



Main Street Matters

A MONTHLY PUBLICATION OF THE TEXAS MAIN STREET PROGRAM

AUGUST 2012 • COMMUNITY HERITAGE DEVELOPMENT DIVISION • P.O. BOX 12276, AUSTIN, TX 78711 • 512.463.6092

Spotlight on Tyler

(Population approx. 96,900)

Kennedy Smith is a wise woman. Sure, she guided the National Main Street Center for a very long time, but Kennedy is also great at recognizing and interpreting trends. She's also great at teaching those trends that she identifies. One of the greatest lessons one can learn from her is this: that successful Main Street programs go through three distinct phases: Catalyst, Growth and Management.

The Catalyst phase is that sweet honeymoon time when the program is just getting started. Everything is possible, and people are buying into the dream. This is the time that committees develop basic revitalization skills, and when they start having their first modest successes. In other words, the low-hanging fruit is picked and savored.

Then comes Growth, arguably the most exciting phase of revitalization. This is when the first big successes happen. Major revitalization projects begin, and those reinvestment numbers become really impressive. This is the time when the community starts to sit up and take notice, especially if the program is marketing those successes effectively.

Finally, there is Management. This is when the Main Street Program takes on the highest-level programs and strategies. It's when the program continually assesses the health of the downtown district and adjusts downtown according to changes in trends or the marketplace. The program must be geared toward always filling gaps when people retire, businesses leave, etc. Tyler is just like any community that has a program more than 20 years old. The community's historic commercial core has gone through all three stages. And, like many communities, downtown Tyler has gone through some of the stages a

few times over. That can happen because things weren't set up right in the beginning, staff changes, the marketplace drastically moves, or leadership turns over. The key is in recognizing what stage one's program is in and learning how to manage it.

Here's the story of how downtown Tyler circled from the beginning, to the middle, and back to the beginning again with powerful results.

In the 1980s, there was a plucky little group that didn't want to see downtown Tyler die. They were determined to do what it took to revitalize downtown. The Heart of Tyler was born, and a few years later, Tyler was selected to be one of the first urban programs in Texas. It was a wonderful catalyst phase.

Activity took off, and growth began. Over time, there were successful events, successful restoration projects, and successful design projects. More than \$100 million was



With the Tyler 21 Master Plan, a strong focus on the arts came out of a priority for downtown revitalization.



Liberty Hall, the renovated historic Liberty Theater, was purchased by the City, opened in 2011, and is now home to live music and theater, classic movies, and more.

reinvested, with thousands of hours of enthusiastic volunteer time involved. Great partnerships were formed.

Maintenance ushered in the usual comings and goings one can expect, and that includes turnover in leadership. The problem came when there was a significant time lapse between leadership and staff leaving, and their successors arriving. That's a perfect time for bad habits to develop and for momentum to be lost.

And so, Tyler did find itself looking for its future direction in downtown revitalization in the 2006–2007 time frame. Then the stars aligned, as they say. Along came Tyler 21, the master plan for the community. Downtown revitalization was one of the main areas of focus of the plan. As with many downtowns, it was decided that the arts would serve as an important key to adaptive reuse and economic development in the historic core of the community.

The master plan also determined that the City of Tyler needed to

play a stronger role in the downtown revitalization picture, which had mainly been the realm of volunteers only up to that point.

So, in 2008, with a newly minted Tyler 21 plan in hand, the City of Tyler and Heart of Tyler (a 501(c)(3) nonprofit organization) created a ground-breaking public-private

partnership to work together for the *continuing* revitalization of downtown Tyler. A new chapter was born—or, if you like, an old chapter was born anew.

Indeed, in 2008, the revitalization of downtown Tyler entered a new Catalyst phase. The first thing to happen was the creation of a new downtown headquarters, along with a new downtown art gallery operated by the Main Street/Heart of Tyler program.

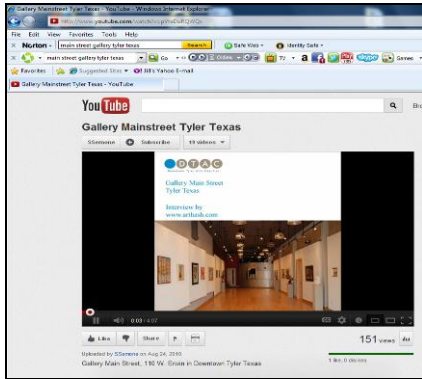
The new headquarters is a beautiful example of the power of adaptive reuse, with many original architectural features working with newly installed materials. Previously “hidden away” in an off-the-square, third-floor space comprised of one office, the Main Street Program now has a storefront right on the square. On the west side of the building is a visitors center, the Main Street director’s office, the office for the manager of Liberty Hall (more on that in a minute), a catering kitchen, and a conference room. On the east side of the building is Gallery Main Street, an

art gallery managed by the Main Street Program and its volunteers.

The new offices opened in August 2009, and with that, the new catalyst phase went into overdrive. The Four-Point committees were reorganized and re-trained. New, major efforts were made to develop the arts in downtown. Other catalyst advancements included:

- Council declaration of the downtown program area as the Downtown Business, Arts and Culture district (DBAC).
- Adoption of the Unified Development Code for downtown.
- Creation of a TIRZ (Tax Increment Reinvestment Zone) district for downtown.
- Adoption of the International Existing Building Code.
- Old events such as Festival on the Square were evaluated and redesigned or dropped altogether when measured against the current-day marketplace and target market needs for downtown. New events took their place when there was a need.
- Development of the Downtown Tyler Arts Coalition (DTAC), a group of artists who volunteer to promote the arts in the downtown area.
- New façade and renovation projects.

This second Catalyst phase was effective but short-lived. Growth quickly followed. The Downtown Tyler Art Walk was created. To this day, it attracts dozens of artists and hundreds of art lovers to the downtown area. DTAC led the way toward Gallery Main Street hosting new, all-original, juried art exhibits every six weeks. The gallery opening receptions alone attract more than 2,000 visits per year to the downtown area.



See and hear about Gallery Main Street on YouTube

www.youtube.com/watch?v=pVteDuRQWQs

Perhaps the crown jewel of the new Growth phase in Downtown Tyler has been the renovation of the old Liberty Theater, which is now Liberty Hall. The City of Tyler acquired the old movie theater, and a private funding drive began. The very first contribution was \$500,000! The beautifully renovated facility opened in September 2011; since then more than 10,000 people have come through its doors to see music, live theatre, classic movies, and more.

Other new Growth phase landmarks in downtown Tyler have included:

- The donation of two major office buildings and a parking lot to the City of Tyler. City Council recently voted to proceed with final design phases for a new parking garage to be built on that lot.
- The People's Bank Building (now known as the People's Petroleum Building), listed on the National Register of Historic Places, was recently purchased and is undergoing a fabulous 20 percent tax credit restoration.
- New events such as the East Texas Comedy Festival and the East Texas All-Star Showcase have chosen downtown as their location.
- The new Downtown Tyler "Show Us Your Shorts" film fes-

tival, which establishes downtown as a home for the art and business of filmmaking, will celebrate its second year in October.

- A new, all-encompassing multi-media marketing program for downtown is about to be announced.
- The Promotion Committee is constantly analyzing and re-analyzing events to see if they meet the needs of Tyler's evolving downtown.
- Arts events are expanding.
- The program is on the cusp of announcing new public art programs, new property development projects, and more.

In September, downtown Tyler will be celebrating projects that will illustrate how those three phases of revitalization occur in almost every downtown. Rick's on the Square will celebrate its 20th anniversary. The restaurant was certainly part of the first Growth stage in downtown Tyler. Tyler will celebrate the third anniversary of Gallery Main Street, a second catalyst phase project. And, the new Growth stage will be celebrated with the first anniversary of Liberty Hall.

The list above just scratched the surface of what's developing, but the point is there: it's worth reinvesting in training, planning, and people. The Main Street program is about reinvestment, and not just in buildings!



"Do not get discouraged when you see things changing; it just means that your program is evolving in response to conditions," said Tyler Main Street Director Beverly Abell, who continued, "It's our job to recognize those conditions and respond appropriately to them. Your only guarantee is that change will come. You might as well be prepared."

As they say, downtown revitalization is never done...it just, well, enters a different phase.

Thanks to Beverly Abell, Tyler Main Street Director, for providing this article.

FOCUS ON MAIN STREET DESIGN

Walkability, New Urbanism, and Your Main Street City

Preservationists have tended to turn up their noses whenever New Urbanism is brought up in polite conversation. It is presumed that New Urbanism has simply usurped the basic tenets of historic Main Streets and processed them into a lucrative "new" concept for the savvy developer. Perhaps, but is it possible that Main Street can actually learn something **from** New Urbanism?

First of all, what is it that makes a New Urbanist downtown environment so attractive to so many people? What do the most successful New Urbanist communities have (and there are now hundreds of examples around the country) that so many Main Street communities lack? It can be summed up in two words: **comprehensive walkability**. Walkability, in this context, doesn't just mean that there are sidewalks to get around town; that is only one aspect of what is a far more comprehensive approach.



(top) Corner sidewalk with inviting landscape and café seating; (bottom) Clever bike post.

The list below, adapted from the work of Dan Burden, of Walkable Communities Incorporated and the Principles of Urbanism as outlined by the Congress for New Urbanism (see links at end of article), explains:

- The town center has to be seen as inviting and attractive. The stores must be well maintained and commercially viable. We already know that there must be a wide variety of stores and services: hair care, hardware, pharmacy, groceries, restaurants, clothing, general merchandise, ice cream, children-oriented

stores, services for senior citizens, civic functions such as the city hall, library, courthouse, post office, etc. New Urbanists, however, have re-discovered one important element that has largely disappeared from traditional towns. **Proximity** is the key component of comprehensive walkability. **A wide variety of experts have concluded that all functions must occur within a five-minute walk (1/4 mile) from the center of activity in order to create the basis for a truly walkable community.** Think about it. Great pains were taken by our predecessors to ensure that our Main Street towns were designed to be as compact and efficient as possible. It is only with the advent of the automobile and our sophisticated highway systems that the town core became displaced and sprawl flourished. Our collective 21st Century mindset must be completely re-adjusted in order for us to be able to go back and think in terms of what our towns used to be and how they functioned. The New Urbanism community has figured it out; they have caught on to the notion of proximity and they have benefited as a result.

- There must be **residential density**, comprised of mixed income typologies, **in and around** the core. The closer the housing is to the center, the greater the density needs to be. As one gets further away from the core (but still

mindful of the five-minute, quarter-mile walk rule), it is important to look for opportunities to make walking or bicycling the number one choice for getting to the town center. Automobile dependence needs to be out of the equation as much as possible and people and activities need to be inserted into the core as much as possible. Linkages to outer-lying single family residential districts must be aggressively and thoughtfully designed to get people from their front door to the downtown. Safety, aesthetics, utility, and economy must all be factors in designing these linkages and providing these linkages must be seen as a civic priority in order to achieve a successful walkable community. Look for opportunities to make use of natural features (greenbelts, riparian environments) to create walking and bicycling trails throughout town. The goal is to be able to go from home to school, to the downtown, to the library, and to the park all within the quarter-mile radius; further than that and you lose walkability and risk becoming dependent upon the automobile. New Urbanism towns employ a system of gradual “transects” that range from highly dense at the core (transect 5 or 6) to more sparsely populated single family residences (transect 1) but the towns are built to maintain the five-minute, quarter-



(left) Bicycle/running sidewalk diverted into downtown park; (middle) Inviting town center with nice sidewalk, public art in downtown park; (right) Urban garden

mile rule in order to achieve and maintain walkability. We need to study our historic downtowns with fresh eyes. We need to work within the framework established by our historic towns and determine how to increase density and introduce linkages.

- There must be inviting and attractive places for people to gather and play in the town center. Most Main Street towns have heard how Main Streets can serve as “outdoor living rooms.” There is a distinct art to making urban space elicit appropriate behavior, increase neighborliness, belonging, acceptance, and pride. The best urban environments are the result of careful observation and impeccable implementation. When a road is seen strictly from a transportation/volume/speed point of view, it can become a problem situation breeding crime, litter, disrepair, and other social problems. A thoughtfully designed street is, in many ways, like a well-choreographed dance—people of all backgrounds and abilities have the opportunity to interact and enjoy a variety of activities. Make no mistake, vehicles are still a big part of the equation, but instead of posing a threat to the notion of walkability, they move safely and efficiently through the district. There is thoughtful provision made for sanitation, utilities, and emergency response. New

Urbanist town designers are very mindful of how urban space can be tailored in order to provide inviting and attractive places for people to gather and play in the downtown. Our Main Street communities already possess the ambience of genuinely historic buildings—we need to have a closer look and find out where we can make the additional improvements that will really make a difference.

- A distinct effort must be made to accommodate people of all abilities. This doesn’t just mean handicapped access. It means basic amenities for everyone. It means thoughtfully-designed crosswalks, sidewalks that include appropriately-placed benches, shade, water fountains, access to play parks, and other elements that make walking to/through/from a core district feasible and enjoyable for everyone. New Urbanist towns are highly accommodating to people of all interests and abilities. Providing access and urban amenities is surely tougher when one is trying to adapt an already-built environment, but the design constraints that Main Street towns present often lead to the most creative, one-of-a-kind solutions for overcoming those very constraints.
- We need to have towns that provide for mixed uses and mixed incomes. A major reason why our

towns have lost their walkability is the result of mid-20th century zoning practice. When activities (parks, schools, shopping, civic centers, post offices, groceries, etc.) became zoned separately and people of different socioeconomic backgrounds became separated from each other, our towns lost a tremendous amount of their vitality. People, goods, services, amenities, and social functions were cut off from each other, and people who used to walk throughout the course of their day had to rely upon driving to carry out their most basic and essential daily chores. New Urbanist towns have accommodated mixed uses quite successfully and mixed incomes to a lesser degree. Established Main Street towns often have to take a step backwards and see how they can overcome the debilitating effects of mid-20th century zoning in order to recoup a mixed-use/mixed-income environment.

- We must take a closer look at the role of the automobile in the downtown and see how it affects walkability. Traffic must remain a part of the downtown experience, but cars must maintain safe, pleasant, and courteous speeds. Traffic patterns need to be reconsidered. We need to get away from the goal of shooting vehicles rapidly through town on doubled-up one-way roads. As our towns grow, an automobile-



(left) Simple crosswalks; (middle) Ice cream shop with well-kept awning and welcoming bench for enjoying the ice cream treats; (right) Tiny, clean urban corner with benches

dependent community is going to reach an important crossroads; do we increase the number of parking lots downtown in order to accommodate our cars or do we figure out ways to maintain growth and increase vitality downtown by minimizing the impact of automobiles? Life and property values have been reduced in urban environments where vehicles are permitted to go too fast. It is interesting to note that a consistent lower speed through urban areas (20 to 30 mph) actually results in **fewer stops through town. Overall trip times through town are actually improved by lowering speeds!** So how can traffic speeds be reduced through Main Street districts in this effort to improve walkability? There are many tools and techniques that can be tried. **Bear in mind some of the following suggestions might impact the historic integrity of the existing downtown streetscape. Close coordination with the THC is not only recommended but is often required when the federal government is carrying out, approving, or funding the project:**

Lane reduction

- removing two lanes on a multi-lane highway, replacing the two travel lanes with turn lanes or medians with turning pockets, bike lanes, and edge treatments

Lane-Width Reductions

- narrower lanes can reduce speeds in urban areas
- the additional width gained by reducing the width of a lane can be placed in bike lanes or added border width

Maintain historic street materials (brick and concrete)

- brick streets generally reduce traffic speeds by as much as 20 mph
- brick streets have high aesthetic value
- brick streets are very durable and usually require only localized, short-term maintenance.

Traffic has to keep moving

- motorists are bothered by frequent stops more than they are by slow speeds
- pedestrians prefer slower traffic speeds

Maintain existing street trees

- motorists are affected by the presence or absence of street trees
- motorists use street trees to help assess and gauge their speeds
- trees reduce the harmful impact of vehicular emissions
- trees lengthen the life of asphalt where shade is created

- Streets need to be crossed by pedestrians. Crossing streets cannot be perceived as a barrier and impediment to pedestrian activity and therefore walkability. **A wide variety of experts have concluded that people need to cross most streets without going more than 150 feet out of their way.** This means that a well-designed, walkable town has crossing points every 300 feet. In a Main Street environment, this 300 feet is particularly important. When there are fewer established crossing points, frustrated pedestrians (potential customers) will either cross streets spontaneously and sporadically thereby creating unsafe situations, **or they will not cross at all!** Think about that, they want to cross, but they either cannot do it safely or they are simply put off. While most every Main Street has established cross-

ings at signalized intersections, mid-block crossing is almost non-existent. This needs to be rethought.

- Sidewalks cannot simply exist; they must be carefully designed along with everything else. First of all, sidewalks cannot be designed and built in a piecemeal manner. Sidewalks, like roads, provide an important connection. Partial connections do not work. Sidewalk width is important. Some sidewalks are just fine at six feet in width while others don't work unless they are 20 or 30 feet wide. It all depends upon the location and size of the adjacent roadway. It depends upon whether there is on-street parking or bicycle lanes. It also depends upon whether there are planter strips or buffers on the private side of the sidewalk such as fences or plantings. Another critical consideration with sidewalks is that they require maintenance. Sidewalks must be routinely swept, patched, and reconditioned just like roadways. Main Street towns offer perhaps the biggest challenge because dimensions are already in place. It takes some really clever design solutions to figure out how to appropriately adapt circumstances in historic commercial districts, but it has been and should be done.

CONCLUSION:

What do you do in your town? Look around. Ask visitors. Is there a problem just beneath the surface? Is there simply no reason for people to walk there or no place to walk even though it looks nice? Are the stores not open? Is there crime in the area? A healthy and walkable downtown has people of all ages and abilities that are walking, bicycling, sitting, strolling, courting, and playing. A town that is committed to success (comprehensive walkability) has across-the-board

support. There is an emphasis on form-based codes for areas of new development, trails, parks, and most of all, there is a commitment to realistic budgets for sidewalks, trails, and parks. The town must have people who have the best interests of the community at heart. They need to be visionary yet practical, forward-thinking yet respectful of history, highly communicative but still good listeners. In other words, a successful “walkable” town needs a core group of leaders who understand how design impacts the success of the downtown. These leaders are savvy enough to know that they need to get the opinions and involvement of the town’s movers and shakers. These leaders know that their town will only start to look better and be truly walkable when they address building policy and codes, accessibility, brown-fields, sustainability, and all of the other 21st century issues that New Urbanism has done so well.

Sources:

The guru of walkability is Dan Burden, and this report relies heavily upon Dan’s work.

<http://walkable.org/>

To learn all about New Urbanism and see how Main Street might pick up a few pointers, go to

www.newurbanism.org/index.html.

Images for inspiration from the Center for Applied Transect Studies can be found at:

www.transect.org/img_lib2.html

Thanks to Howard Langner, Architect, Texas Main Street Program for providing this article.

NEWS

“Like” the Texas Historical Commission (THC)

The THC now has a Facebook page at www.facebook.com/TexasHistoricalCommission. Be sure to “like” the

THC and to tell your board, committee members, and friends to do the same. There are already lots of posts pertinent to your cities and historic downtowns.

MAIN STREET AROUND THE STATE

Denton and Gainesville

Congratulations to Gainesville who won Most Patriotic Small Town in America in the Rand McNally and USA TODAY travel channel Best of the Road contest. Congratulations to Denton, also, who was a finalist as one of the Most Fun Small Cities in America in the competition. The contest anticipates 600 million media impressions from this marketing event—great job, Gainesville and Denton. See

<http://blog.bestoftheroad.com/2012-road-rally-finalists/>.

Gainesville

The Fan 105.3 Sports Radio did Hometown Take Over with Gainesville being the first of three North Texas towns, “taken over.” They broadcasted from the Fried Pie Company and from Sarah’s on the Square all day. Throughout the day and into the evening, sports teams from the DFW area had cheerleaders and representatives signing autographs, giving out schedules and operating bounce houses, slides, and other interactive team related games. The Fan’s listening area is 2.5 million. There was no charge to the community for the valuable coverage. Comments from the Fan personalities were complimentary about how vibrant and active the historic downtown is and how much they enjoyed Gainesville’s community involvement.

Paris

Paris Main Street and Orange Chapel Church hosted a Gospel

singing on the Plaza on June 19. There were 300+ people in downtown for the event and 10 churches represented. The response was so good, there is discussion of it being a quarterly event.

EVENTS

If you would like one of your Main Street events posted here, email jill.robinson@thc.state.tx.us at least three weeks ahead of the month in which you want the posting.

Aug. 18, Amarillo

The 17th annual Center City Block Party is the largest regional music festival and the official end-of-summer party for Amarillo and the Texas Panhandle. The party includes five stages, 25 bands, and four city blocks. Weather permitting, more than 10,000 people will converge on downtown. Center City Amarillo (Amarillo’s Main Street Program) raises one third of its annual funding from this event. The party will take place from 5 p.m. to midnight. See www.centercity.org/block_party.php

SEMINARS/WORKSHOPS/WEBINARS

Texas Association of Convention and Visitors Bureau Conference

The Texas Association of Convention and Visitors Bureau will hold its annual conference Aug. 14–17 in Killeen with the theme Operation Tourism. All conference activities will be held at the Killeen Civic and Conference Center unless otherwise noted. For details, see <http://www.tacvb.org/content.cfm?p=activeConference>

Texas Friendly Train the Trainer Hospitality Workshops

Become a certified Texas Friendly instructor through this hospitality workshop comprised of two half-day sessions that provide the best tools to take back to one's community regarding customer service. The workshops will be:

Falfurrias, Aug. 22-23

Athens, Oct. 16-17

Rockwall, Oct. 18-19

Cost is \$200 for new instructors (both days); \$100 for current instructor 'refresher' (1st day only). Free registration to AgriLife Extension staff. To find out more about the program and to register, call 979.845.0869 or visit the Texas Friendly Hospitality website at: <http://agrilife.org/texasfriendly/workshops>.

Fall Basic Economic Development Course

The Texas Economic Development Council will hold its fall basic Economic Development course September 11–14 in Austin at the Doubletree Suites. Registration is \$700. For details, see <https://www.texasedc.org/node/561>

CALL FOR PRESENTATIONS

The National Main Street Center has issued a call for presentations for the National Main Streets Conference in New Orleans April 14–16, 2013 with the theme “Main Street and the Cultural Economy.”

The collision of heritage tourism, the arts, and entrepreneurship on Main Street can spark a “Big Bang”—one of a thriving cultural economy. This year, the conference will explore the Creative Economy, seeking out ways in which local communities and regions can benefit from leveraging the ideas, the people, and the unique assets that set them apart. Applications are due **August 16**. For details, see www.preservationnation.org/main-street/training/conference/2013neworleans/2013-content-development.html

AWARD SUBMISSIONS 2013 First Lady's Texas Treasures Awards

The THC is currently accepting applications for the 2013 First Lady's Texas Treasures Award. Community representatives can apply or be nominated based on criteria listed on the nomination form, available at www.thc.state.tx.us/awards/awdFirstLadyTxTrs.shtml. A completed form and supporting documentation are due by **August 31, 2012**.

Through the award, Texas First Lady Anita Perry, acting as honorary chair in partnership with the THC, honors communities that have shown a high level of creativity and ingenuity in recognizing and preserving their authentic Texas sense of place. These communities use the resources and preservation tools available from the THC and others to realize significant economic benefits as a result of their

strong cultural and historic preservation stewardship.

Designated communities receive special signage and a DVD promoting their cultural resources. To see video clips of the award-winning communities since 2009, visit

www.thc.state.tx.us/heritagetourism/htfltta.shtml.

For further information contact April Garner, state coordinator, Texas Heritage Tourism Program, at 512.463.2630.

GRANTS Anice Read Fund

The Anice Read Fund awards grants to Texas Downtown Association (TDA) members seeking funding for downtown projects, program development, and staff development.

The fund, initiated in 1999 by TDA past presidents, honors the legacy of Anice Read, former commissioner of the Texas Historical Commission (THC) and founder of both TDA and Texas Main Street. Since 2000, more than \$50,000 has been distributed to member cities, leveraging more than \$4 million in projects.

Applications for the 2012 grant cycle are due **Friday, August 31**. See

www.texasdowntown.org/anice-read-grants.html

Calendar of Events

- **Oct. 31–Nov. 3, 2012, Spokane, WA**
National Preservation Conference, theme: *Beyond Boundaries*
 - **Nov. 6–9, 2012, Wichita Falls**
Texas Main Street/Texas Downtown Association Annual Conference
 - **Apr. 14–16, 2013, New Orleans**
National Main Streets Conference, theme: *Main Street and the Cultural Economy*
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Websites of Interest

Advisory Council on Historic Preservation: www.achp.gov
African American Heritage Preservation Foundation: www.aahpfdn.org
(The) Alliance for Historic Landscape Preservation: www.ahlp.org
(The) American Institute of Architects: www.aia.org
American Planning Association: www.planning.org
American Society of Landscape Architects: www.asla.org
(The) Cultural Landscape Foundation: www.tclf.org
(The) Handbook of Texas Online: www.tshaonline.org/handbook/online
Keep Texas Beautiful: www.ktb.org
League of Historic American Theatres: www.lhat.org
National Main Street Center: www.preservationnation.org/main-street
National Park Service: www.nps.gov
National Trust for Historic Preservation: www.preservationnation.org
Texas Department of Rural Affairs: www.tda.state.tx.us (TDRA has now become the Office of Rural Affairs within the Texas Department of Agriculture)
Partners for Sacred Places: www.sacredplaces.org
Preservation Easement Trust: www.preservationeasement.org
PreservationDirectory.com: www.preservationdirectory.com
Preservation Texas: www.preservationtexas.org
Project for Public Spaces: www.pps.org
Rails-to-Trails Conservancy: www.railstotrails.org
Scenic America: www.scenic.org
Texas Commission on the Arts: www.arts.state.tx.us
Texas Downtown Association: www.texasdowntown.org
Texas Folklife Resources: www.texasfolklife.org
Texas Historical Commission: www.thc.state.tx.us
Texas Parks and Wildlife Department: www.tpwd.state.tx.us
Texas Rural Leadership Program: www.trlp.org
Texas State Preservation Board: www.tspb.state.tx.us
Urban Land Institute: www.uli.org

