CHARTER AWARDS

2003

CONGRESS FOR THE NEW URBANISM

THE PURPOSE OF THE CHARTER AWARDS is to recognize distinguished design achievements that fulfill the principles of the Charter of the New Urbanism. It is intended to increase awareness of these principles and to expand their role as a vehicle for debate and discussion. Projects are evaluated for their response to the principles in each of three categories of the Charter: **I THE REGION: METROPOLIS, CITY, AND TOWN II NEIGHBORHOOD, DISTRICT, AND CORRIDOR III BLOCK, STREET, AND BUILDING**

CNU 2003 AWARDS PROGRAM JURY

DANIEL SOLOMON, FAIA, Jury Chair, is principal of Solomon E.T.C., A WRT Company. The firm's work has been widely published and has won a long list of awards for architecture and for urban design. He is author of two books, *ReBuilding* and *Global City Blues*. Mr. Solomon is a member of CNU's Board of Directors.

LARRY B. BEASLEY is the Co-Director of Planning for the City of Vancouver. He is an Adjunct Professor at the University of British Columbia; he is a member of the Design Committee of Ottawa's National Capital Commission; and he was recently awarded the national Advocate for Architecture Medal by the Royal Architectural Institute of Canada.

ELLEN DUNHAM-JONES is the Director of the Architecture Program at the Georgia Institute of Technology. She was co-chair of the CNU Educators Task Force from 1997–2001.

ROBERT FISHMAN is a Professor of Architecture and Urban Planning at Taubman College of Architecture and Urban Planning in Ann Arbor, Michigan. He is the author of *Bourgeois Utopias: The Rise and Fall of Suburbia*, and the Editor of *The American Planning Tradition*.

PETER KATZ is the author of *The New Urbanism: Toward an Architecture of Community*. He was the founding Executive Director of CNU and currently works as a consultant in the areas of real estate marketing and community development.

HANS STIMMANN is the Director of Urban Development for Berlin, Germany. He has spearheaded a major effort to revitalize the city using traditional design principles following its destruction during World War II.

JOHN TORTI, FAIA, is a Principal at Torti Gallas and Partners, which specializes in the design of new towns, villages, neighborhoods, and homes. He is the recipient of numerous urban design awards.

LEFT TO RIGHT John Torti, Daniel Solomon, Robert Fishman, Larry Beasley, Hans Stimmann, Ellen Dunham-Jones, Peter Katz

This publication has been generously supported by a donation from the estate of Dr. George Solomon.

2003

CNU CHARTER AWARDS

When the CNU began eleven years ago, many of the first members made the same observation about the related worlds of city planning and architecture. We argued that city planning with its apparatus of general plans, zoning, environmental impact analysis and all the rest was OK as far as it went, and that architecture with its formal, programmatic and contextual concerns was sometimes OK too. The problem was the huge disconnect between the scale and the vagaries of what planners dealt with and the site-bound hyper-specificity of what architects spent their days obsessing over. The structure of American towns seemed to have fallen into the chasm between the general plan and the window details and the ugly, disjointed, spatially and socially inchoate world of American suburbia and edge cities was the result.

The Charter of the New Urbanism was written to address this situation, to relate the scale of individual buildings to the scale of towns and regions through a newly defined middle scale. This middle scale is that of neighborhood, district, and corridor — the formal urban structure that is larger than the building and smaller than the town. It is what has traditionally has held communities together, given them identity, history and social structure. A dozen years ago only a few people were working at these middle scales, and there was hardly any way for their path-breaking work to achieve recognition.

The 2003 Charter Awards Program shows vividly what New Urbanism has contributed to the American townscape over the last eleven years. Skillful design at the crucial middle scale of neighborhoods and districts is now not an anomaly, but a norm. Projects that would have been considered innovations of great importance just a few years ago are now a standard level of performance for a large number of planners, architects, landscape architects and urban designers. This emergence of a widespread collective set of skills represents both a triumph for CNU and a dilemma for this year's Award's jury. It was so very hard to choose fifteen award-winning projects from the 154 submissions from 101 firms.

The difficulty of choice amongst examples of positive new conventions was most poignant with respect to the many HOPE VI neighborhood plans that were submitted. Just now, as the HOPE VI program appears to be at its end, we see clearly what it has contributed to American cities and how the Charter of the New Urbanism has shaped that contribution. In place of the soul destroying national disgrace of our public housing, there are graceful new neighborhoods, lots of them, and many people who know how to design them well. As HUD now redefines its mission and its methods, we have a collective obligation to fight for a place for these hard-won new skills in whatever is next.

The majority of the submissions (80) and many of the strongest submissions were in the category of middle scale as defined by the Charter, The neighborhood, the district, and the corridor. Accordingly the jury selected seven of the fifteen awards in this category. The traditional scale of planning, The region: Metropolis, city, and town, had a smaller number of submissions (28), but the award winners are distinguished and original work.

Surprisingly, The block, the street and the building also drew a smaller number of submissions (46), but most of them were excellent contributions to a larger context in the spirit of the Charter. It was evident to the jury that New Urbanism has created a small and talented sub-culture working at the scale of architecture, but has not yet fully engaged the mass of building that goes on in the United States.

The overall impression that the jury took away from intense 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's Awards Program with the highest anticipation.

DANIEL SOLOMON
Jury Chair

THE REGION:
METROPOLIS, CITY,
AND TOWN

URBAN RIVER VISIONS

Commonwealth of Massachusetts

SITE: Formerly industrial riverfronts in Athol, Chicopee, Easthampton, Fall River, Hudson, Lawrence, and Worcester, Massachusetts

PROGRAM: Statewide effort to convert downtowns of older mill towns into diverse, thriving centers. Includes cooperation between municipalities and environmental improvements on the rivers.

In small cities and towns across Massachusetts, downtown waterfronts are in decay. Mills and other buildings along the riverfronts are vacant or underutilized, water quality is poor, access is hidden, and there are no local funds to plan for revitalization.

Massachusetts' Office of Environmental Affairs has helped seven local communities plan the revitalization of their urban riverfronts using the principles of New Urbanism. Local communities have used charrette processes to plan for housing, historic preservation, recreation, commercial development, and improved environmental quality.

At the charrettes, large numbers of people in each community met to develop unique plans. The charrettes brought together individuals and groups who were not in contact or were in conflict. Residents, landowners, political leaders, business interests, environmental interests, and developers all took part. To maintain a regional perspective, the meetings included federal, state, and local agencies, nonprofit organizations, and private foundations.

Agency consultants gave presentations to demonstrate new urbanist principles, lessons from other communities, and local possibilities. The process opened many minds to the benefits of mixed-use, mixed-income development. For example, at one charrette, advocates for a massive riverfront office park ended up planning for housing, retail, office, industry, and open space on the riverfront.

All of the resulting plans include new streets, greenways, and trails to the rivers and to outlying areas. They all provide new facilities for pedestrians, bicyclists, and boaters. They envision walkable, mixed-use, mixed-income neighborhoods with gridded streets. They identify enhancements to nearby streets, including banners, street trees, flower beds, lighting, monuments, interpretive displays, and signs. Old downtown mills are slated for new employment centers, improving the jobs-housing balance.

Some of the strategies in the new plans include:

Recrafting the area around riverfronts with new landmark destinations such as a waterfall and a town common; Creating a new riverwalk promenade where the river is now hidden behind fences and buildings; Preserving as much of rivers' wild natural character as possible while significantly enhancing views, water quality, and recreational access to the downtown riverfront; Developing parks to bring green space to everyone. These include playgrounds, bicycle paths, riverwalks, town greens and "urban wilds" in the midst of the city; In a city where a river is largely buried, a painted blue line will mark the streets where the river flows underground.

People are communicating not only within individual communities but among different communities. For example, Chicopee is applying lessons from Easthampton as it renews and reuses old mill buildings. Athol is taking note of design issues and solutions in the other communities to plan its new riverwalk. Residents involved in the community planning process are taking the initiative to get the plans implemented.

By focusing resources on the state's existing urban centers, this smart growth approach is helping to prevent sprawl and to direct future growth to downtown areas with infrastructure already in place. Despite current financial difficulties, the agency that sponsored the program is so pleased with the outcomes that they are funding a second phase of the project.

ARCHITECT AND PLANNER:
Goody, Clancy & Associates

PUBLIC AGENCY:
Executive Office of Environmental Affairs, Commonwealth of Massachusetts

CONSULTANTS:
Maria Van Dusen;
FXM Associates;
The Waterfront Center;
Landman Planning Consultants;
Byrne McKinney & Associates;
Norris & Norris Associates

PHOTOGRAPHER:
Landslides Aerial Photography

"This is a political strategy that unites rich and poor communities in a shared effort to improve area rivers and historic city cores." **ROBERT FISHMAN**

SITE: Athol

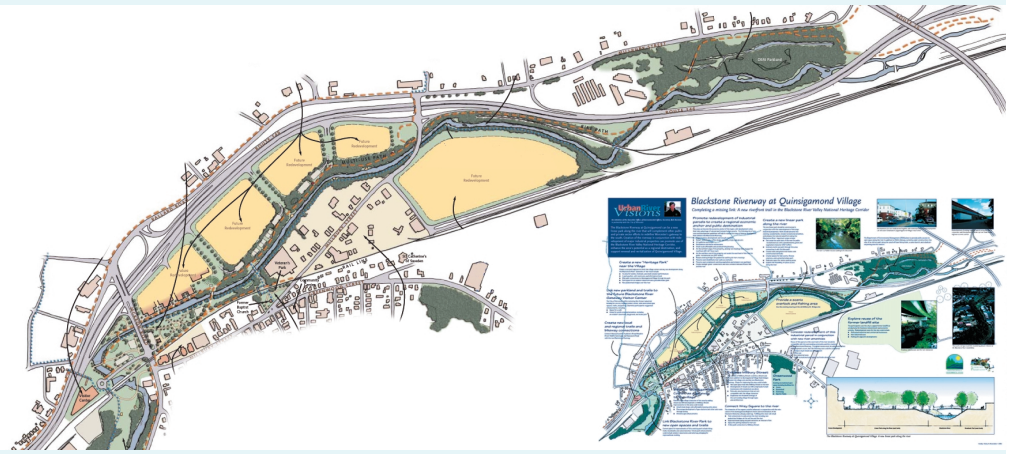
SITE: Chicopee

SITE: Fall River

SITE: Easthampton

SITE: Hudson

SITE: Lawrence



SITE: Worcester

CHARTER PRINCIPLES **TWO** The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality. **THREE** The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house. **EIGHT** The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.

THE REGION:
METROPOLIS, CITY,
AND TOWN

The Sarasota 2050 regional plan was adopted in July 2002 as an amendment to Sarasota County's existing comprehensive plan. It uses six geographic overlay areas, called Resource Management Areas (RMAs), which include policies designed to benefit the unique qualities of each area. Sarasota 2050 uses incentives to create livable communities and preserve open space and environmental lands. It is the culmination of years of community discussion about growth management and the desire to balance development with preservation of environmental assets and quality of life.

Sarasota County is characterized by a growing population and low-density suburban sprawl. The area is environmentally distinctive, with beautiful beaches and protected wetlands. If growth continues at the current rate, it will take only 50 years to consume the County's unprotected open space, causing an increase in traffic congestion, single-use districts, and economically stratified subdivisions.

A transect was developed for the region, based on environmental factors and reflecting the variety and character of development in the area. Traditionally, high density and a good mixture of uses is most common near the coast. This graphical cross-section of the region ensured that Sarasota 2050 would focus on less developed inland sites, with more potential for preserving undeveloped greenfield.

The plan reflects a vision of the county that establishes a permanent dividing line between urban and rural development patterns. Past efforts at creating this division — the interstate highway and the Urban Service Area boundary — have been mutable lines neither shaping nor controlling growth. The permanence of the new boundary is established via public ownership of open space, rural design standards for lands east of the line, and density transfers from east to the west.

In the transfer of development rights (TDR) program, landowners receive development rights to use in villages once greenways are protected and specified design standards are met. Under "fiscal neutrality" policies, new residents will pay for the infrastructure investments and services they use through community development districts or similar financial methods. Current neighborhoods will be able to direct their own resources toward solving their own challenges.

SARASOTA 2050

SARASOTA COUNTY, FLORIDA

SITE: Over 366,000 acres in western Florida, including coastal land, wetlands, rural farmland, and developed urban and suburban areas.

PROGRAM: An overlay to Sarasota County's existing comprehensive plan. Everglades wetlands are protected by transferring development rights and providing incentives for ecologically sound land use. Compact development is also encouraged though the establishment of growth boundaries.

Sarasota 2050 guides development for both villages and hamlets. Villages provide for the daily needs of their residents with mixed-use centers and schools. Hamlets are clusters of rural lots and homes around a defining physical feature such as a crossroads or place of worship. These will be surrounded by large expanses of protected open space. In a break from the County's existing homogenous subdivisions, each village will support a variety of incomes and family styles through a mandated mix of housing types. The highest level of density incentives are awarded to those developments that provide significant amounts of affordable housing.

Four additional RMAs complete the overlay plan. Two RMAs seek to protect and enhance existing communities — the coastal, western neighborhoods where most Sarasotans live and the large-lot communities in the eastern part of the county. The Agricultural Reserve RMA supports large-scale agriculture through agricultural economic development. The remaining Area encourages the redevelopment of commercial strips and shopping and employment centers in the form of mixed-use community centers featuring higher densities. New flexibility in transportation concurrency regulations will promote a more multi-modal mobility system.

As Sarasota 2050 is an incentives-based program, it is impossible to predict the exact ramifications of build-out. A significant layer of additional detail will come with the zoning, land development regulations, fiscal neutrality methodology, and other tools needed to implement the plan. Work on these elements is currently underway, and the residents of Sarasota County can look forward to a long period of growth organized to protect what is rare and enhance what is beautiful.

DESIGNER:
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

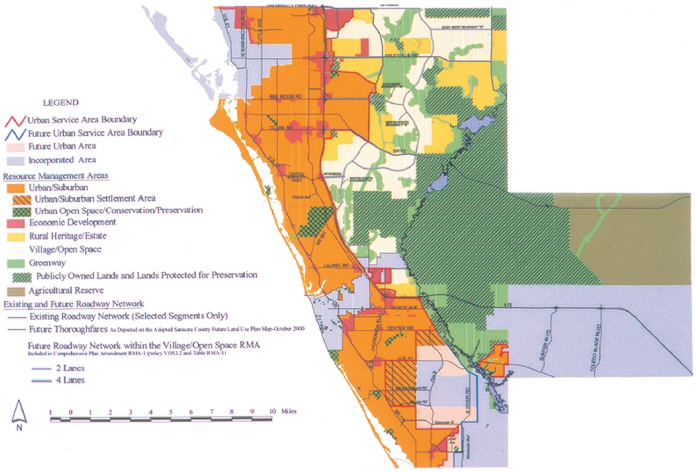
PUBLIC AGENCY:
Sarasota County Board of County Commissioners

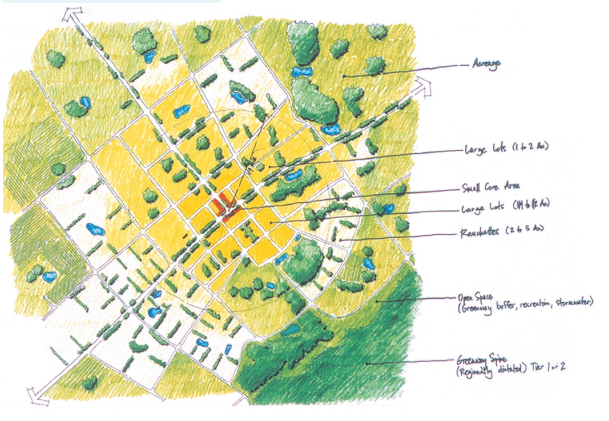
PLANNERS:
Urban Strategies Inc.;
Duany Plater-Zyberk & Company
Market Analysis:
Zimmerman/Volk Associates, Inc.
Fiscal Analysis: Fishkind & Associates, Inc.

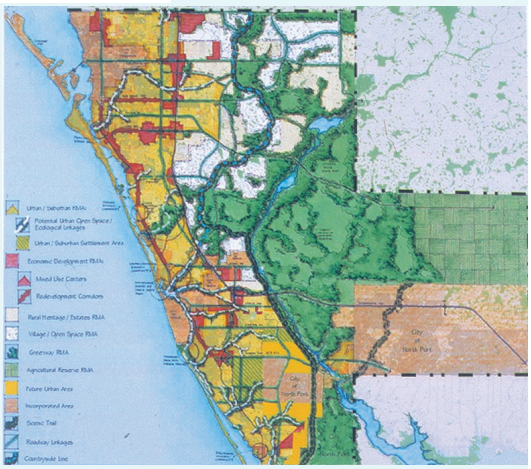
PUBLIC PARTICIPATION:
Stansbury Resolutions by Design, Inc.

CONSULTANTS:
GMB Engineers & Planners, Inc.; Richard Drummond; Mary A. Kumpe; Jean Scott; Tom Daniels

"The ecological analysis in this plan rationalizes where greenfield growth will occur, while protecting the Everglades." **ELLEN DUNHAM-JONES**







CHARTER PRINCIPLES **ONE** Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges. **THREE** The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house. **NINE** Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

THE REGION:
METROPOLIS, CITY,
AND TOWN

SMART GROWTH STRATEGY/ REGIONAL LIVABILITY FOOTPRINT PROJECT

SAN FRANCISCO BAY AREA, CALIFORNIA

SITE: 9-county region around San Francisco Bay.

PROGRAM: Public process to create a regional growth strategy. Gives local leaders and residents a way to see how local development fits into the region.

Many of the 6 million residents of the San Francisco Bay Area want their downtowns to be vibrant and successful. They desire residential options near town centers, particularly near transit stations. They want to convert existing low-density sprawl into memorable, attractive places. However, the region is stuck in a vicious cycle. Local plans call for sprawl. Regional planners base investments on local projections, and fund sprawl infrastructure. Local officials see the infrastructure plans, and predict more sprawl.

The Smart Growth Strategy/Regional Livability Footprint Project is a 20-year region-wide visioning project. It has offered citizens and public officials an alternative future based on ubiquitous transit, compact communities, and a thriving economy. It shows the public what they need to do today in order to create the future they desire. It gives regional planners a formal way of more wisely allocating infrastructure funds. Though not a binding document, it is being used to create a future that better matches the Charter of the New Urbanism.

To write the plan, five regional agencies, 40 nonprofit organizations, and one umbrella non-governmental organization collaborated. The leaders invited citizens from each of the nine counties and 101 cities in the region. They held extensive meetings with local officials, community representatives, and business, equity, and environmental coalitions in each county. A portion of the project outreach concentrated on low-income and minority communities, and Spanish translation was offered at the workshops.

Public participation consisted of two workshops in each county. Over 2,000 participants chose what development typologies would be appropriate in their county's neighborhoods. For each location, they chose from an illustrated menu of place types, with choices ranging from almost entirely residential areas to employment districts, at a range of densities. Customized GIS database programs provided instant feedback on how plans would affect the supply of jobs and housing, public transit, walkability, and resource consumption.

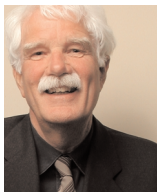
The ideal development scenario in the plan would be impressive if built. It would consume 82 percent less greenfield land than the current pattern of development over the next 20 years. Over half of the projected housing units and jobs would be located near bus or rail service, compared to only 25 percent of housing units and 35 percent of jobs today. Over 67 percent of the households would be located in areas where jobs are within a 30-minute commute, compared to 57 percent of households with such a proximity under current development patterns. Housing would be far more affordable to people of all income levels under the plan.

The process showed participants — in government as well as in the public — what kind of tradeoffs they need to make in order to bring about the new urbanist future.

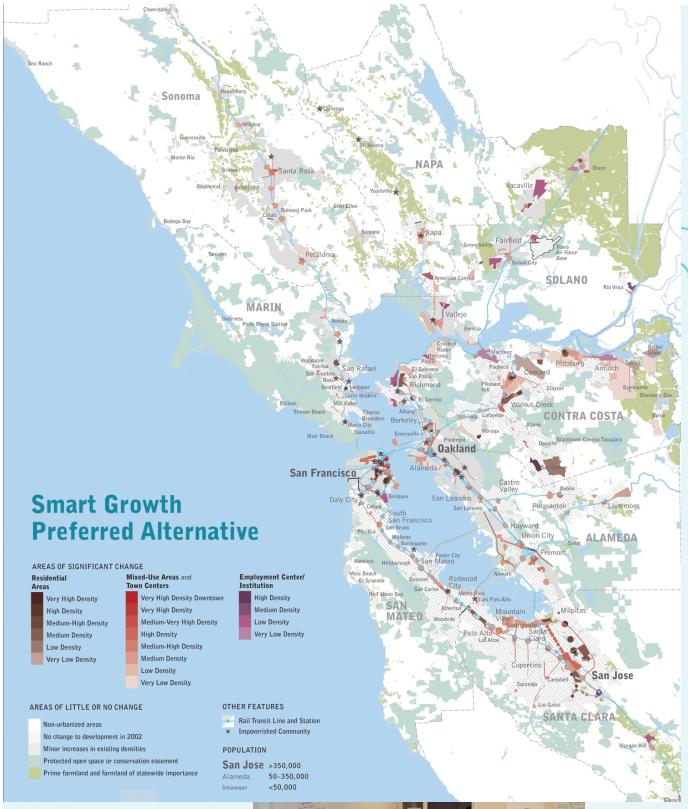
The project came up with a list of regulatory changes and incentives. The regional planning agency, which was one of the project partners, has developed 20-year land use and transportation projections based on the project's vision. Staff at the agency will now use these projections as one alternative when analyzing the environmental impact of Bay Area transportation investments. This change in the process will make it less likely that new sprawl infrastructure gets funded, and more likely that the infrastructure to support walkable neighborhoods gets its due.

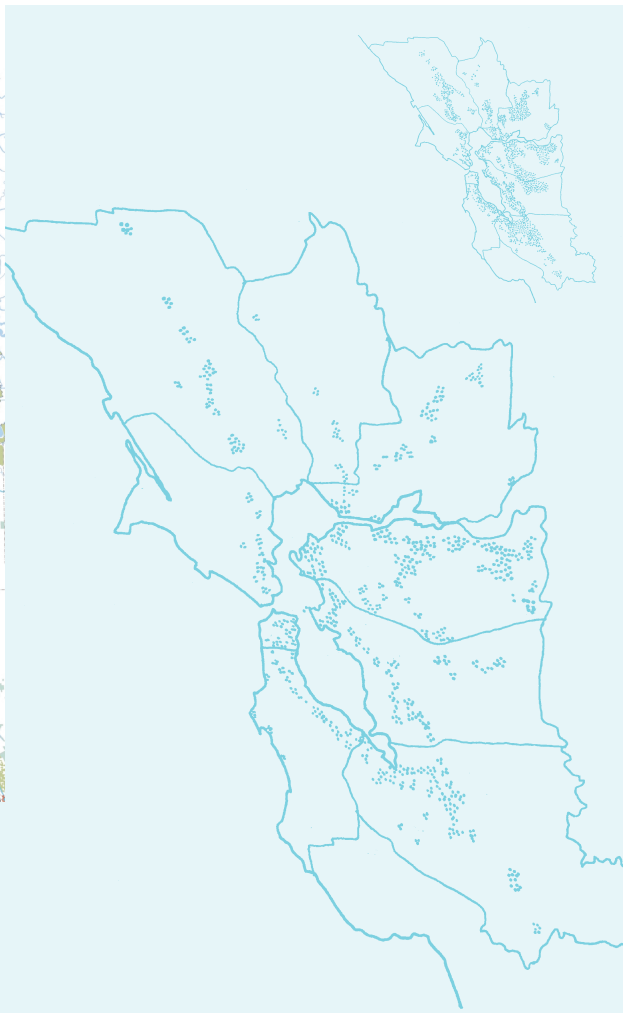
PUBLIC AGENCIES AND PARTNERS:
Association of Bay Area Governments, Project Manager; Metropolitan Transportation Commission; Bay Area Air Quality Management District; Bay Conservation and Development Commission; San Francisco Bay Regional Water Quality Control Board; Bay Area Alliance for Sustainable Communities

CONSULTANT TEAM:
Design, Community & Environment; Dyett & Bhatia; Bay Area Economics; Parsons Brinckerhoff; PolicyLink; Van Meter Williams Pollack; GreenInfo Network



"The submitters not only let the public identify regional goals for growth, but also define the place types that will achieve those goals." **HANS STIMMANN**





CHARTER PRINCIPLES TWO The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality. **SEVEN** Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty. **NINE** Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

The Doña Ana Plaza revitalization plan prescribes incremental changes to revitalize a historic plaza and the surrounding built environment in a rural New Mexico village. The designers and local residents examined how the plaza is used for celebrations, funerals, religious processions and day-to-day encounters. This assessment ensured that the redevelopment would enhance the local culture rather than disrupt it. This plan restores the heart and soul of a small community by renovating its most vital space — the plaza.

The 40-acre village of Doña Ana serves as home to 1,200 people, most of whom work outside the village. The six-acre project area includes the plaza and its surrounding buildings — a renovated historic church on the northwest side and a small catechism classroom on the southwest side. Over the years, the plaza has fallen into such disrepair that many residents don't identify the paved, treeless area as a historic plaza.

In workshops, the community, the University of New Mexico Design and Planning Assistance Center, and Moule & Polyzoides Architects and Urbanists developed a vision plan for the plaza. This team then used a charrette to create physical development plans and policies for community and economic development, historic preservation, and controlled tourism.

The plan outlines five main components. A small sitting plaza will frame the front of the church. A larger multi-use plaza will feature a gazebo band stand. A cloister courtyard will tie the old and new churches together with a portal. A small community library and computer center are to be developed opposite the church. Finally, plans call for restoration of two houses and construction of a new building to house a heritage center and small shops. The state has provided crucial support by funding construction of the first two phases.

The plan guides building types, based on a simple Hispanic house type featuring adobe walls and floors, small windows and doors, and a stone base. Typical houses and modest civic buildings have flat roofs, though the civic buildings include slightly more ornament around the doors and windows. The library has a tin roof and a larger door to denote its importance. As the oldest and most important building, the church with its tower is tallest and has an elaborate entry.

DOÑA ANA HISTORIC PLAZA RECONSTRUCTION

DOÑA ANA, NEW MEXICO

SITE: Historic center of a small village in southern New Mexico.

PROGRAM: Plan for reviving a historic New Mexico village square, including new buildings and streetscape improvements, all based on careful study of the square's patterns of daily use.

The plan includes spaces that are flexible enough to be used for neighborhood-scaled retail or cottage industry. It centers the local 5-minute walk with a plaza that will be more pedestrian-friendly than the current asphalt expanse. Some car parking will be available in stone-walled lots, with overflow in the plaza and cloister.

The project aims to enhance life for local residents, especially those who do not drive. The mixed-use center, with its water feature and stone bancos under shade trees, will invite elders into the public realm. The plaza will provide an ideal place for children to play while still within sight of the community. Teenagers will use the plaza to see and be seen. They will still have access to more privacy in the nearby fields, without having to depend or a car.

Due to the size of the community, and its near lack of a zoning and planning process, the design codes are enforced by the community at large.

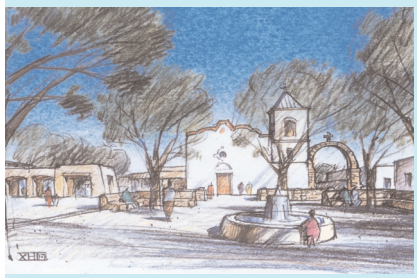
The project does not try to freeze the past as a museum piece. It uses history's hard-won wisdom on how to survive and flourish in a harsh and unforgiving landscape with a minimum of resources. History and preservation within the context of the neighborhood show how to do more with less.

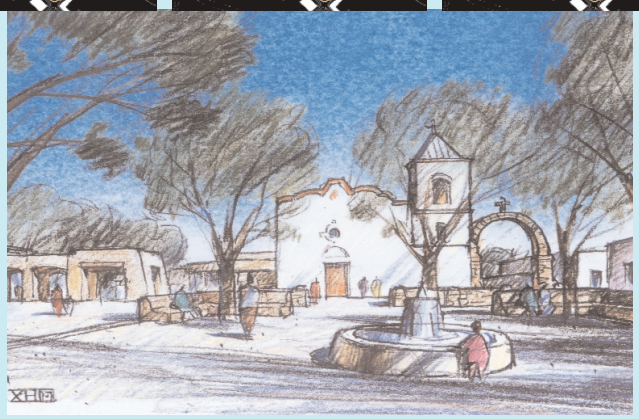
ARCHITECTS:
Moule & Polyzoides, Architects and Urbanists: Stefanos Polyzoides, Bill Dennis, XiaoJian He, David Day
in conjunction with
University of New Mexico Design & Planning Assistance Center: Chris Wilson, Mark Childs, Chris Calott, Teresa Cordova, Lynée Busta, José Zelaya, and Alf Simon

PUBLIC AGENCY:
State Senator Mary Jane Garcia and Doña Ana County

CONSULTANT:
Doña Ana Conservation Committee: Jennie De La O Carbajal and members

"The analysis and improvement of the festival routes is amazing. This plan looks at open space first, and then comes up with buildings to reinforce it. A very sophisticated use of space." **LARRY BEASLEY**





CHARTER PRINCIPLES **SIXTEEN** Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them. **TWENTY-FOUR** Architecture and landscape design should grow from local climate, topography, history, and building practice. **TWENTY-SEVEN** Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

I'ON MOUNT PLEASANT, SOUTH CAROLINA

SITE: 243 greenfield acres, four miles from historic downtown Charleston.

PROGRAM: Mostly single-family home residential area with small town center. Extensive use of water bodies as civic space. Very careful architectural detailing to provide a better living environment with high density development.

Like many projects, I'On is a largely residential area built on previously undeveloped land in the Sunbelt. What makes I'On stands out from the others is the builders' intense attention to architectural quality and the plan's novel use of water bodies for civic space.

At build-out, this mixed-use, pedestrian oriented neighborhood will have 762 single-family homes and 30,000 square feet of commercial space on 243 acres. It is in Mount Pleasant, South Carolina, four miles from historic downtown Charleston. After four years of construction, it is about half built, with 15,000 square feet of retail built and leased and 360 homesites sold. Homes built so far range from 950 square feet to over 6,500, with prices from $165,000 to over $2 million.

The neighborhood has superbly designed houses detailed in the appropriate regional styles. The neighborhood founders ensure quality with an urban design code and careful coaching of architects and builders.

The neighborhood design code draws on the rich vernacular of the area to foster healthy and vibrant streetscapes. An in-house architect and design committee provides assistance and review of all building and landscape plans. The developer provides prospective homebuyers and designers an illustrated "Traditional Lowcountry Vernacular" booklet that complements and expands the code.

All homes are constructed by an approved builder member of the neighborhood "guild," a preferred builder program. It rewards craftsmanship with special recognition and holds regular meetings where builders can compare techniques and develop skills.

I'On's civic space is as carefully designed as its buildings. The streets are laid out as an irritated grid, slowing traffic and providing closed vistas despite the flat topography. Few streets go straight for over 600 feet at a stretch. Despite the absence of mature trees on much of the property, the crooked streets and narrow, well-defined street spaces impart the feeling of a more established place.

Natural features are used as major civic attractions. The project including two lakes and miles of marshfront. Buildings face these water bodies, making the larger lake read almost as an urban square. The lakes and marsh have become signature urban spaces. Along with I'On residents, people come from throughout the metro area to enjoy these amenities.

There are linear parks throughout the neighborhood, a lakefront performance area, and playgrounds behind many home sites. More than 43 acres of green space have been planned. The existing parks are used by neighbors, area residents, and tourists. Playing fields and civic-use parcels are planned.

The central commercial area is near a new public transportation stop. As of Summer, 2002, commercial tenants included a gourmet food-to-go shop, full service day spa, salon, restaurant and pub, garden store, law offices, professional suites, and a local tavern. A limited number of commercial, civic-use, and school sites are also grouped together and embedded throughout the neighborhood near gathering spots and natural amenities.

The developers wanted diverse building types in I'On. However, political opposition prevented them from building anything but detached single-family homes and a small downtown. To create diverse street spaces out of single-family homes, they manipulate setbacks and porch treatments. For example, new houses near the commercial square have been situated and designed to achieve the impression of attached buildings. Elsewhere, very slight deflections in the shape of the doorways produce large impacts on views and the relaxed feeling of certain street spaces.

OWNER:
The I'On Company, LLC

DEVELOPER:
Civitas, LLC

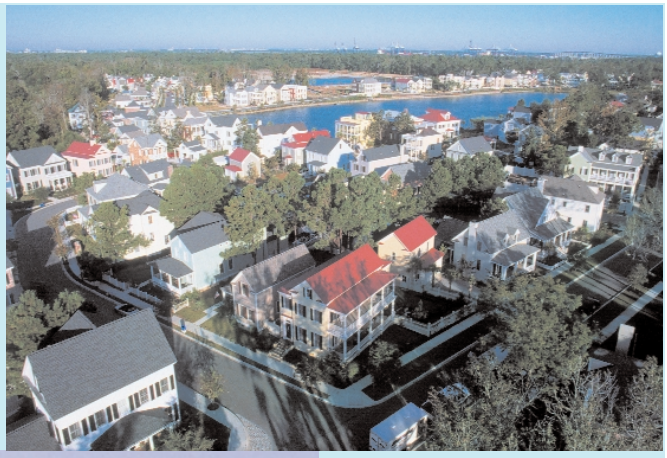
PLANNERS:
Duany Plater-Zyberk & Company;
Dover, Kohl and Partners;
Seamon, Whiteside and Associates;
DesignWorks LLC

ENGINEERS:
Seamon, Whiteside and Associates; Thomas and Hutton

LANDSCAPE ARCHITECTS:
Seamon, Whiteside and Associates; Wertimer and Associates, LLC;
DesignWorks, LLC

GENERAL CONTRACTOR:
Gulfstream Construction

"For a project of this scale, the level of architectural quality is extraordinary." **JOHN TORTI**



CHARTER PRINCIPLES **SEVENTEEN** The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change. **EIGHTEEN** A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts. **TWENTY-FOUR** Architecture and landscape design should grow from local climate, topography, history, and building practice.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

The East Baltimore Comprehensive Physical ReDevelopment Plan responds to a handful of difficult problems with a unified, elegant solution. It aims to bring prosperity to the neighborhoods adjacent to the Johns Hopkins Medical Center, resurrect the area's battered urban fabric, provide a biotechnology research complex in an urban environment, and improve town-gown relations.

The plan puts two million square feet of research facilities, neighborhood retail, schools, recreation facilities, and at least 1,200 new and restored residences on 215 acres. The neighborhoods of East Baltimore have the greatest concentration of poverty in the region and supply almost no jobs. They have suffered for years from disinvestment, population and business loss, drug trafficking, and violent crime. Community organizations, some in collaboration with the hospital, have attempted restoration of existing structures, but have failed to overcome the problems of the area. The hospital is fortified against the neighborhood, and neighbors have blamed local problems on the school's land acquisitions.

The Master Plan process, led by the Mayor, consulting with the neighborhoods, the City, the business community, and the hospital, made it possible to overcome a century of hostility between the hospital and the neighborhoods.

The hospital's research facilities provide the basis of the economic revitalization plan. Biotech companies can benefit from proximity to Johns Hopkins. A not-for-profit development company is promoting a new biotech center and managing neighborhood revitalization. Tax increments from the biotech complex will generate revenues to support the revitalization of the neighborhood.

The plan takes care to avoid displacing current residents. It phases residential construction to coincide with the biotech development, to reduce competition for existing homes as the area's new workers arrive. The first phase of development will include 75 renovated row houses, 68 new attached single family houses, 27 new detached single family homes, and 200 apartments in a variety of buildings.

EAST BALTIMORE COMPREHENSIVE PHYSICAL REDEVELOPMENT PLAN

BALTIMORE, MARYLAND

SITE: Economically depressed community adjacent to the Johns Hopkins Medical Center.

PROGRAM: Plans for new biotech buildings, scattered-site housing, and improved streetscapes to foster better town-gown relations.

The plan fulfills the Charter of the New Urbanism at every scale. Regionally, it helps restore the jobs-housing balance in East Baltimore and provides jobs at the transit-accessible center of the region, rather than on the suburban fringe. A new Amtrak and metro station provides regional transportation options and creates a node for intense development.

At the neighborhood scale, the plan increases the variety of streetscapes, civic spaces, and housing. The biotech district has the qualities of a neighborhood, with mixed land uses, walkable streets, and ground-floor retail. Much of the historic fabric will be preserved and restored including several landmark structures and sufficiently intact rows of housing.

At the block and building scale, design guidelines control facades and keep parking out of sight. While the guidelines differentiate between contemporary commercial and more traditional residential buildings, both are required to have large, closely spaced windows, frequent entrances, porches, stoops, and other means of providing eyes on the street.

The street pattern encourages an organic relationship with the surrounding neighborhoods. The main corridors, Broadway and the railroad line, are designed to serve the neighborhood—Broadway as a residential front door, and the railroad corridor as a linear park.

The development corporation has been established, detailed plans are being prepared for developer RFPs, acquisition of properties is underway, and an innovative relocation program has been established jointly between the development entity and foundations. First phase development is anticipated to begin at the end of 2003.

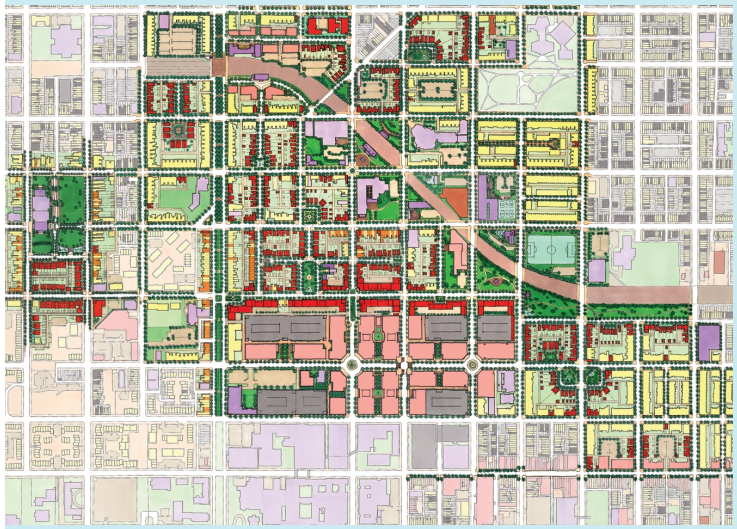
ARCHITECT AND PLANNER:
Urban Design Associates

PUBLIC AGENCY:
City of Baltimore

OWNER AND DEVELOPER:
East Baltimore Development, Inc.

CONSULTANTS:
Brophy & Reilly LLC;
Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.;
Nottingham & Associates, Inc.;
Zimmerman/Volk Associates, Inc.

"Biotech is a tough tenant to fit into an urban place. The designers succeed brilliantly."
DANIEL SOLOMON



CHARTER PRINCIPLES **THIRTEEN** Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community. **FIFTEEN** Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. **SIXTEEN** Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

GLENWOOD PARK ATLANTA, GEORGIA

SITE: A former 28 acre concrete recycling plant adjacent to an interstate.

PROGRAM: Plan for brownfield cleanup and infill development of high-density, transit-oriented residential area with attractive and accommodating civic space.

Glenwood Park is a planned infill project on the abandoned site of a concrete recycling plant two miles from downtown Atlanta. When built, it will provide a new 28-acre neighborhood adjoining the North Ormewood Park neighborhood. It will have a fine-grained mix of housing, stores, offices, civic uses, people-friendly streets, parks, and recreational facilities.

The site's industrial nature has slowed development for Glenwood Park and its neighbors. A small stream on the site was left a junk-filled gully and a man-made cliff separates the site from the adjacent neighborhood.

In 2002, the developer held a three-day charrette to begin a master plan. The developer retained designers to work with community activists, city officials, and other partners. Four small design teams each independently drew a park in a primarily residential area, another small urban park near the more mixed-use area, and narrow streets with wide, tree-lined sidewalks.

The project aims to fulfill this consensus vision. Once built, it will include over 40 detached homes with granny flats, plus 60 to 75 lots for townhouses, live-work units, and small apartment buildings. There will be 200 to 300 apartments and condominiums above shops. At build-out, there could be as many as 425 dwellings, for a density of 15 units per acre. Single-family homes will be designed to fulfill a local green building certification program, and other buildings will be built with comparable attention to environmental best practices.

Over 60,000 square feet of new retail will be built along existing major streets and around a formal oval park, Brasfied Square. Housing and up to 75,000 square feet of office space will be built above these stores. Smaller office and retail spaces are also permitted in the live-work and townhouse units throughout. Commercial parking will be on-street and in one shared parking deck.

A new 550-student elementary school is planned, and an existing high school is just outside the project. The site offers frequent MARTA bus service and an adjacent rail line is being considered for conversion to light rail.

When the plan was first proposed, City regulators said that the pedestrian-oriented streets were substandard and would need to be private. Rather than accept privatized civic space, the developers helped create a new citywide ordinance allowing public streets to have more on-street parking, narrower lanes, smaller curb radii, and different traffic control devices from previous standards. The developer also initiated the transfer of an existing street from the State to the City, so it could be narrowed and traffic-calmed into the project's Main Street.

Tree-lined sidewalks of no less than eleven feet will emphasize pedestrian comfort and safety. All the streets will be pedestrian friendly, and both adjacent major streets will have bike lanes.

Storm water will infiltrate lot by lot, throughout the neighborhood. Much of the excess water will flow to a lowland area in the main park, to infiltrate and filter through the ground.

The community is designed to continue evolving, even when all the planned buildings are built. Both official City zoning and an internal graphic design code ensure very fine-grained mixtures of land uses. For planning purposes, most blocks are defined by the character of their urbanism, rather than land use. A variety of different uses are allowed by right, provided that the buildings create a consistent urbanism and scale.

OWNER / DEVELOPER:
Glenwood Park, LLC

PLANNER:
Tunnell-Spangler-Walsh & Associates

PLANNER:
Dover Kohl & Partners

ARCHITECTS:
Stang & Newdow; Surber Barber Choate & Hertlein, Inc.

PUBLIC AGENCY:
City of Atlanta

ENGINEER:
Long Engineering, Inc.

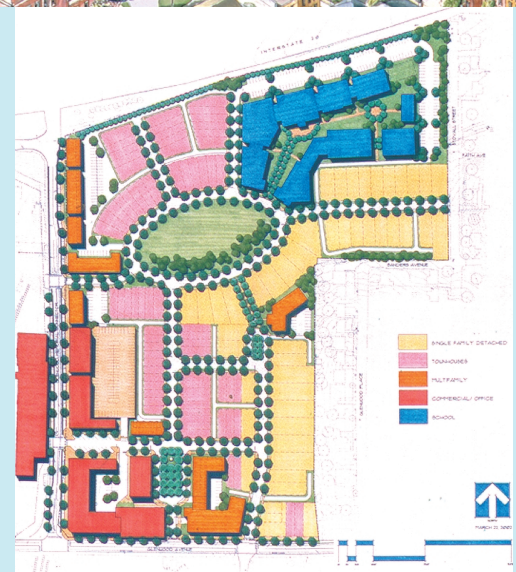
LANDSCAPE ARCHITECT:
Hughes, Good, O'Leary & Ryan

CONSULTANTS:
William Kennedy; Dan Slone

GENERAL CONTRACTOR:
Beers Construction/Skanska

CONTRACTORS:
M.J. Lant Developments; John Wilson Grading

"It's the right project in the right place: a dense development with plenty of dignified public spaces, built on a brownfield." **PETER KATZ**



CHARTER PRINCIPLES **FOUR** Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion. **ELEVEN** Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways. **TWELVE** Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

Downtown Memphis has long suffered divestment and neglect. Not long ago, its eastern border was surrounded by abandoned buildings, surface parking lots, and adult movie theaters. The region's suburban majority avoided the area. In 1997, many suburbanites were upset when the owners of the local minor-league Memphis Redbirds announced that their new baseball stadium would be downtown. Today, the stadium anchors a 6-block, 20-acre development that is helping turn the district around.

Along with the ballpark, the project includes a 700-student public elementary school, a 200,000-square foot Class A office building, and a 60,000-square foot minor league baseball museum. The development is attracting new investment to the downtown while creating lively streets. Beyond the tremendous physical contributions, the project's community-wide psychological and emotional impact has been astounding.

The ballpark itself is remarkable for its location and its integration into the city. The site is located near major bus lines, near the Midtown trolley line now under construction. The ballpark follows the style of local historic warehouse architecture and, along with the new buildings, blends seamlessly with the surroundings. The outdoor spaces surrounding it were designed to be an integral part of the urban context. For example, a children's play area with picnic tables, adjacent to left-field, is also used as a public park when games are not in progress. Businesspeople use the area for lunch and as a midday getaway.

Many areas that function as gathering places for fans during games also function as public spaces on non-game days and are frequented by downtown residents. Though the ballpark required a super-block that blocked Fourth Street, the developers moved and rebuilt the street to include street trees, pedestrian-friendly street lighting and on-street parking.

The project preserved historic buildings, displaced undesirable businesses, and built significant new commercial structures. An historic eight-story dry goods building now houses prestigious tenants such as two corporate headquarters, an NBA team's offices, and an automobile showroom. A second historic structure is now slated to become a minor league baseball museum.

MEMPHIS BALLPARK NEIGHBORHOOD

MEMPHIS, TENNESSEE

SITE: 5.84 acres in neglected downtown Memphis

PROGRAM: Downtown minor league ballpark, museum, retail, and new streets. Ballpark designed as multi-use building to attract activity on days without games.

Another piece of the project is a $36 million, 385-unit high-density urban apartment community incorporated in five buildings along a relocated street. The project also includes the loft conversion of a historic YMCA and a 6-story parking garage.

The new elementary school will serve downtown residents as well as residents who return to a former public housing project that is currently undergoing conversion to a mixed-income residential development.

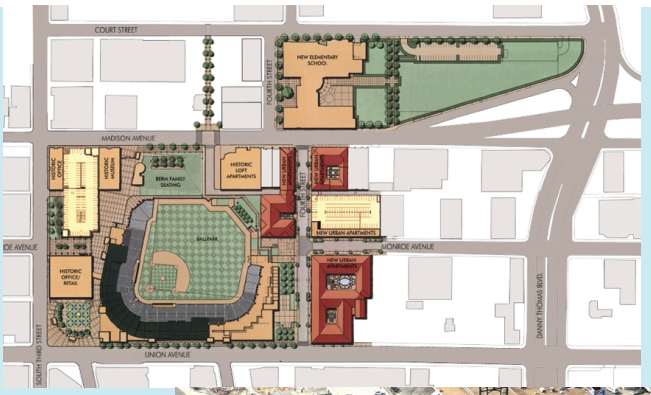
Memphians' attitude towards downtown has changed dramatically as a result of this project. Many suburbanites had not ventured downtown in years, but are now drawn by a revived urban neighborhood with ambiance, personality and life and by a ballpark that rivals anything in the major leagues. The team is among the leaders in minor league baseball and exceeds many major league teams when it comes to attendance. The office building is 100 percent long-term leased, and the apartments are 85 percent leased. The elementary school is the first new school to be located in downtown Memphis in over a century.

ARCHITECT AND PLANNER:
Looney Ricks Kiss Architects, Inc.

ASSOCIATE ARCHITECT:
HOK Sport+Venue+Event (for AutoZone Park)

OWNERS / DEVELOPERS:
AutoZone Park – Memphis Redbirds
Toyota Center – Parkway Properties, Inc.;
Moore Building Associates
Echelon at the Ballpark – Echelon Residential LLC,
Downtown Elementary School – Memphis City Schools

"The old part of the city and the new ballpark reinforce one another, creating a new dynamic." **ROBERT FISHMAN**



CHARTER PRINCIPLES **TEN** The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution. **EIGHTEEN** A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts. **TWENTY** Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

The Commons is a transit-oriented project on a grand scale. The new development will eventually cover an area equivalent to 20% of existing downtown Denver. In 1997, the plan received City approval for this 65-acre "city within a city," one of the largest brownfield reclamations in the U.S.

This project has been the linchpin in the redevelopment of the 300-acre Central Platte Valley, a parcel of significant land adjacent to the confluence of two waterways. While the Valley was used as a dumping ground for much of the 20th century, the Commons is transforming the entire area into a thriving new neighborhood with better transportation, a school, a post office, and a 25-acre riverfront park. Today, downtown Denver has doubled its residential population.

Based upon models like Boston's Back Bay, the Commons will be a dense, pedestrian-friendly urban village. Phase I construction is complete. Phase II will begin in late 2003. As build-out occurs over the next 20 years, the neighborhood will add a variety of residential units, hotels, offices, civic facilities, and retail. All told, the neighborhood could include over six million square feet of buildings adjacent to Denver's historic Lower Downtown (LoDo) .

The architecture and planning firm led a team of consultants to develop a plan for the site. This included managing over 80 meetings with the public, surrounding neighborhood groups, City staff and downtown businesses. The site will be divided into 21 city blocks: an extension of the existing street grid. As rezoning from industrial use to mixed-use was necessary, the planning team created a Neighborhood Plan and a Planned Unit Development, adopted by the City in 1997.

The Neighborhood Plan provides the framework, enforcement mechanisms and funding strategies to make the Commons excel. Rather than prescribing a specific style, the guidelines are flexible, focusing on details including right-of-way dimensions, building heights, build-to requirements and parking standards. This will facilitate cohesive development, provide clear guidance for design review, and assist planners in making consistent choices that reinforce the plan's vision.

THE COMMONS DENVER, COLORADO

SITE: 25.5 acres of historic land adjacent to two rivers.

PROGRAM: Redevelopment and rezoning of former rail yards. The project creates a self-sustaining walkable urban village.

Public space in the plan includes ample greenways and a 25-acre urban park. A greenway creates a crucial link between the city's civic center, the 16th Street Mall, and the South Platte River, which features a regional bicycle and pedestrian trail network. Residential buildings facing the greenery enforce security and shape the park.

The Commons' streets and plazas create walkable connections from the park to the city's core and double as public space. A program for street activities and ergonomic requirements determine street character and hierarchy: narrow travel lanes, specific sidewalk dimensions and parking limitations are required. Zoning dictated a maximum of one parking space per 2,000 square feet of commercial space.

Reusing idle urban territory with excellent access to transit, the project poses an answer to Denver's traffic congestion. The Commons will complement the proposed renovation of Denver's historic Union Station, a transit hub for trains, light-rail, buses, and cyclists. A new light-rail spur already connects the project to sports venues, a campus, and civic, office and entertainment facilities. The City of Denver has extended the popular 16th Street Mall shuttle to the new light-rail stop on the project's doorstep.

The marketplace has embraced the new plan. Several firms have purchased development parcels with plans for over 2,000 units of multifamily housing. The first three residential buildings are occupied and feature ground floor retail. Two new large apartment developments offer affordable housing units. Housing is dispersed throughout the project, but located near amenities such as the new park and Denver's Cherry Creek. Three other housing projects are in planning stages and should begin construction by summer, 2003.

ARCHITECT, LANDSCAPE ARCHITECT, AND PLANNER:
Design Workshop, Inc.

PUBLIC AGENCIES:
Central Platte Valley Metropolitan District; City and County of Denver

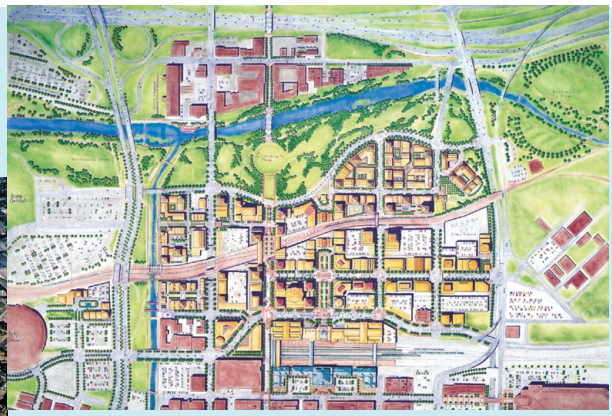
ENGINEERS:
Washington Infrastructure Services;
Leonard Rice Engineers

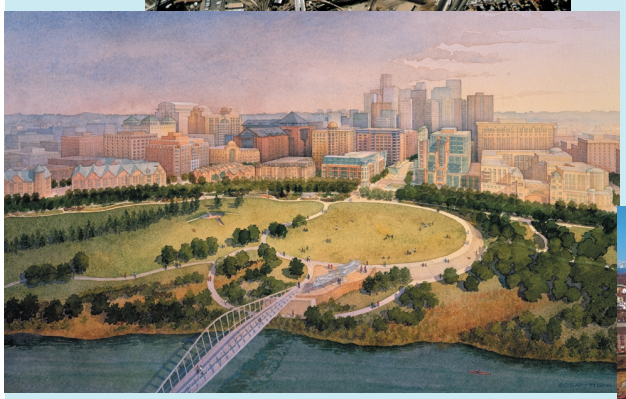
CONSULTANTS:
Urban Design Group;
Architecture Denver

CONTRACTOR:
Mortenson

PHOTOGRAPHER:
Design Workshop, Inc.

"A great example of how public investment in a park — and over a brownfield at that — has spurred private investment, brought residents downtown, and re-connected the city to its river." **ELLEN DUNHAM-JONES**





CHARTER PRINCIPLES **FIVE** Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs. **SIXTEEN** Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them. **SEVENTEEN** The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

Tearing down a freeway takes courage, and yet it is a defining act in the rebuilding of many downtowns, fractured by urban elevated roadways. The City of Milwaukee is doing just this. After a protracted battle with the Wisconsin Department of Transportation, the City won approval to destroy an urban freeway — the remnant of an abandoned 1960s transportation plan — and replace it with urban infill intended to rejuvenate the downtown.

The Park East Redevelopment Plan focuses on the underdeveloped area surrounding a one-mile segment of freeway spur. Due to the presence of the spur, much of the site was relegated to surface parking in spite of an area demand for quality development. The freeway and street configuration became physical barriers between downtown and neighborhoods to the north. The Plan mends this fracture by reinstating the area's street grid, which will encourage new development and facilitate pedestrian and automobile movement through the area.

When public improvements are complete, the freeway spur will be replaced with an at-grade six-lane boulevard that is fully connected with the existing street grid. New blocks will be arranged to maximize buildable land and increase access opportunities. The Plan creates a variety of lots, including a scattering of smaller parcels. These configurations will open up prime property for redevelopment while increasing access to downtown and improving traffic flow. As redevelopment enhances the residential appeal of downtown and complements existing amenities, employment and business opportunities will improve.

The new street pattern will also allow for the creation of public spaces, adding value to surrounding buildings and facilitating visual linkages among sites. A variety of urban park spaces are interspersed throughout the area. The pattern fosters strong connections with the riverfront promenade as well as among the various downtown districts.

The Plan works off of Milwaukee's Downtown Master Plan, adopted in 1999. It creates systematized regulatory processes, optimizes the long-term value of public and private investments, and generates consensus among stakeholders. The accompanying Development Code is a graphic urban design code regulating use, placement, height, parking, and a variety of building details.

PARK EAST REDEVELOPMENT PLAN MILWAUKEE, WISCONSIN

SITE: Parcel of urban land previously occupied by an unused freeway spur and surface parking lots.

PROGRAM: This project hinges on the removal of a freeway overpass. This reclamation of land includes a reconnection of the traditional street grid, new neighborhoods, a riverfront walkway, new retail, housing, and parks.

A healthy downtown needs street-level activity. The Code requires a percentage of active storefront uses on certain streets, meaning that the ground floors of new developments will generally be open to the public with shops, restaurants, office entryways, lobbies for major public buildings, and various service activities. The Plan mandates that these buildings be accessible and memorable, with careful consideration of windows, entries, and signage. As the public realm involves both the inside and outside of buildings, effective connection of these two spaces will make Milwaukee's downtown more valuable.

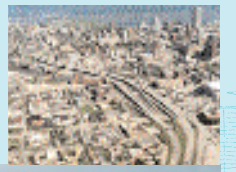
Within the freeway corridor, the Plan has defined three districts based on a site analysis and current social and economic trends. The river divides the study area into one western and two eastern districts, each defined by a significant street. Within the three districts, there are numerous subcomponents: roads, landmarks, nodes of social and economic activity, and unique environmental and architectural attributes. The Master Plan establishes appropriate commercial and residential uses, while the Code sets forth standards that will result in quality architecture, pedestrian-friendly streets, and active public spaces for each district. These allow for a wide range of urban housing types including townhomes, apartments, and lofts.

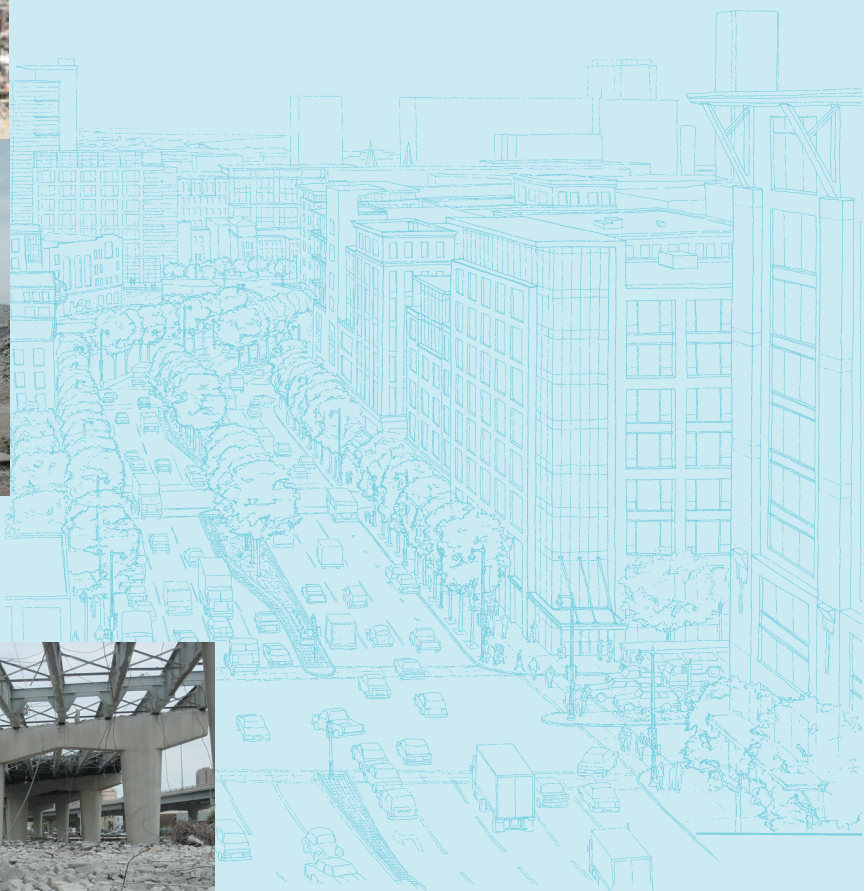
PLANNER:
Planning & Design Institute, Inc.

PUBLIC AGENCY:
Milwaukee Department of City Development

CONTRIBUTING CONSULTANTS:
HNTB Hurtado Consulting, LLC

"Taking down a freeway without help from an earthquake is remarkable." **DAN SOLOMON**





CHARTER PRINCIPLES **SIX** The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries. **TWELVE** Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy. **FOURTEEN** Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

BLOCK, STREET, AND BUILDING

Soleil Court is a collection of buildings on one block in San Diego, each containing four townhouses. The buildings follow the concept of the hôtel, first developed in Paris in the sixteenth century. Characterized by a central courtyard used for light and air, the hôtel was built out to the property line at the sides and rear of the building. Following this historic design concept, Soleil Court provides each unit with a home office, a balcony, two parking spaces, and a semi-private courtyard, while enhancing the street wall and boosting the neighborhood. It does all this at the urban density of 35 units per acre.

The project is built on Cortez Hill. Cortez Hill is the highest area of downtown San Diego, with dramatic views of the city, San Diego Bay, the San Diego-Coronado bridge, and the Coronado islands off the coast of Mexico. It is one of downtown's oldest and smallest neighborhoods, a 10-minute walk from the central business district and the popular Gaslamp District.

In the 1990s, the vacant project site was slated for redevelopment. Under California law, the 50-foot-wide lots platted in the 1880s could have been combined to build large structures. The designers opted to preserve the historical subdivision lot, ensuring that the urban fabric will continue to evolve in its historic pattern. The massing of Soleil Court is similarly scaled to that of surrounding buildings on the block, encouraging its integration with preexisting development.

The street wall of each building is defined with a three-story facade. The two larger, 2,274-square foot townhouses face the street. From the street, ground floor doors open to home offices and a narrow entry passage suitable for pedestrians and vehicles leads to a semi-public courtyard. Two smaller, 1,451-square foot, three-story townhouses are located at the rear of the courtyard. What would have been the space for the horses and carriages in the Parisian hôtel are used for automobile parking, two spaces for the larger units and one space for the smaller units. Additionally, there are two on-street parking spaces in front of each building.

The building is suited to the local climate and building traditions. San Diego's mild Mediterranean climate provides abundant sunshine into the courtyard and onto the balconies. The official street tree, the jacaranda, unifies the entire block. A courtyard specimen tree, Boston ivy, and fragrant vines soften the hard spaces within the courtyards.

SOLEIL COURT SAN DIEGO, CALIFORNIA

SITE: .11 acres in historic Cortez Hill, a residential area of downtown San Diego.

PROGRAM: To develop attractive, townhouse-style residential units that fit well with the surrounding development and enhance the streetscape.

Though Soleil Court itself provides generally upscale housing, it is integrated into a neighborhood where housing is diverse in price, size, and type. Cortez Hill includes condominiums, older rental units, townhouses, a family shelter, and limited commercial and professional space. Young couples with children, retired persons and downtown professionals live in the neighborhood, and an authentic community is emerging.

The semi-public courtyard is a sun-filled space for all residents. The street wall and courtyard of Soleil Court define active spaces for shared use, creating a livable family home in an urban setting while enhancing the neighborhood.

BLOCK, STREET, AND BUILDING

The site of the Quartier am Tacheles development in central Berlin is undergoing a fascinating transition. Damaged by bombing during the Second World War, a Tacheles department store became home to a group of counterrevolutionary artists. The derelict remains of the building were an epicenter of creative reuse, even becoming a tourist destination. A renovation of the building was completed in 2002, and continues to house the artists' colony.

This highly visible site warranted repair, as well as a better mix of uses. Seeking to redevelop the remainder of the block in a similar fashion, the German developers have invested years in negotiations with the government and the resident artists. The project will break ground in late 2003, and be built over the following four years as a mixed-use block that fits within the urban traditions of Berlin.

This project represents one of many plans proposed for the site within the past two years. A competition held by the developer failed to produce a design that satisfied the client. The Quartier am Tacheles design differs from others in two fundamental ways. First, it treats the block not as an insular boundary enclosing a largely private center, but as an open network, permeable to pedestrians and vehicles. Second, the proposal anticipates that the actual building design will be completed by many different architects, encouraging the variety of an historic city.

In order to foster design compatibility, a set of Urban and Architectural Regulations has been created, along with a selection of window types and some drawings depicting potential facades. The Regulations will take on the force of law, while the drawings are provided as suggestions.

The plan organizes the project's insertion into Berlin such that it will seamlessly become part of the street structure. The site is divided into five sub-blocks. While all streets are open to service vehicles, the western half of this network will function primarily as a pedestrian route. The eastern half of the network will remain open to automobiles, with removable bollards located at some pivotal places. Three levels of underground parking serve the development. The streets are designed with slow-flow geometries for unobtrusive traffic calming.

QUARTIER AM TACHELES BERLIN, GERMANY

SITE: 2 acres in central Berlin, damaged by bombing during World War II and currently housing a renovated department store which has been transformed into an arts and entertainment complex.

PROGRAM: Infill revitalization project based on traditional street design and a reconstruction of the urban fabric. Architecture on the site will be designed by a variety of architects.

The streets and squares of the project were designed using the most safe, comfortable, and interesting local spaces as models. In addition to the courtyards, the plan contains several other public spaces, each with its own character. The scheme was designed in figure-ground, with attention paid to the spaces formed between buildings. All open spaces are publicly accessible on foot, and will be shared by the residents, workers, and tourists. The site plan provides a convenient cut-through for pedestrians traveling to an adjacent transit stop.

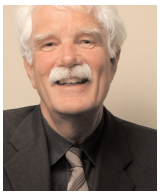
Perspectives throughout the site are carefully designed. The archways connecting the courtyard stagger slightly to provide a pinched view of the entrance to the Flatiron building on the Tacheles square. Upon reaching the square, one receives a framed view of the Post Office dome to the east.

In all, the site will contain over 150,000 square feet of retail and offices, and almost 125,000 square feet of housing. Most structures will contain ground-floor retail below offices, topped by several stories of apartments. In some cases, the retail will be supplemented by a mezzanine and/or lower story of shopping. Exceptions include a hotel and the Beresford, a luxury apartment house in the spirit of its New York namesake. The Beresford will occupy its own block, and its ground floor will contain professional offices on three sides, with retail along the square it skirts.

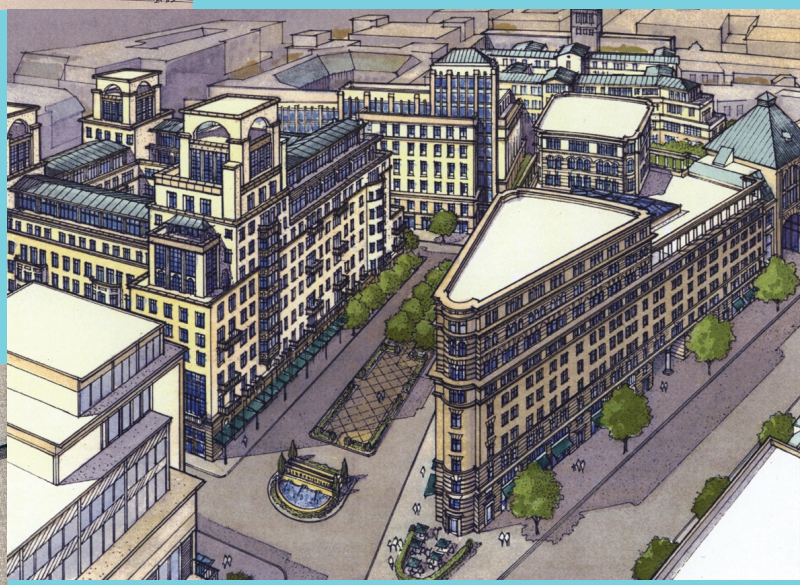
MASTER PLANNER:
Duany Plater-Zyberk & Company
in association with
Duane Phillips,
Architektur und Stadtebau

CLIENT:
Johannishof Projektentwicklung, GmbH & Co. KG

ARCHITECTS:
Cenicacelaya & Salona;
Piotr Choynowski, Architect;
Hammond Beeby Rupert Ainge Architects, Inc.;
Porphyrios Associates;
Robert A.M. Stern, Architects;
Gabriele Tagliaventi + Associati;
Tsao & McKown



"This is one of the only examples of programmatic New Urbanism in Europe." **HANS STIMMAN**



CHARTER PRINCIPLES **NINETEEN** A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. **TWENTY-FOUR** Architecture and landscape design should grow from local climate, topography, history, and building practice. **TWENTY-SEVEN** Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

BLOCK, STREET, AND BUILDING

15TH & PEARL MIXED-USE STRUCTURE BOULDER, COLORADO

SITE: Six blocks of a downtown street, adjacent to a popular pedestrian mall.

PROGRAM: A parking garage wrapped in street-level retail development. Am emphasis is placed on creating a more safe, walkable, aesthetically pleasing street.

The 15th and Pearl Mixed-Use Structure combines parking space with retail and office space. It has sparked renewal of a six block section of Pearl Street, the primary shopping street in Boulder, CO, not only by supplying much-needed parking, but by creating an active new retail block. It connects a downtown pedestrian street with the East End neighborhood, a revitalized district featuring retail, restaurants, offices, and condominiums.

The two primary purposes of the structure are to accommodate automobiles and to encourage pedestrians to walk between a downtown pedestrian area called the Pearl Street Mall, and the East End neighborhood. This unique combination of parking, retail and office space has created a parking area for 700 cars and a block-long retail environment that links the open-air mall and the burgeoning mixed-use retail and entertainment area to the east.

One of the most important features of this building is the pedestrian-friendly street front. The enhanced pedestrian presence has created an environment for further retail and restaurants. Instead of a blank, uninviting parking block, 15th and Pearl has created a lively block of retail street frontages that light up the block. The new shops give pedestrians, shoppers, and diners a feeling of security as they stroll the street.

The mixed-use facility was built in accordance with the City of Boulder's Downtown Growth Plan, which calls for just enough parking to meet downtown's needs. By avoiding an oversupply of parking, the City keeps the emphasis on a pedestrian-oriented downtown. The City owns the structure and is a tenant of a portion of the office space, deriving income from the remainder of the office and retail.

The design approach for the parking structure was to wrap a 700-space garage with retail and office space. The garage has five levels above grade and two below. The parking is wrapped with four separate structures, each defined by distinct brick colors and articulated forms. The intimate scale of the building's facade and the warmth of the brick detailing provide a handsome and protective enclosure for Pearl Street. This design eliminates the effect of a parking structure looming over at-grade retail space. Parking decks rise up behind the two-story retail and office space, but are largely hidden from street view. This retail has a different structural system than the parking, complete with separate building permits. The windows and storefronts of the office space and retail add additional detail while breaking down the scale of the architecture.

The highly detailed brickwork, with steel canopies, and steel framework communicate this building's kinship with the nearby 19th- and early 20th-century brick building fronts. Downtown Boulder's low-rise brick and steel-detailed buildings offer a rich palette of color and scale. The historic fabric has set a high standard of design for other new buildings in this district. Since 15th and Pearl opened, other designers are following its lead with inspired buildings of their own, creating a new architectural context with a strong sense of contemporary detail.

Beyond architectural style, 15th and Pearl is the critical link in the revitalization of a ten-block long mixed-use district. Because is it located between the end of the pedestrian mall and the East End neighborhood, creating a continuity of active pedestrian uses on the street, it is both seamlessly linked and integrated into this part of Downtown Boulder. At 15th and Pearl, a new parking structure contributes to the pedestrian experience, rather than detracting from it.

ARCHITECT, ELECTRICAL ENGINEER, AND MECHANICAL ENGINEER:
RNL Design, Inc.

ARCHITECT:
Shears-Adkins Architects, LLC

STRUCTURAL ENGINEER:
Jirsa Hedrick

OWNER AND DEVELOPER:
City of Boulder

GENERAL CONTRACTOR AND CONSTRUCTION MANAGER:
Pinkard Construction

"Pearl Street is one of the only functional walking streets in America, but it could be a Death Star with its parking demands. The ability of a building like this to provide parking and still be good urbanism is key." **PETER KATZ**

CHARTER PRINCIPLES **TWENTY-ONE** The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness. **TWENTY-TWO** In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space. **TWENTY-THREE** Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

BLOCK, STREET, AND BUILDING

THE CORNER AT EASTERN MARKET

WASHINGTON, D.C.

SITE: Part of a mixed-use block at the corner of 7th Street and Pennsylvania Avenue, S.E.

PROGRAM: Commercial redevelopment of an important area of Capitol Hill. New construction features precise architectural detailing and creates a sense of location and local community.

Sensitive design and a long-term commitment to one pivotal commercial block has helped turn around a declining neighborhood in Washington, D.C. The new development, known as The Corner at Eastern Market, has fostered a sense of location and fortified the local community's pride in their surroundings. This project demonstrates the viability of architectural revitalization to attract ideal tenants and generate additional income in a troubled area.

The northwest corner of 7th Street and Pennsylvania Avenue, S.E. defines one of the gateways to the U.S. Capitol; the Washington landmark is directly visible from the corner. In 1988, 7th Street, was in a state of decline. The local grocery store closed, Kresges soon followed suit, and other retailers were moving elsewhere. Area business and building owners, seeing no potential in their community, had invested little in their commercial properties. One developer decided to take a chance on the corner. He negotiated long-term ground leases on four adjacent lots and purchased a fifth. He hand-picked retail tenants, drawing seven of ten owner-operators from the surrounding Capitol Hill community. He used local surveys to determine what shops the community needed or desired, and gave them precedence.

At one corner, the developer had an existing single-story store with a basement. While renovating the property into sub-grade office and at-grade retail, he gambled that he could obtain a variance to increase the floor area ratio from 1.5 to 3.0 and to increase the lot's height limit. He had the structure fortified with structural steel to support an additional three floors.

In order to reach a consensus on the design and function of the buildings, he met with numerous neighborhood community organizations. The site's proximity to a Metro stop assisted in justifying the increase in density. The City approved, and the second phase of three additional floors was completed in 1990.

The developer took great care and expense to ensure that the facades of each building contributed to the artistic imprint of the corner. The buildings complement one another and the neighboring historic and contemporary buildings in exterior pattern, color and form. The addition at 660 Pennsylvania Avenue continues the art moderne style of the original Kresges building. Public spaces, such as the sidewalk cafes, were carefully defined to highlight the area's accessibility and appeal.

The completion of The Corner at Eastern Market was the beginning of a process to transform the corner. The corner complements the Victorian Eastern Market at the opposite end of 7th Street, and together they have infused new life into 7th Street such that the sidewalks and cafes are now full of people not just on weekends, but on weekdays and nights as well. Pedestrian activity in the neighborhood has increased significantly while crime has decreased. Other local commercial property owners have begun to restore and improve their buildings.

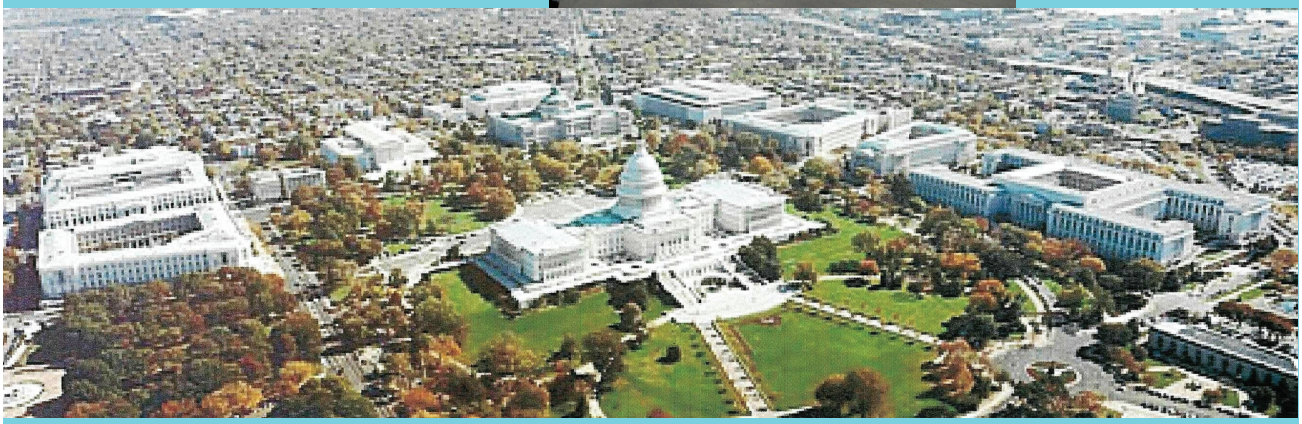
ARCHITECT:
Weinstein Associates Architects

OWNER AND DEVELOPER:
Stanton Development Corporation

ENGINEERS:
Ehlert/Bryan

GENERAL CONTRACTOR:
American Property Construction

"One developer who totally gets it has completely turned around this neighborhood."
PETER KATZ



CHARTER PRINCIPLES **FIFTEEN** Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. **TWENTY-THREE** Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities. **TWENTY-SIX** All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

BLOCK, STREET,
AND BUILDING

DEL MAR STATION TRANSIT VILLAGE

PASADENA, CALIFORNIA

SITE: An acre of land occupied by a historic rail depot.

PROGRAM: Mixed-use transit station development including housing, parking, retail, and improved streetscapes.

The Del Mar Station Transit Village provides a complex civic plaza for those who live and work in this area of Pasadena. It also encourages visitors from the entire region to board the local light-rail and visit the historic downtown. A bridge over the rail right-of-way forms a physical gateway to those arriving by train. The tower at one corner of the project greets those arriving by automobile. The transit village celebrates the region's historic railroad past, incarnated in the restored station.

This project occupies one of the most significant areas within the city: across the street from an Olmstead-designed park, one-quarter mile from the city's historic downtown, immediately adjacent to a new light-rail line, and at the terminus of one of the region's high traffic freeways. The 3.4-acre site is flanked by three streets including the main vehicular entry into the city, whose streetscape will be concurrently restored. An adjacent street to downtown is smaller, well-traveled, and pedestrian-oriented. To the north is a large parcel of land slated for extensive mixed-use development. The site is bisected by the north-south light-rail line.

Immediately west of the rail line is a Spanish Revival-style train depot that is being restored and converted for retail use. The design protects the small building by limiting the adjacent massing to two stories. Housing and retail skirt three sides of the plaza, the station completing the fourth side. The rail right-of-way is designed as a street with public sidewalks, plantings, lighting, and buildings.

The project provides two subterranean parking garages capable of accommodating 1,200 automobiles. Automobiles access parking at mid-block to discourage congestion at intersections. A vertical circulation core for transit users is located within each parking structure, and pedestrian egress from the parking levels flows directly into the lobbies of buildings.

In order to achieve a project density of 100 units per acre without overwhelming the depot, most housing is located in seven-story buildings at the center of the site and an adjacent corner. This facilitates lower massing on street fronts and adjacent to the depot. A small piazza adjacent to the depot eases the transition to the four-story massing to the north. The seven-story building facing the public plaza steps down to permit natural daylight to reach the paseo and plaza.

Four residential buildings feature private courtyards. Housing typologies include liners to conceal at-grade parking structures, stacked flats, traditional courtyard housing, townhouses, and walk-up lofts. The architecture recognizes the particular character of individual buildings by reducing them into distinct historic styles: industrial loft, modern commercial, Mediterranean revival, craftsman, and moderne residential.

This project is designed on the premise that a diverse mix of both inhabitants and uses will generate a significant urban place. The project incorporates a variety of buildings designed to accommodate a multitude of uses. The variety of unit sizes and vertical unit stratification stimulate a range of prices (larger units on higher floors with prime views fetch higher prices than units on lower floors). In addition, a percentage of the units—dispersed throughout the project—have been reserved for lower income individuals and families. A day care facility is included among the ground floor commercial uses.

Del Mar's design strives to complement and connect with the surrounding dense residential neighborhoods. Streetscape improvements on surrounding streets will encourage residents of these neighborhoods to walk to the station. Careful coordination with the local bus agencies has insured that local bus lines stop at the park across the street from the site. A bicycle storage room has been designated specifically for the public's use.

ARCHITECT AND URBANIST:
Moule & Polyzoides, Architects and Urbanists

OWNER AND DEVELOPER:
Urban Partners

EXECUTIVE ARCHITECT:
Nadel, Architects, Inc.

LANDSCAPE ARCHITECT:
Melendrez and Associates

STRUCTURAL ENGINEERS:
Quantum Engineering

TRANSIT ARCHITECT:
ACG Environments

CODE CONSULTANT:
Schirmer Engineering Corporation
M.E.P. (Mechanical, Electrical and Plumbing):
ME Engineers, Inc.

"The station square is a significant space. The real big success of this project is the extraordinary hierarchy of courtyards and outside spaces." **JOHN TORTI**

CHARTER PRINCIPLES **FOURTEEN** Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers. **TWENTY** Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style. **TWENTY-FIVE** Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

CHARTER OF THE NEW URBANISM: PREAMBLE

THE CONGRESS FOR THE NEW URBANISM views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community-building challenge.

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.

PRINCIPLES OF

THE NEW URBANISM

REGION: METROPOLIS, CITY, AND TOWN 1 The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical plan-ning, and economic strategies must reflect this new reality. 2 Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coast-lines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges. 3 The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relation-ship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house. 4 Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion. 5 Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs. 6 The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries. 7 Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentra-tions of poverty. 8 The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile. 9 Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of trans-portation, recreation, public services, housing, and community institutions. NEIGHBORHOOD, DISTRICT, AND CORRIDOR 10 The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution. 11 Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways. 12 Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy. 13 Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community. 14 Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers. 15 Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. 16 Concentrations of civic, institutional, and commercial activity should be embed-ded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them. 17 The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change. 18 A range of parks, from tot lots and village greens to ballfields and community gardens, should be distributed within neigh-borhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts. BLOCK, STREET, AND BUILDING 19 A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. 20 Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style. 21 The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of access-ibility and openness. 22 In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space. 23 Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly con-figured, they encourage walking and enable neighbors to know each other and protect their communities. 24 Architecture and landscape design should grow from local climate, topography, history, and building practice. 25 Civic build-ings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city. 26 All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems. 27 Pre-servation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

CONGRESS FOR THE NEW URBANISM (CNU) is a San Francisco-based non-profit organization that was founded in 1993. It works with architects, developers, planners, and others involved in the creation of cities and towns, teaching them how to implement the principles of the New Urbanism. These principles include coherent regional planning, walkable neighborhoods, and attractive, accommodating civic spaces. CNU has members throughout the United States and around the world. It sponsors annual conferences, known as Congresses, for the sharing and discussion of best practices in New Urbanism.

Congress for the New Urbanism

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