“The polycentric reorganization of towns, i.e., the transformation of underdeveloped suburbs into autonomous urban quarters and villages, will be the impetus for a process of territorial transformation, internal growth, and the flowering of the suburbs”.

Léon Krier,  
The Architecture of Community
SPRAWL REPAIR
As a comprehensive ordinance, the SmartCode enables both new and infill urbanism in the form of Smart Growth neighborhood patterns. The code now identifies a G-5 Sprawl Repair Sector, which is assigned to areas that are currently single-use, disconnected conventional development patterns but that have the potential to be completed or redeveloped in the pattern of CLD, Infill TND or Infill RCD. This Module has been created as a special “plug-in” to the SmartCode, which, when added to the base code, activates the tools and techniques for repair in areas designated G-5 on a Sector Plan, or the equivalent. These methods differ from those used to protect and complete areas assigned to the G-4 Sector, which already take the form of pre-war walkable transect-based traditional neighborhoods.

Instead, Sprawl Repair is a planning technique that restructures and connects the auto-centric patterns of suburbia into complete communities based upon a neighborhood unit that is currently missing. It is a method of re-urbanization, intensification and diversification that transforms single-use, auto-oriented, suburban agglomerations into balanced, mixed-use, walkable places, accommodating a diversity of income levels, building types, modes of transportation, and civic spaces.

The G-5 Sprawl Repair Sector consists of individual or aggregate areas of the following Sprawl Types:
- Rural Subdivisions
- Single-family Subdivisions
- Multi-family Subdivisions
- Shopping Centers and Strips
- Business Parks and Suburban Campuses
- Malls
- Edge Cities
- Sprawl Type Thoroughfares
- Sprawl Type Open Space

Some of these areas will be up-zoned to accommodate higher but well-designed density, and justify the introduction of mixed use and transit. This creates the regulatory basis for successional growth and the transformation of sprawl types into viable neighborhoods with more transportation and housing choices. The most important issue will be to allow a flexibility of use within existing structures (houses becoming live-work units, big box retail becoming office space or a civic building, etc.), as well as densification within existing parcels and lots (such as a mansion turned into multifamily units or an assisted living facility, or the addition of accessory units). Another important task is to calm and retrofit dangerous thoroughfares so they are safe for walking and bicycling, while creating connections among residential areas, shops, workplaces, schools and other civic buildings, and recreation.

All structural urban and zoning changes will be reflected in specific Regulating Plans.

TABLE SR1: SECTOR/COMMUNITY ALLOCATION
Table SR1 should replace Table 2 in any calibration of the model SmartCode that guides the assigning of Sectors. This table defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific Community Units/Walkable Place Types (WPTs) of various intensities are allowable in specific Sectors. This table also allocates the proportions of Transect Zones within each Community Unit/WPT.

The Community Units/WPTs for the G-4 Infill Growth Sector do not have allocation percentages because existing conditions are the main determinant for the mapped T-zones.

The same is true of the G-5 Sprawl Repair Sector, as existing conditions will determine the T-zone allocations and thoroughfare connections necessary to transform Sprawl Types into Community Units/WPTs.

See also “Outline of the Code” in the Introduction of the SmartCode Version 9 and Manual or SmartCode booklet, and Article 2 of the base code. If current versions do not yet include the G-5 Sector, it can be added during calibration and would permit the Community Units/Walkable Place Types shown on Table SR1 and Table SR3 of this Module.
TABLE SR1: Sector/Community Allocation. Table SR1 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific Community Units/Walkable Place Types (WPTs) of various intensities are allowable in specific Sectors. This table also allocates the proportions of Transect Zones within each Community Unit/WPT.

### RURAL SUBDIVISIONS
- SINGLE FAMILY SUBDIVISIONS
- MULTIFAMILY SUBDIVISIONS
- SHOPPING CENTERS AND STRIPS
- BUSINESS PARKS AND SUBURBAN CAMPUSES
- MALLS
- EDGE CITIES
- SPRAWL TYPE THOROUGHFARES
- SPRAWL TYPE OPEN SPACE

### ALREADY DEVELOPED AREAS IN A TRADITIONAL TRANSECT-BASED PATTERN

#### PROXIMITY TO MAJOR THOROUGHFARES AND TRANSIT

#### PROXIMITY TO THOROUGHFARES

- MEDIUM SLOPES
- WOODLANDS

#### FLOOD PLAIN
- OPEN SPACE TO BE ACQUIRED
- CORRIDORS TO BE ACQUIRED
- BUFFERS TO BE ACQUIRED
- LEGACY WOODLAND
- LEGACY FARMLAND
- LEGACY VIEWSHEDS
- CLD RESIDUAL OPEN SPACE

#### SURFACE WATERBODIES
- PROTECTED WETLANDS
- PROTECTED HABITAT
- RIPARIAN CORRIDORS
- PURCHASED OPEN SPACE
- CONSERV. EASEMENTS
- LAND TRUST
- TRANSPORT. CORRIDORS
- CLD OPEN SPACE

---

<table>
<thead>
<tr>
<th>Sector/Community Type</th>
<th>Preserved Open Sector</th>
<th>Reserved Open Sector</th>
<th>Restricted Growth Sector</th>
<th>Controlled Growth Sector</th>
<th>Intended Growth Sector</th>
<th>Infill Growth Sector</th>
<th>Sprawl Repair Sector</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>CLD</td>
<td>CLD</td>
<td>CLD</td>
<td>CLD</td>
<td>CLD</td>
<td>CLD</td>
<td>CLD</td>
</tr>
<tr>
<td>T1</td>
<td>NO MINIMUM</td>
<td>NO MINIMUM</td>
<td>50% MIN</td>
<td>50% MIN</td>
<td>NO MIN</td>
<td>NO MIN</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>T2</td>
<td>NO MINIMUM</td>
<td>NO MINIMUM</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>T3</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>T4</td>
<td>20 - 40%</td>
<td>20 - 40%</td>
<td>30 - 60%</td>
<td>10 - 30%</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>T5</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>10 - 30%</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
<td>VARIABLE</td>
</tr>
<tr>
<td>T6</td>
<td>40 - 80%</td>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>
TABLE SR2: SPRAWL TYPES - CONVENTIONAL SUBURBAN DEVELOPMENT (CSD)

This table provides descriptions of the character of each Sprawl Type in a manner similar to the descriptions of the T-zones in the SmartCode. The essential difference is that each urban T-zone represents a range of building types in a complex habitat, while each Sprawl Type is a single-use agglomeration, usually a monoculture of a single building type.

The T-1 Natural and T-2 Rural Zone are the same as in the SmartCode Transect, but the T-2 Rural is dubbed S-2 Rural within the G-5 Sector, as in some cases these lands are held speculatively near the encroaching edge of conventional suburban development (CSD).
### TABLE SR2: Sprawl Types

This table provides descriptions of the character of each Sprawl Type.

<table>
<thead>
<tr>
<th>Sprawl Type</th>
<th>General Character</th>
<th>Building Placement</th>
<th>Frontage Types</th>
<th>Typical Building Height</th>
<th>Type of Civic Space</th>
<th>Type of Thoroughfare</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1 Natural Zone</td>
<td>Natural landscape with some agricultural use</td>
<td>Collector and Arterial Streets, beltways</td>
<td>Parking lot, Green</td>
<td>1-to-2-story</td>
<td>Parks, Greenways</td>
<td>Local and Collector Streets</td>
</tr>
<tr>
<td>T-2/S-2 Rural</td>
<td>Primarily agricultural, but may include woodlands, wetlands, other natural features and scattered buildings (farms, barns, sheds, silos)</td>
<td>Collector and Arterial Streets, private drives, beltways</td>
<td>Parking lot, atrium</td>
<td>1-to-multistory</td>
<td>Parks, Greenways</td>
<td>Local and Collector Streets</td>
</tr>
<tr>
<td>S-3 Rural Subdivisions</td>
<td>Naturalistic planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl</td>
<td>Collector and Arterial Streets, beltways</td>
<td>Parking lot, atrium</td>
<td>1-to-multistory</td>
<td>Parks, Greenways</td>
<td>Local and Collector Streets</td>
</tr>
<tr>
<td>S-4 Single Family Subdivisions</td>
<td>Dendritic street network, cul-de-sac and collector roads, Snouts/hoods and Dingbats, occasional pedestrian activity, lack of block structure</td>
<td>Collector and Arterial Streets</td>
<td>Parking lot, disconnected greens</td>
<td>1-story</td>
<td>Parking lot</td>
<td>Local and Collector Streets</td>
</tr>
<tr>
<td>S-5 Multifamily Subdivisions</td>
<td>Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, “train wreck” character</td>
<td>Collector and Arterial Streets</td>
<td>Parking lot, disconnected greens</td>
<td>1-to-3-story</td>
<td>Parking lot</td>
<td>Local and Collector Streets</td>
</tr>
<tr>
<td>S-6 Shopping Centers</td>
<td>Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity</td>
<td>Collector and Arterial Streets</td>
<td>Parking lot, disconnected greens</td>
<td>1-to-multistory</td>
<td>Parking lot</td>
<td>Collector and Arterial Streets</td>
</tr>
<tr>
<td>S-7 Business Parks and Suburban Campuses</td>
<td>Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street</td>
<td>Collector and Arterial Streets</td>
<td>Parking lot, Green, atrium</td>
<td>Parking lot</td>
<td>Collector and Arterial Streets, private drives</td>
<td></td>
</tr>
<tr>
<td>S-8 Malls</td>
<td>Large structures surrounded by parking, near Arterials &amp; interchanges</td>
<td>Collector and Arterial Streets, private drives</td>
<td>Parking lot</td>
<td>1-to-3-story</td>
<td>Parking lot</td>
<td>Collector and Arterial Streets, private drives</td>
</tr>
<tr>
<td>S-9 Edge Cities</td>
<td>Close to Arterials and highway interchanges, pedestrian unfriendly, limited connectivity, high density/intensity, high rise development</td>
<td>Collector and Arterial Streets, private drives</td>
<td>Parking lot</td>
<td>1-to-multistory</td>
<td>Parking lot</td>
<td>Collector and Arterial Streets, private drives</td>
</tr>
</tbody>
</table>

**Footnotes:**
- S-1 Natural Zone: Natural landscape with some agricultural use.
- S-2 Rural: Primarily agricultural, but may include woodlands, wetlands, other natural features and scattered buildings (farms, barns, sheds, silos).
- S-3 Rural Subdivisions: Naturalistic planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl.
- S-4 Single Family Subdivisions: Dendritic street network, cul-de-sac and collector roads, Snouts/hoods and Dingbats, occasional pedestrian activity, lack of block structure.
- S-5 Multifamily Subdivisions: Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, “train wreck” character.
- S-6 Shopping Centers: Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity.
- S-7 Business Parks and Suburban Campuses: Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street.
- S-8 Malls: Large structures surrounded by parking, near Arterials & interchanges.
- S-9 Edge Cities: Close to Arterials and highway interchanges, pedestrian unfriendly, limited connectivity, high density/intensity, high rise development.
TABLE SR3: SPRAWL TYPES REPAIRED TO COMMUNITY UNITS / WALKABLE PLACE TYPES

The Sprawl Types cannot be repaired in isolation as separate elements, but always in the context of Community Units/Walkable Place Types (WPTs). Single-use and typologically monocultural areas need to be balanced by other required types and uses in order to form the full range of T-zones appropriate to Community Units/WPTs.

The translations on this table are not necessarily one-to-one correspondences. They indicate the Transect Zones that either help complete the Sprawl Type or would (along with the Sprawl Type) comprise the Community Units/WPTs listed at right, depending on scale. For the form of Community Units, see Article 2, Article 3 and Article 4. For the form of Transect Zone elements, see Article 5.
### Table SR3: Sprawl Types Repaired

This table provides descriptions of the necessary tools to repair the Sprawl Types into Community Units/Walkable Place Types.

<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>
</tr>
</thead>
<tbody>
<tr>
<td>S-3 Rural Subdivisions</td>
<td>5%</td>
<td>10-30</td>
<td>10-40</td>
<td></td>
<td></td>
<td></td>
<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>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Concentrate infrastructure</td>
<td>• Packaging Sewer Service within 1/4 square mile</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Create a rural Green</td>
<td>• Hamlet growing into a village</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Introduce Live-Works, farmers market</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-4 Single Family Subdivisions</td>
<td>No Minimum</td>
<td>10-30</td>
<td>30-60</td>
<td>10-30</td>
<td></td>
<td></td>
<td>• Introduce new building types and Retail/Office/Lodging/Civic uses</td>
<td>• Higher Density; additions; Outbuildings; permitting By Right</td>
<td>TND</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>• Connect Thoroughfares</td>
<td>• Infrastructure incentives</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Repair Thoroughfares; add pedestrian and bike Paths</td>
<td>• Transit potential</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Define and make usable Open and Civic Space</td>
<td>• Neighborhood/Town Square</td>
<td></td>
</tr>
<tr>
<td>S-5 Multi Family Subdivisions</td>
<td>No Minimum</td>
<td>10-30</td>
<td>30-60</td>
<td>10-30</td>
<td></td>
<td></td>
<td>• Introduce new building types and Retail/Office/Lodging/Civic uses</td>
<td>• Additional development potential; permitting By Right; TIFs; CDBG</td>
<td>RCD / TND</td>
</tr>
<tr>
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<td></td>
<td>• Connect Thoroughfares</td>
<td>• Incentives for infrastructure</td>
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<td></td>
<td></td>
<td>• Rationalize parking; add garages</td>
<td>• Incentives for garages</td>
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<td></td>
<td>• Repair Thoroughfares; add pedestrian and bike Paths</td>
<td>• Transit potential</td>
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<td></td>
<td></td>
<td></td>
<td>• Define and make usable Open and Civic Space</td>
<td>• Community gathering places</td>
<td></td>
</tr>
<tr>
<td>S-6 Shopping Centers &amp; Strips</td>
<td>No Minimum</td>
<td>10-30</td>
<td>10-30</td>
<td>40-80</td>
<td></td>
<td></td>
<td>• Introduce new building types and Residential/Office/Lodging/Civic uses</td>
<td>• Additional development potential; permitting By Right; TIFs; CDBG</td>
<td>RCD</td>
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<td>• Connect Thoroughfares</td>
<td>• Infrastructure incentives</td>
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<td>• Rationalize parking; add garages</td>
<td>• Incentives for infrastructure</td>
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<td>• Incentives for garages</td>
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<td>• Define and make usable Open and Civic Space</td>
<td>• Transit potential</td>
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<td></td>
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<td>• Rationalize parking; add garages</td>
<td>• Community gathering places</td>
<td></td>
</tr>
<tr>
<td>S-7 Business Parks &amp; Sub. Campuses</td>
<td>No Minimum</td>
<td>10-30</td>
<td>10-30</td>
<td>40-80</td>
<td></td>
<td></td>
<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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<td>• Connect Thoroughfares</td>
<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>• Transit potential</td>
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<td></td>
<td></td>
<td>• Rationalize parking; add garages</td>
<td>• Community gathering places</td>
<td></td>
</tr>
<tr>
<td>S-8 Malls</td>
<td>No Minimum</td>
<td>10-30</td>
<td>10-30</td>
<td>40-80</td>
<td></td>
<td></td>
<td>• Introduce new building types and Residential/Office/Lodging/Civic uses</td>
<td>• Additional development potential; permitting By Right; TIFs; CDBG</td>
<td>RCD</td>
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<td>• Connect Thoroughfares</td>
<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>• Transit potential</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• Rationalize parking; add garages</td>
<td>• Community gathering places</td>
<td></td>
</tr>
<tr>
<td>S-9 Edge Cities</td>
<td>No Minimum</td>
<td>10-30</td>
<td>10-30</td>
<td>40-80</td>
<td></td>
<td></td>
<td>• Introduce new building types and Residential/Office/Lodging/Civic uses</td>
<td>• Additional development potential; permitting By Right; TIFs; CDBG</td>
<td>RCD</td>
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<td>• Connect Thoroughfares</td>
<td>• Incentives for infrastructure</td>
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<td></td>
<td></td>
<td>• Rationalize parking; add garages</td>
<td>• Incentives for garages</td>
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<td></td>
<td></td>
<td></td>
<td>• Repair Thoroughfares; resolve complicated interchanges and intersections into urban types</td>
<td>• Transit potential</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Define and make usable Open and Civic Space</td>
<td>• Community gathering places</td>
<td></td>
</tr>
</tbody>
</table>
The repair of thoroughfares is a necessary step in the overall retrofit strategy. The post-war suburban system of thoroughfares is simplistic and dendritic, covering a very limited and over-engineered palette of types. These include: the Highway, the Arterial, the Collector, the Local and the Cul-de-sac.

Table SR4 shows typical techniques for retrofitting basic suburban thoroughfare types designed only for fast and efficient movement of cars and maximum capacity, into Complete Streets of multi-modal use, achieving public spaces of specific character.

The shown vehicular lane and parking assemblies are illustrative only. Existing suburban thoroughfares need to be repaired and calibrated locally according to the principles of context sensitive design. (See the ITE/CNU Manual.)

In addition, their public frontages should be assembled along the Transect continuum and according to the needs of local communities. The limited range of suburban types will be expanded to a full assortment of Complete Streets, from very rural types to very urban ones. For Vehicular Lane Dimensions and Target Speeds, see Table 3A & Table 3B. For Public Frontages and Thoroughfare Assemblies, see Table 4A, Table 4B and Module Tables 4C. For recommendations with regard to bicycle accommodations, see the Bicycle SmartCode Module.
### TABLE SR4: Thoroughfare Types Repaired

This table provides descriptions of the necessary tools to repair the Sprawl Thoroughfare Types into Complete Streets.

<table>
<thead>
<tr>
<th>SPRAWL TYPES</th>
<th>TECHNIQUES</th>
<th>COMPLETE STREETS</th>
</tr>
</thead>
</table>
| FREEWAY      | - 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 | T2 | T3 |
|             |            | T4 | T5 |
| ARTERIAL    | - Reduce Curb Radii  
- Reduce lane widths  
- Introduce Access Lanes  
- Introduce parallel parking  
- Introduce medians  
- Introduce transit  
- Introduce separated bikeways  
- Assemble Public Frontages according to T-zones | T4 | T5 | T6 |
| COLLECTOR   | - Reduce number of lanes  
- Reduce Curb Radii  
- Reduce lane width  
- Introduce parallel or diagonal parking  
- Introduce medians  
- Assemble Public Frontages according to T-zones | T4 | T5 |
| LOCAL       | - Reduce Curb Radii  
- Reduce lane widths  
- Introduce parallel parking  
- Eliminate turning lane  
- Assemble Public Frontages according to T-zones | T3 | T4 |
|            |            | T5 |
| CUL-DE-SAC | - Introduce a green Civic Space  
- Introduce pedestrian and bicycle Paths  
- Introduce new Thoroughfare connections where possible  
- Assemble Public Frontages according to T-zones | T3 | T4 |
TABLE SR5: SPRAWL INTERSECTION TYPES REPAIRED TO COMPLETE INTERSECTIONS

The repair of suburban intersections will be effective when combined with the simultaneous repair of the corresponding thoroughfares. The goal is to liberate substantial areas of real estate, which currently are misallocated to the single function of handling fast-moving vehicular traffic. In a varied urban environment, intersections can become important landmark opportunities as well as traffic calming devices. Without stopping the flow of traffic, a variety of devices can be used to slow it down, which will be beneficial to pedestrians and bicyclists and even to drivers and their passengers, as car accidents will be reduced. Such devices include traffic circles, roundabouts, change of paving, tightened geometries, and so forth.

Table SR5 shows typical techniques for retrofitting basic suburban intersection types, designed only for fast and efficient movement of cars and maximum capacity, into Complete Intersections of multi-modal use, achieving public spaces of specific character. The shown vehicular lane and parking assemblies are illustrative only. Existing suburban intersections should be repaired and calibrated locally according to the principles of context sensitive design. In addition, the public frontages should be assembled along the Transect continuum and according to the needs of local communities. The limited range of suburban types will be expanded to the full assortment of Complete Intersections, from very rural types to very urban ones.
### TABLE SR5: Sprawl Intersection Types

This table provides descriptions of the necessary tools to repair the Sprawl Intersection Types into Complete Intersections.

<table>
<thead>
<tr>
<th>SPRAWL TYPES</th>
<th>TECHNIQUES</th>
<th>COMPLETE INTERSECTIONS</th>
</tr>
</thead>
</table>
| **FREeway**   | • Replace Cloverleaf with a Parkway Roundabout or Urban Intersection  
                • Reduce Curb Radii  
                • Reduce lane widths  
                • Assemble Public Frontages according to T-zones | **BOULEVARD**  
|               |  **T4** **T5** | **PARKWAY ROUNDABOUT** **T5** **T6** |
| **ARterial**  | • Replace conventional suburban intersection with Urban Intersection  
                • Reduce lane widths  
                • Introduce Access Lanes  
                • Introduce medians  
                • Introduce parallel parking  
                • Introduce transit  
                • Assemble Public Frontages according to T-zones | **BOULEVARD AVENUE**  
|               |  **T4** **T5** | **BOULEVARD WITH TRANSIT** **T5** **T6** |
| **COLLection**| • Reduce number of lanes  
                • Reduce Curb Radii  
                • Introduce a median  
                • Introduce parallel parking  
                • Assemble Public Frontages according to T-zones | **AVENUE COMMERCIAL STREET**  
|               |  **T4** **T5** | **AVENUE COMMERCIAL STREET** **T5** **T6** |
| **LOCAL**     | • Reduce Curb Radii  
                • Reduce lane widths  
                • Introduce parallel parking  
                • Assemble Public Frontages according to T-zones | **ROAD STREET**  
|               |  **T3** **T4** | **STREET** **T4** **T5** |
TABLE SR6: SPRAWL BUILDING TYPES REPAIRED INTO NEIGHBORHOOD BUILDING TYPES
The repair of Sprawl Building Types shows techniques for transforming smaller single-use areas and even single structures to prepare them to become part of a future urban fabric within the Transect context. Some building types lend themselves to repair and retrofit, while others are very difficult to modify or not worth the expense; those may require either masking with liners or selective demolition.

Repair strategies shown in Table SR6 include: the transformation of the ubiquitous McMansions into senior housing, student housing, or apartments; small scale infill for individual homeowners using their oversized front and back yards for expansions, family-run businesses or rental outbuildings; drive-through building retrofit; gas station reversal; liner buildings of parking lots and structures; conversion of parking garages into lofts or office buildings; big box redevelopment into recycling centers; infill of a religious institution’s parking lot with senior housing, and others.

To allow some of the retrofitted types in the T-3 Zone, calibrators must change Table 10 General Function and Table 12 Specific Use, and possibly Table 9 Building Disposition. Alternatively, the area may be zoned T-4, but setbacks, lot widths, frontage buildout, etc. may have to be adjusted on Table 14 and Table 15B. A sub-zone should also be considered.
TABLE SR6: Sprawl Building Types Repaired. This table provides descriptions of the necessary tools to repair the Sprawl Building Types into Neighborhood Building Types.

<table>
<thead>
<tr>
<th>SPRAWL BUILDING TYPES</th>
<th>TECHNIQUES</th>
<th>REPAIRED BUILDING TYPES</th>
</tr>
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</table>
| MCMANSION             | • Subdivide mansion into multiple bedrooms  
                              • Design a common living/dining/entertainment area  
                              • Subdivide mansion into three or more flats  
                              • Organize parking behind the building | T3 T4 | T3 T4 |
| FRONT-LOADED HOUSE    | • Subdivide the Lot into a duplex  
                              • Add to the house in the front Setback, creating Live-Work, garage, family room, bedroom, etc. | T3 T4 | T3 T4 |
| DRIVE-THRU            | • Add liners in front of building to create a main street  
                              • Keep drive-thru  
                              • Replace buildings with perimeter block | T4 T5 | T5 T6 |
| GAS STATION           | • Keep gas station and pumps and build a corner store at the intersection  
                              • Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection | T4 | T4 T5 |
TABLE SR6 (CONTINUED):
SPRAWL BUILDING TYPES REPAIRED
INTO COMMUNITY BUILDING TYPES
(See previous page)
**TABLE SR6 (Continued): Sprawl Building Types Repaired.** This table provides descriptions of the necessary tools to repair the Sprawl Building Types into Neighborhood Building Types.

<table>
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<tr>
<th>SPRAWL TYPES</th>
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</table>
| PARKING GARAGE | ➢ Wrap the garage with a Liner Building  
➢ Convert the garage into lofts or Offices  
➢ Create a street  
➢ Reorganize parking; create on-street parking | T5 T6          |
| STRIP CENTER   | ➢ Convert the strip center into a recycling center  
➢ Convert the building into Offices with incubator businesses in the front | T4 T5          |
| BIG BOX        | ➢ Create a main street terminating on building  
➢ Convert building into Civic, Office, industrial  
➢ Add lined or underground garages along the main street | T5 T6          |
| RELIGIOUS BUILDING | ➢ Infill the parking lot in front of religious building with Senior Courtyard Housing  
➢ Create a main street with incubator businesses terminating on building | T4 T5          |