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

Source: Sandy Sorlien
"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aging, out-of-date properties, often in first-ring suburbs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
changing demographics and markets

Baby boomers

Echo boomers

Source: Reconnecting America
smart growth practices and policies

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

Source: Josh Martin
increase local connectivity
increase local connectivity

Source: SC Coastal Conservation League
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

Proposed Redevelopment Scenario

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Parcel Size (acres)</th>
<th>Land Value ($)</th>
<th>Existing Commercial Building (sq ft)</th>
<th>Existing Appraised Value ($)</th>
<th>Existing Assessed Value ($)</th>
<th>Estimated Tax Revenue ($)</th>
<th>Proposed Commercial Building (sq ft) (includes existing to remain)</th>
<th>Proposed Residential Building (sq ft)</th>
<th>Proposed Impervious Structures (acres)</th>
<th>Proposed Assessed Value ($)</th>
<th>Future Tax Revenue Total ($)</th>
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Source: SC Coastal Conservation League.
establish urban node with polycentric region

THE REGION OF CITY, TOWNS, VILLAGES, AND HAMLETS

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
S P R A W L  R E P A I R
S M A R T C O D E M O D U L E

Prepared by Duany Plater-Zyberk & Co.

The architectural design of a community is the sum of the strategic design of a city's entire urban infrastructure.

Lake R. Stultz
The Architecture of Community

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

Source: Duany, Plater-Zyberk, and Co.
Step 2. Delineate and Repair Preservation Areas

Source: Duany, Plater-Zyberk, and Co.
Step 3. Identify Preserve and Reserve Areas

Source: Duany, Plater-Zyberk, and Co.
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>
</table>
| S-3 RURAL SUBDIVISIONS| 50% min. | 10 - 30 % | 20 - 40% |     |     |  • Cluster at intersections through TDR, modified PDRs, purchase of Conservation Easement  | •Deferred taxation; higher Density; permitting By Right  
• Packaged Sewer Service within 1/4 square mile  
• Hamlet growing into a village  | CLD |
| S-4 SINGLE FAMILY SUBDIVISIONS | No Minimum | 10 - 30 % | 30 - 60 % | 10 - 30% |     |  • Introduce new building types and Retail/Office/Lodging/Civic uses  
• Connect Thoroughfares  
• Repair Thoroughfares; add pedestrian and bike Paths  
• Define and make usable Open and Civic Space  |  • Higher Density; additions; Outbuildings; permitting By Right  
• Infrastructure incentives  
• Transit potential  
• Neighborhood/Town Square  |
| S-5 MULTIFAMILY SUBDIVISIONS | No Minimum | 10 - 30 % | 30 - 60 % | 10 - 30% |     |  • Introduce new building types and Retail/Office/Lodging/Civic uses  
• Rationalize parking; add garages  
• Repair Thoroughfares; add pedestrian and bike Paths  
• Define and make usable Open and Civic Space  |  • Additional development potential; permitting By Right  
• Incentives for infrastructure  
• Incentives for garages  
• Transit potential  
• Community gathering places  |
| S-6 SHOPPING CENTERS & STRIPS | 10 - 30% | 10 - 30% | 40 - 80% |     |     |  • Introduce new building types and Residential/Office/Lodging/Civic uses  
• Connect Thoroughfares; add Streets in front of stores  
• Rationalize parking; Add garages  
• Define and make usable Open and Civic Space  |  • Additional development potential; permitting By Right, TIFs, CDBG  
• Incentives for infrastructure  
• Incentives for garages  
• Transit potential  
• Community gathering places  |

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

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