

and commercial developments, providing sidewalks and bike lanes, and situating buildings to promote pedestrian friendliness.

- 7) **Flexible Parking Standards:** Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, allowing shared parking between adjacent facilities, or promoting the use of alternative materials.
- 8) **Flexible Subdivision Regulations:** Revising subdivision regulations to enable development of more innovative types of subdivisions that better match the character of the community and physical constraints of the development site. Revisions may include adjusting specific physical development standards to allow for condominium-style development or encouraging greater use of discretionary site plan review for new subdivisions.
- 9) **Inclusionary Zoning:** Refers to various zoning or subdivision regulations which require that there be some affordable units in new residential developments. This can refer to new apartments, condos, or houses. Most commonly the requirement is that a certain percentage of the units be affordable, which must be defined for a specific period of time, but other techniques are also used. An advantage of inclusionary zoning, over traditional low-income housing projects, is that it mixes incomes and classes together.
- 10) **Infill Development Program:** A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.
- 11) **Mixed Use Zoning:** In contrast to traditional zoning techniques, mixed-use zoning, which is often accomplished through zoning overlays, allows different types of uses such as: residential, commercial and office/professional to locate within the same area provided the uses are reasonably compatible. This type of development, in appropriate areas, creates a more diverse and dynamic urban setting and often makes it easier for people to carry out daily activities by alternative modes of transportation.
- 12) **Right of Way Improvements:** Any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located. Such improvements may address issues such as: not enough or non-accessible sidewalks and bike trails, traffic problems, unattractive commercial or shopping areas, or unattractive sprawl development/visual clutter along roadways
- 13) **Reuse of Greyfields:** Redevelopment of Greyfields can occur through programs such as the State's Redevelopment Fund. This fund gives local governments access to flexible financial assistance to help them implement projects that cannot be undertaken with the usual public sector grant and loan programs. The Redevelopment Fund finances locally initiated public/private partnerships to leverage investments in commercial, downtown and industrial redevelopment and revitalization projects that wouldn't proceed otherwise.
- 14) **Traffic Calming:** Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised