### Smart Growth Self-Assessment for Rural Communities

### *Section I: Revitalize Village and Town Centers*

### *This tool is part of the Smart Growth Self-Assessment for Rural Communities, developed by the U.S. Environmental Protection Agency. EPA suggests that communities using this tool complete this section before filling out other sections. For more information and the tool’s other sections, see* *<https://www.epa.gov/smartgrowth/smart-growth-self-assessment-rural-communities>.*

Infill development[[1]](#footnote-1) brings new residents and jobs to existing neighborhoods and village or town centers, sparing farmland and open space on the periphery of the community that might otherwise develop to accommodate them. By placing new houses, offices, and shops in village and town centers, communities can reduce the amount people must drive to meet their daily needs while also spending less on infrastructure by getting more out of existing streets, water pipes, and sewer lines. Thriving town centers also drive local economic development and make it easier for people to walk to stores and services. Village and town centers are unique aspects of rural communities that contribute to a sense of place for visitors and residents.

| Goal: Revitalize Village and Town Centers | Adopted? | Add or Improve? | Context [[2]](#footnote-2) |
| --- | --- | --- | --- |
| ***Using Codes to Encourage Infill Development*** |  |  |  |
| **Do codes define the requirements for infill development?** |  |  |  |
| Strategy 1: Codes specifically identify infill / redevelopment areas and set clear standards for evaluating and approving development within these areas.[[3]](#footnote-3), [[4]](#footnote-4) *[Enter optional notes in gray boxes for all strategies]* |[ ] [ ]  1,2,3 |
| Strategy 2: Codes and ordinances differentiate between areas with and without existing infrastructure by requiring developer participation in the cost of extending infrastructure to serve new development.[[5]](#footnote-5),[[6]](#footnote-6) |[ ] [ ]  1,2,3 |
| Do development policies provide incentives for infill development? |  |  |  |
| Strategy 3: In close consultation with the public, designate growth areas for future development.[[7]](#footnote-7)  |[ ] [ ]  1,2 |
| ***Strategy 4: Impact fees are set and/or public utilities are priced according to the project’s distance from the downtown core and designated growth areas.***[[8]](#footnote-8),[[9]](#footnote-9)  |[ ] [ ]  1,2 |
| Strategy 5: Provide density bonuses for mixed-use and/or residential development in downtowns and village centers.[[10]](#footnote-10),[[11]](#footnote-11),[[12]](#footnote-12)  |[ ] [ ]  1,2 |
| Strategy 6: Expedited permit review and/or lower development fees encourage mixed-use, residential, or infill development in downtowns and village centers.[[13]](#footnote-13),[[14]](#footnote-14)  |[ ] [ ]  1,2 |
| Strategy 7: Use overlay zoning to encourage mixed-use and infill development.[[15]](#footnote-15),[[16]](#footnote-16)  |[ ] [ ]  1,2 |
| Strategy 8: Provide property tax abatements for mixed-use and residential development in downtowns and village centers.[[17]](#footnote-17)  |[ ] [ ]  1,2 |
| Strategy 9: Provide incentives to rehabilitate existing structures.[[18]](#footnote-18)  |[ ] [ ]  1,2 |
| **Do zoning regulations remove barriers to infill development?** |  |  |  |
| Strategy 10: Establish minimum lot size that aims to preserve the rural character of the community for permitted development in agricultural areas, and encourage clustering of housing units.[[19]](#footnote-19),[[20]](#footnote-20),[[21]](#footnote-21)  |[ ] [ ]  2,3 |
| Strategy 11: Adopt agricultural/open space zone policies that ensure developed parcels are large enough to preserve the character and function of farms and sensitive lands.[[22]](#footnote-22)  |[ ] [ ]  1,2 |
| Strategy 12: Sites identified for new schools are within municipal service areas.[[23]](#footnote-23)  |[ ] [ ]  1,2 |
| Strategy 13: Zoning requires a minimum density in mixed-use districts.[[24]](#footnote-24)  |[ ] [ ]  1,2 |
| Strategy 14: Reduce or eliminate minimum lot sizes in areas targeted for infill development.[[25]](#footnote-25),[[26]](#footnote-26)  |[ ] [ ]  1,2 |
| *Encouraging Mixed Land Uses in Villages and Town Centers* |  |  |  |
| Do codes allow mixed land uses in appropriate areas? |  |  |  |
| Strategy 15: Clearly define the downtown area.  |[ ] [ ]  1,2 |
| Strategy 16: Zoning defines “mixed-use development.[[27]](#footnote-27)  |[ ] [ ]  1,2 |
| Strategy 17: Designate mixed-use zones in town and village centers.[[28]](#footnote-28)  |[ ] [ ]  1,2 |
| Strategy 18: A form-based code or performance-based standards regulate the design and orientation of new buildings, allowing more flexibility in the uses.[[29]](#footnote-29),[[30]](#footnote-30)  |[ ] [ ]  1,2 |
| ***Encouraging Street-Level Activity in Village and Town Centers*** |  |  |  |
| **Do codes require pedestrian-oriented design in village and town centers?** |  |  |  |
| Strategy 19: Minimize setback of buildings from sidewalks in village and town centers.[[31]](#footnote-31),[[32]](#footnote-32)  |[ ] [ ]  1,2 |
| Strategy 20: Codes encourage ground-floor retail space in village and town centers through tools such as density bonuses.  |[ ] [ ]  1,2 |
| Strategy 21: Policies and codes ensure windows or active uses on building facades in village and town centers.  |[ ] [ ]  1,2 |
| Strategy 22: Codes establish appropriate sizes and aesthetic standards for signs in village and town centers.  |[ ] [ ]  1,2 |
| Do codes specify parking lot design and placement standards?  |  |  |  |
| Strategy 23: Screen parking areas from sidewalks with landscaping and/or use green infrastructure techniques to make parking lots more attractive.  |[ ] [ ]  1,2 |
| Strategy 24: Locate parking lots behind or alongside buildings in pedestrian-oriented areas.  |[ ] [ ]  1,2 |
| Do codes allow outdoor markets or street festivals? |  |  |  |
| Strategy 25: Codes allow street closures for outdoor markets or street festivals.  |[ ] [ ]  1,2 |
| Do codes allow outdoor dining areas? |  |  |  |
| Strategy 26: Codes allow outdoor dining.[[33]](#footnote-33)  |[ ] [ ]  1,2 |
| Strategy 27: Codes allow mobile food vendors.[[34]](#footnote-34)  |[ ] [ ]  1 |
| ***Improving Pedestrian Safety in Village and Town Centers*** |  |  |  |
| **Do codes require pedestrian-oriented street design?** |  |  |  |
| Strategy 28: Minimize curb cuts and driveways in village and town centers.[[35]](#footnote-35)  |[ ] [ ]  1,2 |
| Strategy 29: Encourage alleys in new residential and mixed-use development to reduce the number of curb cuts and driveways.[[36]](#footnote-36),[[37]](#footnote-37)  |[ ] [ ]  1,2 |
| Strategy 30: Codes set a maximum number of curb-cuts per block in pedestrian-oriented or mixed-use districts.[[38]](#footnote-38)  |[ ] [ ]  1,2 |
| Strategy 31: Street design standards set appropriate lane widths and use traffic-calming measures to ensure safe vehicle speeds in pedestrian-0riented areas.[[39]](#footnote-39)  |[ ] [ ]  1,2 |
| *Providing Appropriate Parking Options in Village and Town Centers* |  |  |  |
| Do codes set parking requirements based on community context and actual parking demand?[[40]](#footnote-40) |  |  |  |
| Strategy 32: Allow on-street parking in village and town centers.  |[ ] [ ]  1,2 |
| Strategy 33: Count shared or off-site parking toward parking minimums.  |[ ] [ ]  1,2 |
| Strategy 34: Buildings can reduce the amount of parking they need to supply if they are close to public transit or have bicycle parking, nearby public parking, or on-street parking.[[41]](#footnote-41)  |[ ] [ ]  1,2 |
| Strategy 35: Waive or reduce parking minimums in village and town centers and mixed use districts. [[42]](#footnote-42),[[43]](#footnote-43)  |[ ] [ ]  1,2 |
| **Do codes require amenities that encourage bicycling?** |  |  |  |
| Strategy 36: Encourage new development in village and town centers to include bike racks or other bike parking facilities.[[44]](#footnote-44)  |[ ] [ ]  1,2 |
| ***Revitalizing Village and Town Centers Through Comprehensive Plans and Local Government Policies*** |  |  |  |
| **Are financing mechanisms available to promote development in village and town centers?**  |  |  |  |
| Strategy 37: A business improvement district or similar special taxing district funds enhanced services, such as landscaping, maintenance, and marketing, for village and town centers.[[45]](#footnote-45)  |[ ] [ ]  1,2 |
| Strategy 38: Value capture strategies, such as tax-increment financing, provide financial assistance for redevelopment in village and town centers and other specified areas with significant redevelopment potential.[[46]](#footnote-46)  |[ ] [ ]  1,2 |
| Strategy 39: Local government has adopted one or more strategies to address the issue of vacant properties including affordable home repair funds, land banks, and Vacant Property Registration Ordinances (VPROs).[[47]](#footnote-47)  |[ ] [ ]  1,2 |
| **Do plans and policies support constructing or relocating municipal buildings in village and town centers?** |  |  |  |
| Strategy 40: Identify potential central sites for major civic destinations such as city hall, a library, a post office, or a performing arts center.[[48]](#footnote-48)  |[ ] [ ]  1,2 |
| Strategy 41: Locate public facilities, particularly destinations that attract visitors, in developed areas rather than on the fringes of the community.80  |[ ] [ ]  1,2 |
| **Do plans and policies promote efficient use of infrastructure?** |  |  |  |
| Strategy 42: Infrastructure policies prioritize rehabilitation or improvement of existing systems over system expansion.[[49]](#footnote-49)  |[ ] [ ]  1,2,3 |
| Strategy 43: Upgrade utilities and public amenities in infill locations to make them more attractive for development.[[50]](#footnote-50)  |[ ] [ ]  1,2 |
| Strategy 44: Level of service standards for public facilities guide rezoning applications.38  |[ ] [ ]  1,2 |
| Strategy 45: Prices or time limits encourage a sufficient turnover of parking spaces and availability in village and town centers.[[51]](#footnote-51)  |[ ] [ ]  1,2 |
| Strategy 46: A parking inventory identifies the number and location of parking spaces in village and town centers.[[52]](#footnote-52)  |[ ] [ ]  1,2 |
| **Do plans and policies support infill development?**  |  |  |  |
| Strategy 47: Purchase and make available tax-delinquent properties for rehabilitation or redevelopment.[[53]](#footnote-53)  |[ ] [ ]  1,2 |
| Strategy 48: Financial incentives are available for brownfield redevelopment.[[54]](#footnote-54)  |[ ] [ ]  1,2 |
| Strategy 49: New schools are located as close as possible to existing development.55  |[ ] [ ]  1,2,3 |
| Strategy 50: Identify preferred areas for development or revitalization. [[55]](#footnote-55)  |[ ] [ ]  1,2 |
| **Are a variety of transportation options supported?** |  |  |  |
| Strategy 51: Adopt a multimodal mobility plan that includes policies and strategies for all modes including bicycling, walking, transit, and driving.[[56]](#footnote-56)  |[ ] [ ]  1,2 |
| Strategy 52: Convert one-way streets to two-way streets to improve access, reduce car speeds, and encourage greater pedestrian and bike mode-share.[[57]](#footnote-57)  |[ ] [ ]  1,2 |
| Strategy 53: Wayfinding signs help pedestrians and bicyclists find key destinations.[[58]](#footnote-58)  |[ ] [ ]  1,2 |
| Strategy 54: Install pedestrian-scale signs and lighting in pedestrian-oriented areas.[[59]](#footnote-59)  |[ ] [ ]  1,2 |
| *Revitalizing Village and Town Centers Through Programs and Services* |  |  |  |
| Are there programs to improve or preserve the aesthetics of village and town centers? |  |  |  |
| Strategy 55: Establish a Main Street program to promote and enhance the town center.  |[ ] [ ]  1,2 |
| Strategy 56: A program provides funds and assistance for building façade renovations.[[60]](#footnote-60)  |[ ] [ ]  1,2 |
| Strategy 57: A fund provides matching grants or low-interest loans for storefront façade improvements and/or interior renovations.[[61]](#footnote-61)  |[ ] [ ]  1,2 |
| Strategy 58: Identify vacant and underused buildings, and collect data to help market the properties for occupancy or redevelopment.  |[ ] [ ]  1,2 |
| Strategy 59: The local government partners with businesses or civic groups for small beautification projects, such as flower plantings or holiday decorations.[[62]](#footnote-62)  |[ ] [ ]  1,2 |

1. Infill development is development on vacant or underused land in previously developed areas. [↑](#footnote-ref-1)
2. Self-Assessment topics and policy options apply to one or more of the following scales: 1 – large town/small city (population is approximately 10,000 or greater); 2 - village/small town (population is typically under 10,000); 3 – rural (very low-density places, working lands, and natural areas outside of towns, villages, and cities. [↑](#footnote-ref-2)
3. Jupiter, Florida Zoning Definitions (<http://www.jupiter.fl.us/index.aspx?NID=693>). [↑](#footnote-ref-3)
4. Infill development can be difficult if it is subject to requirements for new development (e.g., on-site parking minimums, on-site stormwater facilities, and large setbacks). [↑](#footnote-ref-4)
5. Explanation of Development Exactions and Incentives (<http://www.mdt.mt.gov/research/toolkit/m1/ftools/dei.shtml>). [↑](#footnote-ref-5)
6. Adequate Public Facilities Ordinances (<http://www.rockvillemd.gov/index.aspx?nid=214>). [↑](#footnote-ref-6)
7. Designated Growth Area policy guidance (<http://www.smartgrowthamerica.org/guides/smart-growth-at-the-state-and-local-level/comprehensive-approaches/require-state-facilities-to-be-located-within-designated-growth-areas-and-downtowns/>). [↑](#footnote-ref-7)
8. The Georgia Development Impact Fee Act (<http://www.dca.state.ga.us/development/PlanningQualityGrowth/programs/impactfees.asp>). [↑](#footnote-ref-8)
9. Explanation of Impact Fees, Duncan Associates (<http://impactfees.com/>). [↑](#footnote-ref-9)
10. Density bonuses allow more development on a site in exchange for an amenity. [↑](#footnote-ref-10)
11. Planning Implementation Tools: Density Bonus (<http://www.uwsp.edu/cnr-ap/clue/Pages/publications-resources/PlanImplementation.aspx>). [↑](#footnote-ref-11)
12. Woodlake Zoning Ordinance: Density Bonus (<http://www.cityofwoodlake.com/planning-documents/>). [↑](#footnote-ref-12)
13. Phoenix Priority Expedited Plan Review Policy (<https://www.phoenix.gov/pdd/topics/priority-expedited-plan-review>). [↑](#footnote-ref-13)
14. San Diego Affordable/In-Fill housing and Sustainable Buildings Expedite Program (<http://www.sandiego.gov/development-services/news/archive/ah.shtml>). [↑](#footnote-ref-14)
15. Infill Development Overlay District Bylaw: Town of Ware (<http://www.townofware.com/pages/warema_planning/siteplanapproval>). [↑](#footnote-ref-15)
16. City of Chesapeake: Mixed Use and Infill Development in the Suburban Overlay District. Chapter 2 (<http://www.cityofchesapeake.net/government/City-Departments/Departments/Planning-Department/Planning-Library/plans_studies/design-guidelines.htm>). [↑](#footnote-ref-16)
17. Cincinnati Community Reinvestment Area Residential Tax Abatement (<http://www.cincinnati-oh.gov/community-development/housing-assistance/residential-property-tax-abatement/>). [↑](#footnote-ref-17)
18. Vermont Downtown and Village Tax Credit (<http://accd.vermont.gov/strong_communities/opportunities/funding/downtown_village_tax_credit>). [↑](#footnote-ref-18)
19. Explanation of Large Lot Zoning, Vermont Natural Resources Council (<http://vnrc.org/resources/community-planning-toolbox/tools/large-lot-zoning/>). [↑](#footnote-ref-19)
20. The American Farmland Trust has developed guides to planning for agriculture in several states. An explanation of zoning tools for preserving greenfields and farmland begins on page 35 of *Planning for Agriculture in New York*. <http://www.farmland.org/resources/publications/default2.asp>. [↑](#footnote-ref-20)
21. Cluster provisions in rural areas often focuses on securing expanses of open space consistent with rural character, or protecting environmentally sensitive areas and natural resource lands. Clustered development in rural areas remains compact and rural in character, while the open space tracts are generally permanently preserved. Spokane County, Washington, presents issues for rural residential cluster development (<http://www.spokanecounty.org/bp/content.aspx?c=2639>). [↑](#footnote-ref-21)
22. Fauquier County Rural Land Use Plan (<http://www.fauquiercounty.gov/government/departments/commdev/index.cfm?action=compplan1>). [↑](#footnote-ref-22)
23. Maryland Smart Growth Planning for Public School Construction (<http://www.mdp.state.md.us/OurWork/publicSchoolConstruction.shtml>). [↑](#footnote-ref-23)
24. Williston, Vermont: Mixed Use Residential Zoning District Standards – Chapter 38 ([http://www.town.williston.vt.us/index.asp?Type=B\_BASIC&SEC={26EA4BDF-4482-4523-B051-394E7ACEDA5C}&DE={4F5C3286-90D3-4CA7-A1F1-315C465E42BE}](http://www.town.williston.vt.us/index.asp?Type=B_BASIC&SEC=%7b26EA4BDF-4482-4523-B051-394E7ACEDA5C%7d&DE=%7b4F5C3286-90D3-4CA7-A1F1-315C465E42BE%7d)). [↑](#footnote-ref-24)
25. “Relaxing zoning restrictions to reduce or eliminate minimum lot-size requirements gives developers the flexibility to build smaller, more affordable homes on smaller, more affordable lots for a variety of consumer groups who need and desire such options, including empty nesters, elderly adults, younger individuals with disabilities, young single workers, childless couples, and others” (Livable New York Resource Manual <http://www.aging.ny.gov/LivableNY/ResourceManual/Index.cfm>). [↑](#footnote-ref-25)
26. Explanation of Residential Infill Development from the Georgia Department of Community Affairs: Planning & Quality Growth (<https://www.dca.ga.gov/development/PlanningQualityGrowth/programs/documents/Part7gResidentialInfillDevelopment.doc>). [↑](#footnote-ref-26)
27. Model Downtown Mixed-Use District: provides basic language for creating a deliberately mixed use and dense development pattern geared to urban downtown areas (<http://greenstep.pca.state.mn.us/modelOrdinances.cfm>). [↑](#footnote-ref-27)
28. Salem, Oregon: Draft Neighborhood Center Mixed-Use (NCMU) Zone: a planning project intended to encourage the development of appropriately scaled and pedestrian friendly neighborhood center developments (<http://www.cityofsalem.net/Departments/CommunityDevelopment/Planning/mixed-use_neighborhood_center_zone/Pages/default.aspx>). [↑](#footnote-ref-28)
29. Form Based Codes: Implementing Smart Growth (<http://www.lgc.org/form-based-codes>). [↑](#footnote-ref-29)
30. City of Winters Form Based Code for Downtown (<http://www.cityofwinters.org/community_dev/community_reports.htm>). [↑](#footnote-ref-30)
31. Design Guidelines for Pedestrian-Oriented Business Districts (<http://www.codepublishing.com/wa/kirklandpreview/html/KirklandZ92/KirklandZ92.html>). [↑](#footnote-ref-31)
32. City of Lathrup Village, Michigan: Design Guidelines (<http://www.lathrupvillage.org/DocumentCenter/View/1021>). [↑](#footnote-ref-32)
33. Alexandria, Virginia: King Street Outdoor Dining Regulations / Design Guidelines (<http://alexandriava.gov/uploadedFiles/planning/outdoor_dining_ordinance.pdf>). [↑](#footnote-ref-33)
34. City of Longmont, Colorado: Mobile Retail Food Vending Permit (<http://longmontcolorado.gov/departments/departments-n-z/planning-and-development-services/development-applications-and-permits/mobile-retail-food-vending-permit>). [↑](#footnote-ref-34)
35. Fayetteville, Arkansas: Case Study on Eco Modern Flats with Design Standards (<http://uli.org/case-study/uli-case-studies-eco-modern-flats-fayetteville-arkansas/>). [↑](#footnote-ref-35)
36. Example: alley widths are 10 to 12 feet for residential, 24 feet for commercial. [↑](#footnote-ref-36)
37. Overland Park, Kansas: Planned Residential Neighborhood Design Guidelines (<http://www.opkansas.org/wp-content/uploads/downloads/planned-residential-design-guidelines.pdf?&redir=1>). [↑](#footnote-ref-37)
38. Prince William County, Virginia requires a special use permit for drive-throughs ([http://www.pwcgov.org/government/dept/planning/Pages/Forms,-Permits-and-Applications.aspx](http://www.pwcgov.org/government/dept/planning/Pages/Forms%2C-Permits-and-Applications.aspx)). [↑](#footnote-ref-38)
39. The Thomas Jefferson Planning District Commission includes recommendations for slowing traffic speeds on page 12 of its report “Design Manual for Small Towns” (<http://www.tjpdc.org/community/designManual.asp>). [↑](#footnote-ref-39)
40. EPA offers a Parking Spaces / Community Places guide through its Smart Growth Program (<http://www.epa.gov/smartgrowth/parking.htm>). [↑](#footnote-ref-40)
41. City of Cheyenne “Unified Development Code – Article 6 Design Regulations” (<http://www.cheyennecity.org/index.aspx?nid=1824>). [↑](#footnote-ref-41)
42. Reducing Off-Street Parking Requirements Application ([http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-137879.pdf](http://www.minneapolismn.gov/www/groups/public/%40cped/documents/webcontent/wcms1p-137879.pdf)). [↑](#footnote-ref-42)
43. Nashville, Tennessee removed parking requirements for downtown development. Downtown Code (<http://www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans/Downtown.aspx>). [↑](#footnote-ref-43)
44. City of Cambridge Bicycle Parking Guide (<http://www.cambridgema.gov/CDD/Transportation/gettingaroundcambridge/bybike/Parking.aspx>). [↑](#footnote-ref-44)
45. The Heart of Brevard in western North Carolina is a business improvement district that supports downtown revitalization and organizes events that attract visitors ([http://brevardnc.org](http://brevardnc.org/)). [↑](#footnote-ref-45)
46. Tax Increment Financing Districts in Vermont are used as a public infrastructure financing tool (<http://accd.vermont.gov/strong_communities/opportunities/funding/tif>). [↑](#footnote-ref-46)
47. Mayor’s Resource Guide on Vacant and Abandoned Properties (<http://community-wealth.org/content/united-states-conference-mayors-resource-guide-vacant-and-abandoned-properties>). [↑](#footnote-ref-47)
48. City of Aspen, Colorado: Civic Master Plan [(http://www.aspenpitkin.com/Portals/0/docs/businessnav/ApprovaltoDevelop/Civic%20Master%20Plan.pdf](http://www.aspenpitkin.com/Portals/0/docs/businessnav/ApprovaltoDevelop/Civic%20Master%20Plan.pdf)). [↑](#footnote-ref-48)
49. Strategies for Enhancing Community Character, Mississippi Gulf Coast (<http://smartgrowth.dmr.ms.gov/community-character>). [↑](#footnote-ref-49)
50. Lafayette, Louisiana: Infill Development Incentives (<http://mrsc.org/Home/Explore-Topics/Planning/Development-Types-and-Land-Uses/Infill-Development-Completing-the-Community-Fabric.aspx>). [↑](#footnote-ref-50)
51. City of Redwood, California: Downtown Parking Management Plan (<http://www.redwoodcity.org/bit/transportation/parking/parkingbigpicture.htm>). [↑](#footnote-ref-51)
52. Puget Sound Regional Council: Parking Inventory Analysis (<http://www.psrc.org/data/transportation/parking-inventory/>). [↑](#footnote-ref-52)
53. Facilitate Reuse of Abandoned, Vacant, and Tax-Delinquent Properties (<http://www.housingpolicy.org/policy_print.php?policyid=63>). [↑](#footnote-ref-53)
54. Brownfield Redevelopment Financial Incentives in Michigan ([http://www.michigan.gov/deq/0,4561,7-135-3311\_4109\_29262---,00.html](http://www.michigan.gov/deq/0%2C4561%2C7-135-3311_4109_29262---%2C00.html)). [↑](#footnote-ref-54)
55. City of Syracuse, New York: Neighborhood Revitalization Strategy Area Plan (<http://www.syracuse.ny.us/neighborhood_and_business_development.aspx>). [↑](#footnote-ref-55)
56. City of Evanston Multi-Modal Transportation Plan (<http://www.cityofevanston.org/public-works/transportation-engineering/multi-modal-transportation-plan/>). [↑](#footnote-ref-56)
57. Converting One-way Streets to Two-way (<http://www.preservationnation.org/main-street/main-street-news/2002/06/converting-one-way-to-two-way.html>). [↑](#footnote-ref-57)
58. Rochester, New York: Center City Visitor Circulation and Pedestrian Wayfinding Study (<http://www.cityofrochester.gov/article.aspx?id=8589948735>). [↑](#footnote-ref-58)
59. Medford, Oregon: Street Lighting and Pedestrian-Scale Street Lighting (<http://www.ci.medford.or.us/CodePrint.asp?CodeID=3927>). [↑](#footnote-ref-59)
60. Village of Hamburg, New York: Façade improvement program (<http://www.townofhamburgny.com/Hamburg_Development_Corporation_-117158.html>). Funding came in part from New York’s Main Street Program (<http://www.nyshcr.org/Programs/NYMainStreet/>). [↑](#footnote-ref-60)
61. Portland, Maine: Façade Improvement Program (<http://portlandmaine.gov/557/Facade-Improvement-Program>). [↑](#footnote-ref-61)
62. Junction, Texas: Main Street Beautification Project Grant Assistance (<http://www.cityofjunction.com/jtedc/financial-assist.html>). [↑](#footnote-ref-62)