



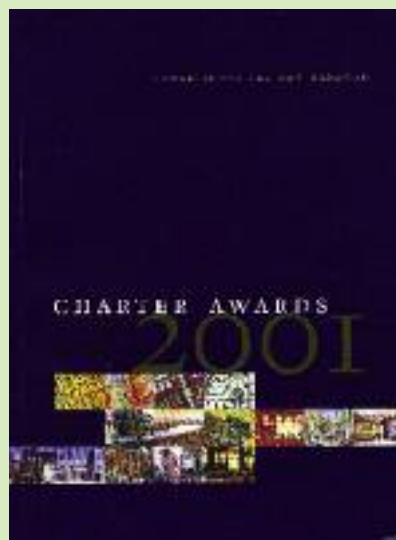
TENTH ANNIVERSARY  
CONGRESS FOR THE NEW URBANISM

# CHARTER AWARDS 2010 CNU



This year's Charter Awards provide reassuring evidence that these principles are widely understood and serving as the foundation for excellent work...The scope of the projects that received awards demonstrates that the New Urbanism goes well beyond any front porch and picket fence stereotypes.

Jonathan Barnett, Jury Chair 2002



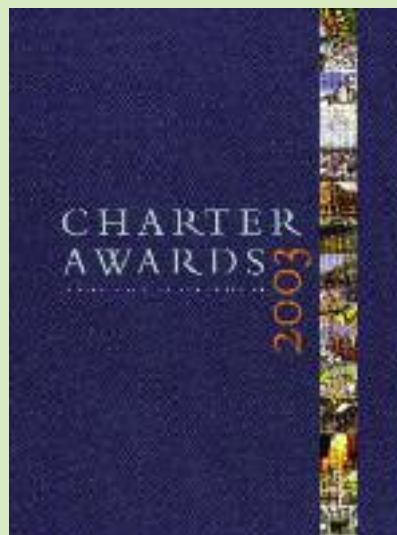
It is with great pleasure that we present the results of the first CNU Charter Awards Program...The diversity of architectural design approaches demonstrates that it is possible to seamlessly link new development to its surroundings in many ways.

Ray Gindroz, Jury Chair 2001

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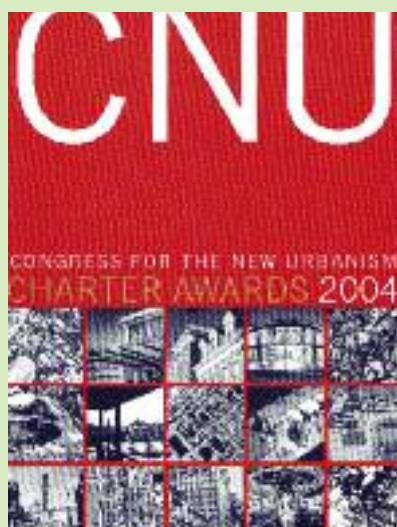
# CHARTER AWARDS 2010 CNU

Administered by the Congress for the New Urbanism, the Charter Awards program rewards the best work of the new era of placemaking. Each year CNU convenes a jury of the highest caliber to review submissions and select winning entries that best embody and advance the principles of the Charter of the New Urbanism.



The impression the jury took away from immersion in this remarkable body of collective achievement is that of New Urbanism as a grand work-in-progress. The accomplishments are huge, the challenges are vast; there is so much left to do that we look forward to next year...with highest anticipation.

Daniel Solomon, Jury Chair 2003



Our goal was not only to select projects that exemplify the Charter principles but to advance those principles by selecting projects demonstrating new strategies and impressive ambitions from which there is much to learn...All winning projects promise to structurally improve their contexts well beyond their borders.

Ellen Dunham-Jones, Jury Chair 2004



As New Urbanism first gained influence, its initial successes were largely at the neighborhood level... (where) contributions were and are enormous. This year's winners have taken the wisdom contained in the Charter principles and delivered a body of work that raises the bar at all scales.

John Francis Torti, Jury Chair 2005



**JACKY GRIMSHAW**, Vice-President of Policy, Center for Neighborhood Technology, Chicago, Illinois; **ELIZABETH MOULE**, Principal, Moule Polyzoïdes Architects & Urbanists, Pasadena, California; **PAUL MURRAIN**, Urban Designer and INTBAU Visiting Professor at the University of Greenwich, London, England; **JOE DISTEFANO**, Principal, Calthorpe Associates, Berkeley, California; **MAGGIE CONNOR**, Principal, Urban Design Associates, Pittsburgh, Pennsylvania; **VINCE GRAHAM**, JURY CHAIR, Founder, I'On Group, Charleston, South Carolina; **DANA BEACH**, Executive Director, Coastal Conservation League, Charleston, South Carolina

**2010 MARKS THE TENTH YEAR OF THE CHARTER AWARDS.** I had the honor of chairing a jury which included CNU Founders and current board members, veterans of past juries, and young designers new to the task. Members ably represented the community of competence which is the Congress for the New Urbanism. Bringing holistic knowledge and a passion for excellence, we met through a winter tempest in Charleston to review just under 100 projects. Submittals were down from recent years, but what we lacked in quantity was more than made up for in quality and sophistication. As he had done in previous years, Steve Filmanowicz patiently shepherded us through the process. This time with the assistance of Logan Nash. The jury and the CNU owes a debt of gratitude to these men.

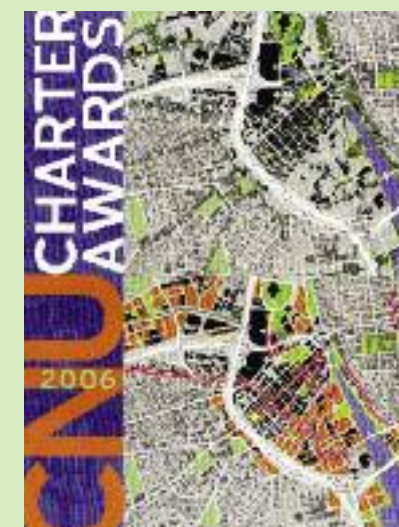
Where would our imaginations be without the inspiration of the Acropolis, Trafalgar Square, or Piazza San Marco? Could we have advanced so rapidly if unable to experience the human scale of a Charleston, Santa Fe, or even the favorite main street of a small town? These questions came to mind when reflecting upon the process of selecting this year's Charter Award winners. Ten years have gone by since Calthorpe Associates' was recognized for a visionary regional plan for Envision Utah; and Torti Gallas accepted a Charter Award for the innovative design of the Flaghouse Courts Hope VI revitalization in Baltimore. A decade of celebrating excellence in 21 countries across the planet. Brilliant work reflected through the quality of effort that provides new inspiration for each of us and for the greater world in which we live.

This year's jury members combined the humility derived from full knowledge of what is required to achieve such excellence with an impatient expectation for the continuous innovation exemplified by a nine-year line of previous Charter Award recipients. We were not disappointed.

You don't have to tell the grass to grow, but it sure helps to clear away the rock. The CNU has worked to identify errors and unmask the dehumanizing and denaturing attacks on our cities and countryside. But ours is more than a diagnostic approach, and perhaps therein lies a lesson for our friends in the medical industry. As we clear obstacles to human kind's innate ability to create community, we continue on a pilgrimage to raise a standard for a more beautiful, livable, and healthy civilization. What is considered impossible becomes possible. And what is possible becomes reality.

And thus, on behalf of a proud Congress, our jury presents the following selections for the 2010 Charter Award recipients. State of the art exemplars to learn from and build upon.

Vincent Graham, Jury Chair, 2010



In light of (peak-oil) concerns, the jury passionately debated whether high-rise structures should be shunned for their energy-intensive construction and for...isolating their inhabitants in vertical cul-de-sacs, or should be welcomed as containers that efficiently house large numbers of pedestrians and transit users.

Dhiru Thadani, Jury Chair 2006

The process of carefully examining all entries and discussing them in depth also revealed what project types were rare or missing from the submitted materials: Regional-scale initiatives, complex district plans, large-scale landscape projects, and most importantly, projects expressed in an inspiring architecture.

Stefanos Polyzoïdes, Jury Chair 2007



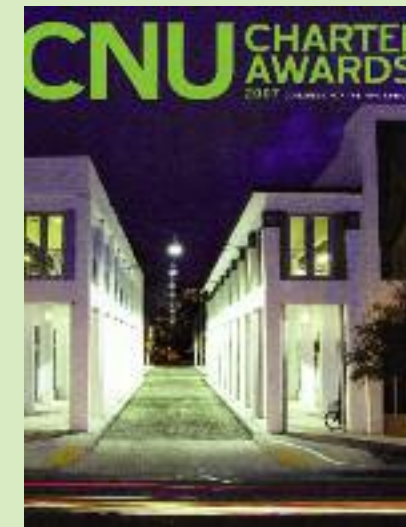
Given the growing alertness to global climate change, our incipient post-peak-oil era, and the turbulent economic times, we expanded our judging criteria, seeking...glimpses of a more sensible future, looking to the Charter but also to the Canons of Sustainable Architecture and Urbanism for guidance.

Victor Dover, Jury Chair 2009



Being a transit-oriented development was not enough. Being green was not enough. Such simplification trivializes the complexity of urbanism. Remember, New Urbanism is still about making the entire human community and this can only be achieved through the hard work of detail.

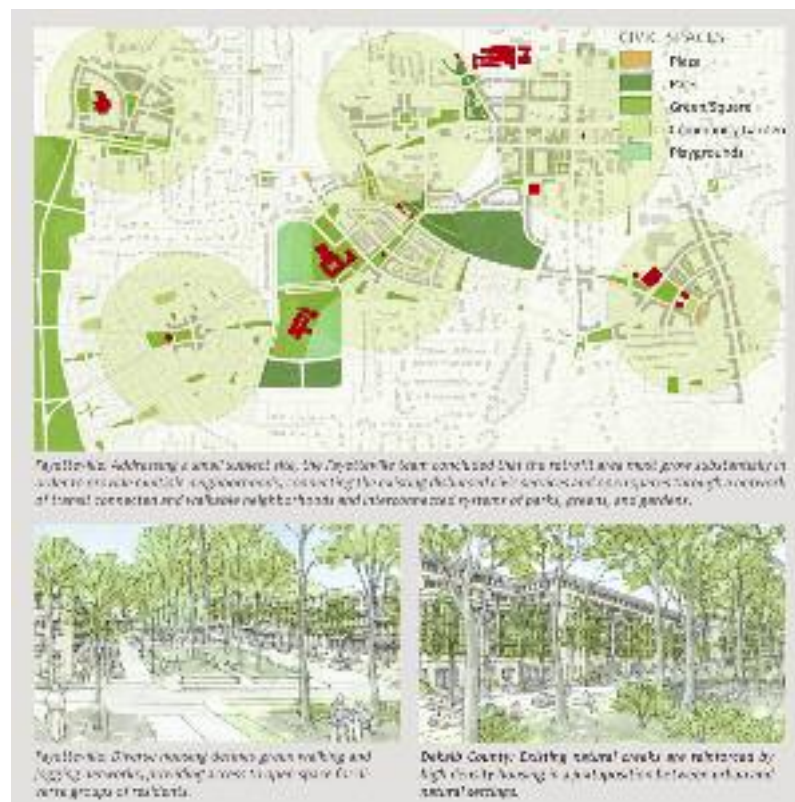
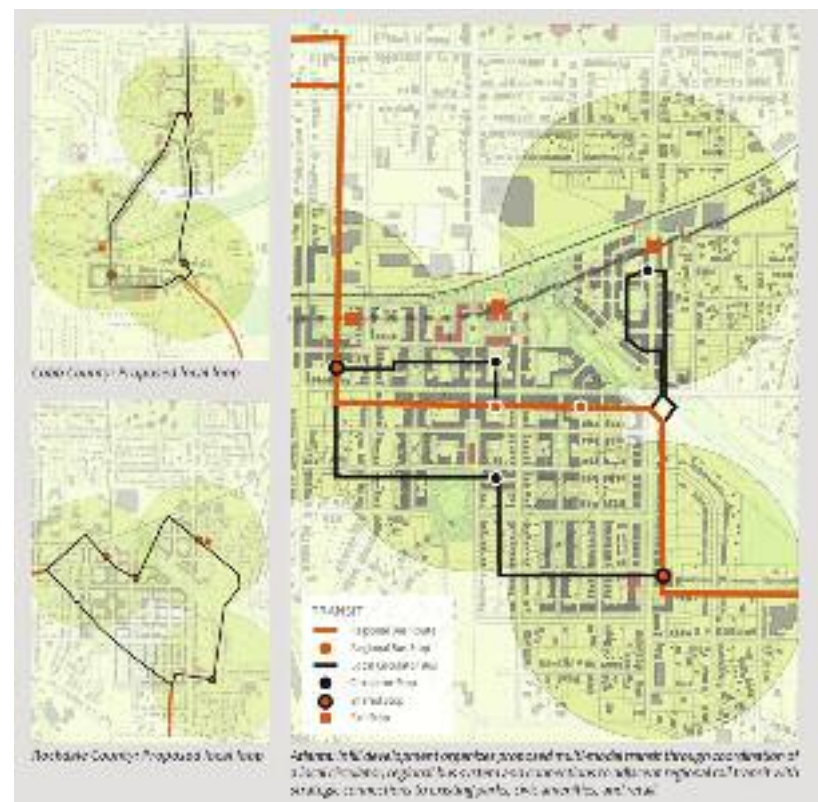
Andrés Duany, Jury Chair 2008



# LIFELONG COMMUNITIES: RETROFITTING SUBURBIA FOR SENIORS

ATLANTA, GEORGIA

**SITE:** Five sites of varying size throughout the Atlanta region. **PROGRAM:** Site-specific community retrofits that explore how to make suburban areas more livable for seniors. Planning process was based around charrettes that brought together planners, community members, and interdisciplinary experts on aging.



One of the most overlooked problems with conventional suburban planning is that it leaves many seniors stranded in their homes, isolated from daily amenities and their neighborhood communities. As health professionals increasingly emphasize the negative effects of auto-centric lifestyle on all individuals, seniors are particularly at risk. This toolbox of strategies for retrofitting suburbia, rigorously applied to five sites in the Atlanta region, recognizes this growing issue as well as the solutions that New Urbanism and the Charter offer for living well at all ages.

In commissioning this study, the Atlanta Regional Commission recognized that senior care has to extend beyond healthcare innovations and social-service programs. They turned to a team led by Duany Plater-Zyberk and Company to examine built solutions in consultation with organizations such as the Centers for Disease Control and Prevention, the Center for Healthy Aging, and Concrete Change. Instead of sequestering the elderly away in age-segregated retirement communities, these proposals map out a vision for urban spaces that accommodate seniors' needs while remaining integrated into the social and economic activity of the wider community.

With sponsors including AARP and the Environmental Protection Agency, DPZ carried out a series of charrettes focused on sites in Atlanta, Cobb County, Rockdale County, DeKalb County, and Fayetteville. These events brought community members together with experts in a diverse array of fields. They examined how these suburban sites, all part of an automobile-dependent landscape deeply familiar to baby boomers, could be transformed, step-by-step, to better accommodate this population's shifting needs. Jurors liked how the strategy that emerged was broken down into eight guiding considerations, ranging from connectivity and pedestrian/transit access to regulatory reform. "These eight strategies are some of the clearest I've seen in just how you would drill in and deal with these [suburban] deficiencies," said jury member Joe DiStefano.

The team's work carefully yet collaboratively applies the principles of the Charter and the Canons, paying close attention to the requirements of elderly populations. As familiar as they are among new urbanist tenets, street connectivity, transit access, and integrated retail become increasingly potent sources of

personal mobility for seniors, who often don't or prefer not to drive. While seeking to avoid disorienting relocations of seniors to unfamiliar settings, the guide doesn't shrink from the fact that these automobile-oriented sites will require significant revamping in order to achieve sufficient street connectivity, residential density and other urban characteristics to deliver core benefits for seniors, such as lively meeting places and nearby retail offerings that meet daily needs. So implementation sequences for each site reach dramatic transformations via a set of procedures that are as minimally invasive as possible.

The plan's strategies align to remedy the negative effects of conventional suburban development on the senior population. Instead of isolated, age-segregated retirement communities, this guide emphasizes community diversity and social interaction. The spaces, parks, and retail settings created by these retrofits are welcoming and useful to all members of the community, preventing seniors from becoming isolated from friends and family in the wider population. Dwelling type diversity is also encouraged, ensuring that neighborhoods contain a diverse population of ages and that accommodations catering to seniors of varying needs are available.

An increase in walkable density at the core of neighborhoods allows for corresponding parklands and public spaces, which run as greenways through some sites. It's one of many ways submitters prioritize healthy living at any age. Neighborhood and senior-specific amenities located within walking or transit distance also help to create an environment with ample opportunity for exercise, activity, and recreation.

The charrettes and the strategies that emerged from them have resonated within their local communities. Each of the various municipalities is proceeding in some way with the vision that was outlined. Yet in a larger way, this process of consultation, identification of needs, and adaptation is an exemplar for suburban retrofits across the country. More and more governmental and non-governmental organizations are recognizing the solutions that urbanism offers in meeting the needs of specific populations while yielding benefits for all age groups and communities.

# SOUTHLANDS: AGRICULTURAL URBANISM

TSAWWASSEN, BRITISH COLUMBIA

**SITE:** 536 acres of agricultural land between City of Tsawwassen and the Town of Boundary Bay in British Columbia. **PROGRAM:** A town extension that integrates food production into every transect zone. Plan seeks to create urbanism that facilitates rather than disrupts natural and agricultural processes.



Why does urban growth have to come at the expense of agricultural production? This visionary and detailed plan for an urban extension in Tsawwassen, British Columbia challenges this conventional assertion. Instead of giving up a large area of low-yield farmland to suburban development—or restricting development completely, as some local conservationists campaign for—this master plan by Duany Plater-Zyberk & Company for the land's owner Century Holdings proposes developing the site in a careful way that enhances rather than destroys its productive capacity. The result is an agriculture-oriented community that actually triples the productive capacity of the site while preserving rural land and providing good urbanism for a city where a limited supply of housing is driving up costs.

Located at the edge of Metro Vancouver near the United States border, the city of Tsawwassen is dominated by expensive large-lot, single-family housing. It lies on the west side of small peninsula with the underutilized farmland of the project site adjoining to the east. This proposal, although it only develops one third of the site's land, connects Tsawwassen with the Town of Boundary Bay on the other side of the peninsula while providing needed housing diversity and local employment for both towns.

However, the main focus of Agricultural Urbanism is to create a community where agricultural production is integrated into the neighborhood and regional culture. The proposal accomplishes this by creating food production spaces in every transect zone represented at Southlands. Tractor farms dominate the rural fringe while community gardens and yard farms characterize the middle zones. Even the densest blocks get in on the act with window boxes and rooftop or balcony gardens. With agricultural space woven throughout the community, every dwelling is expected to contribute to food production in some way (either directly or through payments to a property owners association fund supporting agricultural production).

To achieve this intensification of agricultural activity on low-yield land, the site had to be treated in a careful manner. The plan extends drainage

ditches that run across the farmland to make a larger network for natural storm water collection and purification. To reduce the need for heavy paving, multiple blocks are sometimes joined together with non-vehicular mid-block connections lending flexibility to the street grid. The "corrugated edge" of the built area allows for maximum social and economic interaction between the denser neighborhoods and the surrounding agrarian farms.

The plan proposes a market square to serve as an economic center for local agricultural activity. This would also be a site for value-added agricultural services such as bakeries and canneries, where less-than-perfect produce can be transformed into a stable commodity. The market square would be a ten-minute walk from anywhere in the built-up area and would incorporate essential urban attributes: ground-floor retail, live-work units, and community facilities such as an agricultural extension to a local university campus.

Because of this emphasis on community agriculture, the resulting development is sustainable in a radical way. Food is produced locally, reducing the energy expended on transportation costs and increasing community supervision over growing practices and animal treatment. Furthermore, a natural water filtration system, community composting, and the creation of more on-site employment (counteracting the existing average 47-minute car commute to downtown Vancouver) make this project an exemplar of environmentally and socially responsible community building.

Through its detailed, transect-based approach, Southlands: Agricultural Urbanism advances the practices of New Urbanism in responding to today's needs. As juror Paul Murrain said, "We are all worried about food; we are all worried about urban edge. We all talk about it and we all write books about it, but to attempt to turn it into something that is operational and systematized and organized is an incredibly sophisticated and complex thing to do."

**Design Team:** Duany Plater Zyberk and Company, LLC, Bill Dennis Town Design, Urban Proportions, Inc, New Urban Guild, Whole Town Solutions **Client:** Century Group  
**Client Team:** Counterpoint Communications, Ekistics Town Planning, Foxtrot Farms, Holland Barrs Planning, The Hulpert Group, Kwantlen Polytechnic Institute for Sustainable Horticulture, and MVH Urban Planning

# SOUTHEAST LEE COUNTY PLAN FOR CONSERVATION AND DEVELOPMENT

LEE COUNTY, FLORIDA

**SITE:** An environmentally and agriculturally valuable 130-square-mile region outside Fort Myers, Florida that is under pressure from potentially disruptive development. **PROGRAM:** An innovative collaboration with the county government that uses transferable development rights to focus growth into urban villages and control mining impacts, allowing agricultural and wetland areas to remain regional assets.



In 1990, a special designation was applied to most of southeast Lee County Florida—an economically and environmentally sensitive 130-acre area of high-yield farming and lucrative limestone mining, existing alongside endangered Florida panther habitat, wetland ecosystems, and public water wells that supply much of the region. But this “density-reduction” strategy relied on large-lot residential zoning and instead left the area vulnerable to sprawling growth of the nearby Fort Myers urban area.

By the mid 2000s, a long-term plan was needed to ensure the continued viability of these regional assets, especially considering the increasing pressure to develop the site. Dover Kohl & Partners was brought in by the county to organize a series of charrettes that would establish a sustainable strategy. These meetings benefitted from the involvement of local government officials, landowners, and individuals from Fort Myers who depend on water obtained from the site. DKP took the resulting 11 guiding principles, which emphasized careful and limited development of the land, and applied them to this comprehensive and innovative plan.

The core premise of the plan is concentrating potentially disruptive activities such as mining and urban development so that local agriculture can continue and the area’s habitats and water flow-ways remain connected or are reconnected as a system. Based on findings from a comprehensive hydrology study (that made innovative use of historical aerial photos to locate pre-irrigation-era wetlands), mining sites and natural restoration areas were carefully chosen in order to maximize this connectivity. This vision made possible through a creative application of transferable development rights (TDR), through which landowners can cluster their development rights into compact urban villages on their land, transfer them to larger villages on the boundary of the site, or shift them to infill sites in the Fort Myers urban area. Rights are multiplied if landowners choose the second or third options and there are further incentives for returning agricultural land along water flow-way systems to

a natural state. Each transfer means a minimum of 10 acres of farmland is protected. For instance, a 440 acre new community requires 3,500 acres of preserved land.

Importantly, Dover Kohl and its team took great care in working with the local community to design and code the villages that the TDR program will create. The county agreed to supply each site with appropriate transit access, and every village has a form-based code that emphasizes the interaction between a dense core and its agricultural surroundings. Because landowners expressed interest in community-supported agriculture, DKP worked with them to develop a plan to integrate farming into the villages through community plots, rooftop gardens, and contact with the agricultural fringe. Each planned community is ready for LEED-ND certification once built.

Equally in tune with social and economic needs as environmental ones, this plan also brings much needed urbanism to an existing sprawl community called Lehigh Acres, a neighboring bedroom community that lacks any retail or civic space and has become a nationally known example of foreclosure-related problems in isolated “drive-til-you-qualify” communities. The new planned villages with the highest priority within the TDR program are located adjacent to Lehigh Acres and would provide this struggling area with necessary services such as shopping, transit, and community space. Thus, DKP’s plan not only prevents sprawl from infringing on a valuable natural and rural site, it also helps re-center and revitalize a struggling auto-centric community.

The Southeast Lee County Plan for Conservation and Development has been adopted and is already protecting this treasured regional resource. One TDR village, a 500-unit mixed-use development called Daniel’s Parkway, is currently underway and has preserved 6,000 acres of farmland and wetlands on the site. This plan illustrates the remarkable accomplishments that flower when local government, urbanist practitioners, and agricultural and environmental interests work together with a vision guided by the Charter.

**Town Planning:** Dover, Kohl & Partners **Planning:** Spikowski Planning Associates **Legal Services:** Berger Singerman **Water Modeling:** SDI Environmental Services, Inc. and DHI Water and Environment, Inc. **Environmentalist:** Daniel Cary **Engineers:** David Douglas Associates, Inc. **Transportation Planning:** Hall Planning and Engineering, Inc. **Ecologist:** Keving L. Erwin Consulting Ecologist, Inc.

# STATE CENTER

BALTIMORE, MARYLAND

**SITE:** A 62-acre office development in urban Baltimore that was transformed from a mixed-use neighborhood into an inhospitable autoscapes. **PROGRAM:** Return a mix of uses to the site by filling in parking lots, adaptively reusing modernist slabs, and restoring the pedestrian-scaled street grid. Refocuses area around transit by upgrading and celebrating existing on-site Metro and light-rail stations.



When a historic mixed-use neighborhood in Baltimore was cleared in the 1960s for a gleaming new state office complex on expansive superblocks, architects of the day were impressed enough with this vision of a renewed, suburbanized city that they selected it for a top state honor. But the ensuing decades were not so kind to this collection of surface parking lots, monolithic state office towers, and elevated walkways that allow workers to avoid what turned out to be inhospitable streets and public spaces. Despite a number of situational advantages, including an urban core location, a large workday population, and access to both Metro and light rail public transit, the renewal plan squandered local assets to create an area that neighbors avoided and commuters hurried to escape once the workday ended.

Called in to address the planning missteps of the past, Baltimore’s Design Collective saw a prime opportunity to erase memories of windswept monotony and restore the site to its former status as a vibrant, mixed-use neighborhood. The new proposal, which is expected to take ten years and \$1.5 billion to complete, re-establishes the area’s urban fabric and tastefully brings housing and retail back to a reinvigorated site.

During the design process, Design Collective worked closely with both the current state government occupants and the local community. Neighbors wanted to ensure that the project, which features 30 percent affordable housing, would benefit the area, improving access to transit and meeting the community’s social and economic needs. This early establishment of local support allowed the plan to receive city approval in a record six months. Also, by working with the state and city in the public-private partnership, the designers were able to ensure that Charter ideals about urban form and sustainability were enshrined in the final legal agreements.

Rather than repeating the wasteful mistakes of past “urban renewal,” the plan engages in adaptive reuse of current buildings. These include the historic, pre-renewal armory, but the plan also radically reincorporates some of

the International Style structures built in the 1960s, including the central power generation facility. All of these buildings will receive extensive upgrades and additions so they better engage the public realm and achieve LEED silver sustainability ratings. Furthermore, the plan will increase street connectivity both within the project and to surrounding neighborhoods, transforming the site from its current role as an urban psychological barrier into a focal point for community activity.

Crucial to this shift is the project’s approach to transit. While the current layout meets Metro and light rail access points with unremarkable functional boxes that serve to pigeonhole transit service, this plan celebrates transit by emphasizing retail and community uses around these connections. The redesigned Metro station, for instance, anchors the site’s central public square and market, reflecting the service’s local importance. Furthermore, this building will serve as a bike depot and the centerpiece of a regional bicycle master plan. Because of the intensification of use at this transit node, ridership for Metro and light rail at these stations is expected to increase tenfold. This focus on transit assets is combined with introduction of shared parking and car sharing to reduce parking needs by more than 10,000 spaces, allowing for the site’s existing surface parking lots to be redeveloped as vibrant urban blocks.

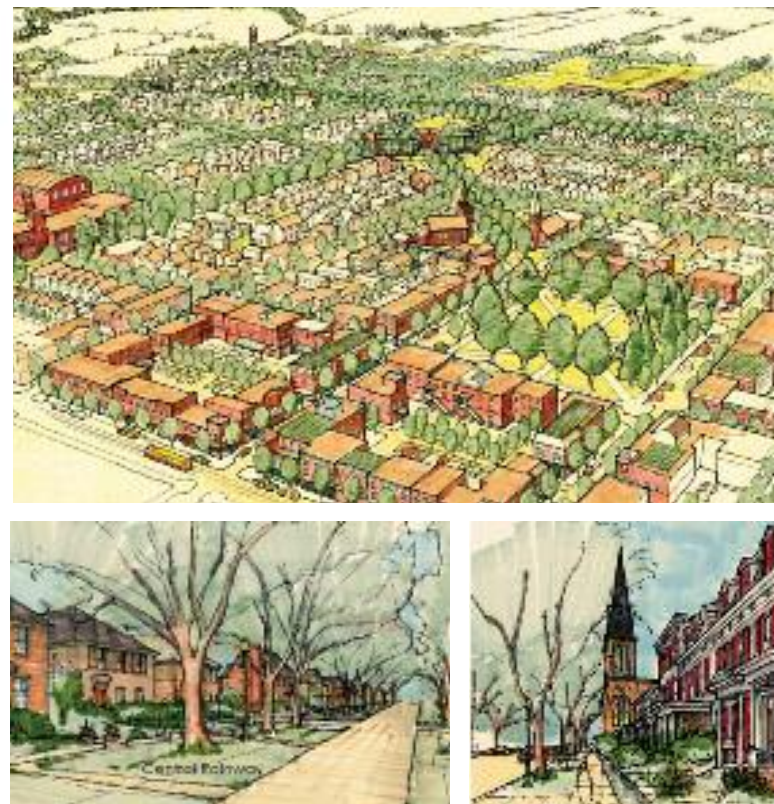
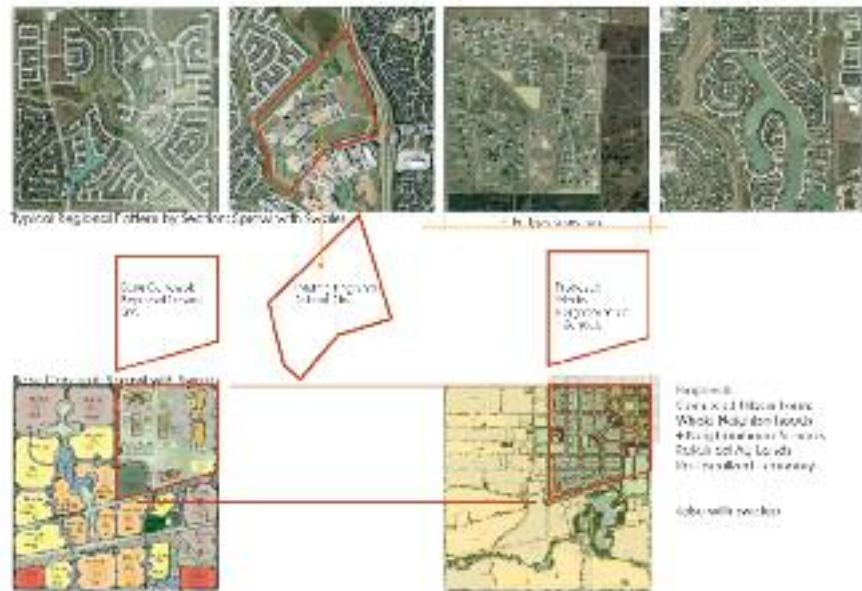
The development goal is to meet 50 percent of the project’s energy needs from renewable resources. The proposal accomplishes this by upgrading the site’s existing “central plant” and supplementing this energy with that generated from rooftop solar panels. In addition to sustainability requirements for individual structures, green street strategies will both lessen infrastructure costs and increase the efficiency of existing storm-water management systems. This proposal is a shining example of how flawed planning experiments can give way to a more enlightened new generation of renewal that reconnects with traditional urbanism models while incorporating cutting-edge retrofit and sustainability models to reinvigorate urban areas.

**Planner/Architect:** Design Collective, Inc. **Transportation Planner:** Glattig Jackson Kercher Anglin **Human Capital Consultant:** Urban Strategies, Inc. **Illustrator:** Encore Arts **Developers:** Maryland Department of Transportation, Ekistics, Linden Associates, Inc., and McCormick Baron Salazar

# SALON DES REFUSES

KATY, TEXAS

**SITE:** A 640-acre greenfield site planned to be developed as conventional sprawl with low-impact storm water drainage systems.  
**PROGRAM:** A radical counterproposal that goes beyond greenwashing to create a real urban community that meets development objectives while only consuming one quarter of the original site.



When developers in the Houston suburb of Katy, Texas held an open competition for a low-impact storm water drainage system in their planned suburban development, this is not what they were expecting. Instead of “greenwashing” the conventional, automobile-oriented base plan the developer provided—as called for in the request for proposals—Dreiling Terrones Architecture and the Crabtree Group, decided to make a point by designing an alternative urban neighborhood that is more holistically sustainable. This counter-proposal both addresses the storm water issue and supplies all the housing, retail, and civic space of the base plan. But, demonstrating the potency of good urbanism, it articulates a much more socially and environmentally sound community, using only one quarter of the original site and leaving the rest as agricultural or wilderness land.

The original plan was conventional sprawl in the extreme, and included an isolated campus for a regional high school, middle school, and elementary school. The low-impact storm water management plan that was requested might have reduced the development’s disruptive impact on the local water cycle, but it would have done nothing to curb the wasteful land use, high CO<sub>2</sub> emissions, and social desolation of this type of growth. While the submitters had no illusions of their polemical plan being adopted by the developer, they aimed to get the public thinking about what qualities make a neighborhood broadly sustainable.

While the base plan prescribes construction of only single-family homes, this proposal supplements them with a diverse array of housing types. These include flats, row houses, bungalows, granny flats, and apartments above shops. The original development plan essentially required 1200 highly similar residential customers, but the counter-proposal includes 1500 units of housing, of which no more than 200 are the same type.

Schools were a major part of the base plan, but the high school, middle school, and elementary school were all segregated from residences on a shared, automobile-oriented campus. The counter-proposal instead uses

urbanist neighborhood principles to determine school siting, and the entire proposed community actually fits into the land the base plan allocated for school facilities and parking. The elementary school, which would primarily serve only the proposed new neighborhood, is deeply integrated into the residential community. The middle school, which would draw only half its population from the neighborhood, is slightly more segregated but still very accessible. And the high school, with three quarters of its population coming from outside the plan, is integrated into the community’s downtown.

As these considerations illustrate, Dreiling Terrones and Crabtree Group paid close attention to the regional implications of their work. Although the surrounding area is characterized by sprawl, this plan anticipates retrofits that would extend the development’s urban character. The dense center is located at the northeast corner of the site, ensuring that the agricultural-urban interface with the preserved farmland to the southwest is respected while encouraging similar urban development in areas adjacent to the core.

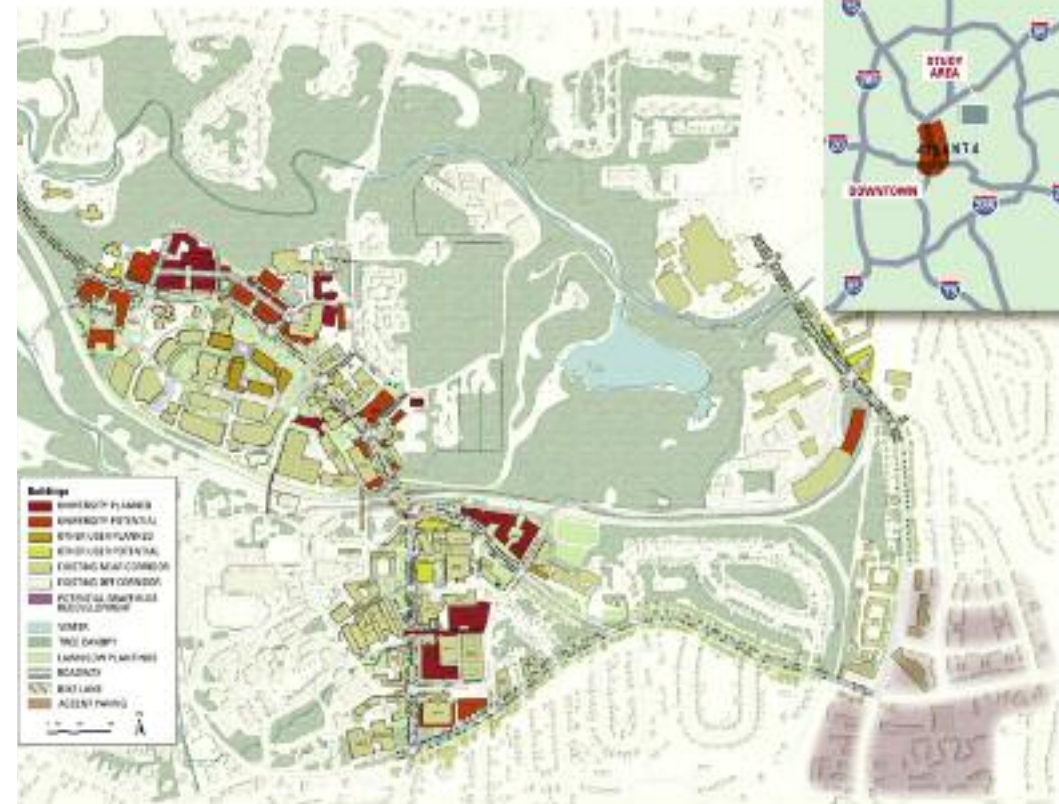
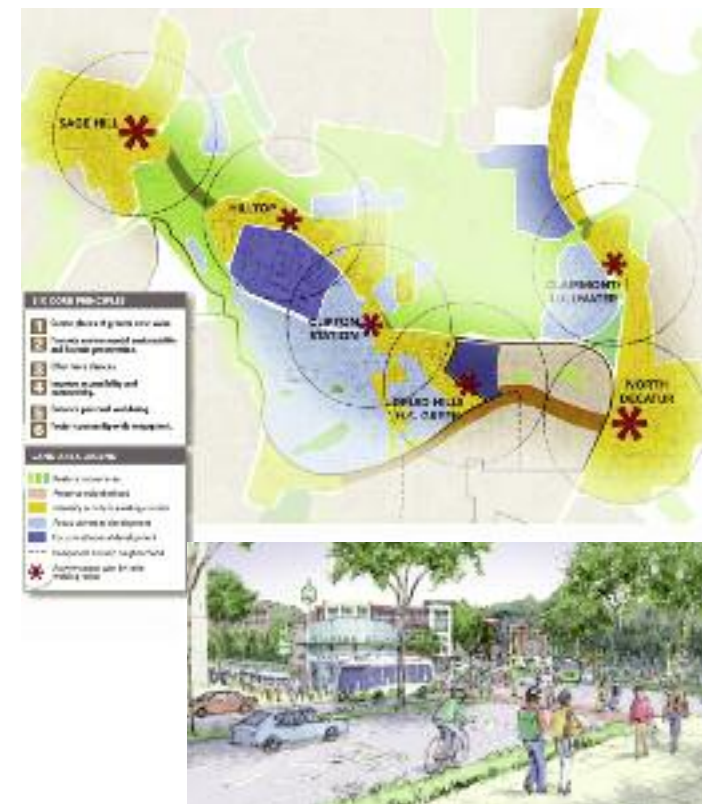
Naturally, the proposal also outlines a low-impact storm water drainage system: a task made easier by the plan’s broad-based approach to sustainability. Because only one quarter of the site is developed under this proposal, the system is much more straightforward and affordable than sprawl alternatives. Instead of underground pipes, streets are constructed with careful grading, pervious paving, and rainways in the form of gardens. Thus, complete street design becomes part of a surface drainage system that, in exceptional circumstances, flows into a constructed wetland that performs double duty as a public amenity.

Though polemical in nature, this project demonstrates the inadequacy of conventional suburban development’s narrow response to sustainability principles. In turn, it also shows the value of New Urbanism’s holistic approach. When applied in isolation, important qualities such as low-impact storm water drainage, pedestrian orientation, and neighborhood schools are far less meaningful than when used in harmony to create quality places such as this alternative vision for Katy, Texas.

# DESIGN GUIDELINES FOR EMORY UNIVERSITY’S CLIFTON COMMUNITY PARTNERSHIP

ATLANTA, GEORGIA

**SITE:** A 5-mile of road corridor located within 3 miles of Emory University’s core campus east of central Atlanta. **PROGRAM:** A planning vision that details and prescribes steps for building a walkable urban corridor in suburban Atlanta, while preserving the preservationist history in the area.



Frederick Law Olmsted’s office laid out a plan for Druid Hills, a set of neighborhoods south and west of Emory University’s campus that evoked the spirit of the City Beautiful movement. Graced by a network of parks lining streets whose curves celebrate the area’s hills and streams, the heavily wooded residential neighborhoods are highly sought-after addresses. Over the years, however, strip shopping centers and other automobile-oriented uses have stretched along adjacent arterials, leaving narrow winding streets choked with heavy traffic. The number of cars on local roads and the number of hours lost to congestion have grown even faster than the population. And that population is growing fast, with a projected 200,000 people headed to the 5-mile corridor and surrounding neighborhoods by 2025. Taking these concerns into account, the Clifton Community Partnership, a collaboration of the university, residents, civic and business leaders, and local governments, joined together to avert chaos on this corridor.

Burgeoning population, traffic, and wealth together have created a sort of perfect storm that has grown steadily since the mid-1980s. While much of the physical framework that Olmsted imagined has weathered this storm and remains visible and treasured, the quality of life he hoped to foster faces serious threats. Recognizing that clogged streets and strip shopping malls create a sense of isolation rather than community and that roughly half of those who work in the community drive to lunch regularly, rather than walk, this master plan by Goody Clancy sought to develop steps toward a refashioned corridor that gives users the freedom to choose alternative transportation and that capitalizes on the inherent benefits of the green cityscape that is so dear to local residents.

The Partnership sought to re-establish relationships between people and place by focusing on four key concepts: live locally, walk anywhere, alternative transportation, enhance vibrant neighborhoods. The community was the backbone of the design process. Sponsored by the partnership, the year-long process involved community workshops, a visioning charrette, and community meetings, among many other initiatives. Out of this process, the Goody

Clancy team developed guidelines that addressed the unique characteristics and contexts of ten distinct enhancement areas. In promoting walkability, an increase in personal choice, and the preservation of nature and neighborhoods, the partnership identified six activity centers with quarter-mile walking radii. Along with transit service, conservation areas and open lands would also be used to define and connect neighborhoods

The pedestrian hazards in the area are widespread—and jurors responded viscerally to images of lunch-bound area workers dodging fast traffic on multi-lane highways. The county has the highest pedestrian fatality rate in Georgia. The design guidelines integrate but go beyond new sidewalks, crosswalks, and pedestrian refuges, addressing the entire quality of the walking environment to invite an enhanced level of activity, thereby producing a healthier lifestyle. The plan challenged Georgia state policy that prohibited street trees and other objects within 8 feet of roadways by documenting the traffic-calming benefits of trees near curbs. New trees, planted since the plan’s completion, make walking safer and more inviting.

One of the most exciting catalyst of the partnership’s master plans is its pilot LEED-ND mixed-used project. The university and a private developer are collaborating on a 13-acre, \$230 million LEED-ND development with more than 850 housing units, up to 60,000 square feet of neighborhood-oriented retail, and a public park on a series of blocks and streets that connect isolated existing uses. The housing will be expressly designed for and marketed to area workers and students to amplify walkability.

In July 2007, DeKalb County approved the rezoning for the project, strongly supported by civic associations, residents, and local governments who had, in effect, framed its form through the urban design guidelines.

Recognizing that the challenge of remaking the sinuous, linear sprawl of corridors like Clifton is one of the steepest facing urbanists, going far beyond what’s envisioned in the more common but far-from-easy neighborhood retrofits, jurors appreciated this logical, strategic and cooperative product of experienced planners and a community-oriented “think tank.”

## A PLAÇA IN THE PYRENEES

SANT JULIÀ DE LÒRIA, ANDORRA

**SITE:** A 1.5 acre infill site in the historic Pyrenees town of Sant Julià de Lòria set to be developed with university buildings.  
**PROGRAM:** A fine-grained integration of new educational facilities, housing, and commercial services into the intimate, plaza-based urban fabric of this historic village.



As many new urbanists can attest, it can be very challenging to create good urbanism in a community that lacks a tradition of walkable, mixed-use space. Fairfax and Sammons Architects, however, faced a very different set of constraints when crafting this university expansion in the European microstate of Andorra. Drafted in reaction to a rejected plan that ran roughshod over Sant Julià de Lòria's fine-grained urban fabric, this new proposal lovingly reinforces the historic and intimate spaces that characterize the medieval sections of this town, enhancing the built environment in ways that are deeply rooted in unique knowledge of the place.

Designed to accommodate the expansion of a university, the original infill layout by a different team would have destroyed historic buildings and paid no heed to the site's natural grades or existing riverfront vistas. Andorra's Minister of Culture personally rejected this plan since the site is protected as an area of [historic] interest. He then commissioned the current proposal from Fairfax and Sammons, hoping that it would set a precedent for tasteful infill before, as he stated, "I have no culture left to minister to."

Expertly combining urban design and architecture, the new plan gives the site the attention and respect it deserves, restoring existing plazas and creating a new "Plaça Univeritat" as the anchoring point of the university buildings. Like many such spaces in European cities, these "plaças" are essentially places where narrow roads suddenly balloon into nodes of recreation and commerce. However, twentieth-century planning practices have made them more like cramped parking lots than points of community and personal activity.

Fairfax and Sammons addresses this unfortunate situation by partially or completely re-pedestrianizing the plazas and shifting parking into a carefully obscured underground garage. A dense spectrum of university, commercial, and residential uses ensures that these civic spaces remain lively at all hours

of the day. Movement paths from the garage as well as adjoining streets are structured to emphasize the centrality of the plazas and their visual connection to the area as a whole.

Indeed, by adapting existing historic buildings and ensuring that new construction uses local materials and styles, this plan naturally accentuates the town's already breathtaking beauty. Like most of the private buildings in Sant Julià de Lòria's historic core, the project's mixed-use structures are crafted in the renaissance style. Meanwhile, the new university building echoes the Baroque appearance of many Andorran public facilities. Its Romanesque tower will be clearly visible from the adjoining riverfront and main road, acting as a welcoming landmark to those entering the country through the southern border with Spain.

Special attention was also paid to the unique context of Andorra's mountainous climate. The designers decided to create low-rise buildings because, in addition to melding more seamlessly into the built environment, they maximize sunlight penetration in an area where mountains already cast significant shadows. The buildings also fit into the hilly grade of the site, and care was taken to ensure that the placement of underground parking did not obscure building facades or distort natural curves.

This plan demonstrates the extra value and attention that dedicated new urbanists bring to infill projects. As the governmental rejection of the original proposal indicates, it is not enough to build dense infill on a brownfield site. True placemaking requires careful attention to historic conditions and natural contexts, especially in a country as culturally and climactically unique as Andorra. This proposal is a clear demonstration on how these delicate features can be accentuated to create a respectful extension of existing spaces.

**Design Team:** Fairfax and Sammons Architects, P.C.

## BARRIO CAPITAL DE ANALCO

SANTA FE, NEW MEXICO

**SITE:** A 120-acre historic, urbanized area just south of downtown Santa Fe that includes the New Mexico capitol complex.  
**PROGRAM:** A meticulous retrofit that respects the city's vernacular architecture and preservationist tradition while reversing the placelessness created by suburban zoning in this area of statewide importance.



One of America's urban treasures, Santa Fe, New Mexico has taken great care to protect and cultivate its rich architectural heritage. There is a strong tradition of preservation in the area, and all new building in Santa Fe must adhere to either the traditional "pueblo" or "territorial" styles. However, students at Andrews University initiated this plan to spark a public conversation about the role of urban form in the maintenance of the city's historic character. Their proposal focuses on the city's historic capitol district to illustrate how sprawl is still an issue, even if its style has become "pueblofied." Their remedy is a retrofit that transcends sheer aesthetics to create true places of civic pride where interactions between buildings and environment are just as important as the buildings themselves.

Despite the site's civic character and proximity to downtown Santa Fe, the area is currently defined by functional monocultures typical of conventional zoning. In response to this wasted opportunity, the Andrews University students have outlined a form-based code that integrates the site's many amenities into a truly urban space. New buildings are strategically placed to act as infill around existing, awkwardly shaped suburban structures as well as in underused spaces such as surface parking lots. The plans for renewed and strengthened urban fabric include a variety of residence types as well as plazas, playgrounds, and community gardens. TOD-patterns are encouraged around the rail station, with a main commercial axis feeding into secondary live-work areas. In addition, the students paid remarkable attention to regional topography, ensuring that views of surrounding mountain ranges were emphasized along with views of the site's notable civic structures.

Special consideration was given to the area around the state capitol building, and a special "Government Campus" transect definition was created for the particular value and needs of this space. The site's many government structures are valuable public features, but are currently wasted in suburban isolation. The

plan responds by embedding these state buildings into mixed-use plazas and streets, using them whenever possible to terminate important vistas. The "Roundhouse" capitol building was given particular attention. A civic plaza replaces the building's current overgrown surroundings, and a new government annex gives further definition to this ceremonial center. Such a layout, integrated into the replanned network of public spaces, allows for better formal and informal security measures around the capitol building and emphasizes the Roundhouse's special prominence within the site and city.

And, in a marked contrast to the "decorated shed" approach often used to satisfy the city's historic façade requirements, the Andrews team examined local vernacular architecture's responses to climatic conditions and applied them to the plan's sustainable building strategies—an inspired incorporation of operating principles in the Canons of Sustainable Architecture and Urbanism. A series of best practices are demonstrated that combine traditional tools such as stormwater detention, natural ventilation, and strategic shading with green technologies including vertical-axis wind turbines, solar panels, and water-harvesting strategies. In addition, a stormwater management overlay uses topographical features and native plant landscaping to allow the street network to sustainably filter and discharge stormwater.

In developing this thoroughly-researched plan, the Andrews University students intended to open a dialogue about historic preservation and planning in Santa Fe. Their compelling vision deeply impressed jurors as a strong argument in favor a more holistic approach. It is not enough for buildings to simply mimic the style or even scale of an area's historic context. The Barrio Capital de Analco proposal illustrates the vitality and beauty that can be achieved when historic urban form and patterns of use are taken into account as well.

**Student Designers, Illustrators, and Code Callibrators** of Andrews University, School of Architecture: Mikhail Alert, Justin Barker, Richard Brace, Cynthia Dally, Ricardo Flores, Joshua Goheen, Elizabeth Henry, Isai Hernandez, Melody Johnson, Seth Myhre, Sarah Rockafellow, Justin Seibold, Leah Smith, and Ricky Timmons **Oversight Faculty:** Andrew von Maur, Paula Dronen, Daniel Acevedo

# REDEVELOPING RHODE ISLAND'S FORGOTTEN RIVERFRONTS

WESTERLY, RHODE ISLAND

**SITE:** A New England coastal town's dilapidated Main Street district along the Pawcatuck River.  
**PROGRAM:** The plan envisions a Westerly that is physically and psychologically revitalized through a reconnection to planning and architecture traditions reflecting its unique culture and still active ties to England and Italy. Without benefit of a large team, the submitter carefully details how thoughtful collections of infill buildings could structure and definition to a hollowed out townscape, creating valuable new plazas, cortiles and settings for public monuments and lessons for other struggling towns of New England.

University of Miami School of Architecture Graduate Student: Jared D. Sedam Student Advisor: Professor Oscar Machado



# WESTERN RIVERFRONT PROPOSAL

BATH, SOMERSET, UNITED KINGDOM

**SITE:** Riverfront land dominated by artillery damage and defunct industrial remnants, located within the borders of a UNESCO World Heritage city. **PROGRAM:** The project seeks to integrate new development with existing fabric, make connections to the riverfront which has been historically ignored, keep a level of density appropriate to both the scale of the project and the surrounding neighborhoods, and reintroduce well-detailed traditional residential and commercial building types as modules for development of sustainable community.

University of Notre Dame School of Architecture Individual Designers Affiliated with the University of Notre Dame School of Architecture: Danny Aijian, Kalinda Brown, Iva Dokonal, Professor Richard Economakis, Aaron Helfand, Bradford Houston, Emily Jaquay, Cindy Michel, Amanda Miller, Professor Samantha L. Salden, Aimee Sunny, and Clayton Vance Local Supporters: Bath Heritage Watchdog, The Bath Society, Bath Preservation Trust, The Salvation Army, and The Workshop of Timothy Richards in Widcomber



# ALAMEDA MARKET: A NEW SUSTAINABLE URBANISM

DENVER, COLORADO

**SITE:** A 75-acre site located a mile and a half south of Denver comprised of anchor retailers, a design center, and office spaces in a suburban context surrounded by surface parking. **PROGRAM:** This proposed retrofit builds on the historic urban grid of the City of Denver, achieving a sustainable density and a balance between the public and private realms. The submittal pays particular attention to the notion of a self-sustaining community that simultaneously reaches out to the adjacent neighborhoods and creates a sense of place.

University of Miami School of Architecture Advisors: Dr. Charles Bohl, Jaime Correa, and Stephen Nostrand Student Architects: Victor Manuel Santana III, Jeff Hall, Benyameen Ghareeb, Jared Sedam, and Warren Bane



CNU PRESIDENT AND CEO: John Norquist  
 PUBLICATION EDITOR: Stephen Filmanowicz  
 ASSISTANT EDITOR AND WRITER: Logan Nash  
 EDITORIAL ASSISTANT: Jenny Poore

DESIGN: Wolfe Design, Ltd., Pittsburgh, Pennsylvania

**THE CONGRESS FOR THE NEW URBANISM (CNU)** is the leading organization working to re-establish compact, walkable, and environmentally sustainable neighborhoods, cities, and towns. CNU's more than 3,000 members advance community-oriented principles of traditional town and city design. Their work promotes development that is walkable, provides a diverse range of housing options, encourages a rich mix of uses, and provides welcoming public spaces. In its sixteen-year history, CNU has helped shape a national conversation about the consequences of formless growth and the costs of barriers to the creation of enduring urbanism, while advancing an alternative vision for community development and regional sustainability based on the timeless principles expressed in the Charter of the New Urbanism.

# CHARTER OF THE NEW URBANISM

**WE STAND** for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

**WE RECOGNIZE** that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

**WE ADVOCATE** the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

**WE REPRESENT** a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

**WE DEDICATE** ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

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CONGRESS  
FOR THE  
NEW  
URBANISM

The Marquette Building  
140 S. Dearborn Street  
Suite 404  
Chicago, Illinois  
60603  
tel (312) 551-7300  
fax (312) 346-3323  
www.cnu.org

ISSN 1551-4757