

## **Appendix B Local Community Resources**

### **HISTORIC PRESERVATION RESOURCES**

#### **1. The National Main Street Program**

This program was established by the National Trust for Historic Preservation in 1980 for the purpose of preserving and revitalizing traditional commercial districts like Downtown Granville. It is a community driven, comprehensive strategy used to strengthen and revitalize downtown and neighborhood business districts in Ohio and throughout the nation. It is an example of a common sense approach to addressing the variety of issues and problems that challenge traditional business districts.<sup>1</sup>

The Main Street program uses a four-point approach as the foundation for enhancing the downtown business district:<sup>2</sup>

a. Organization

A governing board and standing committees with stakeholder representation make up the fundamental organizational structure of the volunteer-driven program. The board is supported by a paid program director. This structure not only divides the workload and clearly delineates program responsibilities. It also builds consensus and cooperation among the various stakeholders.

b. Promotion

Through promotion, the local Main Street program encourages residents, visitors, potential shop owners, and investors to live, work, shop, play and invest in the Main Street district.

c. Design

Design emphasizes the creation or enhancement of an inviting atmosphere in the downtown area through attractive window displays, parking areas, building improvements, street furniture, signs, and landscaping to convey a positive visual message about the commercial district and what it has to offer. Design activities also include advocating good maintenance practices in the

---

<sup>1</sup> <http://www.mainstreet.org>

<sup>2</sup> <http://www.mainstreet.org>

commercial district, promoting the rehabilitation of historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.

d. Economic Restructuring

Through “economic restructuring”, the Main Street program helps sharpen the competitiveness of existing business owners. It also recruits compatible new businesses and encourages the conversion of unused or underutilized commercial space into economically productive property to help boost the vitality and profitability of the district.

In Ohio, the Main Street program is administered by “Heritage Ohio”, which is a statewide non-profit organization designated by the National Main Street Center. Approximately 40 cities and villages in Ohio are members of the Ohio Main Street program.

## **2. Certified Local Government (CLG) Grant Program**

In Ohio, cities and villages with a local historic preservation ordinance in place that meets requirements set forth by the Ohio Historic Preservation Office and the National Park Service are eligible to participate in the Certified Local Government (CLG) grant program. Once certified, these local governments may compete annually for grants to help carry out a wide range of historic preservation activities. Funding for grants to Certified Local Governments comes from the U.S. Department of the Interior's Historic Preservation Fund, administered by the National Park Service, which provides financial support to State Historic Preservation Offices. Under provisions of the National Historic Preservation Act, 10% of the annual appropriation to Ohio is set aside for Certified Local Government grant. In order to qualify for this program, a community must have an ordinance in place that is designed to protect historic resources and offer guidance to those wishing to make changes to historic buildings, sites, and districts; a process for identification and nomination of historic resources; a commission of at least five members who designate historic properties and review proposed changes to the historic environment; and a public participation process that invites and encourages citizens to participate in the historic preservation program. Once designated, a CLG community becomes eligible to apply for funding from the Ohio Historic Preservation Office to undertake preservation activities locally.

At least 10% of Ohio's annual funding from the National Park Service is set aside for re-grants to CLGs. There are currently 43 Certified Local Governments in Ohio. Funding can be used for a wide variety of preservation activities, including preparation of National Register nominations and design guidelines, education/public awareness programs, feasibility studies for reuse of historic buildings, preparation of preservation plans, administration, site inventories, pre-construction/design, and acquisition and/or development.

### **3. The 20% Historic Rehabilitation Tax Credit**

In order to qualify for the tax credit, the property must be individually listed in the National Register or certified as contributing to the character of a National Register district. Rehabilitation work must be reviewed and approved by the Ohio Historic Preservation Office and the National Park Service as meeting the Secretary of the Interior's Standards for Rehabilitation. The work undertaken must qualify as "substantial" rehabilitation with a cost equal to the adjusted basis in the property or \$5,000, whichever is greater.

### **4. National Register of Historic Places**

The National Register of Historic Places is a program administered by the National Park Service in the U.S. Department of the Interior. The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture. National Register properties have significance to the history of their community, state, or the nation. Nominations for the listing of local historic properties are made by the State Historic Preservation Officers. Private individuals and organizations and local governments often initiate this process and prepare the necessary documentation. A professional review board in each state considers each property proposed for listing and makes a recommendation on its eligibility.<sup>3</sup>

The first step in the nomination process is to meet with property owners to determine interest in pursuing the nomination. Owners of all of the potentially eligible properties in the village and township should be invited to a meeting to learn about the National Register and the process of nomination. If there is interest in pursuing any of the nominations, the Village and Township should work with the owners to accomplish this goal. Possible funding for National Register nominations

---

<sup>3</sup> <http://www.nps.gov/nr/faq.htm>

might be available through the Certified Local Government and Preserve America programs.

## **INFRASTRUCTURE IMPROVEMENTS GRANTS/RESOURCES**

### **1. Tax Increment Financing (TIF)**

TIF is a mechanism to finance public infrastructure improvements that facilitate private sector development. TIF allows the future increase in the real estate tax revenue stream of a proposed private improvement project (e.g., new industry or expansion of existing industry) to pay for infrastructure necessary for the project.

A municipality can use a TIF program to pay for public improvements that support development, including water, sewer lines, streets, lighting, and parking areas. The TIF authorizing legislation must declare that the specified real property improvements have a public purpose. In addition, the TIF revenue stream can only be used to finance public infrastructure directly serving the real property specified in the authorizing legislation. Only that portion of the public infrastructure directly attributed to the incremental demand resulting from the specified real property improvements are eligible for TIF financing.

ORC Section 5709 provides for the maximum real property exemption to be capped at 75% for up to 10 years (without school board approval), or up to 100% for up to 30 years (with formal school board approval). While the specified portion of the value of the real property improvements is exempt, the property owner must agree to make a service Payment-in-Lieu-of-Taxes (PILOT) equal to the amount of real property taxes the improvement would have generated had the property not been exempted. This payment is due at the same time property taxes are payable and is placed in a special fund that can be used only to finance public project costs. Bonds are often sold at the outset of the redevelopment project by a designated development agency so that funds are available for up-front infrastructure costs.

### **2. General Revenue Bonds**

General Revenue Bonds are funds borrowed to finance public service expansion that are repaid through future revenues pledged to the bond issuer. Bonds must be approved by public vote.

### **3. General Obligation Bonds**

General Obligation Bonds are funds borrowed to finance public service expansion, such as sewer, water, and parks that are repaid through future property tax revenues. Typically, the Village could borrow up to 20% of its secondary assessed valuation with an additional 6% available for special projects. Bonds must be approved by public vote.

### **4. Development Impact Fees**

Municipalities may impose development impact fees on landowners in a benefit area to pay for a proportionate share of the public facilities required to serve a development. The statute applicable to municipalities allows development fees to be assessed for necessary public services, which has been interpreted to include parks and open space areas. A benefit area is a geographic area in which public facilities are of direct benefit to development within the area. For a development fee to be imposed, three standards must be met:

- a. There must be a reasonable relationship between the cost of the public facilities for which the development fee is assessed and the service demands of the benefit area.
- b. The development fees assessed must not exceed a proportionate share of the costs incurred or be incurred in providing a public facility.
- c. Development fees must be used and expended for the benefit of the area that pays the development fee. Development fees are typically assessed at the time of issuance of a building permit. If the open space or planned park is not located near a proposed development, then development fees will not be a viable mechanism for the funding of that park or open space.

### **5. Grants**

Grants are available for some public service expansions, including transportation-related projects, water and sewer expansion, historic building renovation, economic development projects, police and fire vehicles, and public facility improvements. Grant sources may be federal, state, corporate, or private funds. Grants may require matching funds through cash match or from in-kind sources. Grants

are typically competitive and can not be expected as a guaranteed source.

## **6. Community Development Block Grant (CDBG) – Economic Development Program (ED)**

The federal Community Development Block Grant (CDBG) - Economic Development (ED) Program could be pursued for any specific project that will result in 10 or more new jobs being created. The Village can request up to \$400,000 in grant funds for infrastructure or up to \$500,000 to loan to a business. Up to \$25,000 per new job can be requested for loans, or \$10,000 per job created for grants. Of those jobs created, 51% must be targeted to persons from low and moderate income households.

## **7. Roadwork Development (629) Account Loans**

Roadwork Development (629) Account Loans assist companies and/or communities with the costs of improving project site infrastructure. These funds can be used to reduce costs incurred to construct or improve on-site public access roads. Each project must create or retain jobs.

## **8. State Capital Improvement Program (SCIP)**

The State Capital Improvement Program (SCIP) is administered by the Ohio Public Works Commission (OPWC). Local governments are eligible to receive funds for capital improvement projects, such as: bridges, culverts, and roads; solid waste disposal facilities; storm water and sanitary collection and treatment facilities; and water supply distribution, and treatment systems. Eligible associated costs may include: acquisition of property and facilities, engineering and design, construction, purchase of equipment, and related financing costs. Funds can cover up to 50% of a project's total cost for new or expansion projects. Districts can allocate 80% of its funds in grants (a minimum 10% in matching funds is required) and 20% in interest-free loans or local debt support. Applicants can request up to 100% funding as a loan.

## 9. Local Transportation Improvement Program (LTIP)

Local Transportation Improvement Program (LTIP) funds can be requested for new roads and bridges in the Village. There is one deadline per year when funds can be requested. Applications are submitted to the County and forwarded to the District and the State.

### **Definition of terms used in this plan**

**Heritage tourism** is generally defined as “travel directed toward experiencing the arts, culture, or a special sense of place.”<sup>4</sup> It is a growing segment of the multi-billion dollar national tourism industry. The Travel Industry Association, the national tourism trade organization, has conducted several studies of the economic impact of heritage tourism. Its latest statistics from 2003 concluded that:

- 81% of the 146.4 million US adults who traveled at least 50 miles from home in the past year could be considered cultural and heritage tourists;
- Compared to other travelers, cultural and heritage tourists spend more (\$623 vs. \$457);
- Use a hotel, motel or Bed and Breakfast (62% vs. 55%);
- Are more likely to spend over \$1,000 (19% vs. 12%); and
- Travel longer (5.2 nights vs. 3.4 nights).

Additionally, the demographic profile of the cultural heritage tourist is younger, wealthier, better educated and more technologically savvy than when the first survey was conducted in 1996. Granville is ideally suited to take advantage of heritage tourism as an economic development tool. The community has a number of unique lodging facilities, restaurants and locally-owned shops, along with special events that take place in the downtown, at Bryn Du, or other facilities in the community that are attractive to heritage tourists. While pursuing heritage tourism, it is critical to remember that heritage tourists enjoy authenticity, which is also what contributes to the quality of life for a community’s residents. The more livable and real a place is, the more it is likely to attract heritage tourists. By developing a comprehensive heritage tourism plan to promote and package activities, Granville can maximize the potential of this segment of the tourism industry to benefit both the village and the township. The Preserve America program provides funding for planning activities of this type.

---

<sup>4</sup> (White House Conference on Travel & Tourism, 1995)

**Preserve America** is a federal initiative to “recognize exceptional efforts to use cultural resources to promote tourism and community revitalization, to create jobs, and to educate the public.”<sup>5</sup> These 50% matching grants range from \$20,000 to \$150,000. Among the types of projects that can be funded are nominations to the National Register of Historic Places, planning for heritage tourism, development of interpretive and educational programs, and heritage tourism marketing and advertising campaigns.

**Complete Streets** policy is aimed at producing roads that are safe and convenient for all users. Complete Streets promote safe usage and access for pedestrians, bicyclists, motorists, and transit riders.<sup>6</sup> The planning goal should be a safe and efficient network that allows functional travel to school, errands, jobs, and recreation throughout the community. Such policies may require that all roads be routinely built and reconstructed to accommodate pedestrians and bicyclists, including disabled travelers. These policies differ from typical bicycle and pedestrian plans in that they are not limited to roads that are part of designated bicycle or pedestrian networks, but cover all roads, or at least all major roads, in the system. For example, the US Department of Transportation issued design guidance in response to the new language in TEA-21. The guidance document, “Accommodating Bicycle and Pedestrian Travel,” states that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Some of the new requirements include: new street standards calling for narrower roads and wider sidewalks, refuge islands for pedestrians, bike lanes, plenty of crosswalks, audible pedestrian signals, wide shoulders, medians, raised crosswalks, bus pullouts, special bus lanes, and sidewalk bump-outs.<sup>7</sup>

**Job Ready Sites Program.** On November 8, 2005, Ohio Voters approved a \$2 billion public works and economic development bond package, including \$150 million in bonds to be issued through 2012, to help develop an inventory of Job Ready Sites (JRS) around Ohio. The JRS program is intended to stimulate the development of large parcels of land that will attract significant investments and create high wage job opportunities for Ohioans. The Job Ready Site Program is intended to create sites immediately available for business and industrial development. Eligible projects include sites intended for manufacturing, research, and development, as well as smart office developments. Allowable costs include land acquisition, infrastructure and utility improvements, site

---

<sup>5</sup> [www.preserveamerica.org](http://www.preserveamerica.org)

<sup>6</sup> [www.completestreets.org](http://www.completestreets.org)

<sup>7</sup> <http://www.fhwa.dot.gov/environment/bikeped/design.htm>



preparation, building construction and demolition, environmental assessments, wetland mitigation, brownfield remediation, and professional services.

**Revolving Loan Fund (RLF)** supports local independent businesses. It provides small business loans to small producers of goods and services and provides the initial loans for business start-up and expansion. The ultimate goal is for these entrepreneurs to become financially independent and eligible for loans from commercial banks. Payments are generally returned directly to the fund and used to make new loans.

**SID.** A Special Improvement District (SID) can deliver supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements, and beautification in a designated area. Generally, SIDs are funded by a special assessment paid by property owners within the district. An assessment is determined for each parcel in the district based on the share of benefit to be derived. The assessment district may be defined as the entire Village or as a specific area to be determined. Assessments may be paid by property owners up front in cash or financed through issuance of bonds. This allows the contractor to be paid in full for work completed while a schedule of payments is assessed to properties to be paid over a number of years. Bonds are secured by a lien on the property. Bonds require at least 51% of property owner approval of the affected area through a petition process.