the sprawl retrofit initiative

an overview

congress for the new urbanism
what is sprawl retrofit?
All the uses, but separated use, excess parking, hostile frontages - not walkable
Form:
Automobile-oriented frontage
vs.
Pedestrian-oriented frontage
"Kosmos Estates" in Adams County, Pennsylvania, as laid out according to current zoning, and the Village of "Alba," as designed by Richard Bono and Richard Calderon to yield the same number of dwellings (with greater variety) plus a small commercial core and significant greenbelt open space. [Poster adapted from the book *Rural by Design* by Randall Arendt.]
why retrofit?
aging, out-of-date properties, often in first-ring suburbs
Booming new agglomerations in edge cities or "edgeless cities"
changing locational and economic identity of the suburbs

Source: Duany, Plater-Zyberk, and Co.
changing demographics and markets

Baby boomers

Echo boomers

Source: Reconnecting America
smart growth practices and policies

CITIES & TOWNS MADE OF NEIGHBORHOODS
BALANCE RESOURCE NEEDS

THE CITY & SUBURBAN SPRAWL
COMPETE FOR RESOURCES

1. INFILL EXISTING URBAN AREAS AND TOWN CENTERS.
2. ATTACH NEW TNDs TO EXISTING URBAN AREAS AND TOWN CENTERS.
3. EXPAND KURRAL VILLAGES ACCORDING TO TND PRINCIPLES.
4. ESTABLISH AUTONOMOUS TNDs AND VILLAGES.

Source: Duany, Plater-Zyberk, and Co.
goals of sprawl retrofit
reduce land consumption and per capita costs of public investment
increase feasibility and efficiency of transit
increase local connectivity

Source: SC Coastal Conservation League.
increase local connectivity
reduce vehicle miles traveled and improve public health
increase permeable surfaces and green space
increase permeable surfaces and green space
increase choice in housing type and affordability

Source: Josh Martin

Source: Josh Martin
increase diversification of the tax base

Source: SC Coastal Conservation League.
establish urban node with polycentric region

Source: Duany, Plater-Zyberk, and Co.
Hurdles to Sprawl Retrofit
Hurdles to Sprawl Retrofit

- Weak Market Demand
- Existing Zoning Ordinances
- Parking Standards
- Site Constraints: Existing Commercial Leases, Remote Locations, Fragmented Ownership
- Need for active Civic Leadership
- Infrastructure Costs
- Financing
- Public-Private Partnership
how to retrofit
Retrofit - Infill

Suburban Retrofit and Infill - A Lexicon of Advanced Techniques

Housing Pod Transformation

Golf Course Infill

Mall/Shopping Center Transformation

Source: Duany, Plater-Zyberk, and Co.
RETROFIT - INFILL
SUBURBAN RETROFIT AND INFILL - A LEXICON OF ADVANCED TECHNIQUES

Big Box Liner & Conversion

Campus Transformation

Suburban Inner City Retrofit

Source: Duany, Plater-Zyberk, and Co.
Step 1. Identify Regional Domain Where We Operate

Source: Duany, Plater-Zyberk, and Co.
Step 2. Delineate and Repair Preservation Areas
Step 3. Identify Preserve and Reserve Areas
Step 4. Identify Potential Transit Network

Source: Duany, Plater-Zyberk, and Co.
Step 5. Identify Repair Targets

Source: Duany, Plater-Zyberk, and Co.
Step 6. Assemble Sector Map

Source: Duany, Plater-Zyberk, and Co.
# Design Techniques at Community Scale

<table>
<thead>
<tr>
<th>SPRAWL TYPES</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>TECHNIQUES</th>
<th>INCENTIVES/ BENEFITS</th>
<th>COMMUNITY UNITS</th>
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</thead>
<tbody>
<tr>
<td>S-3 RURAL SUBDIVISIONS</td>
<td>50% min.</td>
<td>10 - 30 %</td>
<td>20 - 40 %</td>
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<td>- Cluster at intersections through TDR, modified PDRs, purchase of Conservation Easement</td>
<td>- Deferred taxation; higher Density; permitting By Right</td>
<td>CLD</td>
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<td>- Concentrate infrastructure</td>
<td>- Packaged Sewer Service within 1/4 square mile</td>
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<td>- Create a rural Green</td>
<td>- Hamlet growing into a village</td>
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<td>- Introduce Live-Works, farmers market</td>
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<td>S-4 SINGLE FAMILY SUBDIVISIONS</td>
<td>No Minimum</td>
<td>10 - 30 %</td>
<td>30 - 60 %</td>
<td>10 - 30 %</td>
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<td></td>
<td>- Introduce new building types and Retail/Office/Lodging/Civic uses</td>
<td>- Higher Density; additions; Out-buildings; permitting By Right</td>
<td>TND</td>
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<td>- Connect Thoroughfares</td>
<td>- Infrastructure incentives</td>
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<td>- Repair Thoroughfares; add pedestrian and bike Paths</td>
<td>- Transit potential</td>
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<td>- Define and make usable Open and Civic Space</td>
<td>- Neighborhood/Town Square</td>
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<td>S-5 MULTI FAMILY SUBDIVISIONS</td>
<td>No Minimum</td>
<td>10 - 30 %</td>
<td>30 - 60 %</td>
<td>10 - 30 %</td>
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<td>- Introduce new building types and Retail/Office/Lodging/Civic uses</td>
<td>- Additional development potential; permitting By Right</td>
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<td>- Incentives for infrastructure</td>
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<td>- Rationalize parking; add garages</td>
<td>- Incentives for garages</td>
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<td>- Define and make usable Open and Civic Space</td>
<td>- Community gathering places</td>
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<td>S-6 SHOPPING CENTERS &amp; STRIPS</td>
<td>10 - 30 %</td>
<td>10 - 30 %</td>
<td>40 - 80 %</td>
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<td>- Introduce new building types and Residential/Office/Lodging/Civic uses</td>
<td>- Additional development potential; permitting By Right, TIFs, CDBG</td>
<td>RCD / TND</td>
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Source: Duany, Plater-Zyberk, and Co.
Thoroughfare Retrofit

- Reduce number of lanes
- Reduce Curb Radii
- Reduce lane width
- Introduce Access Lanes
- Introduce parallel parking
- Introduce transit - light rail or Bus Rapid Transit
- Introduce separated bikeways
- Assemble Public Frontages according to T-zones

Freeway

PARKWAY

BOULEVARD

Source: Duany, Plater-Zyberk, and Co.
Case Studies
Highlands Garden Village
Denver, CO
Mashpee Commons
Mashpee, MA