10. REDEVELOPMENT

The main opportunities for redevelopment of land exist with existing commercial properties. The main highways into the County, such as Route 29 North and Route 250 East have been developed primarily as “strip” commercial centers. Parking lots, service stations, fast food restaurants, shopping centers, motels, and offices are all laid out for easy automobile access. Buildings are separated from the street by parking lots. For now, these properties may be providing sufficient services for the community. In the future, though, they may be able to provide even greater services or residential uses in areas served by utilities, road, and pedestrian infrastructure.

The Neighborhood Model suggests ways to redevelop properties to achieve greater densities and create better mixed-use environments.

Ten ways to redevelop properties to create mixed-use neighborhoods and obtain higher densities in existing development are suggested below and illustrated in Figures 6:92 through 6:99.

1. Change the facade
2. Add upper level apartments or offices
3. Modify the parking lot to make streets
4. Add sidewalks and street trees
5. Add curbside parking
6. Orient the buildings to the newly created streets
7. Add green space
8. Add a bus stop or transfer station
9. Add a parking garage
10. Provide a community meeting place

In the photo-simulation to the left, a vacant retail strip center facing a vast parking lot is transformed into a vibrant mixed-use environment in a two-stage redevelopment process.

On the following pages, photos and drawings show how two redeveloped sites transform underused areas into vital mixed-use Centers.
In another example shown in Figures 6:100 and 6:101, the Eastover Shopping Center in Prince Georges County, Maryland, was proposed for a redevelopment with new streets that allow for connections to existing residential neighborhoods and newly restored wetlands. Coupled with infill atop some of the parking, these changes allow the shopping center to become more of a neighborhood Center. The provision of a bus transfer station, a village green and a community hall, in addition to a mix of housing and offices above newly constructed commercial blocks all contribute to the vitality of the redeveloped site. These features help integrate the shopping center into the larger neighborhood.
Mashpee Commons (Figures 6:105 through 6:107), in Cape Code, Massachusetts, is on the site of and incorporates an abandoned K-Mart. In Mountain View, California (Figures 6:103 through 6:104) a shopping mall was demolished to create small-lot single-family homes, apartments, townhouses, and a retail center.

Intensification and redevelopment must be balanced with a strong sensitivity to protecting existing neighborhoods and recognition that additional development is not appropriate in every setting. Protecting existing neighborhoods, though, does not necessarily mean separating them physically from other uses. Rather, the scale of redevelopment and the nature of uses should appropriately transition to adjacent neighborhoods.
The Neighborhood Model: Building Block for the Development Areas

Design Approaches

Figure 6:108 Existing site plan of the “Crossings” in Mountain View, California showing the location of the failed shopping mall.

Figure 6:109 Site plan for the redevelopment of the “Crossings” An 18 acre site with small single family homes and townhouses. 5% of the homes are moderately priced as per developer agreement. Densities range from 21 to 40 units per acre.

Figure 6:110 View of 1st of the single family homes completed.