County Council Of Howard County, Maryland

2015 Legislative Session

Legislative Day No. 12

Resolution No. 169 -2015

Introduced by: The Chairperson at the request of the County Executive

A RESOLUTION adopting the Clarksville Pike Streetscape Plan and Design Guidelines which will apply to new development or redevelopment in the Clarksville Pike/Route108 corridor.

Introduced and read first time _____, 2015.

By order _____
Jessica Feldmark, Administrator

Read for a second time at a public hearing on _____, 2015.

By order _____
Jessica Feldmark, Administrator

This Resolution was read the third time and was Adopted___, Adopted with amendments___, Failed___, Withdrawn___, by the County Council on _____, 2015.

Certified By _____
Jessica Feldmark, Administrator

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment.

1   **WHEREAS**, PlanHoward 2030, the County's General Plan as adopted by the

2   County Council on July 26, 2012, provides that, "[s]treetscape, pedestrian, and public

3   space improvements are important ongoing projects that demonstrate public sector

4   support and encourage private investment in renovation or new development."

5   (*Community Enhancements*, p. 121); and

6

7   **WHEREAS**, the goal of the Clarksville Pike Streetscape Plan and Design

8   Guidelines is to develop standards that will reflect the unique nature of this portion of

9   Howard County, and lead to sustainable, pedestrian-friendly and attractive development

10   and redevelopment for years to come; and

11

12   **WHEREAS**, the Clarksville Pike Streetscape Plan and Design Guidelines will

13   help address streetscape improvements within the public right-of-way, inform the

14   architectural character of the building fronting along it, and implement a common vision

15   for the Clarksville Pike/Route 108 Corridor, from Guilford Road to Trotter Road; and

16

17   **WHEREAS**, the Department of Planning and Zoning has prepared the Clarksville

18   Pike Streetscape Plan and Design Guidelines, as attached to this Resolution, in order to

19   enhance the overall aesthetics and function of the Clarksville Pike/Route 108 Corridor;

20   and

21

22   **WHEREAS**, the Department of Planning and Zoning has developed the

23   Clarksville Pike Streetscape Plan and Design Guidelines with extensive public

24   involvement, including four public meetings, and a public comment/review period of the

25   draft guidelines before finalizing the document; and

26

27   **WHEREAS**, for properties along the Clarksville Pike/Route 108 corridor,

28   compliance with the recommendations outlined in the Clarksville Pike Streetscape Plan

29   and Design Guidelines is required.

30

1   **NOW, THEREFORE, BE IT RESOLVED** by the County Council of Howard

2   County, Maryland this _____ day of _____, 2015 that the County Council adopts

3   the Clarksville Pike Streetscape Plan and Design Guidelines as attached to this

4   Resolution and incorporated herein.

Howard County

Department of Planning and Zoning

Subject: Council Resolution No. _169_-2015, Clarksville Pike Streetscape Plan and Design Guidelines

To: Lonnie R. Robbins, Chief Administrative Officer

From: Valdis Lazdins, Director
Department of Planning and Zoning

Date: October 14, 2015

The Department of Planning and Zoning supports Council Resolution _169_-2015 adopting the *Clarksville Pike Streetscape Plan and Design Guidelines.*

The proposed vision of *Clarksville Pike Streetscape Plan and Design Guidelines* for the US Route 108 Corridor – from Guilford Road to Trotter Road – includes a detailed and illustrative streetscape plan for the Route 108 right-of-way and architectural design guidelines for those buildings and spaces immediately fronting onto Route 108.

The Clarksville Pike/Route 108 Corridor functions as the area's main street with shopping center developments, civic and religious institutions, a variety of commercial businesses and residential uses. Clarksville Pike is defined as a minor arterial by the State Highway Administration, and local and regional traffic moves along the corridor while also being afforded direct access to local service retail, auto-related uses, shopping centers, and institutions. A currently auto-oriented focus with limited capacity for pedestrians and cyclists, this north-south spine currently acts as a barrier between the land uses to the east and west. With the goal of creating a more welcoming and multimodal environment, the *Clarksville Pike Streetscape Plan and Design Guidelines* will address the needs of all members of the Clarksville-River Hill community.

The *Clarksville Pike Streetscape Plan and Design Guidelines* represent the first comprehensive set of recommendations to serve as a guide for the design and development of the corridor. Detailed criteria for streetscape, architectural, and signage design are explicitly laid out to ensure that all new development fulfills the vision for a welcoming and coherent corridor.

There are no budgetary considerations associated with the Guidelines. The Guidelines recommend streetscape improvements and capital project T7108 contains $1,100,000 in FY 2017 funding for those improvements.

cc: Jennifer Sager, Legislative Coordinator
Raj Kudchadkar, Deputy Director, DPZ
Randy Clay, DCCP

From: Tom Mateya <TMATEYA@tollbrothersinc.com>
Date: November 30, 2015 at 5:55:43 PM EST
To: "rkudchadkar@howardcountymd.gov" <rkudchadkar@howardcountymd.gov>
Cc: "vlazdins@howardcountymd.gov" <vlazdins@howardcountymd.gov>,
"mksigaty@howardcountymd.gov" <mksigaty@howardcountymd.gov>
Subject: Clarksville Design Guidelines

It was very disappointing to see that the transportation part (and possible traffic calming) of the Clarksville Design Guidelines report was removed. The pedestrian proposals are essentially worthless without first slowing down traffic along the stretch of Rt. 108. Cars travel far too fast and the road width will have to be reduced in order to make most of the pedestrian related improvements worth installing. For a very good live example of what slower traffic speeds accomplish you do not have to go very far. The same Rt. 108 from Sandy Spring to Olney is 25 to 30 mph road and they control the speed with narrower roads (fewer lanes) and speed cameras. And it works.

From article in Baltimore Sun:

Raj Kudchadkar, deputy director of the planning and zoning department, said the county would continue to look into traffic improvements independently of the design guidelines.

"When we were getting our community feedback, a lot of it had to do with safety on the road. That certainly didn't need to hold back the rest of the guidelines," he said.

The report missed the most important part of what was studied and a waste of tax payers money. The installation of all of the pedestrian related

facilities will not increase the number of pedestrians using this corridor.

I suggest saving the money until the road speed and width is addressed.

Tom Mateya

Director of Land Development, PLA
7164 Columbia Gateway Drive
Columbia, MD 21046

410-381-3191 office
240-210-6135 cell

TESTIMONY

Clay, Randy

From:	Lazdins, Valdis
Sent:	Sunday, November 08, 2015 5:30 PM
To:	Jervis Dorton
Cc:	Clay, Randy
Subject:	Re: Clarksville Pike Streetscape Plan and Design Guidelines

Thanks Jervis I'll take a look

Sent from my iPhone

On Nov 8, 2015, at 2:55 PM, Jervis Dorton <jervisdorton@yahoo.com> wrote:

> Val
> I have read the final draft on the DPZ web site. It is a great step forward toward realizing a better built environment. However, I would like to suggest some improvements to the text that might avoid ambiguity and thus ease its implementation.
>
> OVERVIEW page 3
> quote: "The Streetscape Plan and Design Guidelines for Clarksville Pike will address streetscape improvements WITH IN the Public Right of Way". The width of the ROW necessary to accommodate these improvements should be added so that the proposed location of new buildings relative to curb is clear when reading the ARCHITECTURAL DESIGN GUIDELINES section.. However elsewhere in the text (eg. page 40) it states that "constrain rights-of-way occur throughout the corridor" which casts doubts on how the Streetscape can be implemented. An explanation up front here would be best.
> STREETSCAPE DESIGN GUIDELINES page 28
> Stormwater management techniques, quote : "Run-off from street to be captured by Rainwater Planters along the curb". But winter salt washed off the highway may well kill the trees and plants!!
> COMPLETE STREETS page 30
> The plan of a typical portion of the Pike is excellent graphically, but needs dimensions added to be most informative. For example :-
> NW pedestrian zone 6 ft, tree planting zones 10 ft, travel lanes and median each 12 ft, SW shared-use pathway 10 ft. plus curbs
> equals 100ft ROW.
> STREETSCAPE ZONE page 32
> quote: "The tree planting zone should be a minimum of 5 feet wide. This zone accommodates treepits, rainwater planters, light poles , street signs, benches and bike racks". Realistically,this zone should be 10 feet wide to accommodate all this stuff AND so that the street trees can be back far enough from the street curb to avoid them being a hazard to traffic and causing curb and sidewalk damage as they mature. (a 5 foot zone puts the tree trunk less than 2 feet from the street when mature)
> RAINWATER PLANTERS page 62
> quote: " Planters 30 square feet and 4 feet wide minimum". This is really too small for street trees to flourish. The minimum should be 36 sq. ft. and 6 feet wide excluding any curbs.
> ARCHITECTURAL DESIGN GUIDELINES page 76
> Site Design Principles quote: "New buildings should be set WITH IN 25 feet of the (highway) curb". This infers that there is more latitude than there really is. The buildings can not be closer than 20 feet along the NW side or 16 feet along the SE side without encroaching on the Street Improvement Zones and the public ROW. This should be mentioned.
>
> I hope this is useful. My interest in good design extends beyond Columbia !
>
> Regards
> Jervis

Clay, Randy

From:	Blaumanis, Dace
Sent:	Monday, October 19, 2015 8:17 AM
To:	Clay, Randy; Bolinger, Kate
Subject:	FW: Clarksville Pike

From: Mohammad saleem [mailto:msaleemnoor@yahoo.com]
Sent: Sunday, October 18, 2015 3:19 PM
To: O'Connor, Kristin; Blaumanis, Dace; Phylis Cook; Hank Alinger; pengelke amazingspace. us. com; Rob Hollis; Don Taylor; Peggy White
Subject: Re: Clarksville Pike

I found the guidlines, put together pretty well. Following are some of my comments:

- Page 40: How about providing an internal pedestrian connection between Clarksville Center, Clarksville Square, Kendal Square & Pizza Hut etc besides the one on the Clarksville pike.
- Page 56: Sidewalks, I would prefer not seeing asphalt bike paths. These should have constructed edges & different color than the pedestrian walkways.
- Page 80: Bulding Form & Massing:
  - Design approach to be contemporary, fresh & forward looking.
  - Create more of an urban look, staying away from traditional aethetics / fake colonial approach with heavy cornices, mouldings & gable roofs.
  - Asphalt shingle roofs @ River Hill Village Center with wavy red shingles should not be used as an example to follow.
  - Page 88, use of Eifs should not be allowed. Also why allow vinyle shutters of buildings, they signify single family residential.

Thanks.
Mohammad Saleem, AIA

- **From:** "O'Connor, Kristin" <koconnor@howardcountymd.gov>

To: "Blaumanis, Dace" <dblaumanis@howardcountymd.gov>; Phylis Cook <PCook@brokenboxes.com>; Mohammad saleem <msaleemnoor@yahoo.com>; Hank Alinger <halinger@bohlereng.com>; pengelke amazingspace. us. com <pengelke@amazingspace.us.com>; Rob Hollis <robhollis27@gmail.com>; Don Taylor <dwtaylor@dwtaylor.com>; Peggy White <P.White@axiom-ed.com>
Sent: Thursday, October 8, 2015 10:00 AM
Subject: Staff comments - Dorsey Overlook
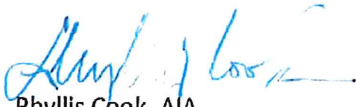
1

Testimony

October 14, 2015

Kristin O'Connor Mazerski
Supervisor, Comprehensive and Community Planning
Howard County Government
Department of Planning and Zoning
3430 Courthouse Drive
Ellicott City, MD 21043

Re: Final Draft Clarksville Pike Streetscape Plan and Design Guidelines

My comments:

1. The design guidelines appear to be comprehensive and in keeping with the Design Guidelines for other areas of Howard County that have been adopted to date.
2. Shared-use paths (page 58). A shared-use path appears to be the pathway provided for bicyclists traveling along Clarksville Pike. This is fine for some, especially younger riders, but not especially helpful for bicycle commuters or those thru-bikers traveling longer distances. The bike box would seem to cater to bicyclists traveling along the roadways, however it doesn't look like provisions have been made for enlarging travel lanes or sharrows to allow bikes and cars to travel side-by-side.
3. The shared use path images depict separate lanes for bicycles with bicycle stamps on the pavement, however the only mention made in the text to indicate that separate lanes would be provided for cyclists is the note that a center line would be provided and the shared-use paths shall conform to SHA requirements.
4. If I were riding my bike along Clarksville Pike I would probably not use the shared-use path because pedestrians are usually in the way and it is especially dangerous to a cyclist if anyone is walking a dog. That's why I would prefer to ride with the traffic, although a wider shoulder on the road would certainly make it safer.

Sincerely,

Phyllis Cook, AIA
DAP Chair

Comments Regarding the

Clarksville Pike Draft Design Guidelines
November 16, 2015 Public Hearing

Testimony of David Ager
5044 Jericho Road
Columbia, MD 21044

One page 24 of the Design Guidelines a 'main street' vision is described:

"Clarksville Pike will evolve into a *vibrant main street* by incorporating unique design aesthetics and innovative improvements that will tie the corridor together and make it accessible and functional for all modes of travel."

"The vision of Clarksville-River Hill is to ensure and maintain a consistent, high quality built environment along Clarksville Pike that respects the surrounding context, is accessible and convenient for all users, and *exemplifies the character and experiences of the best main streets in the region."*

"...transform the corridor into a sustainable and *dynamic main street."*

On page 93…

"As the *main street* environment envisioned for Clarksville Pike evolves, proper attention should be paid to the commercial storefronts which play a critical role in the social and economic life of the community."

Good evening and thank you for the opportunity to speak this evening on CR169-2015.

My name is David Ager and I am a 20-year resident of the Clarksville area.
I am a planner and landscape architect with a small consulting firm located in Clarksville.

I'm speaking today as a concerned citizen, respectfully offering suggestions that I believe will improve Clarksville and the Pike, and which need consideration BEFORE adopting these guidelines.

My Concern:

The draft guidelines don't recognize, nor appropriately respond to, the existing nature of the Pike. The vision is not aligned with reality.

What is that vision? The terms 'main street', 'pedestrian', and 'pedestrian-orientation' are mentioned in the guidelines more than 100 times … this is the vision.

However, the reality is that Clarksville Pike is a commercial corridor with random and unorganized frontages, access and building placements…in other words, it's a highway dedicated exclusively to the vehicle.

The latest draft of the design guidelines ignores this existing road character and attempts to create a streetscape that is incompatible with this character while at the same time not recommending alterations to the road.

Suggested Remedy:

Either recognize that, without change, the Pike will continue to be a 'high-speed' highway corridor and NOT a Main Street and adjust the draft guidelines accordingly,

OR

Fix the area between the curbs so it is consistent with the vision and function outside the curbs.

Let me say at the beginning that I agree with the stated vision. I believe a real Main Street can be implemented, but alterations to the current plan and guidelines are needed.

The Opportunity:

This is an opportunity to fix the 'omissions' and 'errors' of the past.

Master plans, or in this case, design guidelines, are typically a once in a generation opportunity that allow us to take 'corrective steps'…

…moving toward a more rational civic realm that creates a sense of place, something people can take pride in.

What's missing?

I believe the design guidelines ignore a basic principle of town planning:

…the principle of town-less highways and the highway-less towns…

The design guidelines as currently written, mixes the two, attempting to create:

…A town with a highway running through it, trying to function as a main street.

…This essentially continues, and possibly increases, the current problem well into the future.

Precedents and Examples

But some say: "We can't do that, the traffic volumes are too great."

Not true, this problem can be fixed. "But how?" Look at how others have solved this problem?

Here are four quick examples, there are multiple others…

THE TOWNLESS HIGHWAY & THE HIGHWAYLESS TOWN
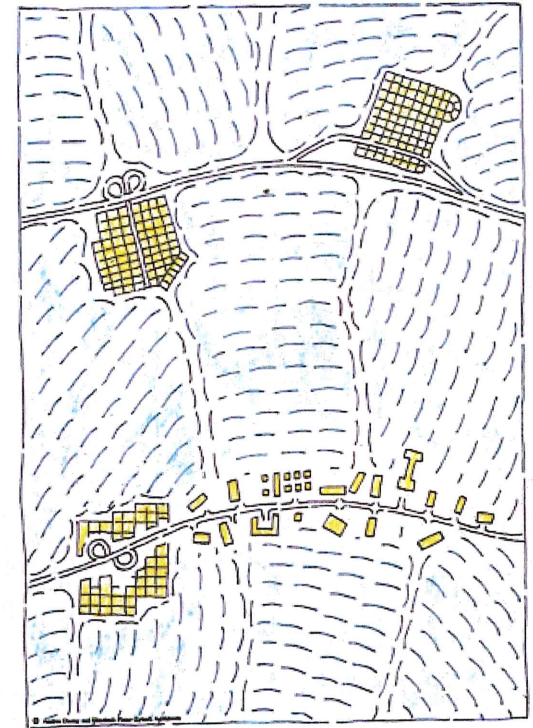
THE TOWN GUTTED & THE STRIP

…town-less highways and the highway-less towns…

vs.

…a suburb with a highway running through it, trying to function as a town with a main street…

Outside Town

Entering Town

In Town

Main Street
Ellicott City, Maryland

AADT: Approx. 18,000+

Posted Speed: 25 mph
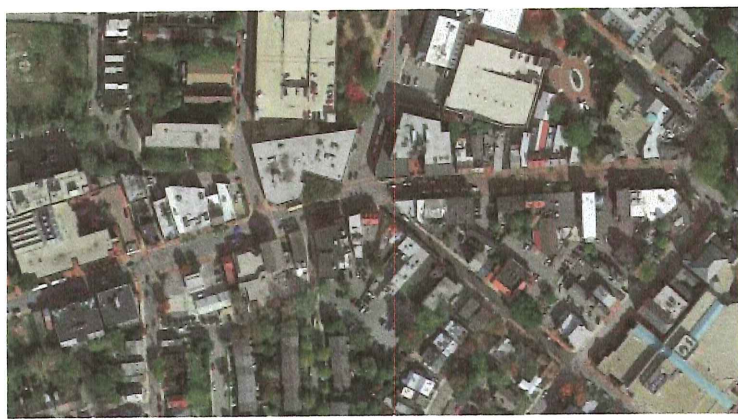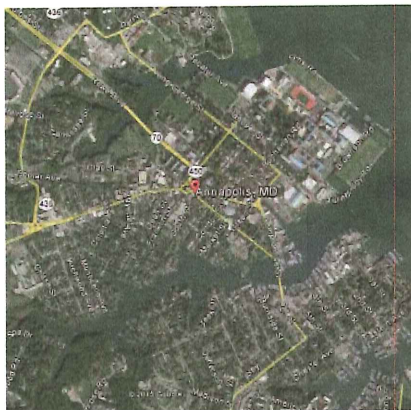
Lanes: 2
Parking: Yes

4
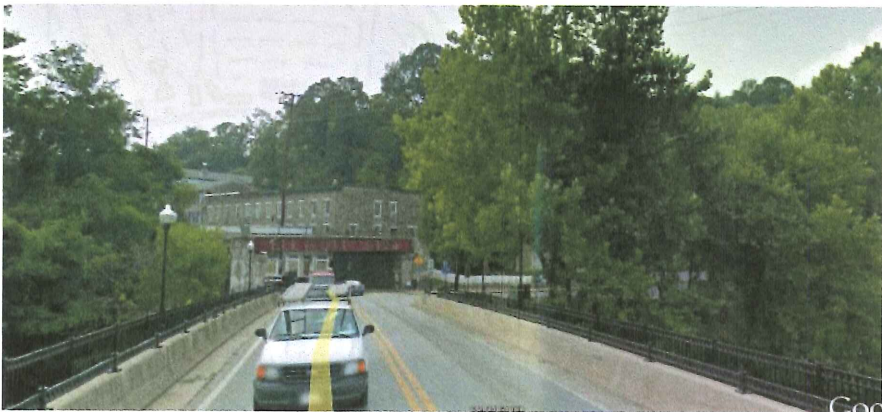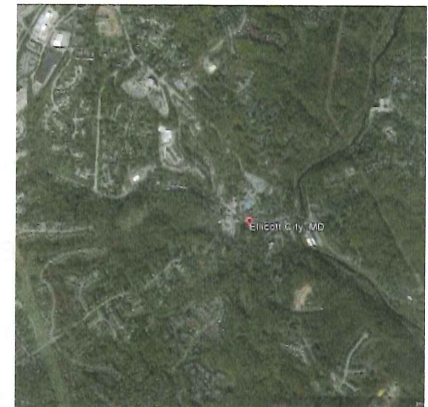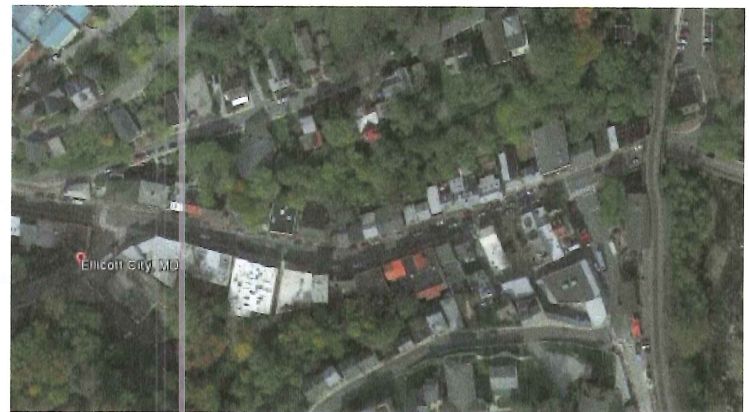
West Street
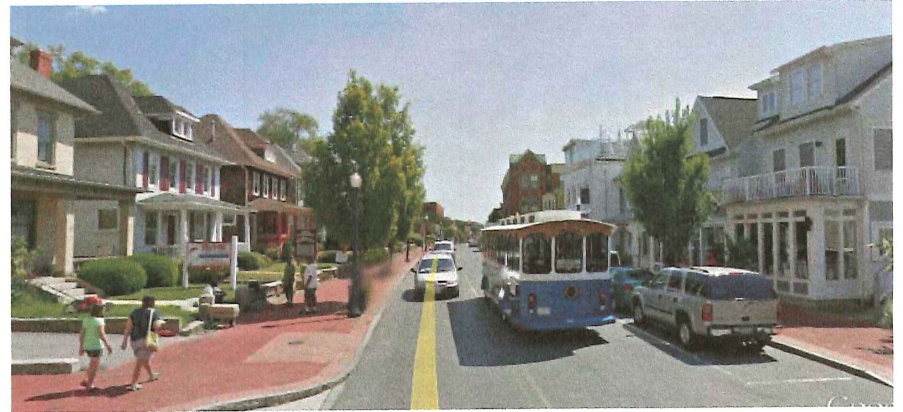
Annapolis, Maryland

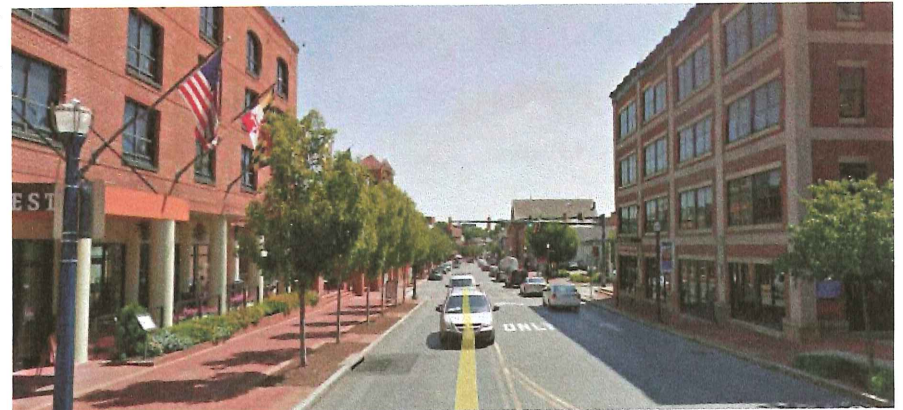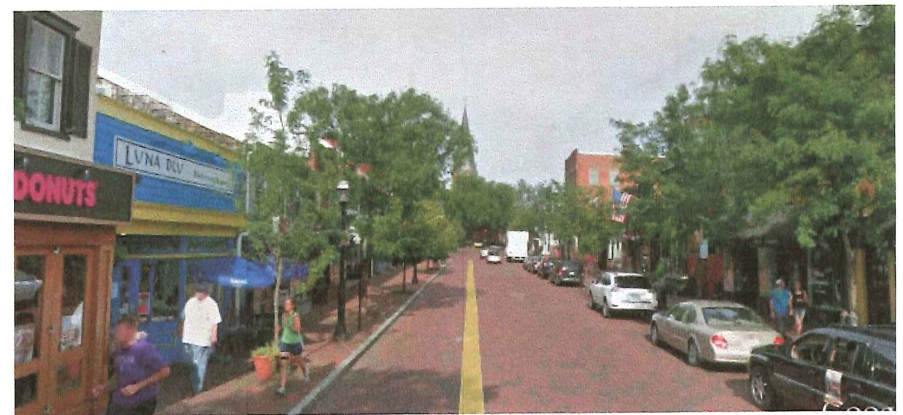AADT: Approx. 15,000+

Posted Speed: 25 mph

Lanes: 2
Parking: Yes

Outside Town

Entering Town

In Town
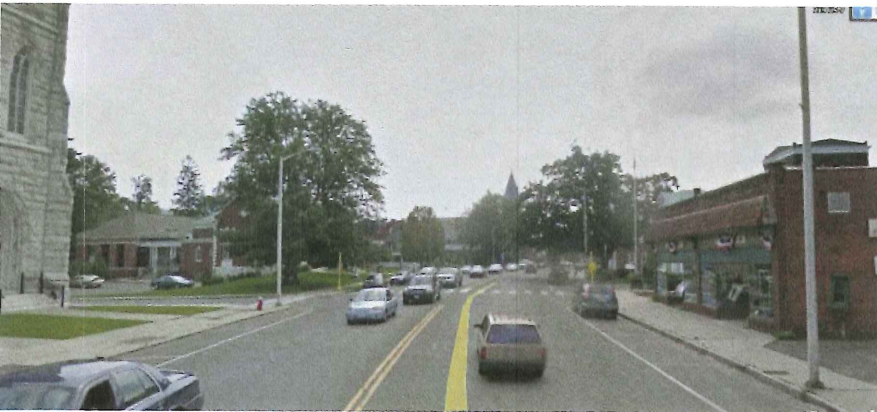
Outside Town

Entering Town
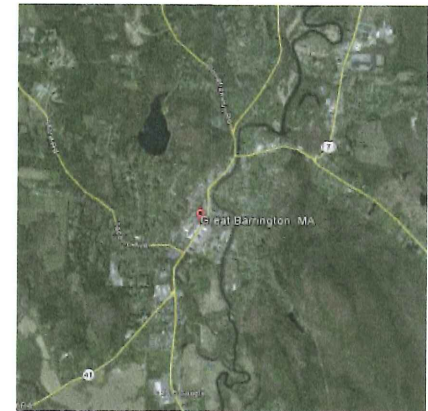
In Town

Main Street
Great Barrington, Massachusetts

AADT: Approx. 22,000+

Posted Speed: 30 mph?

Lanes: 4
Parking: Yes

Comments Regarding the
Clarksville Pike Draft Design Guidelines
November 16, 2015 Public Hearing
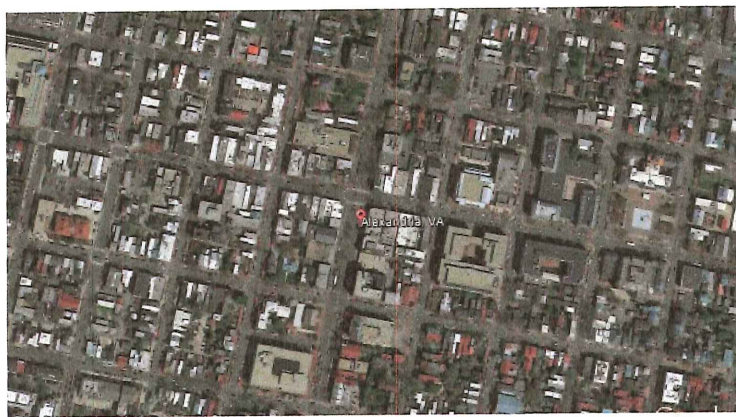
Testimony of David Ager
5044 Jericho Road
Columbia, MD 21044

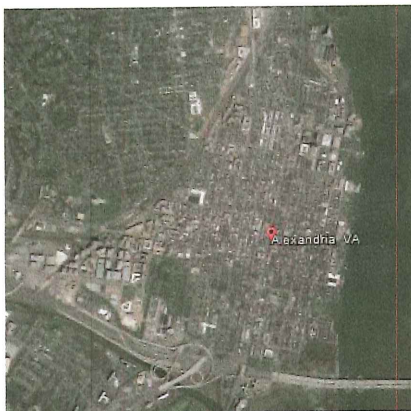6
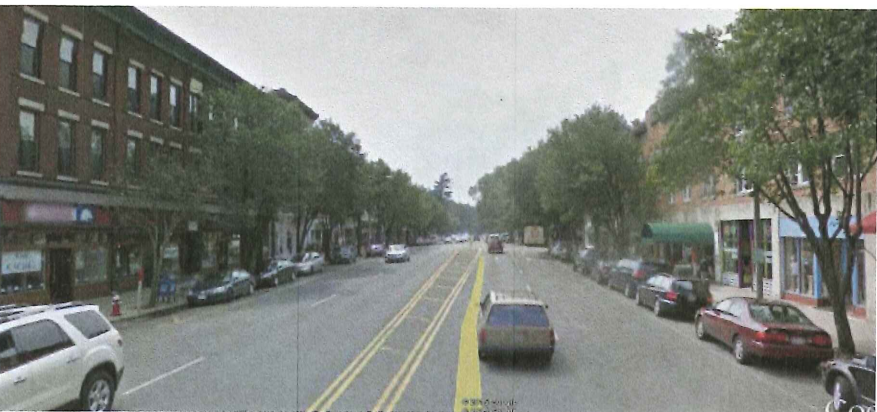
Washington Street

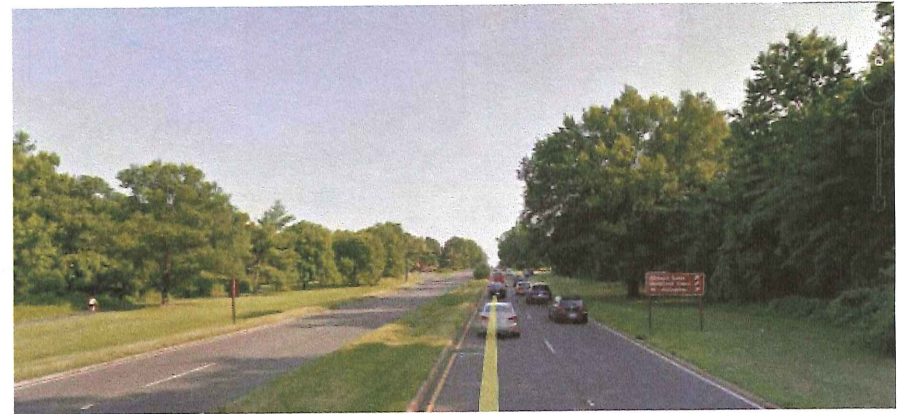## Alexandria, Virginia

AADT: Approx. 33,000+

Posted Speed: 25 mph

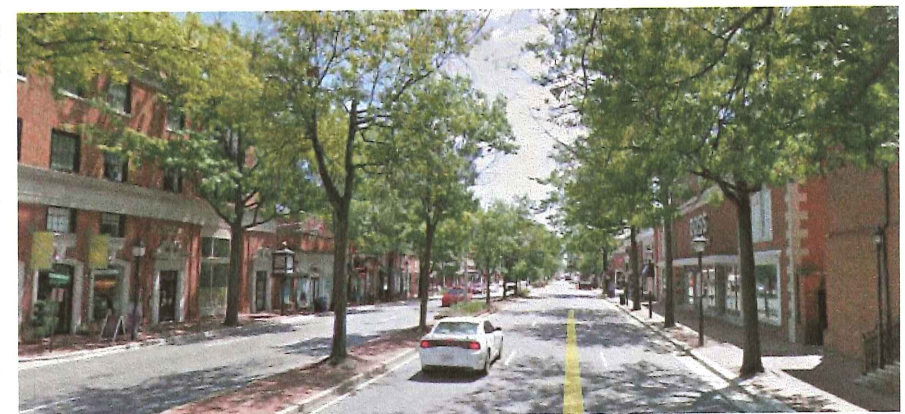Lanes: 4* (parking lane used during rush hours)
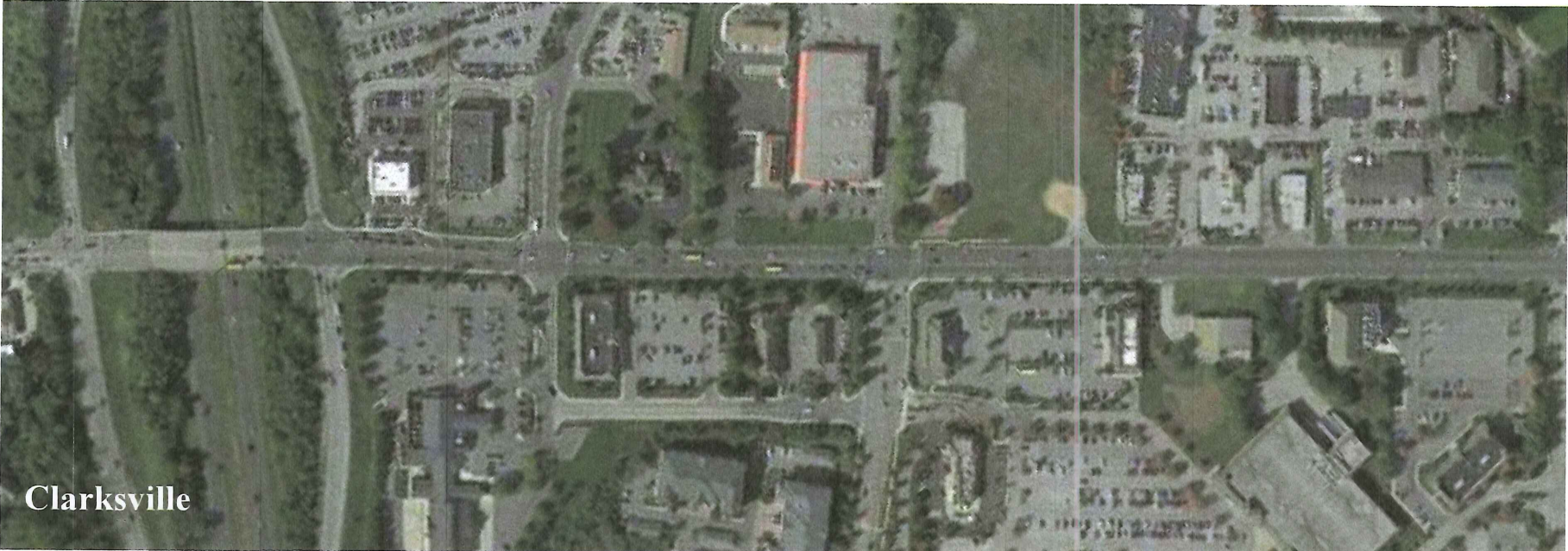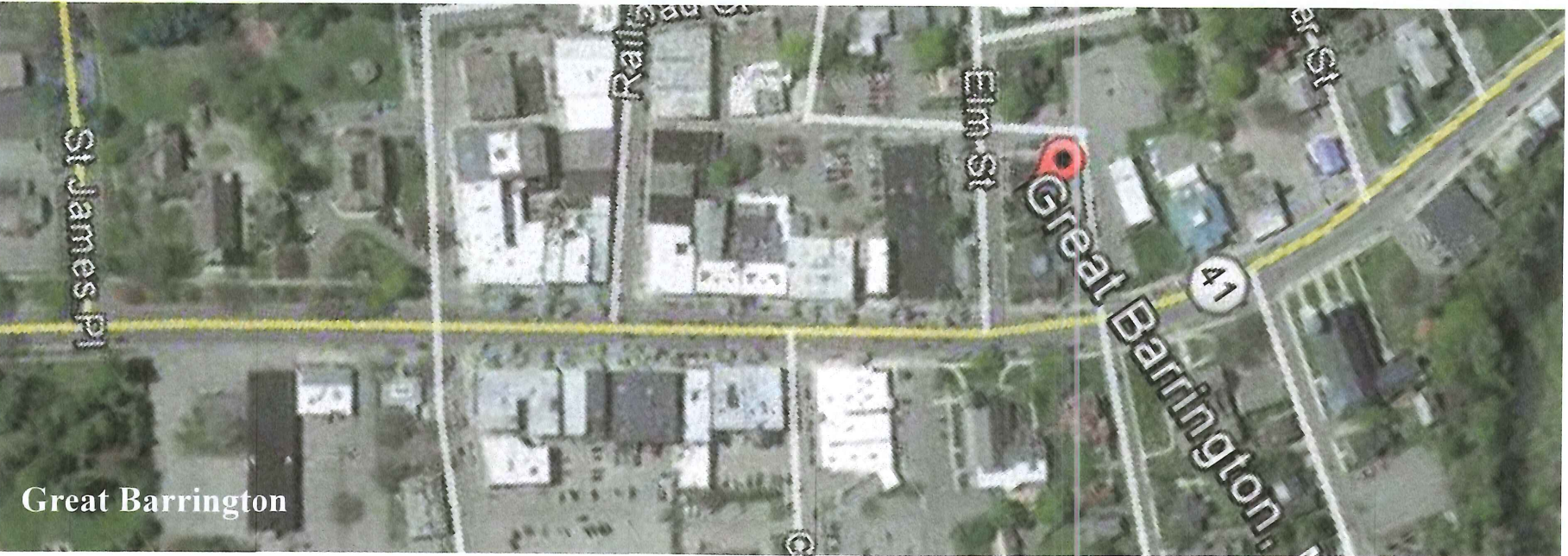Parking: Yes* (limited during rush hours)

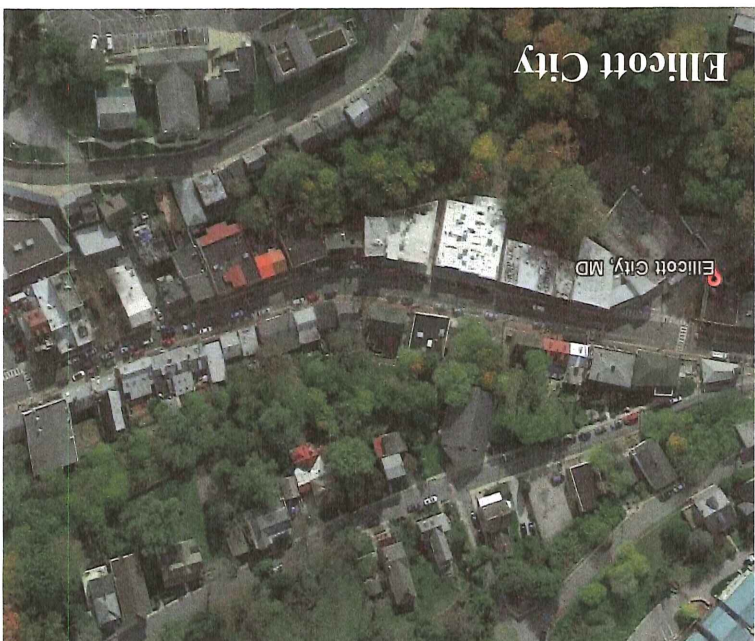Outside Town

Entering Town

In Town

Clarksville

Great Barrington

Ellicott City

Ellicott City, MD

Annapolis

Alexandria

Alexandria, VA
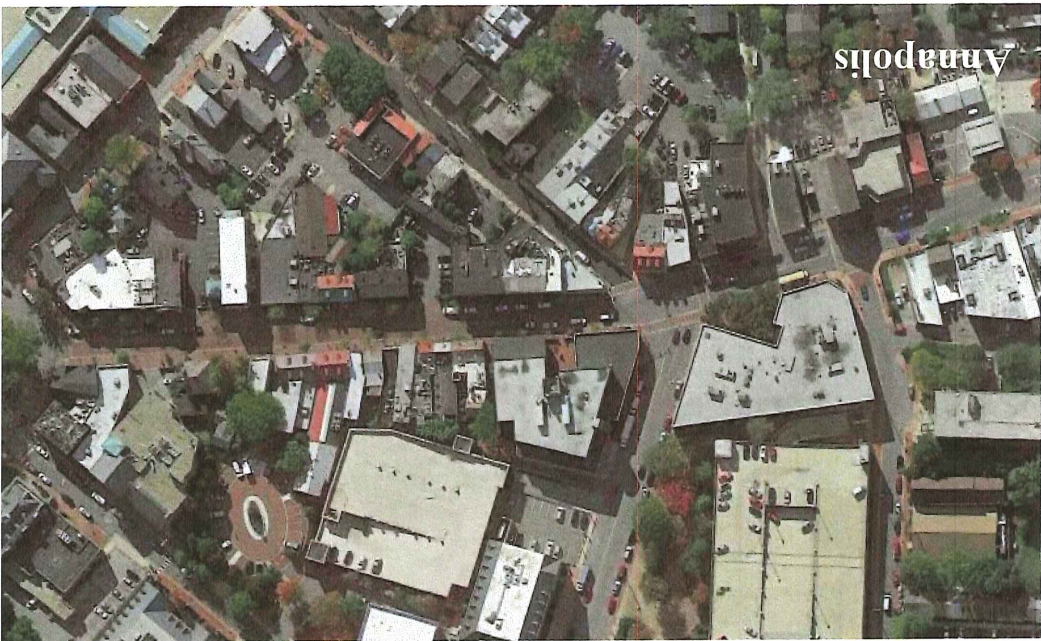
Precedents and Examples

- **Main Street, Ellicott City, MD.**
  Our best local example, with similar ADT, less lanes, slower speeds, more pedestrians.

- **West Street, Annapolis, MD.**
  Similar, but slightly less ADT, slower speeds, less lanes, excellent pedestrian realm.

- **Main Street, Great Barrington, MA.**
  Similar ADT, similar regional road configuration, same lanes, more pedestrian.

- **Washington Avenue, Alexandria, VA.**
  More ADT, slower speeds, similar lanes, use of parking lanes during rush hour, more pedestrian, better regional network of streets.

What do all of these examples have in common?

- They all change in character and nature of the road as one enters 'town'. They are more civilized.

- Speeds are purposely slower, and there is a real respect for other modes of travel.

- Pedestrian-orientation is real, not artificial.

- There is an equilibrium between the needs and safety of the motorist and that of the pedestrian.

- Yet these roads all function as regional arterials.

Working with SHA

Some have said: "But we have to deal with the state highway administration..."

That isn't a problem.

SHA has a process in place, documented in their publication:
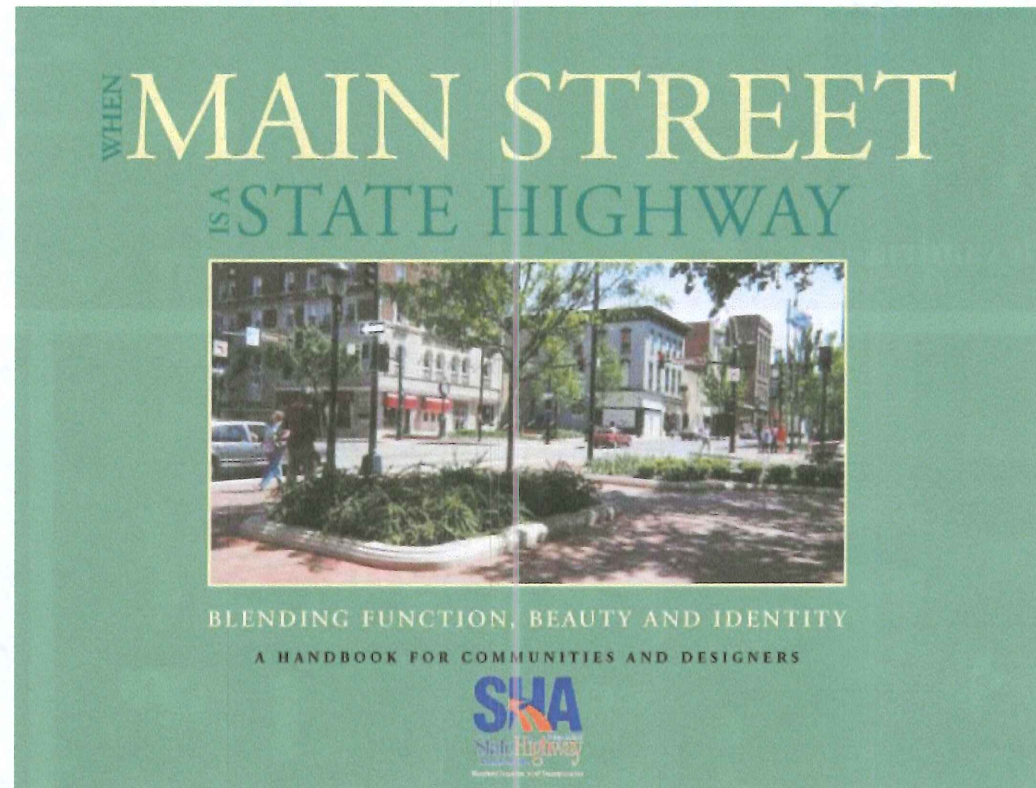
When Main Street is a State Highway, Blending Function, Beauty and Identity.

Suggested Solutions

1. Make Clarksville a 'Highway-less Town'.

Tame the Pike. Calm traffic and reduce speeds. Make it a true 'Main Street'. This includes the area 'between' the curbs as well as the area outside the curbs.

2. Create a Complete (Pedestrian-Oriented Main) Street.

Truly follow the complete street policy. Create a détente that balances mobility, access and modal options. In other words, create a true 'Complete Street'. This must include and require speed control through design and detailing, making the street a safe place for pedestrians and others utilizing non-auto modes of transportation.

3. Create a support structure.

Create a support structure to the Pike that includes a secondary pattern of interconnections and routes (public and/or private) that take pressure off of the Pike and offer alternative routes between destinations. Organize and aggregate existing entrances (and future entrances) to enhance safety, functionality and beauty.

Clarksville, a Great Place

A town's civic identity is typically its Main Street.

By solving the deficiencies mentioned above, you will set the foundation for Clarksville's civic identity and move it toward being a great 'place'.

If you approve these plans now and without edits, time will pass, money will be spent, and at the end of the day we will wonder why this project, and Clarksville never lived up to the stated vision.

I have attached various lists of several 'great places' from multiple publications. The majority of these places have a fully functioning, pedestrian-oriented, and high quality main street that is the 'heart of the community'.

These publications recognize the obvious.

Let's do no less for Clarksville.

Thank you for opportunity to offer these comments and suggestions.

Great Small City and Town List
Money Magazine 2015 50 Top Places
http://time.com/money/collection/best-places-to-live-2015/

1. Apex, NC
2. Papillion, NE
3. Sharon, MA
4. Louisville, CO
5. Snoqualmie, WA
6. Sherwood, OR
7. Chanhassen, MN
8. Coppell, TX
9. Simsbury, CT
10. Solon, OH
11. Acton, MA
12. Rosemount, MN
13. Erie, CO
14. Westborough, MA
15. Edina, MN
16. Johnston, IA
17. Mason, OH
18. Draper, UT
19. Woodbury, NY
20. Hewitt, TX
21. Bedford, NH
22. Twinsburg, OH
23. North Laurel, MD
24. West Goshen, PA
25. Wylie, TX
26. Dr. Philips, FL
27. Nether ProvidencePA
28. Berkley, MI
29. Sahuarita, AZ
30. Hillsborough, NJ
31. Damascus, MD
32. Menomonee Falls WI
33. Maryland Hts., MO
34. Tolland, CT
35. Urbana, MD
36. Springville, UT
37. Germantown, WI
38. West Linn, OR
39. McCandless, PA
40. Colchester, VT
41. Harrisburg, NC
42. Waukee, IA
43. La Palma, CA
44. Heber, UT
45. Cheshire, CT
46. Stallings, NC
47. Mukilteo, WA
48. Vienna, VA
49. Walnut, CA
50. Woodstock, GA

Destination Tips; Feb. 2014
12 Classic American Small Towns You Should Visit: http://www.destinationtips.com/destinations/12-classic-american-small-towns-you-should-visit/12/

1. Stockbridge, MA
2. Beaufort, SC
3. Port Townsend, MA
4. Cooperstown, NY
5. Cambridge, MD
6. Brookings, SD
7. Boonton, NJ
8. Sedona, AZ
9. Hood River, OR
10. Williamsburg, VA
11. Aspen, CO
12. Traverse City, MI

Best Choice Reviews; Jan. 2015
50 Best Small Town Downtowns in America
(<15,000) http://www.bestchoicereviews.org/50-best-small-town-downtowns-in-america/

1. Montpelier, VT
2. Healdsburg, CA
3. Traverse City, MI
4. Silver City, NM
5. Heber City, UT
6. Littleton, NH
7. Hailey, ID
8. Huntington Woods, MI
9. Excelsior, MN
10. Woodstock, VT
11. Havre de Grace, MD
12. Nevada City, CA
13. Lahaina, HI
14. Spring Green, WI
15. Beaufort, SC
16. Travelers Rest, SC
17. Berlin, MD
18. Estes Park, CO
19. Rockport, TX
20. Steamboat Springs, CO
21. Cazenovia, NY
22. Kelley's Island, OH
23. Columbia, PA
24. Nebraska City, NE
25. Mount Dora, FL
26. Pahoa, HI
27. Galena, IL
28. Placerville, CA
29. Bath, ME
30. Decorah, IA

31. Red Lodge, Montana
32. Sedona, AZ
33. Port Townsend, WA,
34. Glenwood Springs, CO
35. Nantucket, MA
36. Woods Hole, MA
37. Ketchum, ID
38. Wallace, ID
39. Everglades City, FL
40. Elkin, NC
41. Harrodsburg, KY
42. Buckhannon, WV
43. Marietta, OH
44. Lanesboro, MN
45. Eureka Springs, AR
46. Rockland, ME
47. Spearfish, SD
48. Corinth, MS
49. Deadwood, SD
50. Mathews, VA

2015 Smithsonian 20 Best Small Towns to Visit (<20,000) http://www.smithsonianmag.com/travel/best-small-towns-2015-180954993/
1. Estes Park, CO
2. Nantucket, MA
3. Stuart, FL
4. Traverse City, MI
5. Cooperstown, NY
6. Port Townsend, WA
7. Calistoga, CA
8. Sevierville, TN
9. Boonville, Missouri
10. Saint Simons Island, GA
11. Edenton, NC
12. Bayfield, WI

13. Nashville, IN
14. Put-In-Bay, OH
15. Whitefish, MT
16. Thibodaux, LA
17. Custer, SD
18. Stowe, VT
19. Homer, AK
20. Vernal, UT

2014 Smithsonian 20 Best Small Towns to Visit (<20,000) http://www.smithsonianmag.com/travel/20-best-small-towns-to-visit-in-2014-180950173/?no-ist
1. Chautauqua, NY
2. Healdsburg, CA
3. Williamsburg, VA
4. Steamboat Springs, CO
5. Woods Hole, MA
6. Marietta, OH
7. Beaufort, SC
8. Sedona, AZ
9. Nebraska City, NE
10. Lanesboro, MN
11. Spring Green, WI
12. Havre de Grace, MD
13. Columbia, PA
14. Mount Dora, FL
15. Ketchum, ID
16. Montpelier, VT
17. Harrodsburg, KY
18. Silver City, NM
19. Decorah, IA
20. The Dalles, OR

20 Best Places to Live in America by Business Insider (2015 Livability List)

http://www.businessinsider.com/best-place-to-live-2014-9
1. Madison, WI
2. Rochester, MN
3. Arlington, VA
4. Boulder, CO
5. Palo Alto, CA
6. Berkeley, CA
7. Santa Clara, CA
8. Missoula, MT
9. Boise, ID
10. Iowa City, IA
11. Bozeman, MT
12. Asheville, NC
13. Ann Arbor, MI
14. Bellevue, WA
15. San Mateo, CA
16. Santa Barbara, CA
17. Overland Park, KS
18. Salt Lake City, UT
19. Rockville, MD
20. Eugene, OR

Business Insider 10 Best Small Towns in America http://www.businessinsider.com/best-small-towns-to-live-in-2014-9
1. Los Alamos, NM
2. Northfield, MN
3. Lebanon, NH
4. Hood River, OR
5. Port Angeles, WA
6. Glenwood Springs, CO
7. Spearfish, SD
8. Heber City, UT
9. Traverse City, MI
10. Hailey, ID