CNU
2014 CHARTER AWARDS
The Congress for the New Urbanism (CNU) is the leading organization promoting walkable, mixed-use neighborhood development, sustainable communities and healthier living conditions. CNU asserts its voice by pushing forward policy and design reform, and by reshaping communities into dynamic places.

For 20 years, CNU has been the intellectual leader for urbanism that adds value to people’s lives.

The Charter identifies three major scales of geography for design and policy purposes. The largest scale is composed of regions. The middle scale is made up of neighborhood, districts, and corridors, and the smallest scale is composed of block, streets, and buildings.

Charter Awards are given to projects at each scale, and a special recognition is reserved for the best projects at the professional and the student levels. This year, a handful of new categories were added, including Best Urban Infill, Best Planning Tool or Process, and Best Tactical Intervention. As the preeminent global award for excellence in urban design, CNU hopes the Charter Awards will set new benchmarks and new models for urbanism worldwide.
LETTER FROM
THE JURY CHAIR

Fellow Urbanists:

The Congress for New Urbanism was founded by designers, and design has always been its heart and soul. Over the past two decades, I have watched with approval—but some instinctive gut-level disappointment—as the focus of the organization has necessarily shifted away from good design to include all of the other activities that make good design possible, instrumental, and meaningful. CNU and the world are better for it, but we designers can’t help but feel some pangs of regret that design itself has become a bit buried in the process.

For this Old Guard, the Charter Awards are the central event of the Congress, the best opportunity to see, talk, and learn design. At the first few Congresses, the awards were attended by everyone. Now, compared to the much larger crowds that CNU attracts, the Awards audience can’t help but feel small. The fact is that this moderate crowd is larger than CNU’s full early membership. We designers know that the Congress has grown so strongly, and remains great, because it has never forgotten its roots in the physical making of place.

To my mind, there is no higher professional honor a design can receive than the Charter Award. For that reason, I chose the jury with great care, and was deeply honored to see this group of influential designers and place-makers assembled on a chilly day in Chicago. My ambitious expectations were exceeded by the two days of conversations, deliberations, and noisy debate that led to the selections now before you. They rose to the top of an impressive pile; I served on a jury a decade ago, and I can say that, if the CNU’s objective was to raise the quality of urban design around the world, then the CNU is a success.

Of course, the real challenge of the day is not to improve design, but to improve its reach. Most of the world is still being built without it, in any meaningful sense. For this reason, illuminating the brilliant work celebrated in this booklet must remain only a limited part of CNU; keeping the pressure on local and national decision-makers must stay front and center. As we honor these winners in 2014, let’s all ask ourselves not just how we can design better, but how we can work politically to make it matter.

JEFF SPECK / JURY CHAIR

CHARTER AWARDS JURY

The Charter Awards jury convened in Chicago from January 24–26, 2014 to determine this year’s winners.

JURY CHAIR
Jeff Speck
Author and Urbanist,
Speck and Associates

Ronald E. Bogle
President & CEO,
American Architectural Foundation

Will Bruder, FAIA
President and Lead Design Architect,
Will Bruder Architects

Adele Chatfield-Taylor
President & CEO,
American Academy in Rome

Rob Krier
Architect and Sculptor,
KK Urbanism

Elizabeth Plater-Zyberk
Founder and Principal,
Duany Plater-Zyberk and Company

Brent Toderian
City Planner and Urbanist,
Toderian UrbanWORKS

Cristóbal Valdez
Architect and Former Planning Director,
Santo Domingo, Dominican Republic
This year, in an unusual step, the jury decided to award a tie for Grand Prize. Both projects are groundbreaking in their own way. In that case, the winner is one of the largest applications of form-based coding in the country.

Cincinnati lost 40% of its population in the years after 1950, leaving over 10,000 historic units in need of renovation in the urban core. But like many other rust belt cities, this abandonment actually creates a moment of tremendous opportunity. These urban neighborhoods already have what other cities want and are trying to build: A variety of urban housing types, including some of the best mid-rise buildings in the country; a network of neighborhood main streets ready to be revitalized; a rich, diverse, and well-built collection of historic architecture; and accessible open space networks created by the topography that weaves throughout these neighborhoods.

Opticos used the urban-to-rural transect as the organizing principle for the code. Extensive photo documentation and mapping analysis were done to calibrate the transect and ensure that it would reinforce the unique characteristics of Cincinnati’s urban neighborhoods.

“Since its inception, the New Urbanism has been distinguished by its members’ willingness to advance knowledge by sharing experience,” wrote juror Elizabeth Plater-Zyberk. “The Cincinnati code is an excellent example of that advancement in the development of the SmartCode, with particular attention paid to public process, neighborhood structure, and graphic presentation. It reinforces Cincinnati’s historic urban patterns with guidance for appropriate infill and predictable redevelopment building.”

In May of 2013, the City of Cincinnati unanimously adopted the form-based code, and in the first year two neighborhoods have already elected to use it.

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GRAND PRIZE

CATEGORY
Best Planning Tool or Process

FIRM NAME
Opticos Design

SITE
Cincinnati, Ohio

CINCINNATI CITYWIDE FORM-BASED CODE

A Landmark in Form-Based Coding

Comprehensively Documenting Form Characteristics

Extract the Urban DNA of Cincinnati
Union City is one of the farthest-flung BART stops in the San Francisco Bay Area, and one of the least developed. As part of a regional effort to focus transit-oriented development around transit stations, the city developed an ambitious plan to build a mixed-use development campus, market-rate housing, offices and live-work spaces around BART. With the housing crash of 2008, the developer and the City trimmed their efforts and focused on building an affordable housing project for families as a catalyst. David Baker Architects took that assignment and ran with it, designing a remarkable building that succeeds on virtually all levels.

“This is a masterful example of how a contemporary architectural design solution can celebrate new urbanist thinking and create a distinctive livable environment,” commented Will Bruder. “It is a mastery of proportion and scale, materials and detail.”

The project remediates a brownfield sandwiched between existing commuter and freight lines. The residential buildings frame a public playground and overlook a new landscaped plaza. The main entry court features a towering entry portal adorned by a 62-foot community-sourced mural. The development aims to become a model for sustainable affordable housing and smart growth development as well as the catalyst for a brand-new City Center.

Elements of the design troubled some jurors, but the tremendous merit of the project was undeniable. “This is a masterful example of... how a contemporary architectural design solution can celebrate new urbanist thinking and create a distinctive livable environment,” commented Will Bruder. “It is a mastery of proportion and scale, materials and detail.”

Along the arterial thoroughfare, the south elevations are lined with a double-height mixed-arcade. At the rear, a neighborhood-serving parking garage buffers the homes from the sounds of the adjacent road and provides parking for the retail and commuter needs. The flexible common room opens entirely to the courtyard, creating a large indoor-outdoor gathering space that is the heart of the development. The courtyard features allotment gardens for residents and a play area populated by whimsical concrete gorillas.
Students at the University of Maryland were tasked with reimagining the west bank of the Schuylkill River in Philadelphia as a vibrant, mixed-use neighborhood, repairing the urban fabric in the process. Amtrak’s main corridor through Philadelphia runs north-south just across the river from the area, and Historic 30th Street Station is a transit hub for Amtrak, local commuter rail, local and regional bus service, and city subway rail. Interstate 76, running along the western bank of the river, is a heavily travelled artery that passes below the ground plane of 30th Street Station. The combination of the highway, rail lines, and extensive rail yards north of the station completely cut off access to the riverfront and hinders the pedestrian experience.

With the nearby campuses of the University of Pennsylvania and Drexel University expanding, the underutilized railyard area is ripe for development. Will Bruder felt that this proposal “…was the most professionally presented ‘un-built’ work in the competition. Big ideas, a beautiful sense of livability and invention at both the large scale and the fine grain distinguished it from other entries. The students created a very rich combination of architectural form and massing and a landscape of softened pedestrian possibility for the refinement of this concept. Their plan, in its organization and depth of visual richness, is a standout example of contemporary thinking. Beautiful renderings and plans make it easy to engage the concepts.”

The design interventions respond to the following three goals: leaving the current infrastructure intact, weaving the city grid together from east to west, and creating a pedestrian green circuit and park system. To leave the current infrastructure intact, the reconstituted ground plane of the station is extended to cover the existing rail yards. This new real estate allows for building and block development as well as a new park over the rail yards. To knit this development into the context, the existing street grid of the neighborhoods to the west is extended to meet the grid from Center City. "This plan is long overdue and wonderful," exclaimed Adele Chatfield-Taylor. "Building over the rail yards and providing mixed-use properly-scaled development to engulf and support this important transit hub will set the stage for new neighborhoods and provide pedestrian access to all aspects of this district.”
In Karlstad, Sweden, a large block overlooking the main square was gutted by a fire. Redevelopment in this historic town center required cultural sensitivity and innovative thinking. Architects Brunnberg & Forshed were tasked with designing a commercial/residential complex that could bring new intrigue to the city center while still respecting its place within it. Over the past decade, the Mitt-i-City (roughly, “middle of city”) mall has flourished as a staple of Karlstad’s downtown district and, despite its proximity to many historical landmarks, feels in keeping with the overall character of its environment.

Karlstad’s streets have run along an historic gridiron plan dating back to the 19th century. Contemporary developments in the area have ignored the historic form and challenged the unity of scale. Perhaps due to their bland exteriors, many of these new businesses have faltered and the streets are less lively than before.

By blending modern elements in the first-story retail spaces with the charming and classical styles reflected in the residential floors, Brunnberg & Forshed brought forth a design concept that holds appeal for a wide variety of people, whether they’re potential residents or afternoon shoppers. The block’s rich visual interest and pedestrian-friendly layout make it clear that concern for livability was put into every form and function of the space. With a healthy number of people interacting in the public spaces and an underground parking structure, now everyone can feel more at ease walking throughout the square.

Brunnberg & Forshed’s plan for Karlstad’s stora torget (main square) excited the jury with its “extroverted small scale shops and restaurants framing and enlivening the streets,” remembered juror Brent Toderian. “The most attractive thing about this very clever and well-resolved block design,” Toderian observes, “is how easily it can be copied!” This unique plan should serve as inspiration for city planners everywhere looking to create compact mixed-use blocks that invite visitors to explore and residents to stay.

Paul Laurence Dunbar High School in Washington, D.C. has the distinction of being America’s first public high school for African-Americans. Intended as a haven for students from a beleaguered community, it is now a bustling hub of activity. Perkins Eastman, the architects responsible for the renovation of the building, have created a modern facility that respects the history of the building while providing a new state-of-the-art educational environment.

Perkins Eastman turned the old inwardly-focused design outward, engaging the historically neglected surrounding neighborhoods with a modern and user-friendly campus. What had been a drab, cookie-cutter campus is now a vibrant community hub. The school was designed to be a place where students can learn, socialize, and engage with the community. The new campus design also responds to a street that was “megablocked out of existence,” said Jeff Speck, opening up a site for needed affordable housing. The new street connects to the existing historic network of streets and sidewalks and greatly enhances mobility in the neighborhood with two-way traffic and sidewalks.

Though metaphorically built on history, the new Dunbar also strives for innovation. Designed with LEED Platinum certification in mind (the designation had not been finalized as of this writing), it includes a geothermal system, a 482 kW photovoltaic array, two 20,000-gallon cisterns, enhanced acoustics, low VOC materials, and underground parking. During the day, natural light provides much of the needed illumination. Broad steps provide a place for the school community to gather before and after school and suggest a scale of civic importance and seriousness of purpose.

CNU has been vocal in the call for reforming guidelines that recommend minimum acreage for high school campuses. These guidelines have pushed schools out of dense downtowns and out into greenfields away from where students actually live.

Dunbar High School is a perfect example of what is possible on just 8.5 acres of land.

“Most importantly,” says Speck, “it is a spook, part of our nation’s capital & together the lives of all those who use it, a population that for too long has been deprived of noble civic facilities in which to learn and teach.”

**STORA TORGET**

**DUNBAR HIGH SCHOOL**

Historic High School Opens Up to the Community

**SITE**

**SITE**

**FIRM NAME**

**FIRM NAME**

**CATEGORY**

**CATEGORY**

**AWARD**

**AWARD**

**Best Block**

**Best Building - Civic**

**Brunnberg & Forshed Arkitekter AB**

**Perkins Eastman**

**Karlstad, Sweden**

**Washington, DC**

**STORA TORGET**

A Unique Shopping Center Completes a Corner

**DUNBAR HIGH SCHOOL**

Historic High School Opens Up to the Community

**SITE**

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**Washington, DC**
CURRIDABAT
A Costa Rican City Adopts New Urbanism

Developing countries are experiencing urbanization at such a faster rate than cities in North America, and funds for planning efforts are generally scarce. On the outskirts of the Costa Rican capital San José, however, in a town called Curridabat, Mayor Edgar Mora Altamirano and the local government have become unusually engaged in rethinking and creating community. The result is a forward-thinking initiative to harness sprawl and revitalize lackluster urbanization in a growing community that desperately needs it.

“With exceptional graphic clarity,” Elizabeth Plater-Zyberk believes, “it reinforces neighborhood structure and provides a flexibility of uses.” Thanks to skilled designers, a clear, implementable code, and a truly capable client, this plan is getting built, and well.” Speck praises. Brent Toderian notes “the impressive, real-life success of the initial phases of actual design and construction” as a main factor in the jury’s selection.

CURRIDABAT MASTER PLAN
A Costa Rican City Adopts New Urbanism

COLUMBIA PIKE INITIATIVE
A Toll Road Goes Mixed-Use, Overcomes Strip Malls

“It is very easy to photograph a forsaken street and see a carpet of traffic, put in some transit, and add livable buildings and trees,” wrote Jeff Speck, increasing the problems of unsustainable corridor studies. “So far, there have been scattered 1st, 2nd, and 3rd acts against congestion, then, since they tend to raise false hopes.” Times Arlington County.”

Initially built 200 years ago as a toll road connecting Washington, D.C. to Virginia, the Columbia Pike of today serves as a direct route to the Pentagon and other capital landmarks. Until recently, the land along this Arlington thoroughfare was understood as a result of stifling zoning regulations and aging single-story strip malls. In the world of New Urbanism, this tract of such an historic community deserved better. In 2002 (the other in 2011), that the renovations can be maintained and educated the local planning department so or boulevards, with expanded sidewalks were widened, and lighting was executed that, for a time, I argued against commissioning them, since they tend to raise false hopes. Times Arlington County.”

The first of two successful public charrettes was held in 2002 (then in 2011), that garnered widespread support from the community and catalyzed the development of an efficient and innovative Form-Based Code for the communities of the Columbia Pike. For the first time in forty years, mixed-use developments were built, colorado town, and lighting was installed for pedestrian and bicycle-friendly purposes. “Thanks to skilled designers, a clear, implementable code, and a truly capable client, this plan is getting built, and well.” Speck praises. Brent Toderian notes “the impressive, real-life success of the initial phases of actual design and construction” as a main factor in the jury’s selection.

Affordability can be a struggle when uncovering commuters, especially ones so close to major cities. With over 6,000 units planned to be priced within 45%-90% of the area’s median income and plenty of those committed to remaining affordable in the coming decades, there is no doubt that density has remained high throughout the implementation of these updates.

The Columbia Pike Initiative was one of the first and largest instances of applying Form-Based Code to such an historic community in the country, and efforts are continuously being made to move Arlington toward a more walkable, harmonious future. Jeff Speck is one of many looking forward to the coming changes. “I have to be wrong, but I’m glad to see that these efforts can bear such tasty fruit.”

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SOUTHWEST WATERFRONT
Expanding Upward Along a Forgotten Waterfront

Part of Pierre L’Enfant’s original plan for the Capitol, Washington, DC’s Southwest Waterfront has seen better days. At the beginning of the 20th century, it had a thriving commercial corridor and a multi-ethnic community. Urban renewal that well-intended but destructive force, swept through the neighborhood in the 1950s and propelled it further into decline. Since the early 2000s, the Waterfront has seen some glimmers or revival, but they have been slow in coming.

Which brings us to today. A major undertaking is underway to redevelop the waterfront into a world-class destination, and Perkins Eastman has delivered an impressive plan to lead the way. This $2 billion waterfront development is to be certified LEED-ND Gold, and all buildings are planned to achieve a minimum LEED Silver. It comprises 27 land acres and 24 water acres, and will be completed in three phases. All necessary approvals are complete and the first phase encompasses 1.5 million square feet of development, including a program of office, retail, residential, hotel, and workforce housing.

The mix of uses will include 1,350 residential units, 377 hotel rooms, 900,000 square feet of Class A office, 325,000 square feet of restaurant and retail and 5,000-person theatre for live music and cultural events. The theatre forms a cultural anchor along with an adjacent public theater, a municipal fish market, and church distributed on the site. The storm-water experience has been choreographed to support the connections of future daily activities all within an accessible walking-distance. The housing types and program has a range of options including over 355 units of affordable/100 units workforce housing.

One of the central lessons Perkins Eastman took away from creating the Southwest Waterfront plan was that it needed to be a place, not a project. They set about creating a series of varied places and a focus on activating the ground level, knowing that that approach would be critical to the vitality of the neighborhood.

The proposed vertical scale at 6 stories plus and the interesting ground plan pedestrian movement that approach would be critical to the vitality of the neighborhood.

SUNDANCE SQUARE
Cow Town Builds a Vibrant, Urban Center

Alongside its neighbors, Dallas and Atlanta, the city of Fort Worth represents a part of the largest metropolitan area in the south. With roughly six million residents within an hour of downtown, the design of Fort Worth’s city center was in need of an update from its industrial, 1980s-style. Charter Awards juror Will Bruder provides one cause for optimism, “The predictable elevations and renderings provided appear not to live up to the project potentials. This project needs to strive for the authenticity, livability and destination magnetism of contemporary Rotterdam, London or Melbourne.”

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“Texans are human after all.”

In an interesting approach to market research, the master planners decided to advertise not-yet-designed residential buildings in the central district – and when telephone started ringing off the hook, it was evident that there was more interest in urban living will always be viable. Though many southerners are drawn to the idea of vast, private land, this guerrilla opportunity has been extended and made free on nights, weekends, and holidays. Black, windowless facades were reworked into friendly structures that no longer turn their backs on the public. A performing arts center and library were constructed with grand, modern details in order to engage the community with its architecture. Art galleries and open public spaces also serve to encourage visitors and residents alike to stick around after hours and experience all that Fort Worth has to offer.

One of the most important criteria for the reorganizations of Fort Worth was to utilize dominant potential for nightlife and transform it into a competitive space for retail, dining, and entertainment. In order to meet these goals, street parking was extended and made free on nights, weekends, and holidays. Black, windowless facades were reworked into friendly structures that no longer turn their backs on the public. A performing arts center and library were constructed with grand, modern details in order to engage the community with its architecture. Art galleries and open public spaces also serve to encourage visitors and residents alike to stick around after hours and experience all that Fort Worth has to offer.

Over the course of the last couple decades, David M. Schwarz Architecture and the local government have collaborated to transform downtown Fort Worth from a gritty series of parking garages into a warm, inviting public space deserving of the name “Sundance Square.” Hopefully, these positive changes will continue to convince others of what Jeff Speck has already noticed – that “Towns are human after all.”
**WESTLAWN GARDENS**

Transforming Barracks Housing into a True Neighborhood

Westlawn is a neighborhood on Milwaukee’s northwest side that was originally developed in the 1950s and has steadily provided affordable housing. Referred to as “barracks housing,” these houses were inefficient, undersized for many families in need, and encouraged the feelings of isolation that kept communities worldwide in states of poverty and segregation. The homes also suffered from outdated water and waste systems that led to skyrocketing utility costs and basement flooding.

Together with the local government, Torti Gallas spearheaded an initiative to turn the area around. With the help of the largest low-income tax credit award in Wisconsin history, the firm has already completed 250 new homes of varied styles and types in the neighborhood. They’ve also installed storm water strategies that reflect the local community’s wishes. The Charter Principles…transforming a dilapidated neighborhood into a healthy and sustainable community.

Jeff Speck, “something of greater economy and character.”

All developments for the Milwaukee Revitalization Project meet LEED for Home Platinum Certification requirements, as well as a LEED for Neighborhood Development Silver rating. The new plan employs innovative storm water strategies and a 30,000 square foot community garden.

And perhaps most notably, the project reflects the local community’s wishes. An inclusive stakeholder workshop and subsequent public meetings helped refine the vision into a consensus based plan that residents were proud of.

In Brent Toderian’s opinion, “what set this example apart from others with an initially good idea was the way the proponents marketed it as an initially negative response from the City in very clear and constructive ways. This project proves that, if done right, starting small is an effective way to gain the attention necessary for real change, and will be looked back on as a transformative moment in perception, approach and relationship.”

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**TACTICAL URBANISM HAMILTON**

Energy and Effort Bring About Local Change

With a population of one-half a million, Hamilton is the third largest metropolitan area in Ontario and the ninth largest in Canada. However, in a recent attempt to remedy an ever-thinning ring of pedestrian and cyclist deaths, two dedicated groups joined forces with members of the community to translate awareness by turning small.

Recognizing that small steps can have in increasing public safety, Street Plans Collaborative teamed up with The Hamilton-Burlington Society of Architects to host a workshop on the potential for tactical urbanism in Hamilton, arising at highlighting municipal inaction and inspiring solutions to become involved in neighborhood improvement. The workshop was an educational way to superficially bypass government red tape and reduce the amount of control that automobiles hold over people in the area.

The notion was simple: two weeks, four thousand dollars, and five intersections in desperate need of intervention. While each of these projects achieved notable success, CNU specifically recognizes the plan for the intersection of Locke and Herkimer Streets, and how its execution opened active community to maximize awareness by bypassing government red tape and reducing the amount of control that automobiles hold over people in the area.

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The notion was simple: two weeks, four thousand dollars, and five intersections in desperate need of intervention. While each of these projects achieved notable success, CNU specifically recognizes the plan for the intersection of Locke and Herkimer Streets, and how its execution opened active community to maximize awareness by bypassing government red tape and reducing the amount of control that automobiles hold over people in the area.
Sandwiched between a major research university and a network of diverse neighborhoods, Kendall Square is an underutilized cluster of office space intended to meet the demand for high-tech jobs in Cambridge, Massachusetts. As has been the case for many medium-sized towns, the tech boom in Cambridge led to the rapid development of stark single-use facilities, isolating residents from their city’s core and inspiring locals to conclude that height and density are diminishing in their community.

In their ambitious urban infill plan, Goody Clancy seeks to reconnect the 200 acres of Kendall Square that were initially allotted for urban renewal in the 1960s. As it sits, the square contains 10 million square feet of research space with limited housing, retail, or green public spaces. Over the past ten years, the project would open up 4 million square feet of research space, making it available for mixed-income housing, retail, cultural and public use. With 75% of growth planned within a five-minute walk of transit and housing development, it exudes a sense of place through the innovative sense of place through the innovative design.

The Kendall Square design seeks to tackle the anonymous character that the neighborhood currently exudes, and to turn it into a place that manages to embrace its technological side on a more livable, walkable human scale. “From its current disparate and disconnected reality,” Bruder says, “the proposal would create a memorable destination, a place that manages to embrace the urban and the technological, while also encouraging the creation of spaces that are more livable, walkable human scale.”

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The project proposes a hierarchy of interaction, prioritizing street-level space. In their ambitious urban infill plan, Goody Clancy seeks to reconnect the 200 acres of Kendall Square that were initially allotted for urban renewal in the 1960s. As it sits, the square contains 10 million square feet of research space with limited housing, retail, or green public spaces. Over the past ten years, the project would open up 4 million square feet of research space, making it available for mixed-income housing, retail, cultural and public use. With 75% of growth planned within a five-minute walk of transit and housing development, it exudes a sense of place through the innovative design.

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MARKET SQUARE PLACE
A Neglected Downtown with Good Bones

As street level, pedestrians experience a variety of distinct microzones as it in post-adolescences. A new parking structure allows one car per resident.

Situated in the original center of civic life—the site of the city’s first courthouses and market—the block became a symbol of downtown neglect in the latter part of the 20th century. Its mixed use has resulted from the alignment of historic preservation and sustainability to generate economic reform of the early 1980s, Xiamen became the economic growth engine during its 3.5 million inhabitants. As most developed cities in China, the struggle to create prosperous new communities in Xiamen without isolating the supply of land as an ever-present battle, especially for a concentrated population on an island.

Heart of Lake aspire to park nearly 1,700 residential units onto 25 acres, proportionately dispersed among high-rise, mid-rise, and low-rise complexes, as well as townhouses and villas. The jury expressed concerns about the site’s anxiousness of a “private” community, but the wide range of housing types and price levels seeks to counteract that concern.

Jane Elizabeth Platz- Zyberk noted that Heart of Lake “was designed with artificial skill, producing a beautiful project that offers to regional, historical architecture and garden design.” Environmental responsibility is central to the plan; the wealth of landscaped public parks are arranged in a linear sequence from the beach to the harbor and encompass the entire community. Natural light is maximized for all living spaces and gardens by staggering the south sides to the east side of the site, providing long afternoon shadows. The neighborhood is built adjacent to an esteemed urban transport network, which currently provides bus service and will in future provide train service.

One of the most unique features of the plan is its waterfront park, which will regimentally align seven acres, providing a vast and aesthetically pleasing edge to the community and a commons for all of its grid-oriented streets. Another interesting element is its sequential approach to underground parking and decongestion of residential roads. Vehicle traffic coming into the city will proceed on bridges andiscended ramps into underground parking, complex that will service the project’s needs.

In order to do that, architects Marc Brétman and Nada Brétman Jakov set four goals:

• Turn the monotony of the repetition of housing models into more personalized homes.
• Change the orientation of the streets away from the city and out to the city.
• Insert a new type of cultural and educational buildings.
• Create a new hierarchy to public space: parks, streets, streets, and ponds.

HEART OF LAKE
An Elegant, Thoughtful Community Rises in China

Straddling its site of a 16th-century community being built from the ground-up in the temperate climate of Xiamen, China. Of the three “Special Economic Zones” opened to foreign investment and trade during China’s economic reforms of the early 1980s, Xiamen boasts this socioeconomic dynamic growing its 3.5 million inhabitants. As with most developed cities in China, the strugle to create prosperous new communities in Xiamen without isolating the supply of land as an ever-present battle, especially for a concentrated population on an island.

The buildings share a common vocabulary, and meet the project’s needs. The new design seeks to create a harmonious blend between the two.

Ministry of Housing and Urban-Rural Development, which is in charge of urban development and rural-urban relations, said an increase of social housing is needed to meet the needs of low-income families to improve their living conditions.

The new design is a breath of fresh air for the industrial-era town. The reconfiguration of the site successfully integrates new housing by replacing insubstantial buildings with modern units in adaptable areas, inserting new cross-steel into the overly linear historic blocks. “ vis. Elizabeth Platz-Zyberk about the project. “A nature of housing types with a range of income levels, market rate and lower income subsidized housing, adds to the complexity and success of this project.”

Since beginning the project, 500 new houses and 410 new apartments have been built. The Ministry is defining itself within this district and away from the industrial past. In 2012, the city was designated a UNESCO World Heritage site.

“THE jury admired the ambition and complexity of this project, the balance of selective preservation and new infill,” concluded Platz-Zyberk.

FAYETTEVILLE 2030:
FOOD CITY SCENARIO
New Ideas for a “Food Insecure” Community

Despite being one of America’s leading food-producing states, parts of Arkansas suffer from abnormally high hunger rates, with nearly 29% of children deemed “food insecure” compared to the national average of 14%. Refusing to accept such a dismal statistic, the University of Arkansas Community Design Center launched a unique project called “Food City” which seeks to build food sustainability for the future in the growing town of Fayetteville.

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According to Toderian, “The project must be all about policy and principles, to connect urban food production with alternative growth scenarios, park space types, and world housing.” From farm-to-table arrangements with local institutions to a “closed-loop, urban food system,” the project provides food security for all levels of income and will create a more efficient and aesthetically integrated urban environment.

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The Food City Task team started in 2013 with a call-for-ideas that aimed to lead a city-wide collaboration on a regional plan that would integrate food production and sustainability into the heart of a major city. The project was funded through a matching grant from the USDA Rural Development program, which provided the opportunity to create a Food City Plan that would simultaneously address the challenges of agricultural productivity, food security, and community health.

The project team included economists, landscape architects, urban planners, and food system experts who worked together to develop a comprehensive vision for the city of Fayetteville. The project was led by the University of Arkansas Community Design Center, with support from the USDA Rural Development program and the University of Arkansas College of Design.

The plan included a series of workshops and community meetings to gather input from local residents, stakeholders, and experts in the fields of agriculture, food security, and urban planning. The workshop sessions focused on identifying key issues and opportunities for innovation in the area of food production and sustainability.

One of the key objectives of the project was to create a food system that is both sustainable and equitable. This involved identifying ways to increase local food production, reduce waste, and improve access to healthy food options for all residents of the city. The project also sought to integrate food production into the urban landscape, including the development of urban agriculture areas, green roofs, and other innovative strategies.

The plan was developed in partnership with local government agencies, non-profits, and community organizations, and was designed to be a living document that could be updated and refined over time as new opportunities arise and as the needs of the community change. The plan was intended to be a blueprint for the future of food production in the city of Fayetteville, and to provide a roadmap for other cities looking to develop their own food systems.

The project was a multi-year effort that involved a wide range of stakeholders and partners, including government agencies, non-profits, community organizations, and local residents. The project was supported by a combination of government grants and private funding, and was designed to be a self-sustaining initiative that could be maintained over time.

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BARN
Urbanism Can Be Rural, Too

It is highly likely that it is the unique rural history of the Charter Awards, this is the first barn to receive the honor. But, as in the jury, the Charter recognizes that urbanism happens at all scales, and the more recent strains from urban to rural. More importantly, the jury felt that the thoughtful approach to historic Urbanism reflected a truly new rural trend.

Weiler-la-Tour, Luxembourg is a well-preserved historic village, with a farm at its center. Mulhern was tasked with expanding the 19th century farm at its center. Mulhern was tasked with transforming the old barn to include apartments for workers and with creating a shelter for farmhands. The new design befits the farm's role in the surrounding area.

After Burnham
Beautiful Renderings of a Possible Future

In these stunning renderings from the University of Notre Dame, you will likely recognize the City of Chicago. Or at least, the school of today's Chicago. Mullen through the lens of a possible nut 2139. Using Daniel Burnham's Plan for Chicago as inspiration, students envisioned... an extended period of 21st century economic and population decline, followed by renewal. The renewal period met most of today's contemporary skyscrapers replaced by 4-6 story mid-rises and major freeways have become parks. As modern buildings throughout Chicago age and face restoration or replacement, students explained. Visual prudence and environmental sensibility will meld to potential architectural visions of durability and beauty.

"Jurors were very impressed with the student's work. The urban design conception, as well as the quality of the hand-drawn plans were of such an exuberant nature that it was an outstanding award to the student as well as the team," he said. "With this project the city of Havana would become a real waterfront comparable to the famous Paseo de los Ingleses in Nice or the bay of San Sebastian - and with even more architecture."

The proposal envisioned the creation of a new plaza around the currently existing state of Manzanares-Guayas which now stands in the middle of a strew of asphalt.
CITYWIDE FORM-BASED CODE IN CINCINNATI, OHIO
Optima Design, Inc. (project lead)
City of Cincinnati Planning Department (client)
Pub Planning & Engineering, Inc. (transportation)

STATION CENTER IN UNION CITY, CALIFORNIA
David Baker Architects (architect)
Midtown Housing (developer/owner)
Berry Swensen Designs (contractor)
Fletcher Studios (landscape architect)
Mona Caran (interior artist)
Horton Lees Brodgen Lighting Design

WASHINGTON, D.C.’S HISTORIC DUNBAR HIGH SCHOOL GETS A NEW LOOK
Perkins Eastman (architects)
Setty & Associates (MEP engineer)
D.C. Department of General Services/D.C. Public Schools (client)

SUNDANCE SQUARE IN FORT WORTH, TEXAS
David M. Schwarz Architects, Inc. (master planner and designer)
The Projects Group (client representative)
Downtown Fort Worth, Inc.

A MASTER PLAN TO REVIVE CURRIBABAT, COSTA RICA
Castillo Arquitectos, Guatemala
Municipality of Curribabat, Costa Rica (client)
Dover Kohl & Partners and Plussheka LLC, Miami (charrette facilitation/design support)

REHABILITATION OF PHILADELPHIA’S 30TH STREET STATION DISTRICT
University of Maryland architecture graduate students
Jake Blake, Emma Cresshoop, Mark Elliott, Tanner Ezor, Julian Goldman, Eric Jardens, Katrena McIlhenny and Michael Taylor

COLUMBIA PIKE INITIATIVE IN ARLINGTON, VIRGINIA
Arlington County Government (client)
Dover Kohl & Partners (town planning)
Farrell Madden (town planning and form-based code)

STORA TORGET (MAIN SQUARE) REDEVELOPMENT IN KARLSTAD, SWEDEN
Brunberg & Forshed Arkitektkontor AB (architect)
Familjebostäder Ingvar Andreason

MIXED USE DEVELOPMENT FOR WASHINGTON, D.C.’S SOUTHWEST WATERFRONT
EEAK, a Perkins Eastman company (architects)
Rockwell Group (associate architect)
Hoffman-Madison Seafort (client)
SAKA/Phurton Tomaevski (structural engineer)
Southwest Waterfront Engineering Group (MEP engineer)

TACTICAL URBANISM LEADS TO CHANGE IN HAMILTON, ONTARIO
The Street Plans Collaborative
The Hamilton-Burlington Society of Architects
The Ontario Association of Architects
Photos: Mike Lydon, Jeff Teasen, Graham McHardy

WASHINGTON, D.C.’S FOOD CITY SCENARIO
Fayetteville 2030: Food City Scenario
The Fay Jones School of Architecture Design Team
University of Arkansas Community Design Center

AFTER BURNHAM: THE NOTRE DAME PLAN OF CHICAGO 2109
Fall 2011 Notre Dame Graduate Urban Design Studio
Daniel Arcevedo, Bryce Buckley, Diana Respino
Dempsey, William Gay, Andy Maguire, Hannah Weber (students), Philip Bianco (instructor)
Financial support for Aller Burnham: The Notre Dame Plan of Chicago 2109 has been provided by The Historical Society (Boston University) as part of its two-year multi-disciplinary research project Religion and Innovation in Human Affairs, Donald Kennes program leader.

HEART OF LAKE (HUIXDANG ISLAND) IN XIAMEN, CHINA
Robert A.M. Stern Architects (architects)
Vanke Real Estate Enterprise (client)
BIAD (associate architect)
Olin (landscape architect)
Vanke real Estate Enterprise (client)
Robert A.M. Stern Interiors (interiors)
Wilson Associates (associate interior designer)

INTEGRATING HOUSING AND INDUSTRY: THE MINING COMMUNITY OF PAS DE CALAIS, FRANCE
Marc Breitman & Nida Breitman-Jakez (Architects)

BARNS RECONSTRUCTION IN WEILER-LA TOUR, LUXEMBOURG
Colum Muhlem (architect)
Mr. & Mrs Felix Steichen-Berens (clients)

MARKET SQUARE PLACE IN PITTSBURGH, PENNSYLVANIA
Strada (architects)
Mitsui Trave (investments client)
DBS Architects (FMCA A+I-award)
Tafela Construction (general contractor)
Atlantic Engineering Services (structural engineer)
Tower Construction Services (MEP engineer)
Dennis Mansko, Photographer

FAYETTEVILLE 2030: FOOD CITY SCENARIO
University of Arkansas Community Design Center in the Fay Jones School of Architecture Design Team

JEAN LAFITTE TOMORROW - RESILIENCE PLAN FOR JEAN LAFITTE, LOUISIANA
Dover Kohl & Partners Architects
Center for Planning Excellence (Lousiana)
Streets Plans Collaborative
CSRS Int. Architecture
Esthemrald Economics
Farrell Madden Lewis (joning)
Thanks to The John R. Oishei Foundation for supporting CNU 22 in Buffalo, NY.

Target is a proud sponsor of the 2014 Charter Awards.