- c) Create a Small Area Plan for the proposed commercial area at the intersection of U.S. Hwy 421 and Old Liberty Road. Consider a connector street to Starmount Road to create a more efficient development pattern and efficient access to the Greensboro-Liberty industrial mega site.
 - i. Establish prompts for creation of small area plans.



Kettle Corn on W Swannanoa Ave.

2. Encourage Downtown, Main Street Revitalization and Historic Preservation

- a) Continue to refine, enhance and implement plans developed by the Small Town Main Street Program
- b) Leverage building reuse, downtown focused and other small-town grant opportunities for downtown revitalization efforts.
- c) Educate landowners about opportunities for historic preservation and historic tax credits.
- d) Implement a retail market study for Liberty to better understand development redevelopment opportunities by corridor in the community.

3. Encourage Thoughtful and Town-Oriented Building and Site Design

- a) Efforts should be made to reduce the number of curb cuts, add sidewalks and street trees, add planted medians to encourage interconnectivity.
- b) Include a greater mix of uses for retail development.
- c) Discourage overparking and move parking to the rear or sides of structures, whenever possible.
- d) Encourage building designs that are pedestrian-oriented and incorporate local or regional architectural styles with fenestration/windows.

4. Zoning Ordinance and Policy Updates

- a) Review and update the zoning ordinance Commercial Design Standards and Buffer and Screen requirements for enhanced effectiveness and flexibility.
- b) Upgrade requirements in the zoning and subdivision ordinances for preserving existing vegetation and for providing additional landscaping materials in new commercial development.
- c) Consider adding Office/Institutional zoning district to the zoning ordinance to provide an additional transitional mechanism for the separation of uses.
- d) Enhance regulations on the size, design, and location of signs in commercial development in order to improve the community's aesthetic appeal.
- e) Require the providing of street trees as an integral element of street construction for commercial development.
- f) Enhance design standards to encourage well designed, efficient, and attractive parking facilities in new commercial development; to include landscaping, lighting and security, internal circulation, ingress and egress.

Throughout the Land Development Planning process the need for additional, clean industrial development in Liberty has been consistently expressed. The Steering Committee favors the economic growth that would occur as a result of new industry, but feels that such industry should bring high paying jobs to the community and be appropriately located. Industrial growth is needed within the Town and its extraterritorial jurisdiction in order to provide a stable tax base. To this end, the potential impacts of the Guilford - Randolph Mega Site require that Liberty establish plans and policies that create a positive environment which will result in economic benefits to Liberty.

Location of Industrial Development

Regarding the location of industrial development, the policies call for advanced planning for the identification of future industrial sites. Industrial expansion is expected to continue on the northern and southern ends of the Town within existing industrial parks. Significant advance planning for industrial growth is necessary to ensure the efficient extension and use of urban services. In terms of special location standards, the policies place all industrial and industrially-related activities into one of three categories:

Heavy industries, for example, are generally characterized as having large physical plants, high land requirements and low worker-to-land ratios. Heavy industrial sites should have easy access to rail as well as all major modes of regional and inter-regional transportation. The availability of major highway and rail facilities are particularly necessary to provide for the efficient movement of raw materials, labor and finished manufactured products. Heavy industrial sites may also require substantial buffering or separation from non-industrial uses. These buffers may include, for example, natural features, landscaping, planted evergreen screening, walls and fences, distance and major transportation corridors. In addition, transitional uses shall be utilized to surround and soften the impact of industrial uses.

Light industries are generally characterized as having smaller physical plants, lower land requirements and higher worker-to-land ratios. Since light industries typically do not require large land areas, they can be more easily located within urbanized areas, thus enabling them to take maximum advantage of available services and to minimize home to work distances. Light industries should also have easy access to major highway and rail facilities. However, care should be taken to see that light industries are located in a manner which will prevent additional traffic generation onto residential streets. Light industrial sites should also be compatible with surrounding and nearby areas. Buffers and other types of separation may be required to prevent degradation of adjacent areas and preserve visual aesthetics. These buffers may include, for example, natural features, landscaping, planted evergreen screening, walls and fences and distance. In addition, transitional uses shall be utilized to surround and soften the impact of industrial uses.

Warehousing, storage and distribution facilities are an essential component of most industrial operations and are accommodated within areas planned for both heavy and light industry. In recent years, however, many new forms of warehousing, storage and distribution facilities have emerged in the development marketplace. When these new warehousing facilities occur along major thoroughfares in a community, it is important that they are properly landscaped and buffered so as not detract from the overall image of the area. These buffers may include, for example, natural features, landscaping, planted evergreen screening, walls and fences, and distance. In addition, transitional uses shall be utilized to surround and soften the impact of industrial uses.

Industrial Development Policies

1. Ensure that industrial developments are high value and in keeping with the Mission Statement of this plan.
2. Encourage and plan for the location within Liberty's Jurisdiction of industrial activities that support and compliment the mega site.
3. Industrial development shall not be located in areas which would diminish the desirability of existing and planned non-industrial uses.
4. Non-industrial uses shall not be allowed to encroach upon existing or planned industrial sites.
5. Good site design and the liberal use of buffers shall be used to create a compatible relationship between industrial and non-industrial uses.
6. Appropriate transitional uses shall be utilized to surround and soften the impact of industrial uses.
7. New industrial development should locate in existing industrial parks and other industrially zoned areas that have adequate utilities. As these areas fill to capacity, development should locate within industrial areas designated on the Land Development Map.
8. Factors in determining preferred locations for heavy industrial development shall include:
 - a) access to major highway and rail facilities,
 - b) the availability of public services and facilities,
 - c) adequate buffering between industrial and non-industrial uses (noise, smell, sight
 - d) abatement, etc.), and affects on surrounding development including traffic generation.
9. Factors in determining preferred locations for light industrial development and warehousing, storage, and distribution facilities shall include:
 - a) access to major highway and rail facilities,
 - b) the availability of public services and facilities,
 - c) adequate buffering between industrial and non-industrial uses (noise, smell, sight abatement, etc.), and affects on surrounding development including traffic generation.



Image of Liberty Recycling Center on S Fayetteville St.

Industrial Development Recommendations

1. Strategic Planning for Town's Industrial Assets

- a. Determine if Industrial designated areas are sufficient, appropriately located and serviced to support potential growth resulting from the development of the Greensboro-Randolph industrial mega site.
- b. Review the Future Land Development Map and suggest changes that will provide appropriate transitional areas to surround and soften the impact of industrial uses.
- c. Create a Small Area Plan for the proposed commercial area at the intersection of U.S. Hwy 421 and Old Hwy 421/ N.C. Hwy 49. Consider a connector street to Starmount Road to create a more efficient development pattern and efficient access to the Greensboro-Randolph industrial mega site.

2. Zoning Ordinance and Policy Updates

- a. Review the Zoning Ordinance Industrial Districts and make changes to create a clear separation of Heavy & Light activities.
- b. Upgrade the zoning ordinance to strengthen the effectiveness of buffering/ screening and landscaping where industrial development adjoins other uses.
- c. Require the providing of street trees as an integral element of street construction for industrial development.
- d. Upgrade requirements in the zoning and subdivision ordinances for preserving existing vegetation, especially significant trees.
- e. Review the Future Land Development Map and suggest changes that will provide appropriate transitional areas to surround and soften the impact of industrial uses.
- f. Develop design standards to encourage well designed, efficient, and attractive industrial developments.
- g. Develop design standards to encourage well designed, efficient, and attractive parking facilities in new industrial development; to include landscaping, lighting and security, internal circulation, ingress and egress.
- h. Require the providing of street trees as an integral element of street construction for industrial development.
- i. Strengthen regulations on the size, design, and location of signs and billboards in industrial districts in order to improve the community's aesthetic appeal.

5.4 -Greensboro-Randolph Megasite

A significant land development for Liberty is the impact of the active Greensboro-Randolph industrial mega site and Chatham Advanced Manufacturing (CAM) site. The pattern and character of future growth in north east Randolph County and beyond will be impacted. Land use designations, development patterns and relationships among various land uses will shift as the potential of the mega site is realized. The site will be transformational on the area, especially for future economic development. Anticipated multiplier effects will broaden the regions opportunities and challenges. Liberty will be in competition within this regional marked for these opportunities. The Policies and Recommendations of this Plan will assist Liberty in assessing and preparing for potential benefits.



Toyota Megasite building under construction

Megasite Development Policies

1. Liberty will take steps to add value to and benefit from the mega site and to mitigate potential adverse impacts.
2. Prepare for residential, commercial and industrial development that supports and compliments the activities and scale of the mega site.
3. Plan for the expansion of infrastructure and services.
4. Coordinate with Randolph County and their mega site partners to advance these strategies.

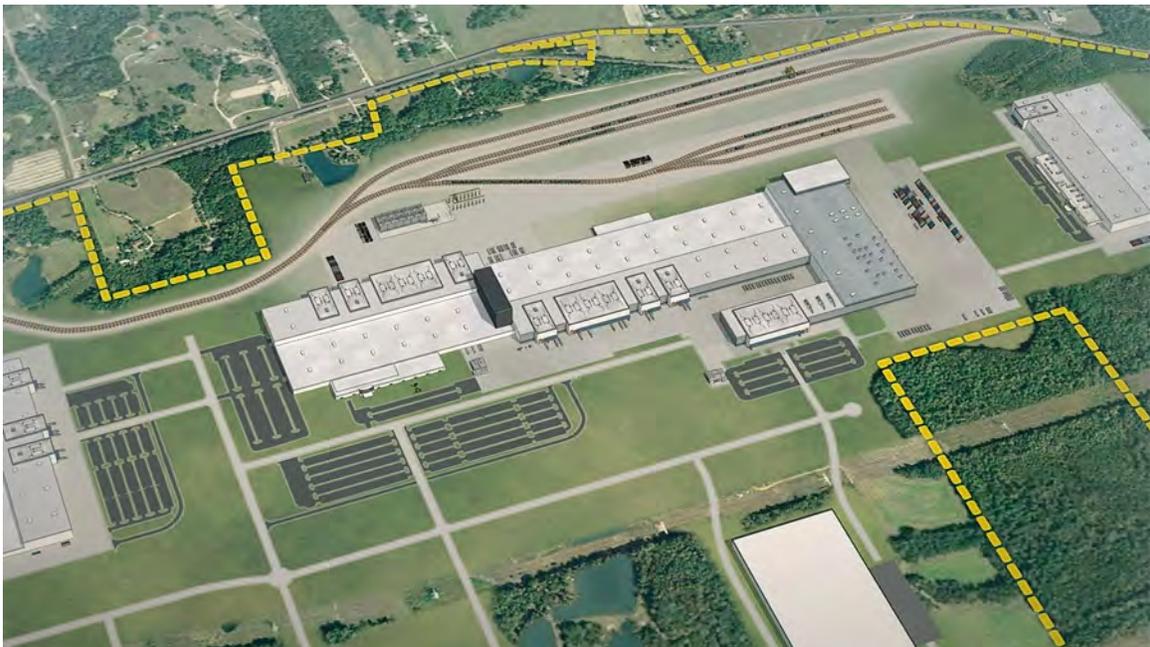


Toyota Megasite building under construction

Megasite Development Recommendations

1. Ensure that all new development and re-development is of high value and is in keeping with the Vision and Goals of this plan.
2. Special consideration should be placed on the intersections of U.S. Highway 421 and Old Liberty Road, U.S. Highway 421 and N.C. Highway 49, U.S. Highway 421 and Old Highway 421, Starmount Road from the Town Limits to E.T.J.P boundary and Old 421 Road from the intersection with Liberty Grove Road to E.T.J.P boundary. Small area plans should be created for these areas to address a range of development possibilities, resources, services and outcomes. These locations provide the greatest opportunity for adding value to Liberty and benefiting from any mega site development.
 - a) U.S. Highway 421 and Old Liberty Road - Commercial and residential as discussed in the Commercial Section of this plan.
 - b) U.S. Highway 421 and N.C. Highway 49 - Commercial and Industrial as detailed in the Commercial and Industrial Sections of this plan.
 - c) U.S. Highway 421 and Old Highway 421 - Intersection is outside the current E.T.J.P. Liberty should collaborate with the Town of Staley to develop a plan for this area. A Municipal Boundary agreement should be considered. The Industrial Section of this Plan indicates Industrial for the section Old 421 which is inside the Town's jurisdiction and Industrial for the intersection.
 - d) Starmount Road from the Town Limits to E.T.J.P boundary - A detailed development plan should be developed. The plan should be integrated with the U.S. Highway 421 and Old Liberty Road plan. The integrated plan should include a Town services review and locating a connector street from Old Liberty Road near the U.S. 421 intersection to Starmount Road. Thus, creating a direct route from the U.S. Highway 421 to the Mega Site. The proposed expanded commercial district will provide the area and access necessary for a cluster type development.
 - e) Old 421 Road from the intersection with Liberty Grove Road to E.T.J.P boundary - Industrial as detailed in the Industrial Section of this plan. Specifically, a study of providing Town sewerage to the area should be completed.

- 3.** Implement a Liberty Awareness and Promotion Program. The following are elements that should be highlighted as part of a marketing strategy:
- a) The proximity of Liberty to the Greensboro-Randolph Mega Site creates a natural relationship with the Site.
 - b) Work with Government agencies, Relators, Developers, Economic Development, Chamber of Commerce, etc. to showcase Liberty.
 - c) Liberty is the perfect place to Live, Work, Play and connect to the site.
 - d) Liberty offers Small Town USA with urban services, specifically:
 - i) Municipal water system utilizing high quality well water
 - ii) Municipal sewer system, no septic tank problems
 - iii) Town Police and Fire protection
 - iv) Town Recreation services with Parks and programs
 - v) Local shopping and dining
 - vi) Central location with easy access to transportation networks
 - vii) Strong education opportunities at all levels
 - viii) Walkability
 - ix) Available land and buildings



Conceptual Plan of Greensboro-Randolph Toyota Megastore

5.5 - Economic Development

Quality of life considerations in economic development may be viewed from at least two perspectives. First, area residents expressed a strong desire to see that any future economic development be compatible with the area's existing natural and man-made resources. Second, economic development should seek to capitalize upon existing human resources in the Liberty area. New businesses and industries which draw upon the existing labor force, or which require area workers to train and upgrade their skills, are especially desired. In addition, economic development opportunities that serve the niche markets identified in the Plan (children and senior adults) should be marketed for location within the Town.

Economic Development Policies

1. The Town shall encourage new and expanding industries and businesses which: diversify the local economy, utilize a skilled labor force, are not detrimental to the environment, and increase area residents' income.
2. The benefits of economic development shall be balanced against the possible detrimental effects such development may have on the small-town character and the quality of life enjoyed by area residents.
3. Economic development efforts should revitalize and reuse currently unused or underutilized structures and sites in appropriately located commercial and industrial areas.
4. Economic development efforts should be focused on the downtown, within areas that are zoned appropriately for the use, and in areas that have adequate access to urban facilities and utilities. (When none of these options are available, the Land Development Map should be consulted before rezoning property or a particular use.)
5. Appropriate educational and training programs shall be encouraged to help unemployed and underemployed local residents take advantage of business expansion and new development.

Economic Development Recommendations

1. Provide funding to the Liberty Chamber of Commerce for the expansion of existing programs.
2. Develop and implement a program to improve the image of downtown Liberty including improvements to entryways (signage and landscaping), community and lunchtime events in downtown, and street lights.
3. Work with Randolph County EDC to identify and inventory industrial, commercial, and office sites available for development.
4. Develop a financing program to combine public and private resources for loans to small businesses in downtown and neighborhood commercial areas.
5. Work with the Randolph Community College to develop training programs that coordinate with local business and industry skill needs.

5.6 - Historic Preservation

The Town of Liberty has been progressive in saving its historic structures. A Historic Commission has been active in establishing a Historic District and developing regulations for preservation of historic residential areas.

Randolph County established a Historic Landmark Preservation Commission in 2008. The Commission operates County wide and has set forth the following Mission Statement:



Liberty Train Depot on W Swannanoa Ave.

The Commission serves as Randolph County's official body to identify, preserve, and protect Randolph County's historic landmarks, and to educate the public about those resources as well as historic preservation in general.

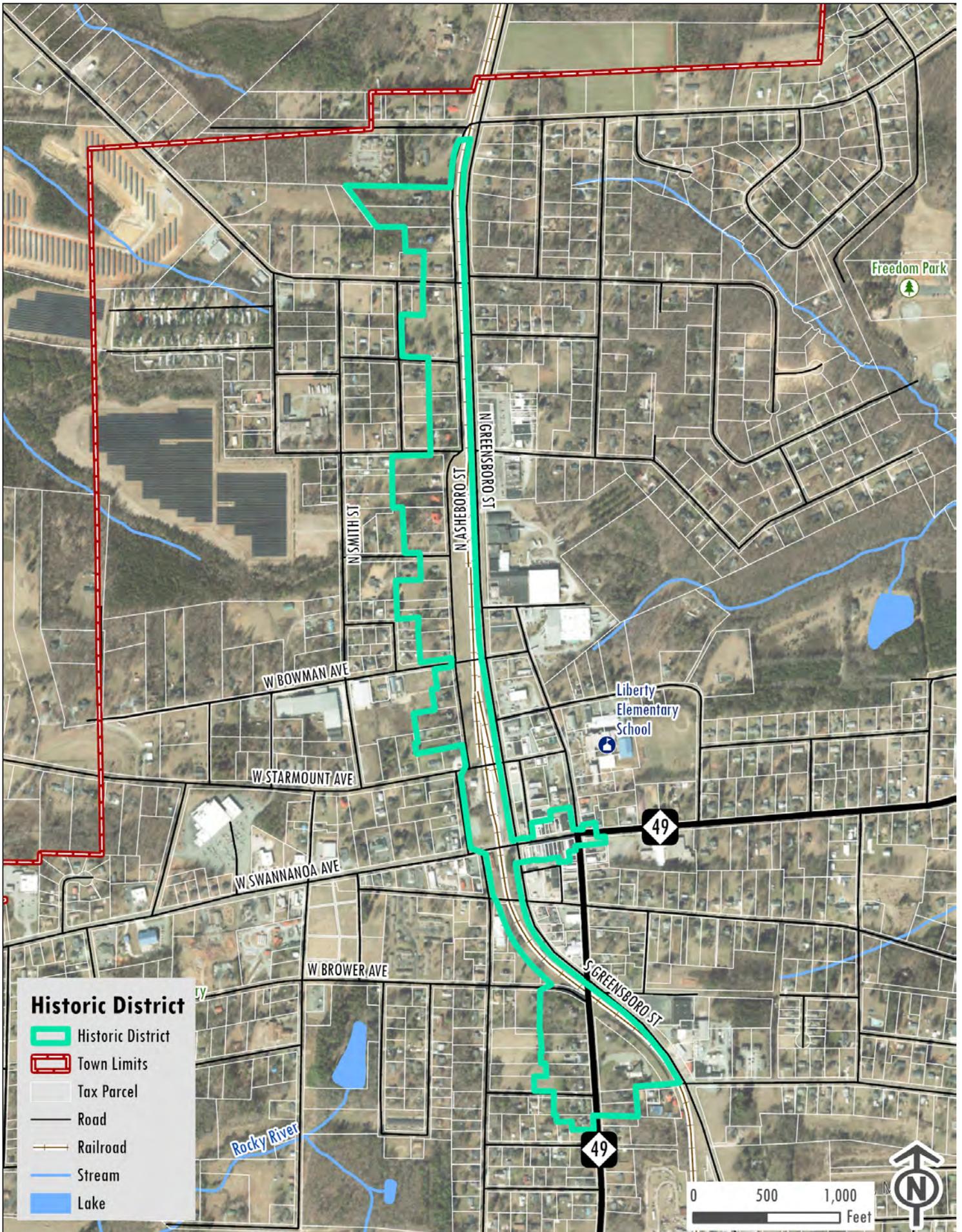
- Natural heritage and related historical landmarks are some of Randolph County's most valued and important assets, and
- The conservation and preservation of historical landmarks can enhance the quality of life for residents and can foster economic development by helping to sustain heritage tourism resources.

Historic Preservation Policies

1. The Town should strive for the conservation and preservation of its historical and cultural heritage.
2. The Town recognizes that historical landmarks can enhance the quality of life for residents.
3. The Town should encourage and foster economic development by promoting its historical and cultural resources.

Historic Preservation Recommendations

1. Move Historic regulations from Chapter 36 to Zoning Ordinance.
2. Establish and maintain historic districts and landmarks where appropriate.
3. Partner with the Randolph County Historic Landmark Preservation Commission to encourage the nomination and placement of local sites and structures on the Local State and National Historic Landmark Registries.
4. Partner with the Randolph County Historic Commission to identify and preserve local Cultural Heritage Sites.



5.7 - Community Facilities and Utilities

The Town is serviced with both sewer and water (see Development Factors, Water and Sewer Services, for details). The Town has a Town Hall and library complex, modern fire station and a Farmers Market. The Town has an active Parks and Recreation Department that provides excellent programs, one large park with outdoor ball fields, tennis courts and a half-mile walking trail located in the northeast sector, and another smaller park in the western sector. One facility deficiency was noted by the Steering Committee: the need for an indoor, recreation facility that would also serve as a community center. Due to the current population age distribution and the overall aging of the population, the Steering Committee felt that this type of facility would be very successful. Additionally, the Committee discussed the need for a more pedestrian-oriented community. The geographical size of Liberty is compact enough to allow pedestrians access to most services, goods, recreation and employment within the Town.



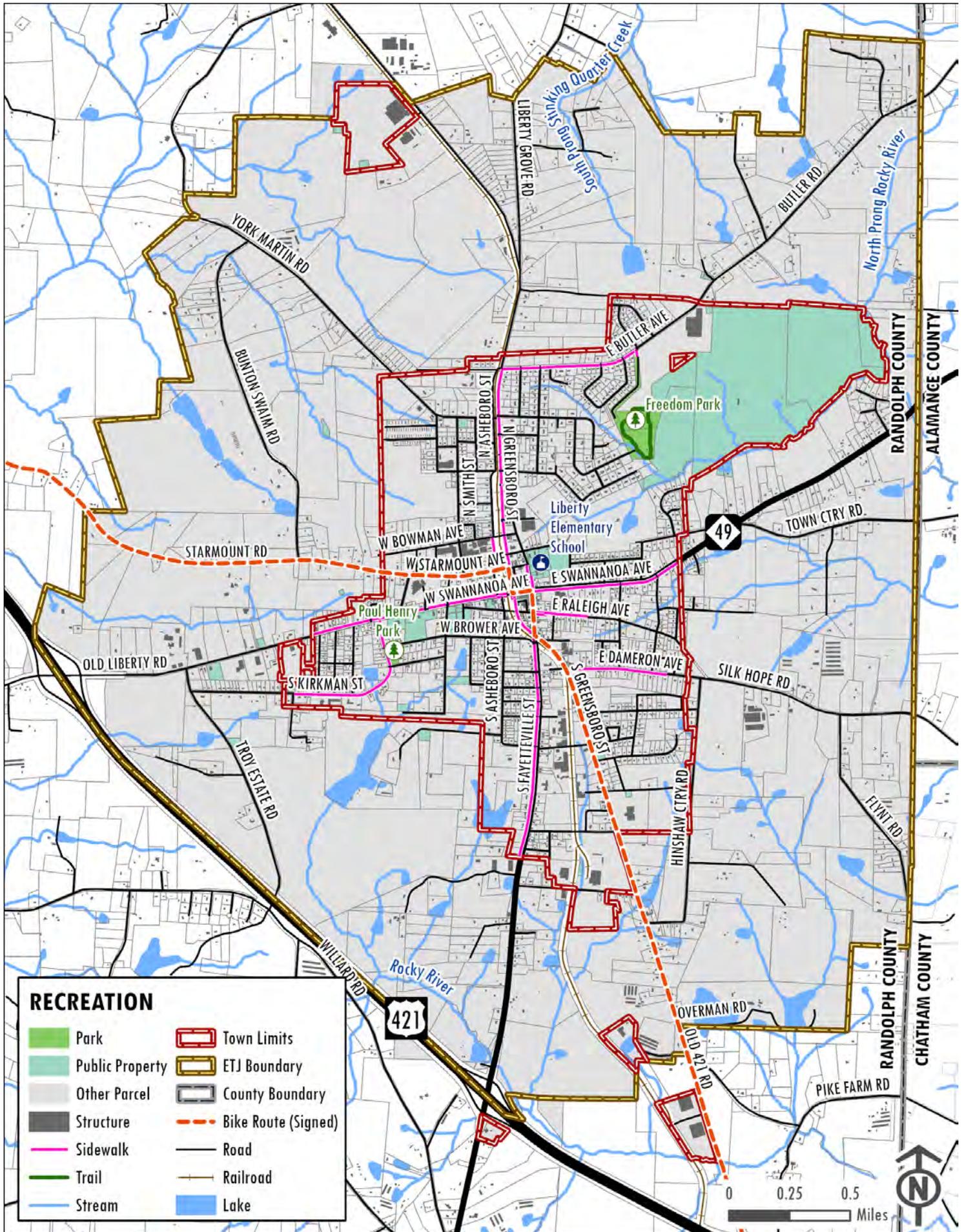
Park shelter at Paul Henry Smith Park

Community Facilities and Utilities Policies

1. The Town shall strive to provide first rate facilities and services to its citizens through continual planning and funding for future needs.
2. Development of a public and private network of sidewalks and pedestrian amenities in Liberty shall be encouraged.
3. Encourage the expansion of recreational facilities for children and senior adults.
4. Additional parks should be added on an as needed basis.

Community Facilities and Utilities Recommendations

1. Begin planning for a Town community center by identifying the needs of the community, the physical specification of such a center, and the resources needed to make this project happen.
2. Require that residential and non-residential developments include sidewalks that link to existing and planned public sidewalks.
3. Maintain existing and expand public sidewalks and pedestrian amenities.
4. Complete and/or coordinate functional master plans which project long range needs for expansions in services and facilities related to Police and Fire protection, Parks and Recreation, Solid Waste, Water Supply and Wastewater Treatment, and Trails and Greenways.



5.8 - Transportation

Liberty's last full-scale thoroughfare plan was prepared in 1977 and updated in 1991. Priorities were also included in the Randolph County CTP last updated in 2010, but updates to transportation plans and recommendations are needed. Similarly, the Town should set-aside sufficient time each year to update its recommended priorities for NCDOT'S priority list. The dual objectives of minimizing new road construction while maximizing the use of existing roadways can be achieved through several means, all of which are reflected in the transportation policy statements. First, existing roadways can be improved and maintained through widening and coordinated signalization. In addition, the disruption of traffic flow can be reduced by minimizing the number of driveway curb cuts on thoroughfares. Creating safe environments conducive to walking and bicycling can reduce the demand for conventional automobile trips, while at the same time enhancing the quality of life in the area. It should also be noted that by maximizing the use of the existing transportation system, transportation improvements are less apt to be disruptive to existing residential and commercial areas.

Length of Sidewalk and Roads in Liberty

State Maintained Roads	Locally Maintained Roads	Sidewalk Length
7.1 miles	22.8 miles	7 miles

Source: NC Road Characteristic, PTRC GIS

One exception to the general trend away from the construction of significant new transportation facilities is the construction of a Highway 49 bypass. Parts of the bypass are already in place; however, the Liberty Thoroughfare plan lists specific right-of-way sections that should be protected for future road connections.

Transportation Policies

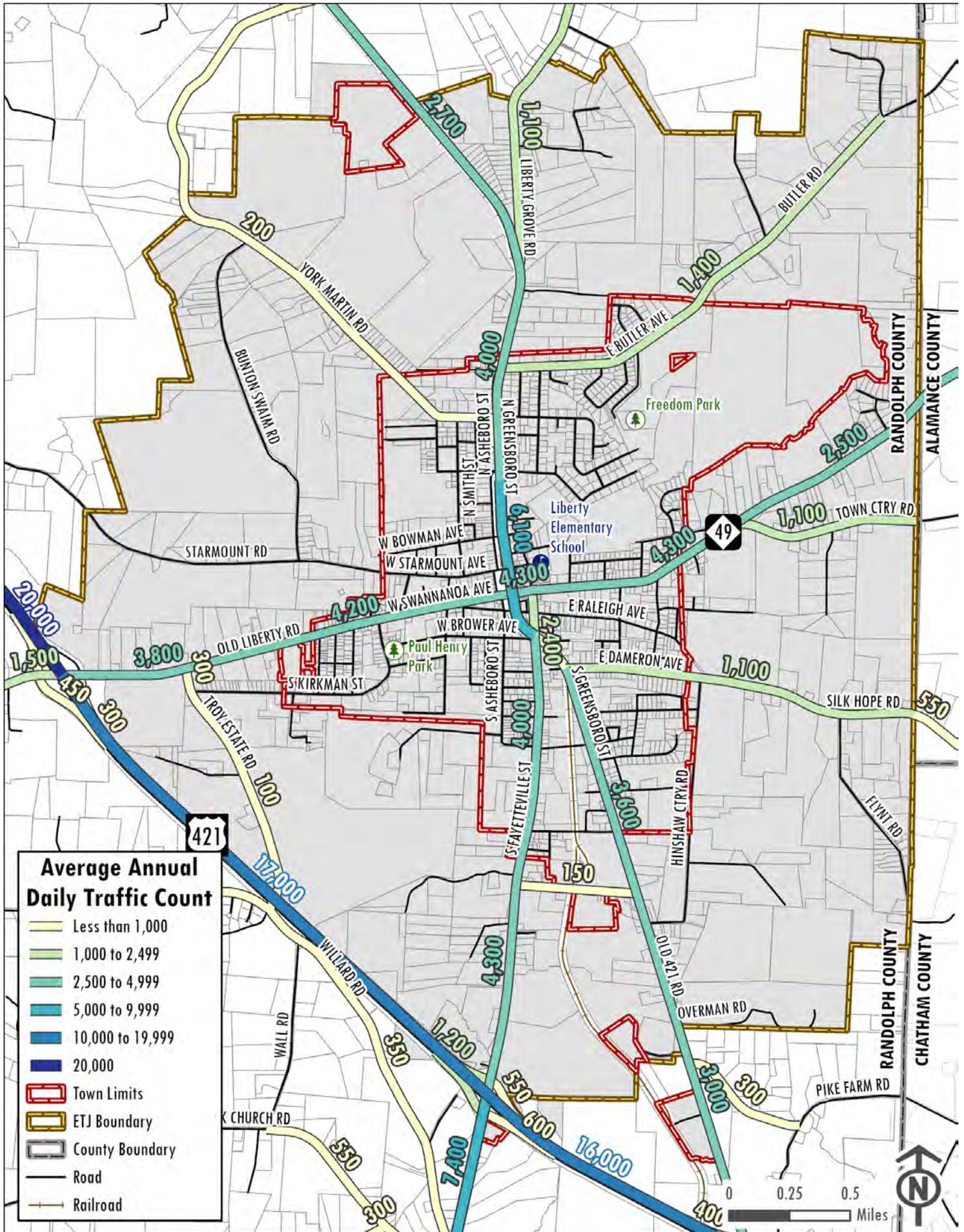
1. The coordination of existing streets and planned improvements with the future land use patterns recommended in the Land Development Plan is encouraged to efficiently meet future transportation needs.
2. Future thoroughfare right-of-ways shall be protected from development.
3. The safety and usefulness of area thoroughfares shall be protected by discouraging frequent street and driveway access.
4. Pedestrian, bikeway, and other similar facilities shall be encouraged as linkages between residential and non-residential development.
5. The integrity of established residential and commercial areas shall be preserved from environmental and tragic impacts associated with new or improved transportation facilities.

Transportation Recommendations

1. Lobby NCDOT to get the Liberty Highway 49 bypass project placed higher on NCDOT'S priority list.
2. Periodically update the urban area thoroughfare plan. Identify key elements on an annual basis for implementation on a priority basis.
3. Set up a schedule for improvements and maintenance of existing roads and sidewalks to maximize their use and life span.
4. Adopt and enforce design standards to control street and driveway access onto major thoroughfares.
5. Require that residential and non-residential developments include sidewalks that link to existing and planned public sidewalks.
6. Adopt a community wide plan for the maintenance of existing and expansion of public sidewalks and pedestrian amenities, and annually allocate funds for both.
7. Adopt a community wide plan for trails and greenware, and annually allocate funds for the construction of additional trails and greenware according to priorities established in the plan.
8. Develop a brochure that illustrates existing walking and biking areas.
9. Protect the urban loop corridor by referring to the Thoroughfare plan during the site plan review phase of developments.
10. Seek road and signage improvements to Old 421 Road, from the megasite to Liberty.
11. Seek road improvements to Startmount Road from the megasite to Liberty.



Approaching Downtown Liberty at rail crossing on W Swannanoa Ave.



5.9 -Open Space

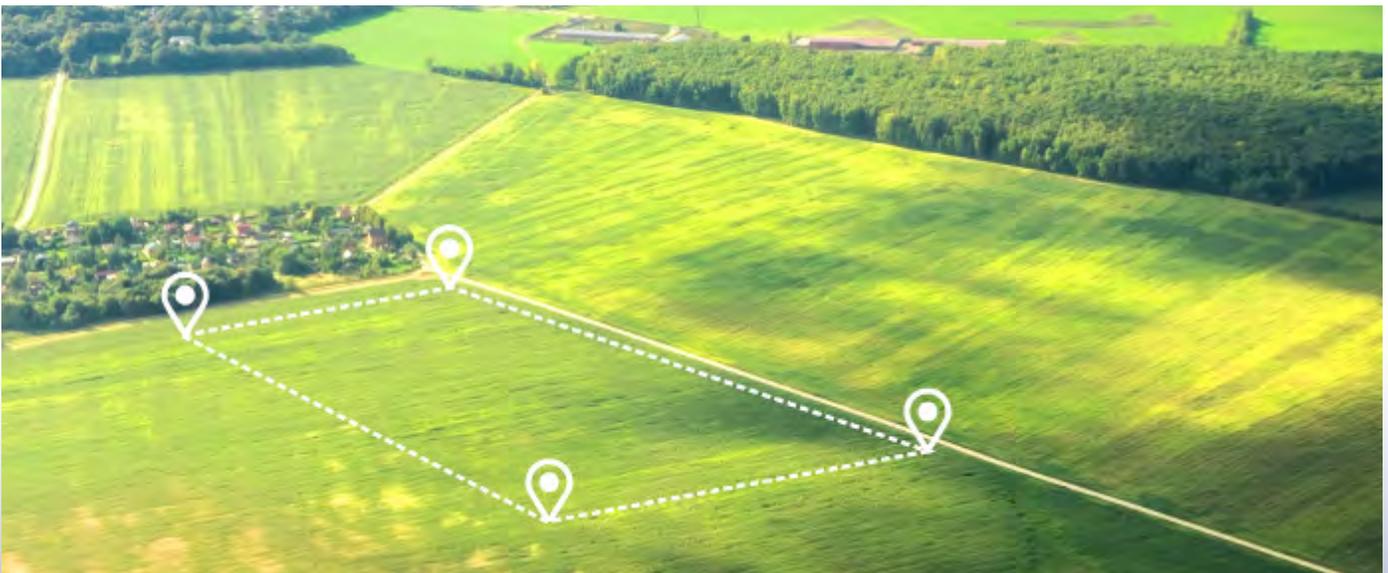
Open space preservation was discussed as an important goal for maintaining the character of the community. The issues lie in how to encourage open space preservation. Open space includes land that is used as or occupied by wetlands, floodplains, natural areas, steep slopes, wildlife habitats, historic sites, archeological sites, woodlands, farmland, recreational sites, and scenic views. Public open space can be acquired through the purchase or donation of land, purchase or donation of easements, or by requiring private interests to preserve open space. One option is to require that developers dedicate common open space when building large subdivisions. Another way is to encourage the dedication of easements to land conservatives to be held in trust and protected from development.

Open Space Policies

1. During the development review process, Town boards should make an effort to encourage the preservation of existing trees and scenic views and discourage development in sensitive areas (wetlands, wildlife habitats, historic areas, etc.).
2. The Town should coordinate the dedication of open space with an overall “green space” plan. Make linkages between open areas when possible.

Open Space Recommendations

1. Develop a relationship with the Land Trust for Central North Carolina which offers a variety of donation and purchasing options for land owners. Recommend that land owners seek assistance from the Land Trust when appropriate.
2. Explore the idea of having developers dedicate open space to the public when creating a large subdivision.



5.10 -Annexation

The orderly growth and development of the Town of Liberty requires the occasional extension of the Town limits as development occurs around the edge of the existing community. An annexation plan setting forth a general schedule for incorporation of contiguous and non-contiguous developed areas benefits the entire Town. An annexation plan provides for the orderly expansion of urban services and helps to assure a stable source of revenue from new, often high-quality, development on the fringes of the Town.

Annexation Policies

1. The Town shall abide by the following general standards when designating and scheduling annexation:
 - a) Areas shall meet all State legislative requirements for annexation, including minimum densities, development standards, contiguity and service delivery (except satellite annexations).
 - b) Town services and facilities can be provided to the designated areas in an efficient manner.

Annexation Recommendations

1. Establish an Annexation Plan setting out both short-term and long-term goals and objectives including major public facility requirements. Specific plans should be established for areas that now qualify as areas developed for urban purposes as defined by the North Carolina General Statutes.
2. Adopt a written policy requiring that any proposed project that requests the extension of or use of the Town's sewer and water systems, ask to be voluntarily annexed into the Town. If the area is not contiguous to the present Town limits, satellite annexation should be considered, particularly in areas where the Town has planned to extend its principle Town limits. Such a policy should permit the extension of sewer and water without annexation where the Town determines that extension of services is within the best interest of the Town. The Town will have the ultimate authority in determining if a property should be annexed.

Future Land Development

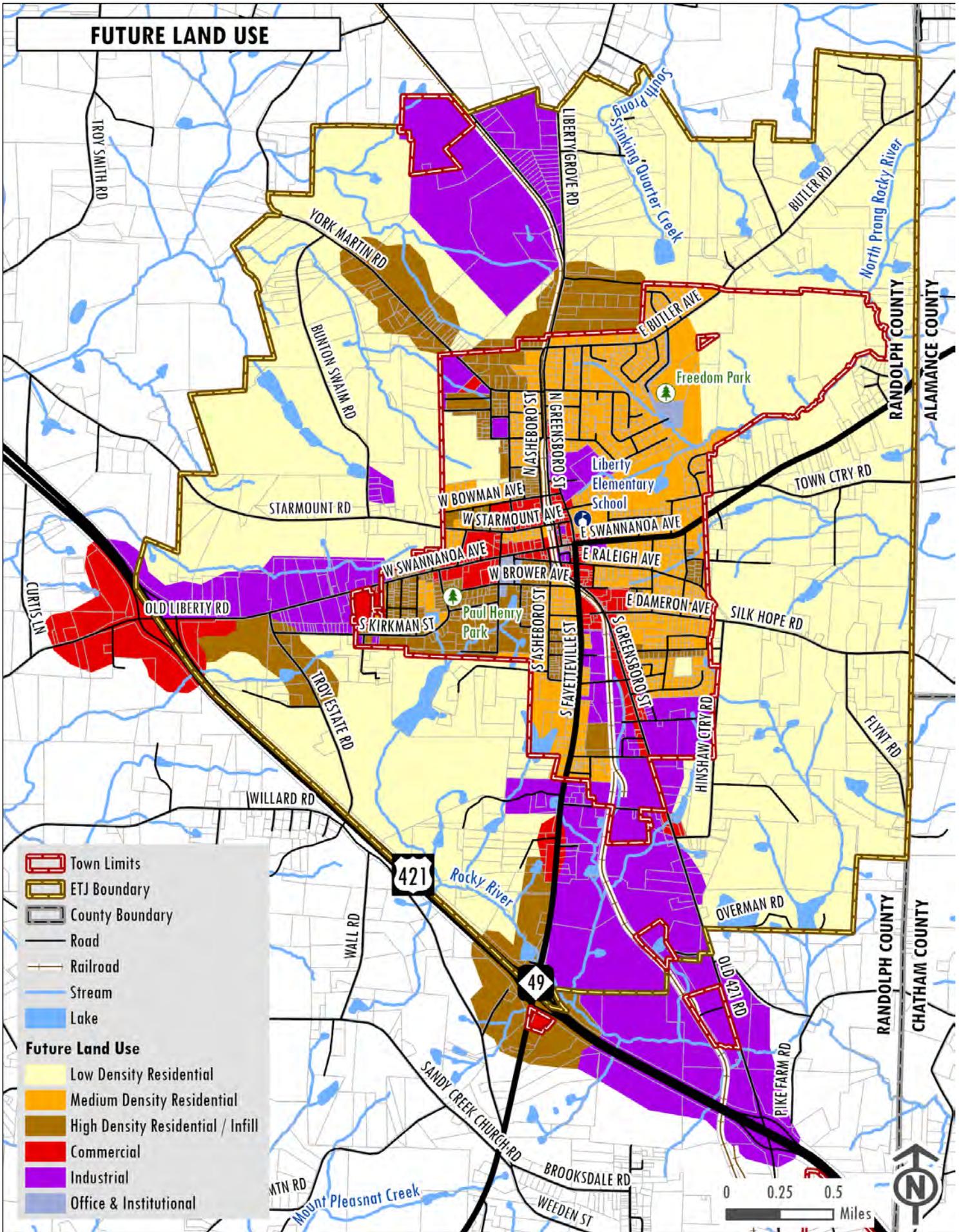
The Future Land Use map (see Map on Page 55) represents suggested future land uses for the planning area. The Future Land Use Map is a generalized map that indicates the predominant land use in an area rather than every type of land use that may be found. For example, areas shown as predominately commercial or industrial on the map may contain pockets of stable residential land uses. Because of its general nature, the Land Development Map should be viewed as a conceptual map to be coordinated with policy recommendations and the Growth Management Area map.

Future land use patterns evolve from existing patterns of land use and future land development to accommodate future population and employment growth. The timing and location of future development is dependent upon market conditions for development, the availability of utility services, zoning policy and incentives.. In short, future land use depends on private market forces complemented by public policy. The Future Land Use Map shows a view of future land use patterns, indicating major activity centers, transportation corridors, and supporting residential areas. By comparing the current zoning map (see Page 14) with the Future Land Use map, a general understanding can be gained of the anticipated changes in land use patterns over the next 5-15 years. Probably the most significant change is the addition of multiple “activity centers” along major intersections of US Hwy 421 and other highways that are gateways into Liberty. These interchanges and intersections represent prime locations for pedestrian scale mixed-use retail centers, office parks and high-density housing.

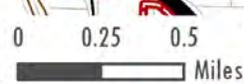
Growth of existing activity centers and the emergence of new activity centers will encourage a general expansion of the supporting residential development surrounding them. Another significant change in the map is the recognition of the Greensboro-Randolph Mega Site and the expansion of industrial use areas on the northern and southern borders of the Town’s ETJ. Industrial areas have been designated along major highways that are serviced by water and sewer. These areas will help take advantage of the existing infrastructure and fill in the gaps between existing industrial uses and residential uses.

The purpose of the land use map is to provide a framework for making future land use related decisions. Future land use decisions regarding any special parcel of land should be viewed in the context of the Future Land Use Map, Growth Management Area Map and the Land Development Plan’s policies.

FUTURE LAND USE



	Town Limits
	ETJ Boundary
	County Boundary
	Road
	Railroad
	Stream
	Lake
Future Land Use	
	Low Density Residential
	Medium Density Residential
	High Density Residential / Infill
	Commercial
	Industrial
	Office & Institutional



Growth Management Areas

For use in conjunction with the vision, goals and policies presented above, the **Growth Management Area Map** shows the general location of growth areas and indicates the level of support and encouragement the Town will offer to land developments proposals within each of the following designated growth areas:

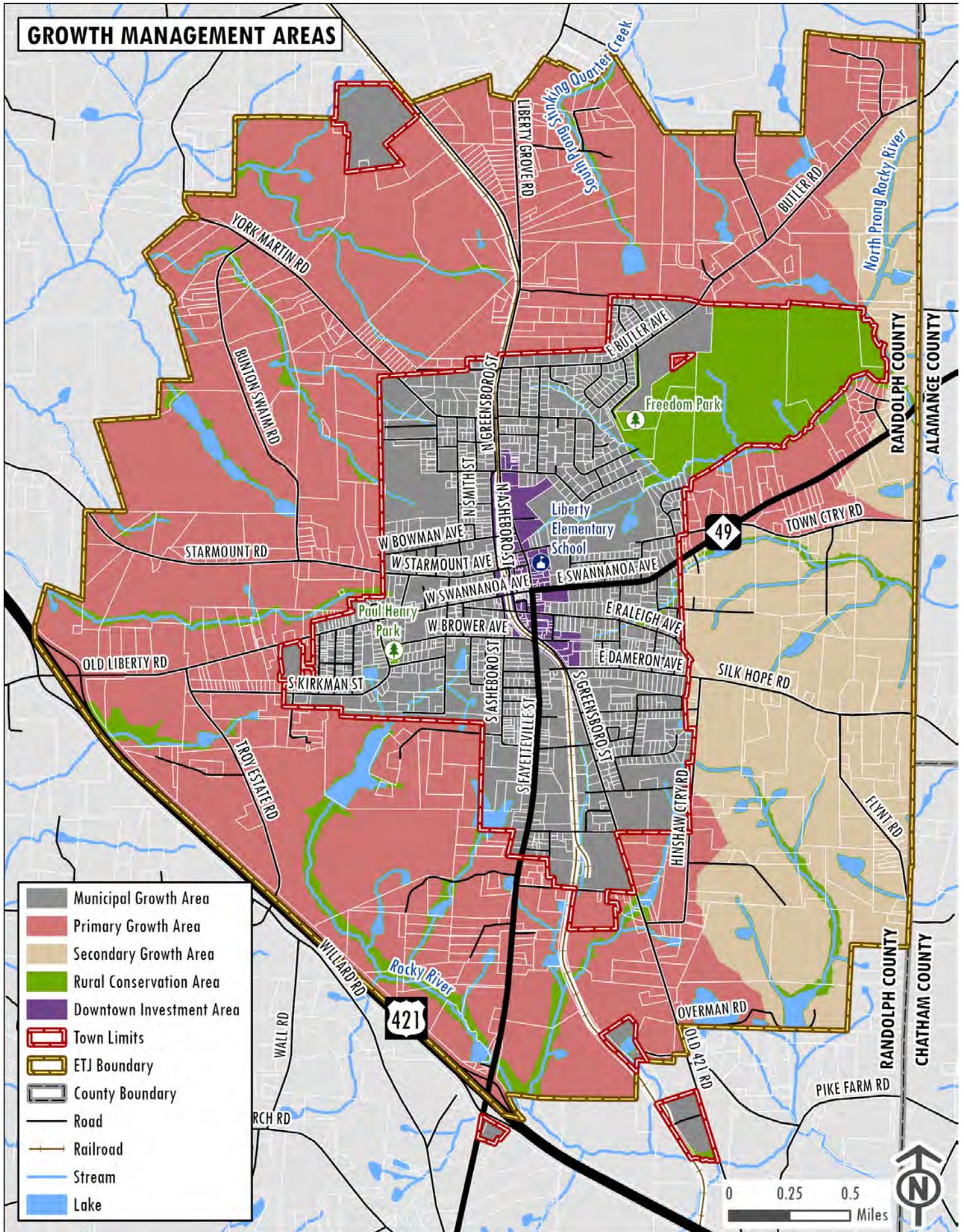
- 1. Municipal Growth Area (MGA)** – Areas with prime access to existing town infrastructure and urban services and located within existing town limits. Suitable development sites within MGAs should be given the highest level of encouragement and incentives for short-range development.
- 2. Downtown Investment Area (DIA)** - Area within and adjacent to the Liberty's central business/downtown district. Developments/uses that are pedestrian in scale, include a variety of uses and active ground floors should be encouraged in this Area. Preservation of historic character, public space enhancement, and infrastructure improvements should be also be a focus in this area.
- 3. Primary Growth Areas (PGA)** – Areas with prime access to an existing town gravity sewer interceptor and/or an existing or potential future thoroughfare, and located outside of, but adjacent to existing town limits. Suitable development sites with PGAs should be given a moderately high level of encouragement and incentives for mid-range development.
- 4. Secondary Growth Areas (SGA)** - Areas with moderate potential for expansion of existing sewer services using pump stations and force mains, and/or with moderate access to an existing or potential future thoroughfare, and located outside of existing town limits. Suitable development sites within SGAs should be given a low level of encouragement for land development.
- 5. Rural Conservation Areas (RCA)** - Areas with a low level of existing urban development, with low potential for expansion of sewer services, and/or with low access to an existing or potential future thoroughfare, and primarily located in a rural setting outside of existing town limits. Most areas within RCAs should be given a very high level of encouragement an incentives to remain in a natural state, or to be maintained in very low-density, rural uses.

This map also serves to achieve other growth management, environmental stewardship, and infrastructure goals and policies. The Zoning Amendment worksheet will ensure that the Growth Strategy Map is utilized in all rezoning cases.

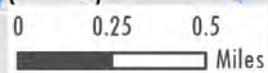
Policy for Town Provision of Water and Sewer to each area:

1. The Town will participate in the cost of providing or enhancing water mains and sewer outfalls leading to properties in Municipal and Primary Growth areas as detailed mapped.
2. The Town will not participate in the cost of extending water and sewer services leading to properties in designated Secondary Growth and Rural Conservation Areas. Exceptions may include the provision of services to other local governments and cooperative

GROWTH MANAGEMENT AREAS



- Municipal Growth Area
- Primary Growth Area
- Secondary Growth Area
- Rural Conservation Area
- Downtown Investment Area
- Town Limits
- ETJ Boundary
- County Boundary
- Road
- + Railroad
- Stream
- Lake



Photography Credits

Town of Liberty, NC- Facebook Page

Piedmont Triad Regional Council - Regional Planning Department

iStock Photos (istock.com)

NC Construction News.com

Davenportworld.com

Sources

Randolph County Growth Management Plan (2009)

Randolph County Comprehensive Transportation Plan (2012, Update-2016)

Randolph County Strategic Plan (2016)

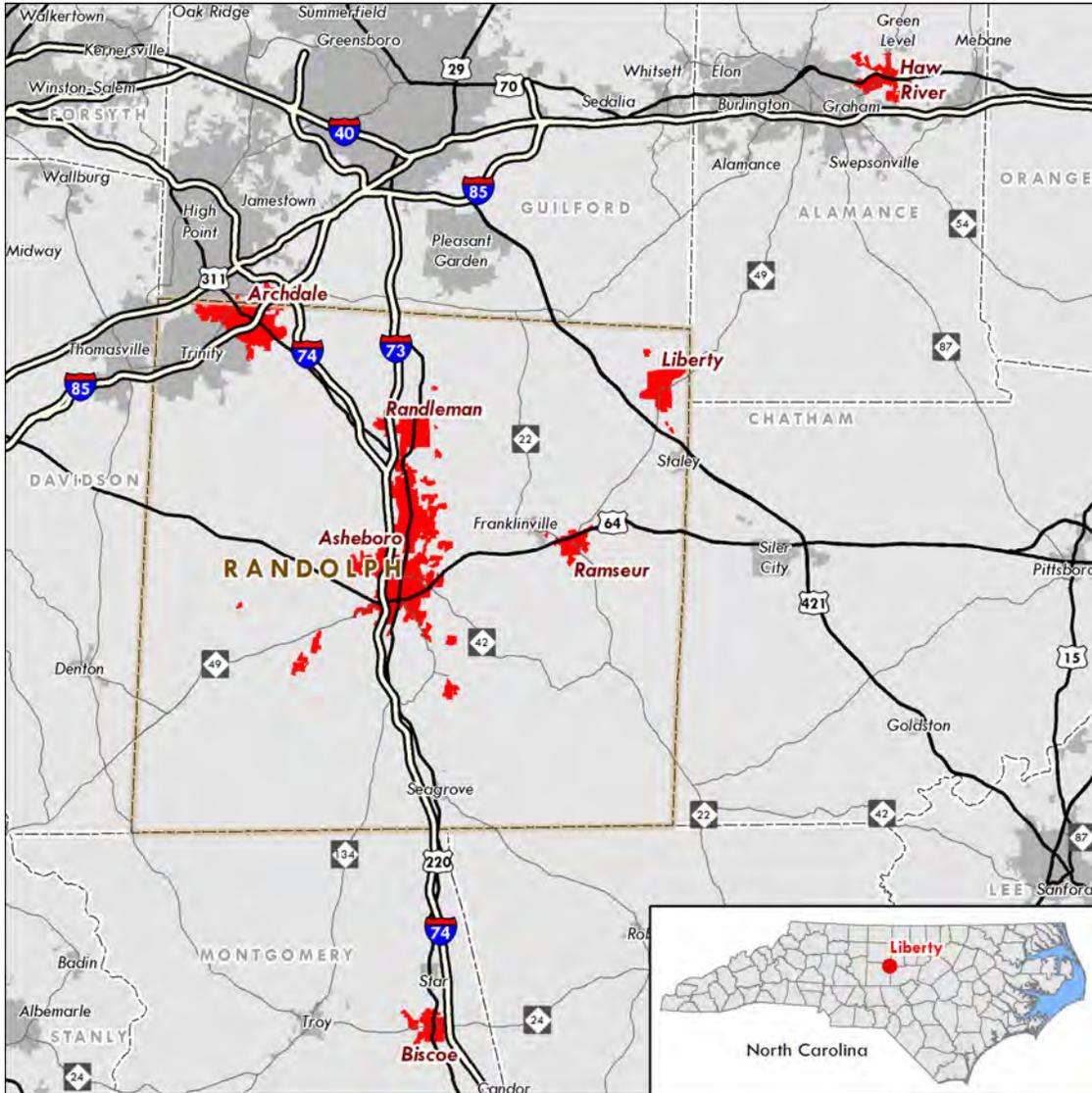
Randolph County Water and Sewer Master Plan (2022)

US Census (2020, 2021)

ADDITIONAL DATA AND MAPS

Demographic Update (2020) - Continued

Map 1: Comparison Communities



POPULATION

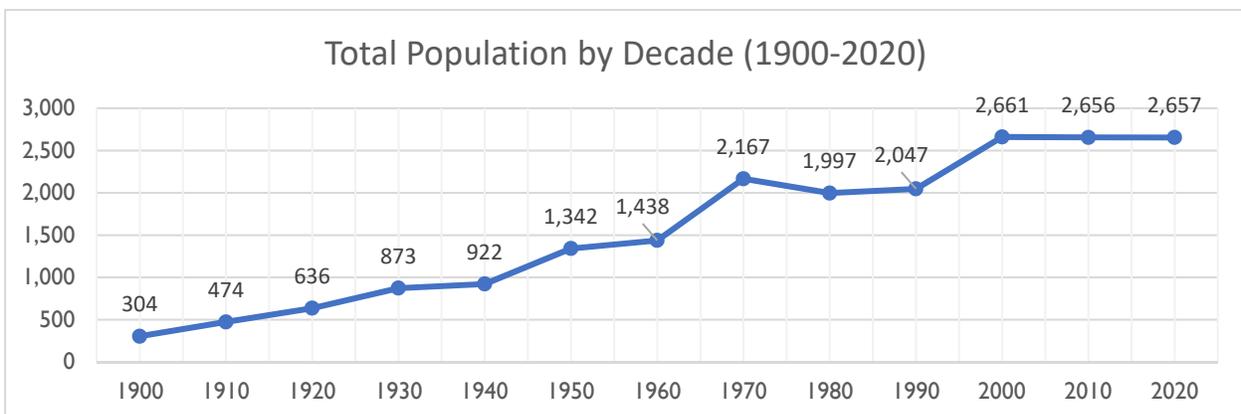
According to the N.C. State Data Center, in 2021 there were an estimated 2,663 residents in the Town of Liberty. Liberty saw a high rate of growth in the 1990's with a 30% change between 1990 and 2000. This percent change matched that of the other large municipalities in Randolph County (Archdale, Asheboro, Ramseur and Randleman) and was actually greater than the percent change for Randolph County and the State as a whole (see Table 1).

Growth continued from 2000 to 2009, but fell in 2010 with the impact from the economic recession. The peak of the Town’s population in 2009 was 2,898 residents. Liberty has seen relatively no growth since 2010. According to the Decennial Census, 2,661 residents lived in Liberty in 2000, 2,656 in 2010, and 2655 in 2020. Therefore, Liberty saw a negative 0.2% change between 2000 and 2020. At the same time, Randolph County saw a percent change of 10.5% between 2000 and 2020, indicating that Liberty is now growing slower than the County as a whole. The other peer communities continued to see growth during this decade.

Table 1: Comparative Population Statistics

	Population				Percent Growth		
	1990	2000	2010	2020	1990-2000	2000-2010	2010-2020
Liberty	2,047	2,661	2,656	2655	30.0%	-0.2%	-0.1%
Archdale	6,913	9,014	11,415	11,907	30.4%	26.6%	0.4%
Asheboro	16,362	21,672	25,012	27,156	32.5%	15.4%	5.5%
Biscoe	1,484	1,700	1,700	1,848	14.6%	0.0%	8.5%
Haw River	1,855	1,908	2,298	2,252	2.9%	20.4%	-4.5%
Ramseur	1,186	1,588	1,692	1,774	33.9%	6.5%	5.1%
Randleman	2,612	3,557	4,113	4,595	36.2%	15.6%	10%
Randolph County	106,546	130,454	141,752	144,171	22.4%	8.7%	0.9%
North Carolina	6,628,637	8,049,313	9,535,483	10,439,388	21.4%	18.5%	3.8%

Source: U.S. Census Bureau, Decennial Census 1990, 2000, 2010 & 2020; N.C State Demographer, Municipal Estimates 2020.



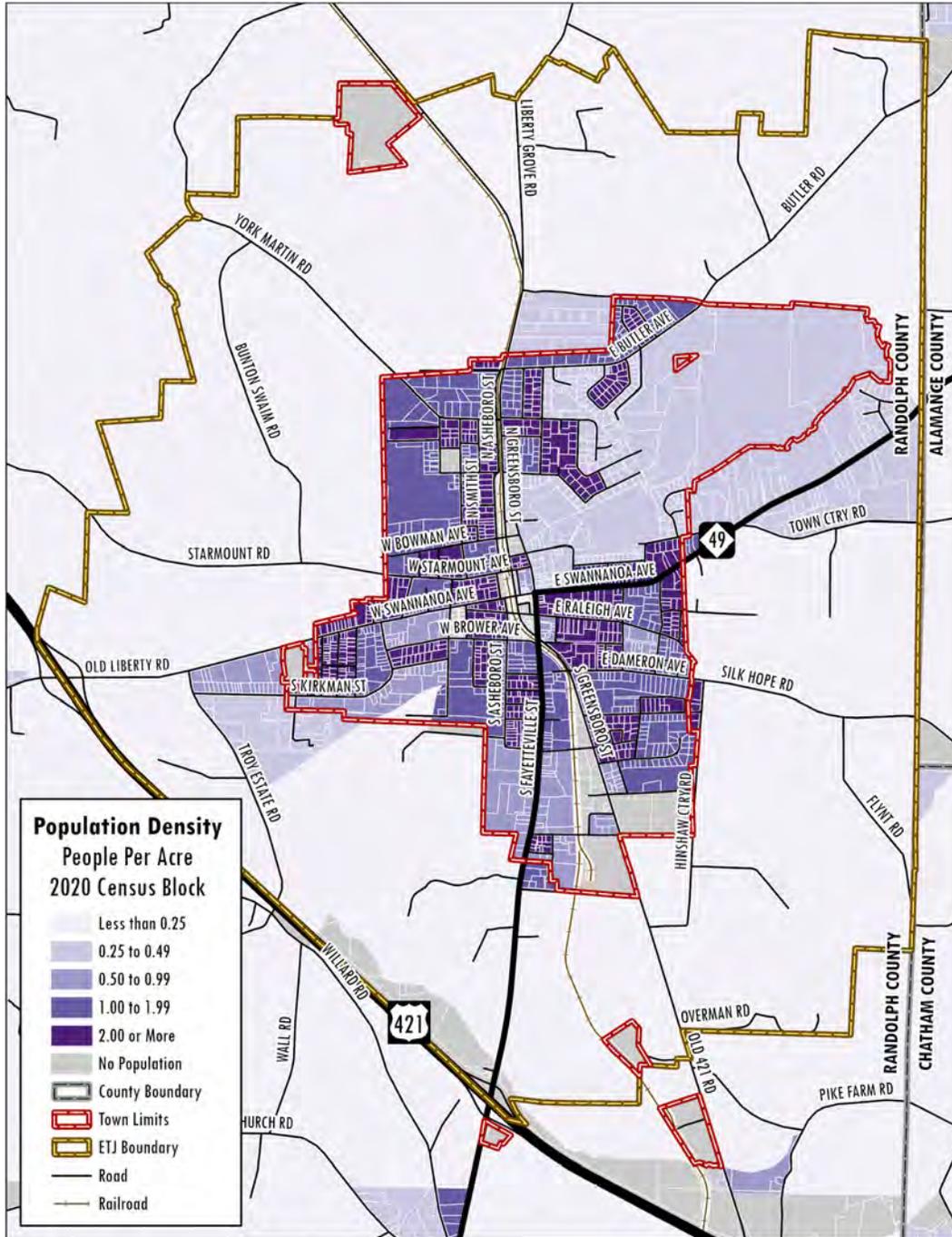
Source: NC State Data Center, OSBM

POPULATION DENSITY

As of 2023, Liberty is 3.14 square miles in area, with a population density of 848 people per square mile (or 1.3 people per acre). The denser areas in the Town include the mobile home park on North Foster Street in the

northwest part of town (13.4 people per acre), Liberty Village Apartments off of West Raleigh Avenue (6.6 people per acre), Liberty Square Apartments off of East Dameron Avenue (2.5 people per acre), and other small lot single-family residential areas.

Map 2: Population Density by Census Block (2020)



Source: U.S. Census Bureau, Decennial Census 2020

PROJECTED POPULATION GROWTH

The growth rates of Liberty are directly tied to the trends occurring on a larger scale in Randolph County and the Piedmont Triad Region – which is a 12-county region with a population of over 1.6 million people, comprised of Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Montgomery, Randolph, Rockingham, Stokes, Surry and Yadkin Counties.

Approximately 14,000 people live within a five-mile radius of Liberty; just under 60,000 live within a 10-mile radius; and about 510,000 live within a 20-mile radius. Several major cities are located within a 30-minute drive from Liberty, including Greensboro, Burlington, and Asheboro. About 450,000 people live within the 30-minute drive time.

The N.C. State Data Center projects that Randolph County’s population will only grow from 144,346 in 2020 to 157,940 by the year 2040 (9.4% growth over 20 years). The 12-county region will grow from 1.75 million in 2020 to just over 1.98 million by year 2040 (13.6% growth over 20 years). The Data Center does not project municipal population. In many cases projected population can be estimated using recent average annual growth rates. However, Liberty has seen relatively zero population growth over the past 15 years. Therefore, Liberty’s projected population was calculated using the percent of the County’s population that resides within the Town.

In 2000, 1.98% of the County’s population on average lives in Liberty. In 2020, this figure decreased to 1.84%. If this proportion remains constant over the next several decades, Liberty can expect to reach a population of 2,907 people by the year 2040. However, many other factors could change this population projection including the development of nearby megasites, infrastructure capacity, land use densities and school capacity.

Table 2: Population Projections (2020-2040)

Area:	Current Population	Population Projections			
	2020	2025	2030	2035	2040
Liberty (% County Growth)	2,657	2,721	2,783	2,845	2,907
Liberty (Annual Growth Rate)	2,657	2,683	2,708	2,734	2,759
Randolph County	144,346	147,820	151,192	154,566	157,940
12-County	1,743,793	1,794,138	1,854,499	1,918,487	1,983,389

N.C State Demographer, County Projections (2020); PTRC

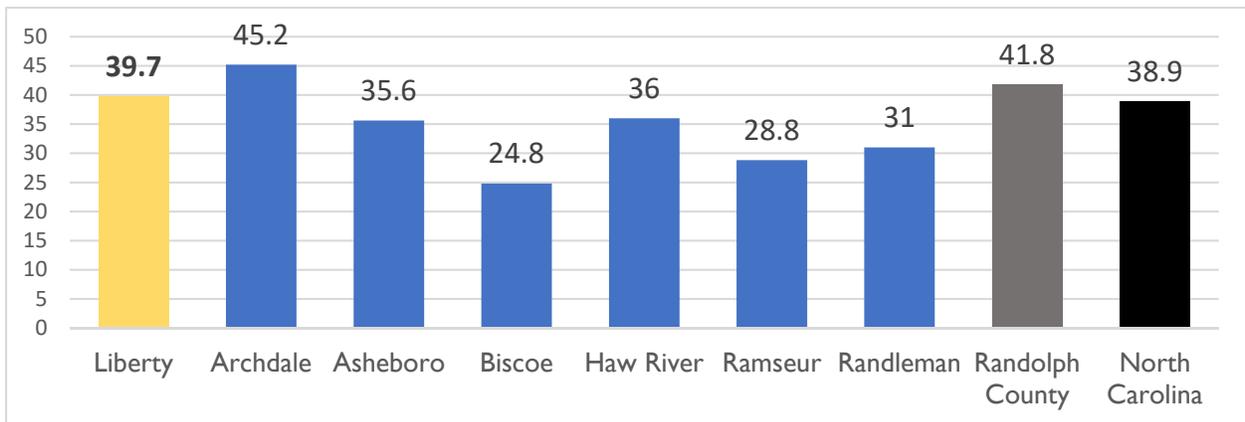
AGE OF THE POPULATION

The following demographic sections use statistics from the 2020 American Community Survey.

MEDIAN AGE

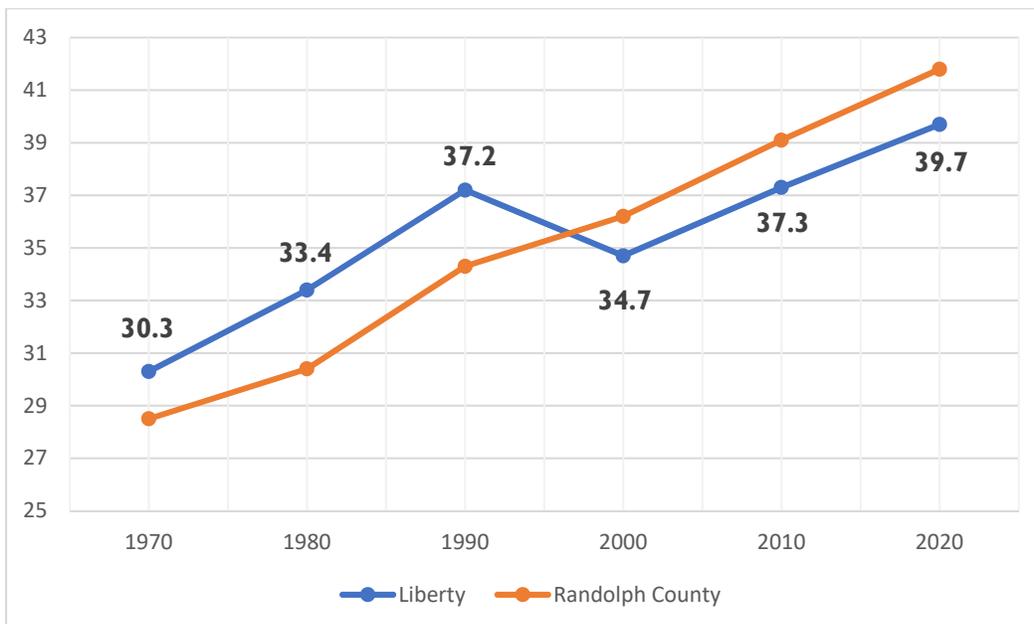
The median age in Liberty in 2020 was 39.7. This value is lower than the median age of Randolph County (41.8) and Archdale, but higher than other peer communities and the State (see Figure 1). The median age has generally been increasing in Randolph County and in the Town of Liberty over the past several decades (see Figure 2).

Figure 1: Median Age Comparison (2020)



Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B01002

Figure 2: Median Age (1970-2020)



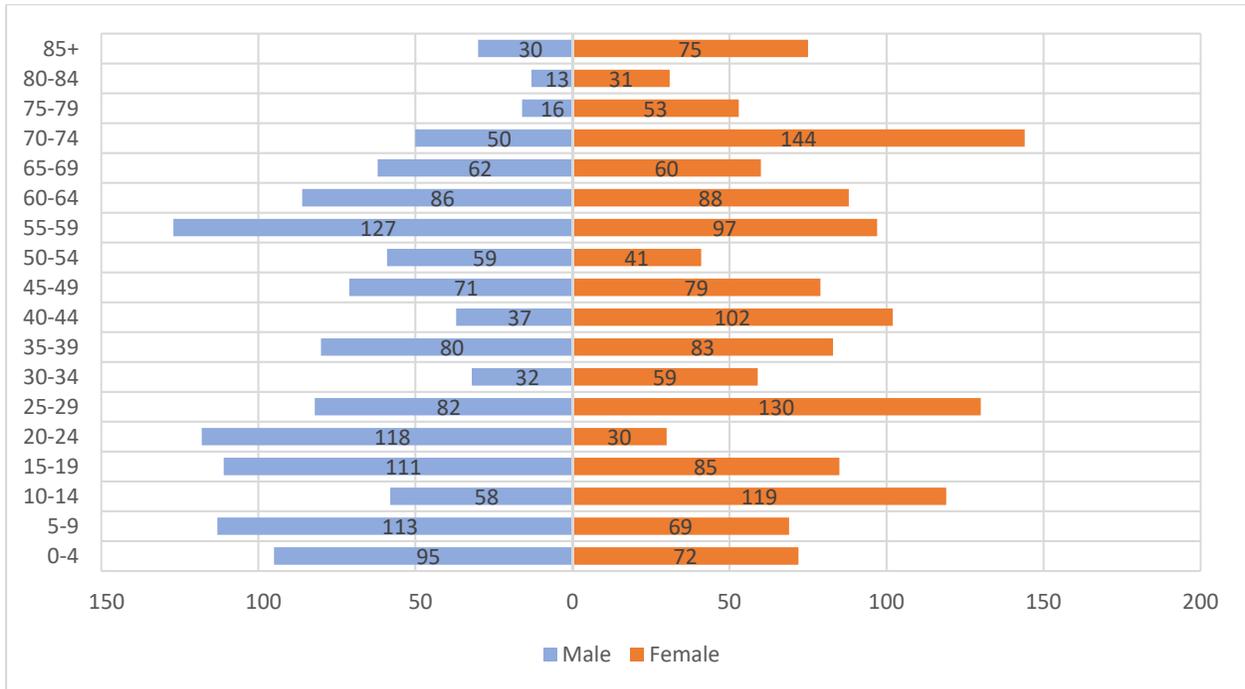
Source: U.S. Census Bureau, Decennial Census; ACS 1970-2020 5-year Estimates, Table B01002

AGE GROUPS

When broken down into five-year increments, the largest age group in Liberty in 2020 were 55 to 59 year old (224 people), followed closely by 25 to 29 year old (212 people) and 15 to 19 year old (196 people) (see Figure 3).

About one out of every four residents in Liberty is a child (ages 17 years and younger), while one out of every five residents are an older adult of retirement age (see Table 3).

Figure 3: Liberty Age Pyramid (2020)



Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B01001

Table 3: Age Group Comparison (2020)

	Children (0-17)	Young Adult (18-44)	Adult (45-64)	Older Adult (65+)
Liberty (#)	665	810	648	534
Liberty (%)	25.0%	30.5%	24.4%	20.1%
Archdale	21.6%	28.1%	30.0%	20.3%
Asheboro	25.3%	37.5%	19.3%	18.0%
Biscoe	36.3%	30.2%	17.8%	15.7%
Haw River	23.6%	37.9%	21.7%	16.8%
Ramseur	40.9%	26.1%	14.6%	18.4%
Randleman	29.8%	33.2%	27.8%	9.2%
Randolph County	22.6%	31.3%	28.4%	17.7%
North Carolina	22.2%	35.5%	26.1%	16.3%

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B01001

YOUTH POPULATION

In 2020, the youth population (under age 18) constituted 25% of Liberty's total population (665 children). This number and percentage saw an increase between 1990 and 2000 but has remained between 25-26% since 2000.

Table 4: Liberty's Youth Population

	Total Population	Ages <18	Percent
1990	2,047	446	21.80%
2000	2,661	694	26.10%
2010	2,656	676	25.50%
2020	2,657	665	25.03%

Source: U.S. Census Bureau, Decennial Census; ACS 2020 5-year Estimates, Table B01001

RETIREMENT POPULATION

In 2020, the retirement population (ages 65 years and older) constituted slightly over 20% of Liberty's total population (534 people). Historically, this percentage has remained relatively constant between 13% and 18% since 1990. However, the number of retirees in Liberty has increased since 2010.

Table 5: Liberty's Retirement Population

	Total Population	Ages 65+	Percent
1990	2,047	366	17.90%
2000	2,661	366	13.80%
2010	2,656	467	17.60%
2020	2,657	534	20.10%

Source: U.S. Census Bureau, Decennial Census; ACS 2020 5-year Estimates, Table B01001

RACE & ETHNICITY

The majority of Liberty’s population in 2020 (53.4%) consists of White, non-Hispanics. African Americans comprise 21.2% of the population and Hispanics comprise 21.7% of the population (see). White, (non-Hispanic) and Hispanic populations has been declining in Liberty since 2010. However, African American population has increased (by 41.8% between 2010 and 2020) (see Table 6). This change is not consistent in other areas of the County, which are generally seeing a higher percent increase in the Hispanic population (see Table 7).

Figure 4: Race & Ethnicity Comparison (2020)

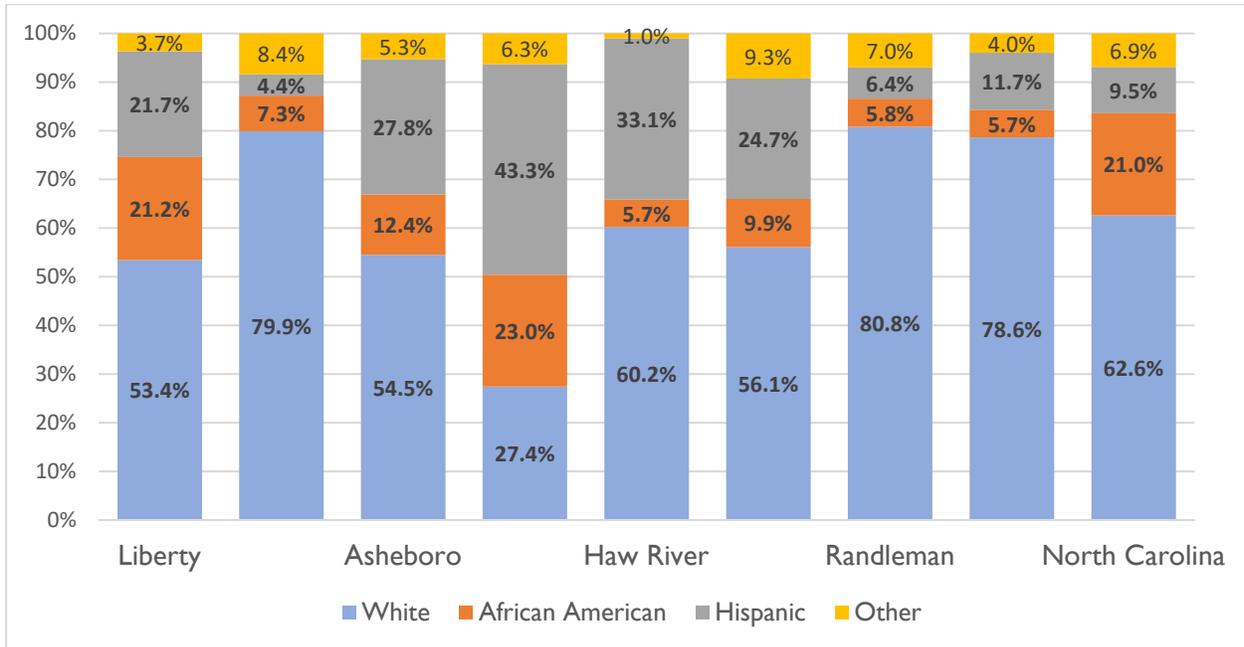


Table 6: Population & Growth by Race (2010 to 2020)

	2010		2020		Growth by Racial Group	
	#	%	#	%	#	%
Total Population	2,688		2,657		-31	-1.2%
White	1,627	60.5%	1,420	53.4%	-207	-12.7%
African American	397	14.8%	563	21.2%	166	41.8%
Other (non-Hispanic)	58	2.2%	97	3.7%	39	67.2%
Hispanic	606	22.5%	577	21.7%	-29	-4.8%
Total Minority	1,061	39.5%	1,237	46.6%	176	16.6%

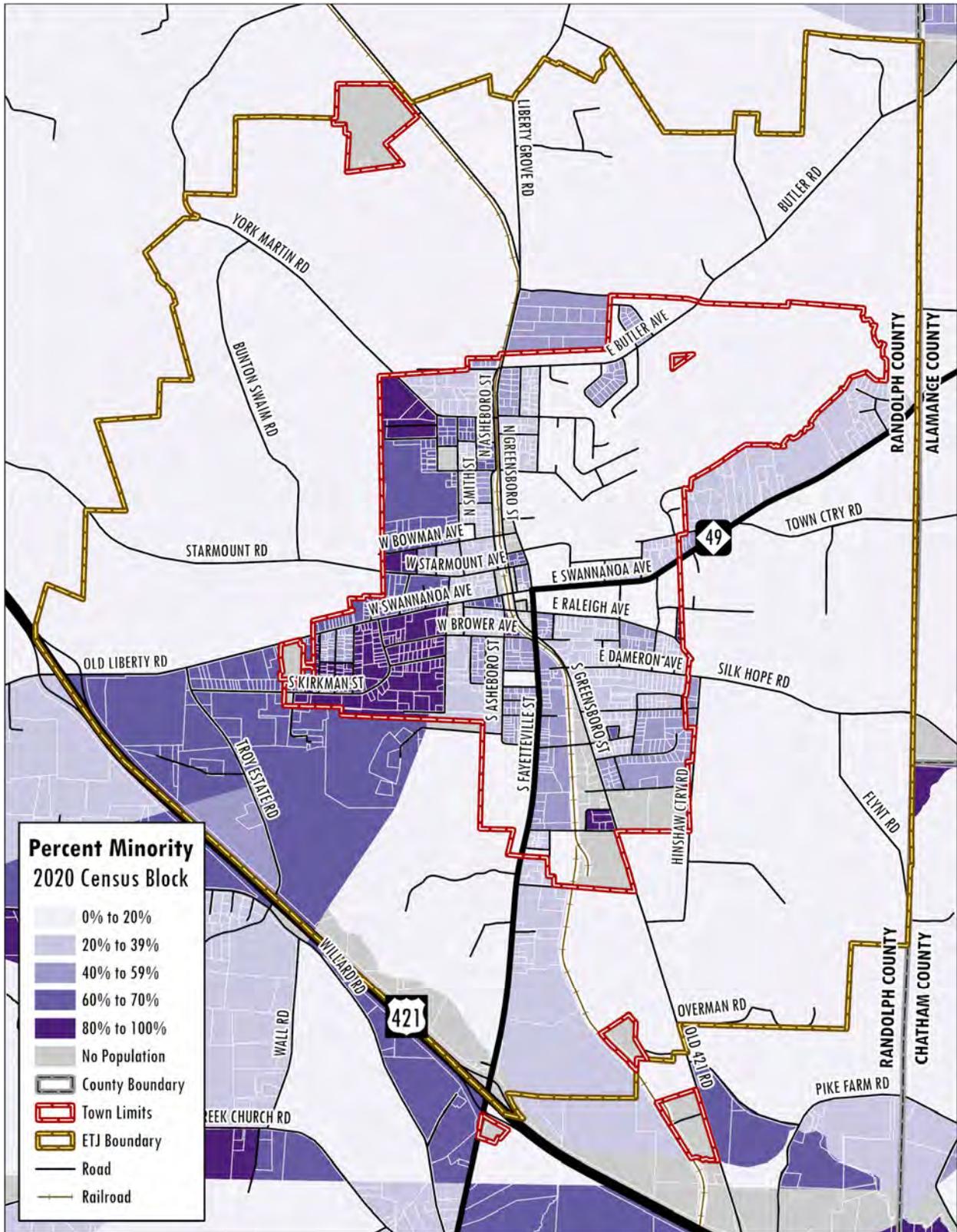
Source: U.S. Census Bureau, ACS 2010-2020 5-year Estimates, Table B03002; Decennial Census 2010-2020, Table P004

Table 7: Percent Growth by Race Comparison (2010 to 2020)

	Total Population	White	African American	Hispanic	Other	Total Minority
Liberty	-1.2%	-12.7%	41.8%	-4.8%	67.2%	16.6%
Archdale	7.1%	-2.3%	141.4%	82.3%	36.8%	73.4%
Asheboro	5.7%	-6.6%	44.2%	13.1%	72.9%	12.8%
Biscoe	9.2%	-23.3%	9.4%	30.7%	271.7%	30.0%
Haw River	34.0%	16.3%	-30.2%	176.7%	-62.7%	74.3%
Ramseur	22.6%	2.6%	-42.8%	197.1%	92.9%	148.2%
Randleman	3.0%	-7.6%	46.3%	149.5%	123.8%	98.7%
Randolph County	2.4%	-1.8%	6.0%	21.4%	25.3%	22.0%
North Carolina	12.0%	6.1%	11.3%	37.0%	55.1%	23.6%

Source: U.S. Census Bureau, ACS 2010-2020 5-year Estimates, Table B03002; Decennial Census 2010-2020, Table P004

Map 3: Race & Ethnicity by Census Block (2020)

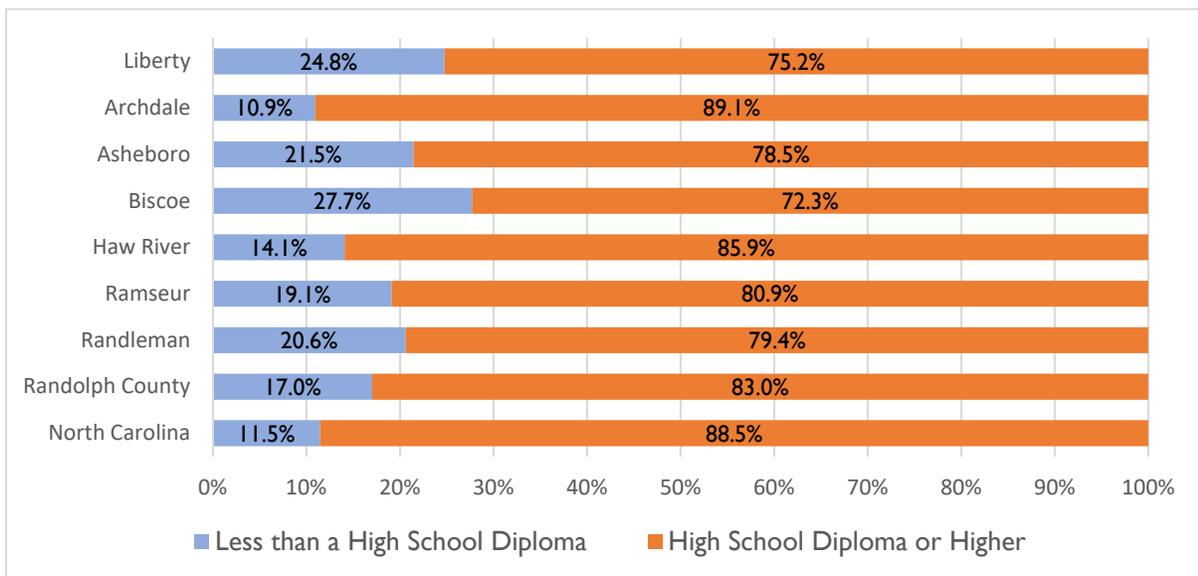


Source: U.S. Census Bureau, Decennial Census 2020

EDUCATION

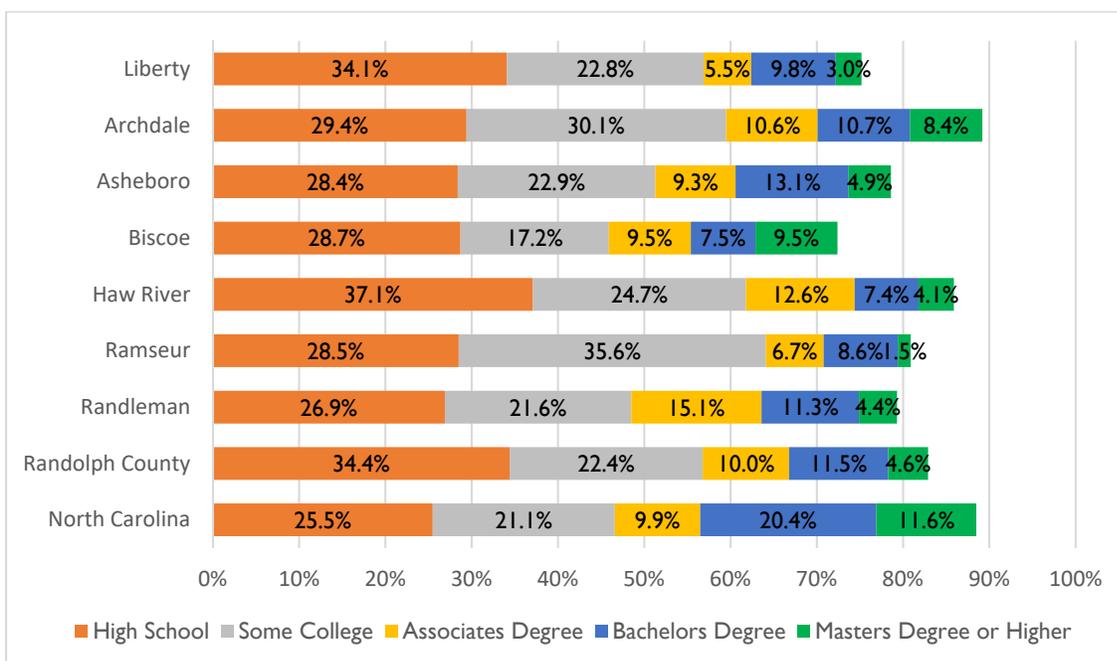
Of the population ages 25 years and older, 75.2% had a high school diploma or higher in 2020. This percentage is lower than all other peer communities except for Biscoe (see Figure 5). Of the educated population in Liberty, 34% have a high school diploma; 23% have attended some college; 5.5% have an Associate's Degree; 9.8% have a Bachelor's Degree; and 3% have a Master's or Doctorate Degree (see Figure 6).

Figure 5: Population (Ages 25 years and older) with a High School Diploma Comparison (2020)



Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B15003

Figure 6: Educational Attainment for the Population Age 25 Years and Older Comparison (2020)



Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B15003

INCOME

In 2020, the per capita income in Liberty was \$21,708; the median household income was \$43,018; and the median family income was \$63,750. In general, Liberty has higher incomes than all its peer communities except for Archdale and Randleman (see Table 8).

Table 8: Income Comparison (2020)

	Per Capita Income	Median Household Income	Median Family Income
Liberty	\$21,708	\$43,018	\$63,750
Archdale	\$28,730	\$56,658	\$66,875
Asheboro	\$20,830	\$37,171	\$45,589
Biscoe	\$16,219	\$44,792	\$40,872
Haw River	\$22,264	\$40,149	\$58,274
Ramseur	\$12,004	\$23,542	\$30,660
Randleman	\$24,253	\$57,598	\$72,143
Randolph County	\$25,246	\$48,984	\$57,375
North Carolina	\$31,993	\$56,642	\$70,978

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Tables B19013, B19113 and B19301

POVERTY

Roughly 21.2% of Liberty's population lives below the poverty level. This percentage is lower than the rate in Biscoe, Ramseur and Randleman. A higher percentage of the child population (ages 0 to 17) live in poverty (27.4% or 182 children). The poverty percentage decreases in older populations (see Table 9).

Table 9: Population in Poverty Comparison by Age Group (2020)

	Percent Below Poverty	Children (0-17)	Adults (18-64)	Older Adults (65+)
Liberty (#)	562	182	299	81
Liberty (%)	21.2%	27.4%	20.5%	15.2%
Archdale	7.9%	9.6%	8.1%	5.5%
Asheboro	19.4%	25.2%	19.8%	9.1%
Biscoe	32.8%	49.1%	26.3%	15.9%
Haw River	10.5%	8.9%	12.1%	7.2%
Ramseur	42.8%	56.4%	34.8%	26.4%
Randleman	29.9%	33.5%	31.5%	9.0%
Randolph County	14.6%	19.6%	14.5%	8.5%
North Carolina	14.0%	20.0%	13.0%	9.2%

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B17001

WORKFORCE

Of the population ages 16 years and older, 64% (or 1,305 people) were in the labor force in 2020. The majority (93.9%) of the labor force were employed while 6.1% (or 79 people) were unemployed. This unemployment rate (according to the American Community Survey) is higher in Liberty than all other peer communities and equal to Asheboro (see Table 10).

The majority of the labor force consists of adults ages 25 to 44. (39% or 513 people). Younger adults (ages 16 to 24) constitute another 14.5% of the labor force; school-aged adults (ages 16 to 24) another 14.5%; and 12% from older adults (ages 65 years and older). Unemployment rates tend to be higher for the school-aged population (15.3%) and decrease with each older age group (see Table 9).

Table 10: Labor Force Comparison (2020)

	Total Population (Age 16+)	Labor Force	Employed	Unemployed
Liberty (#)	2,038	1305	1226	79
Liberty (%)	2,038	64.0%	93.9%	6.1%
Archdale	9,595	61.8%	95.6%	4.4%
Asheboro	20,019	58.1%	93.9%	6.1%
Biscoe	1,827	51.3%	95.7%	1.4%
Haw River	1,929	64.1%	97.0%	3.0%
Ramseur	1,313	55.9%	94.1%	5.9%
Randleman	2,987	58.6%	98.4%	1.6%
Randolph County	115,357	60.0%	95.3%	4.5%
North Carolina	8,352,255	62.4%	92.8%	5.3%

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B23025

Table 11: Liberty's Labor Force by Age Groups (2020)

	Total (Ages 16+)		Ages 16-24		Ages 25-44		Ages 45-64		Ages 65+	
	#	%	#	%	#	%	#	%	#	%
Total	2,038		251		605		648		534	
Labor Force	1,305	64.0%	189	14.5%	513	39.3%	452	34.6%	151	11.6%
Employed	1,226	93.9%	160	84.7%	471	91.8%	451	99.8%	144	95.4%
Unemployed	79	6.1%	29	15.3%	42	8.2%	1	0.2%	7	4.6%

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B23001

COMMUTERS

The *Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)* dataset is the most comprehensive data source for inflow/outflow of jobs because it uses a variety of data sources including the *Employment Characteristics Quarterly Census of Employment and Wages (QCEW)* and the *Worker Characteristics Personal Characteristics File (PCF)*. However, the LODES dataset does not take into account: self-employed & sole proprietors, federal/military/railroad workers or employment exempt from UI laws, and therefore the resident workforce and employment populations may be slightly underestimated.

According to the LEHD in 2019, Liberty had a **resident workforce population** (who live in Liberty and have a job, either in Liberty or another area) of 1,045 people. The majority 89.2% (or 932) of the resident workforce commutes outside of Liberty for employment. Only 10.8% both live and work in Liberty. Liberty also has an **employment population** (people that work in Liberty and either live in Liberty or another area) of 1,300 jobs, of which 91.3% are filled by employees living outside of Liberty (see Table 12). Only 8.7% of the employment population both works and lives in Liberty.

Table 12: Liberty's Inflow/Outflow Commuting Summary (2019)

	Number	Percent
Liberty's resident workforce population	1,045	
Employed outside of Liberty	932	89.2%
Employed in Liberty	113	10.8%
Liberty's employment population	1,300	
Live outside of Liberty	1,187	91.3%
Live in Liberty	113	8.7%

Source: U.S. Census Bureau, *OnTheMap*, 2019

COMMUTERS BY PLACE

Of the 932 workers who live in Liberty but commute elsewhere, 20% (186 workers) commute to other parts of Randolph County; another 30% (284 workers) commute north to Guilford County; 7% (67 workers) commute east to Wake County; 6% to Chatham County; 6% to Mecklenburg; and 5% to Forsyth. Of the 1,187 workers who work in Liberty but commute from elsewhere, 38% (or 447 workers) commute from other areas of Randolph County; 19% from Guilford County; 10% from both Alamance; and 9% from Chatham County.

COMMUTERS BY INDUSTRY

The majority of Liberty's resident workforce work in manufacturing (21.4% or 224 people); followed by health care (12.6%); and retail trade (12.2%). The majority of jobs available in Liberty are in the manufacturing sector (52.5% or 682 jobs) (see

Table 13). Liberty seems to be lacking jobs in the health care industry, forcing its resident workforce to commute for jobs in this sector.

Table 13: Jobs by Industry for the Resident & Employed Populations (2019)

	Resident Workforce		Jobs in Liberty		Net Flow
	#	%	#	%	#
Agriculture, Forestry, Fishing and Hunting	18	1.7%	0	0.0%	-18
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0
Utilities	1	0.1%	0	0.0%	-1
Construction	53	5.1%	26	2.0%	-27
Manufacturing	224	21.4%	682	52.5%	458
Wholesale Trade	52	5.0%	65	5.0%	13
Retail Trade	127	12.2%	213	16.4%	86
Transportation and Warehousing	44	4.2%	7	0.5%	-37
Information	8	0.8%	1	0.1%	-7
Finance and Insurance	24	2.3%	46	3.5%	22
Real Estate and Rental and Leasing	12	1.1%	2	0.2%	-10
Professional, Scientific, and Technical Services	37	3.5%	30	2.3%	-7
Management of Companies and Enterprises	16	1.5%	0	0.0%	-16
Administration & Support, Waste Management and Remediation	67	6.4%	1	0.1%	-66
Educational Services	60	5.7%	54	4.2%	-6
Health Care and Social Assistance	132	12.6%	44	3.4%	-88
Arts, Entertainment, and Recreation	16	1.5%	0	0.0%	-16
Accommodation and Food Services	85	8.1%	48	3.7%	-37
Other Services (excluding Public Administration)	24	2.3%	42	3.2%	18
Public Administration	45	4.3%	39	3.0%	-6
TOTAL	1,045		1,300		-18

Source: U.S. Census Bureau, OnTheMap, 2019

HOUSING UNITS

In 2020 there were 1,210 housing units in the Town of Liberty. Almost 12% of these units were vacant (141 units). This percentage is slightly above the County (9.4%). Of the 1,069 occupied housing units, 49.8% were owner occupied and 50.2% were renter occupied. The rental rate in Liberty is higher than all other peer communities except for Asheboro, Biscoe, and Ramseur (see).

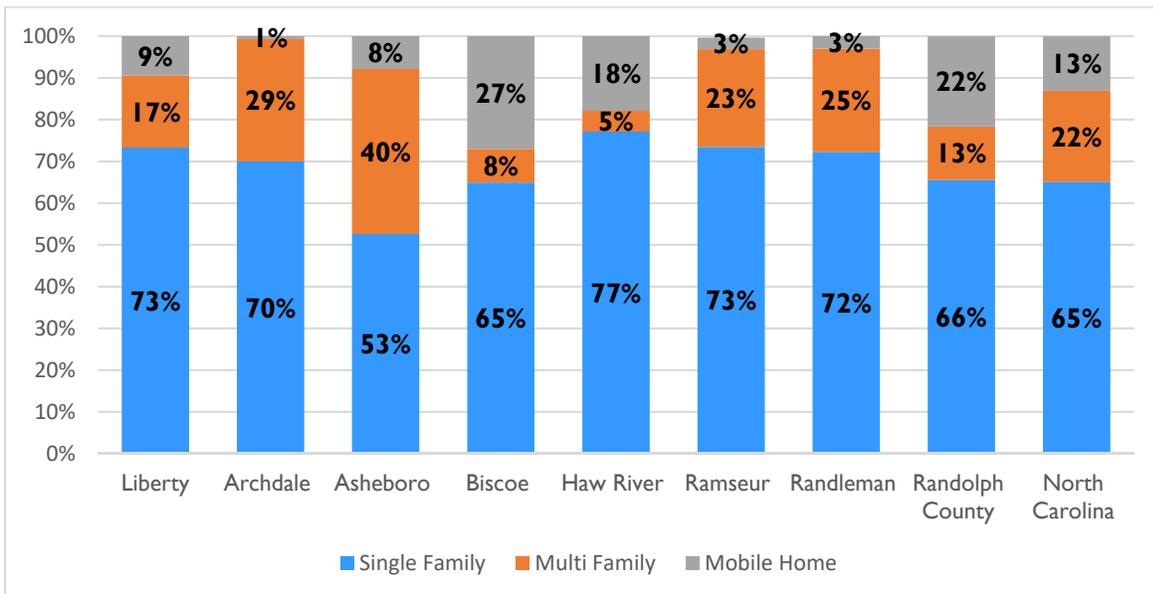
The majority 73% of housing units in Liberty are single family units (878 homes). This percentage is higher than other comparison jurisdictions except Haw River and Ramseur. Multi-family homes comprise 17% of all units (mostly 3-19 unit structures), while 9% are mobile homes (see Figure 9).

Table 14: Housing Unit Comparison (2020)

	Total Housing Units	Vacant		Occupied					
		#	%	Total Occupied		Owner		Renter	
				#	%	#	%	#	%
Liberty	1,210	141	11.7%	1,069	88.3%	532	49.8%	537	50.2%
Archdale	4,935	231	4.7%	4,704	95.3%	3,589	76.3%	1,115	23.7%
Asheboro	11,735	994	8.5%	10,741	91.5%	5,223	48.6%	5,518	51.4%
Biscoe	1,088	262	24.1%	826	75.9%	407	49.3%	419	50.7%
Haw River	1,125	134	11.9%	991	88.1%	758	76.5%	233	23.5%
Ramseur	764	84	11.0%	680	89.0%	272	40.0%	408	60.0%
Randleman	1,583	139	8.8%	1,444	91.2%	1,016	70.4%	428	29.6%
Randolph County	62,670	5,880	9.4%	56,790	90.6%	41,432	73.0%	15,358	27.0%
North Carolina	4.7 M	0.7 M	14.0%	4.0 M	86.0%	2.6 M	65.7%	1.4 M	34.3%

Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Tables B25002 & B25003

Figure 7: Comparison of Housing Types (2020)

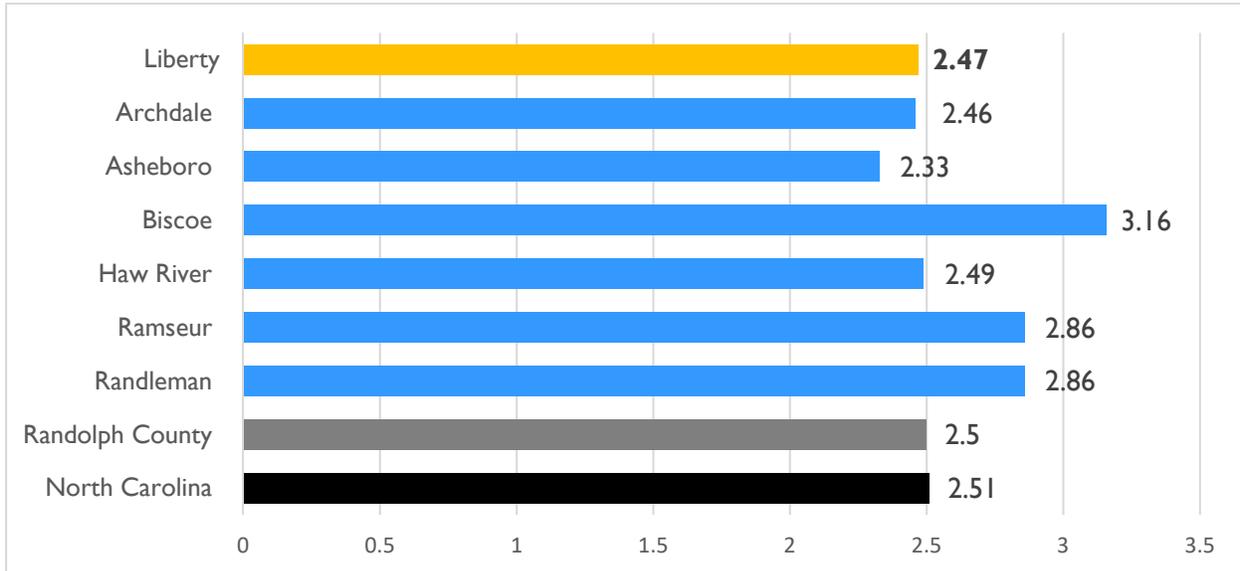


Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B25024

HOUSEHOLD SIZE

The average household size in Liberty is 2.47 people per household, slightly below the average household size of the State. This size is higher than Asheboro and Archdale. (see Figure 8).

Figure 8: Average Household Size Comparison (2020)

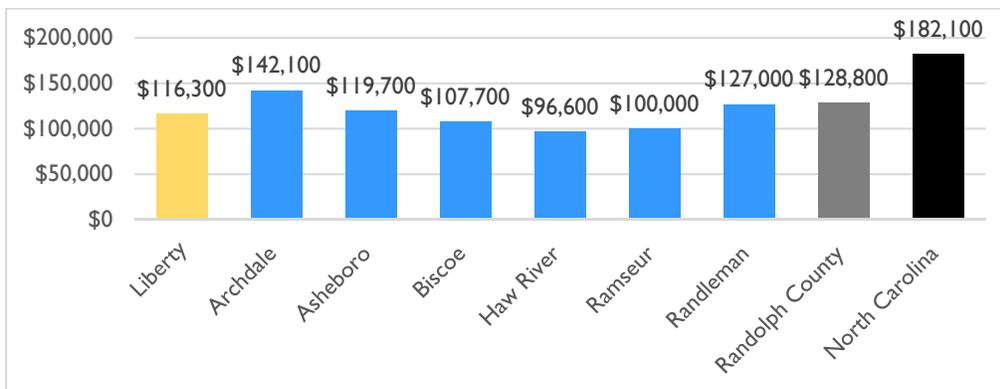


Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B25010

HOME VALUES

The median home value according to the American Community Survey is \$116,200, lower than the values in Archdale, Asheboro, Randleman and across the County and State as a whole (see Figure 9).

Figure 9: Median Home Value Comparison (2020)



Source: U.S. Census Bureau, ACS 2020 5-year Estimates, Table B25107

MUNICIPAL BUDGET & TAX RATES

Table 15: Liberty's Municipal Financial Information

	2014	2015	2016	2017	2018
Revenues by Source					
Property Taxes	\$955,381	\$976,549	\$985,364	\$995,115	\$1,167,110
Utility	\$836,540	\$837,308	\$850,668	\$917,903	\$928,470
Sales Tax	\$465,093	\$498,521	\$538,666	\$612,534	\$634,286
Sales & Services	\$266,611	\$275,139	\$259,194	\$272,633	\$263,538
Intergovernmental	\$407,404	\$609,444	\$435,899	\$465,474	\$514,914
Debt Proceeds	\$0	\$389,491	\$0	\$0	\$100,000
Other Misc.	\$479,106	\$50,819	\$49,222	\$236,136	\$252,232
Total	\$3,410,135	\$3,637,271	\$3,119,013	\$3,499,795	\$3,860,550
Expenditures by Function					
Utility	\$669,251	\$711,013	\$743,839	\$671,726	\$827,473
Debt Service	\$51,337	\$628,025	\$82,891	\$41,978	\$41,976
Transportation	\$439,248	\$260,523	\$284,090	\$258,592	\$342,985
General Government	\$345,151	\$375,061	\$452,918	\$368,468	\$459,922
Public Safety	\$850,613	\$855,819	\$871,485	\$1,044,660	\$1,204,043
Other	\$520,422	\$524,303	\$554,781	\$524,272	\$576,148
Total	\$2,876,022	\$3,354,744	\$2,990,004	\$2,909,696	\$3,452,547
Property Tax Rate	0.5125	0.54	0.54	0.54	0.64

Source: N.C. Department of State Treasurer

For the fiscal year 2015-2016, the Town of Liberty had a municipal property tax rate of \$0.54 (per \$100 valuation). This was an increase from the previous year (\$0.5125). Residents in Liberty also pay a county tax rate of \$0.655 and a Northeast Fire District tax rate of \$0.12 as of July 2016. This municipal tax rate is lower than other peer communities except Archdale and Haw River.

Table 16: Property Tax Rate Comparison

	FY20-21	FY15-16	FY10-11	FY05-06
Liberty	\$0.6400	\$0.5400	\$0.5125	\$0.5125
Archdale	\$0.2900	\$0.2900	\$0.2900	\$0.2600
Asheboro	\$0.6650	\$0.6650	\$0.5500	\$0.5500
Biscoe	\$0.5600	\$0.5600	\$0.5800	\$0.5500
Haw River	\$0.6300	\$0.4800	\$0.4500	\$0.4500
Ramseur	\$0.6700	\$0.6700	\$0.5800	\$0.5000
Randleman	\$0.6300	\$0.6300	\$0.5800	\$0.5100
Randolph County	\$0.6327	\$0.6550	\$0.5860	\$0.5250
Northeast Fire District	\$0.01500	\$0.0900	\$0.0900	\$0.6800

Source: N.C. Department of State Treasurer

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