

CONGRESS FOR THE NEW URBANISM

# Charter Awards

2018

LETTER FROM JURY CHAIRS

*3*

GRAND PRIZE

*4*

CHARTER AWARDS

*6*

STUDENT GRAND PRIZE

*16*

STUDENT MERIT AWARDS

*18*

CREDITS

*20*

Mixed-use, walkable neighborhood development, as defined by the Charter of the New Urbanism, promotes healthier people, places, and economies. The members of CNU and their allies create positive change in communities all over the world. They design and build places people love.

The Charter Awards, administered annually by CNU since 2001, celebrate the best work in this new era of placemaking. The winners not only embody and advance the principles of the Charter—they also make a difference in people's lives.

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

Charter Awards are given to projects at each scale, and special recognition is reserved for the best projects at the professional and student levels. Honored by the world's preeminent award for urban design, winners set new standards for placemaking and community building.



## The Jury

---

JENNIFER HURLEY, JURY CO-CHAIR

*Principal, Hurley-Franks & Associates*

---

MAURICE COX, JURY CO-CHAIR

*Director of Planning and Development, City of Detroit*

---

ANNE-MARIE LUBENAU

*Director, Rudy Bruner Award for Urban Excellence*

---

SUSAN HENDERSON

*Principal, PlaceMakers LLC*

---

ELIZABETH MOSSOP

*Dean of School of Design, University of Technology Sydney*

---

ANTONIO FIOL-SILVA

*Founding Principal, SITIO Architecture and Urbanism*

---

RUSSELL PRESTON

*Founder and Design Director, Principle*

---



From left to right: Russell Preston, Antonio Fiol-Silva, Elizabeth Mossop, Susan Henderson, Anne-Marie Lubenau, Maurice Cox, Jennifer Hurley

# Letter from the Jury Chairs

JENNIFER HURLEY AND MAURICE COX

The Charter Awards recognize excellence in projects that meet the promise of the Charter of the New Urbanism. For more than 20 years, the Charter has served as a foundational set of principles that unite people from disparate regional contexts, disciplines, and perspectives in a mission of holistic community building. As the Charter states:

"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 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."

Our jury engaged in rigorous, stimulating debate to choose this year's award winners. In the dialectical tradition of New Urbanism, our discussions were sometimes contentious and critical. Even in the midst of passionate opinions, our discussions were always respectful because we all aspire to the principles that the Charter upholds.

As our movement advances, the baseline level of competent practice continues to climb. At this point, we demand more of our winners. These awards emphasize built and executed work. Experience shows that implementation is complicated and difficult, yet each of the professional projects achieve substantial design, policy, and placemaking goals. Inspiring visions are a necessary beginning, but to realize the Charter's vision we must confront and overcome the barriers and limitations in finance, regulation, governance, and the real estate marketplace.

Making beautiful, livable places is not an abstract exercise in form, but a way to nurture people and their opportunities. These projects are inclusive in a variety of ways. Davidson's Rural Area Plan uses zoning tools to encourage affordable housing development. Tregunnel Hill seamlessly integrates market rate and affordable housing through compatible architecture.

Institutions can act in ways that connect and support neighborhoods and people. The public school at the Village of Providence connects community members in a way that is new to its area.

Through sensitive historic renovation and new construction, the University of Connecticut's return to downtown Hartford creates a permeable campus and public courtyard that link students and faculty to the surrounding city.

Public space can foster inclusivity. The Argyle Shared Street shows how cities can transform their infrastructure to support cultural expression. The interior public space of the Crosstown Concourse brings together an abundant array of community organizations and entrepreneurs—while enhancing our understanding of the full declension of public to private space.

Transportation infrastructure is a key piece of the public realm, and we see in projects like Biscayne Green how small efforts build to larger interventions that repair hostile civic space. We hope these parking lots are permanently converted to the vital public places that this Tactical Urbanism intervention has demonstrated.

Several projects also suggest the use of landscape as a structuring framework. At the same time, as we reviewed the whole field of projects, we were often disappointed in

the quality of landscape design and the design of public space. Over the years we have seen a slow but steady rise in competence in basic urban structures like block and street design. Now we need to see the same attention to the quality of civic squares, plazas, and landscape infrastructure.

Urban design is expressed in four dimensions, and these projects draw our attention to the temporal nature of urbanism. People use spaces in different ways over the course of days, weeks, seasons, and years, and places evolve over time.

Local history, culture, and form of place are all intertwined. New urbanists have long held up the value of precedents and attention to regional climate. We continue to see how understanding local conditions informs new development. We were especially impressed this year with the way student projects engaged with different cultural contexts in Africa, South America, and the Middle East.

As practice improves, elements of our work become standard in some places, but remain unbelievably difficult in others. There are no perfect solutions, but with these projects, we hope you can see the possibilities and impact of incremental improvements.

The block contains two handwritten signatures in dark ink. The signature on the left is 'Jennifer Hurley' and the signature on the right is 'Maurice Cox'.











GRAND PRIZE

# Crosstown Concourse

*The toughest transformation*

BLOCK, STREET, AND BUILDING  
MEMPHIS, TENNESSEE — LOONEY RICKS KISS

For two decades, the 1.3-million-square-foot former Sears distribution center sat empty in the midst of disinvested Memphis neighborhoods—a symbol of urban blight. The building was too big to redevelop and too expensive to demolish, many thought.

Now Crosstown Concourse represents the best kind of community-driven revitalization—a “vertical village” that is fully occupied with 265 residential units, twenty percent of which are affordable. It includes a public charter school, a YMCA, health care facilities, restaurants, shops, and a 425-seat theater—a venue for local and touring musical acts, art films, community theater, and assembly space for tenants.

“The project teaches what can happen when typical models of development are put aside in favor of local re-investment and direct community collaboration,” the project team notes.

Crosstown Concourse has generated 700 new jobs, according to Mayor Jim Strickland: “It’s extraordinarily exciting. Three thousand people are going in and out of this building every day. I’m hopeful that all of Cleveland (Street) starts popping. It’s nearly miraculous.”

Workers, residents, and visitors include doctors, patients, students, shoppers, artists, creative professionals, and entrepreneurs.

Amazingly, the building was redeveloped and opened in two years from its 2015 groundbreaking.

A nonprofit organization called Crosstown Arts was formed to work on the redevelopment in 2010, when the nation was emerging from the Great Recession.

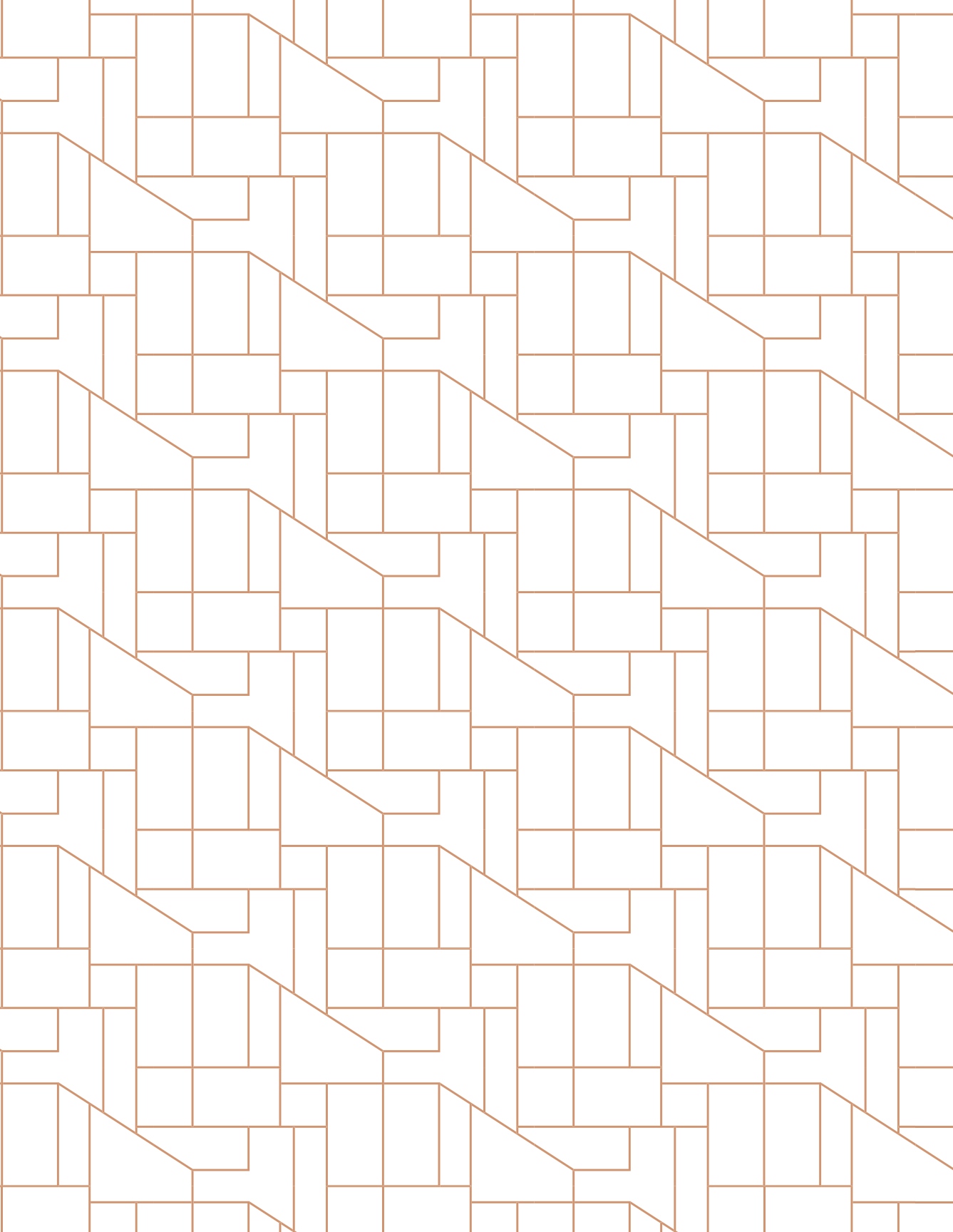
The first steps included a feasibility study and community events that highlighted the potential for the building. “Bringing citizens back in the building after decades of abandonment sparked imaginations, allowing a community to slowly realize that a building once considered an eyesore could be an asset,” the project team says.

Developers, including Crosstown Arts, received commitments from nine prospective tenants, called “founding partners,” who leased 600,000 square feet of space, enough for the project to clear financing hurdles. A complex mix of funding sources included city, county, state, federal, philanthropic, and private financing.

In addition to converting a derelict building into a beehive of 18-hour activity, Crosstown Concourse is designed to reactivate the adjacent urban neighborhoods. A public street bisected by a 1965 building expansion was extended through the west end of the site.

A network of new streets—focused on pedestrian travel but allowing vehicular access—are directly linked to interior atria, which serve as semi-public spaces. The building exterior includes pervious frontages, public plazas, art installations, and performance areas to connect to surrounding neighborhoods and activate urban life.





## CHARTER AWARD

# Argyle Shared Street

*Shared street connects culture and community*

BLOCK, STREET, AND BUILDING  
CHICAGO, ILLINOIS — SITE DESIGN GROUP LTD AND  
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago is showing how change in public infrastructure can transform a neighborhood with drug and gang problems. Located in the ethnically Asian Uptown neighborhood, Argyle Shared Street is a shared-use, pedestrian-prioritizing streetscape.

"This project creates an area that is more walkable, more sustainable and has a greater sense of place for the community. Whether you are walking, biking, driving, or using public transit, we want all modes of transportation to be safe to use and accessible for all Chicagoans," says Mayor Rahm Emanuel.

The three-block shared street creates a plaza-like feel by raising the street and eliminating raised curbs, making it universally accessible. Bump-outs, narrower vehicle lanes, and the use of chicanes help users to utilize the street safely by slowing down traffic and encouraging eye contact between users.

The street features sustainable elements, including energy-efficient streetlights, permeable unit pavers, and small rain gardens to soak up stormwater.

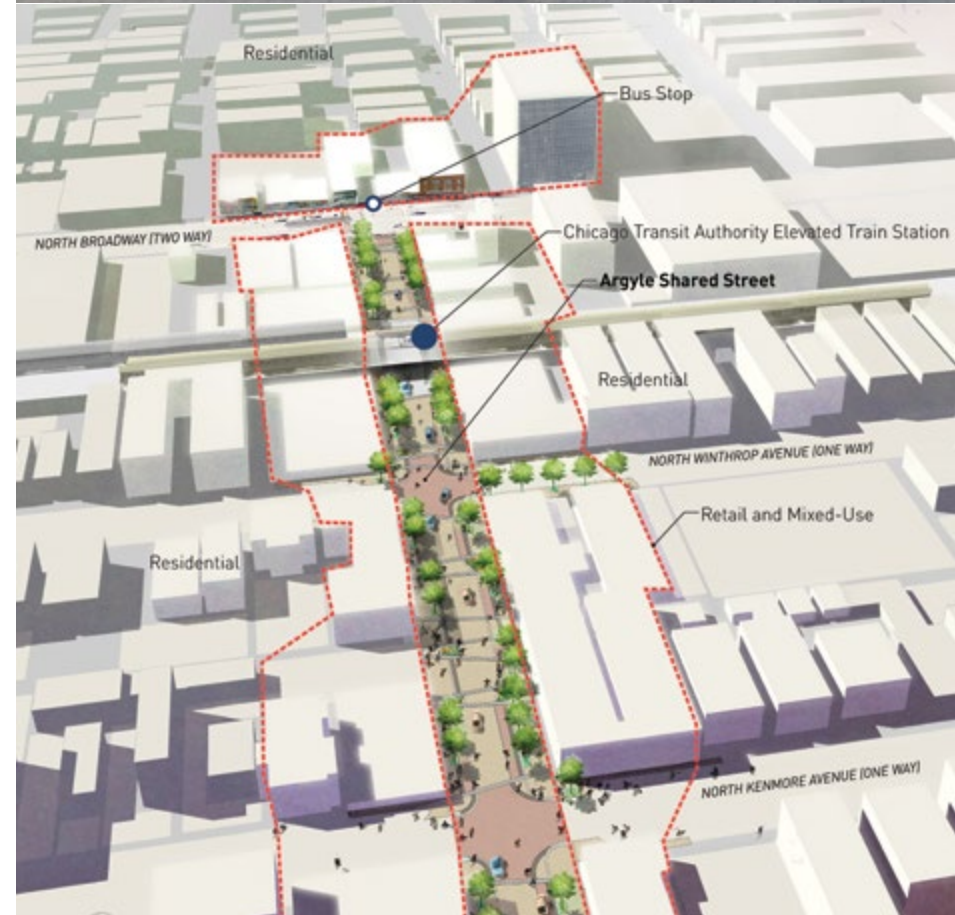
Argyle is one of four Chicago pilot projects monitored by a research team for performance

of green infrastructure through high-tech sensors that deliver real-time data about the effectiveness of the system. As planners from cities like Detroit make pilgrimages to Argyle Shared Street, the project has become a model for other cities. Despite early driver confusion and concerns that the shared space would create problems for street users, no serious accidents have been reported. That's partly because traffic is slowed dramatically, allowing pedestrians, cyclists, and drivers to mix at a location that is adjacent to a Chicago elevated transit stop.

Historically, Uptown was a booming hub for entertainment in Chicago. After the Great Depression, famous entertainment venues were shuttered, and poverty and blight took over. In recent decades, Uptown has become known for its Asian influence and concentration of Vietnamese shops and restaurants.

A weekly night market is held on the street where food, unique goods, and street performers are on display. Annual events like a Chinese New Year celebration also take place on Argyle.

Cities can do a lot with the public assets like streets—and Argyle Shared Street explores that idea.





CHARTER AWARD

# Biscayne Green

*Reclaiming space for people*

BLOCK, STREET, AND BUILDING  
MIAMI, FLORIDA — STREET PLANS COLLABORATIVE

A long-term plan to convert a series of parking lots to public spaces in the middle of Biscayne Boulevard was held up for years due to concerns about traffic and parking. The creative use of Tactical Urbanism is breaking the political deadlock for this important downtown Miami thoroughfare—starting with a one-week event in 2012 and continuing in a three-week demonstration in 2017.

The recent project—which cost \$200,000 total, including only \$14,000 for construction—included an open lawn, a dog park, a children’s play area, and a seating area in one median. A second median featured painted asphalt and hanging lights and was used primarily for vendors, music, and dance.

Sixteen planned events and 30 spontaneously organized activities took place in Biscayne Green during the demonstration period. The project was visited by more than 23,000 people who participated in the events and who brought their families and pets to enjoy more passive amenities.

“Every response I heard was positive—people felt it was an evolution of what downtown should be,” says Ken Russell, District 2 Commissioner for the city.

Biscayne Green temporarily transformed the automobile-dominated thoroughfare, which cuts off downtown from the waterfront. A southbound travel lane was converted to a dedicated bus/bike lane, on-street parallel parking was added, and the surrounding crosswalks were enhanced with asphalt art—the first “art crosswalks” implemented on state-owned roads in Miami-Dade County.

In the wake of the demonstration project, Florida approved \$400,000 to explore the redesign. Political and community support remain strong.

“Biscayne Green was created to showcase not just what a safer Biscayne Boulevard could look like, but also how providing more public space for residents could transform Downtown Miami. For the pilot project’s duration, Downtown Miami was buzzing,” notes the project team.

Biscayne Green is a model for how planners and citizens can deal with street infrastructure that divides cities and communities. Temporarily, Miamians experienced how a barrier can become an urban oasis.







CHARTER AWARD

# UConn Downtown Hartford

*A campus opens up to the city*

BLOCK, STREET, AND BUILDING  
HARTFORD, CONNECTICUT — ROBERT A.M. STERN ARCHITECTS

Four decades after moving its campus to suburban West Hartford, the University of Connecticut moved back to downtown Hartford—bringing mixed-use development and the revitalization of the Hartford Times Building, a neoclassical landmark.

Because the suburban campus had been difficult for city-based students to access, UConn sought proposals to bring the campus back to Hartford's struggling downtown. The HB Nitkin Group, a private developer, and Robert A.M. Stern responded with this 1.6-acre project, which includes new buildings and public spaces in addition to historic rehabilitation.

"The campus is designed to contribute to the revitalization of Adriaen's Landing, a 30-acre area at the easternmost part of downtown, by locking into adjacent commercial development and developing synergistic relationships with nearby cultural institutions," according to the project team.

Following the meticulous restoration of the Times building façade, with its grand staircase and podium facing City Hall Park, the building now forms the entrance of a campus with 160,000 square feet of academic facilities.

Inside the main entrance, the visitor is treated to a dramatic three-story atrium that connects the historic structure to a new five-story building and serves as the social hub for the campus, as well as a special events venue. The largest new building is clad in buff-colored masonry that takes cues from historic downtown buildings.

"The campus is going to connect parts of Hartford that have been disconnected for many years, and I think it's a critical piece of the puzzle to making our city the vibrant, active downtown that we all want it to be," says Hartford Mayor Luke Bronin.

The campus will be "part of the backbone of Hartford: a place of learning, engagement, and discovery, and a vibrant part of this neighborhood," notes UConn president Susan Herbst.

The new block is pervious—inviting students and community members to experience the campus as a public space. A public courtyard at the center is an amenity for the community.

UConn Downtown Hartford is a great example of how institutions can revitalize the urban core with mixed use, preservation, and placemaking that connect them with their surrounding communities.



CHARTER AWARD

# Swann Wynd

*Pedestrian village in a natural landscape*

BLOCK, STREET, AND BUILDING

CHATTAHOOCHEE HILLS, GEORGIA — RHINEHART PULLIAM & COMPANY,  
ARCHITECTURE AND DESIGN

Swann Wynd incorporates a range of housing types and uses along an emphatically pedestrian-oriented right-of-way that links a main street and an artists' village that are a quarter-mile apart by automobile. The pedestrian way includes sections of path, a footbridge, and a street—but mostly it is designed as a public space for shared public use. The underlying approach treats architecture, landscape, and public space as part of the whole design challenge.

Houses define the edge of the street in Swann Wynd—a rare design quality in North America. The architectural details are so intimate that they invite touching. "Visiting pedestrians can and do touch the facades of the houses as they pass by," the project team explains.

"I was inspired by the intimate and asymmetrical placement of homes to pedestrian walkways and bridges, pressed right against the forest and creeks," notes one resident.

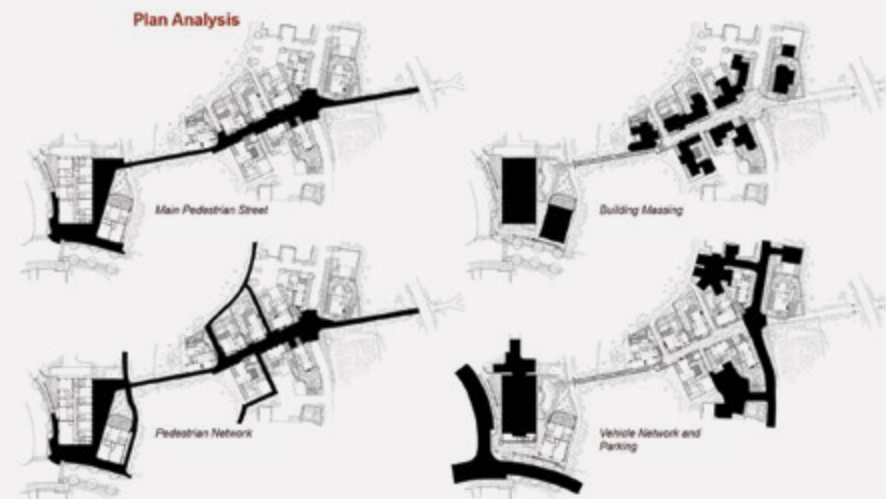
The team used geographical challenges to create unique pedestrian experiences along the way. Each experience is subtly announced through deflections and terminating views embedded in the path, changes in walking surfaces,

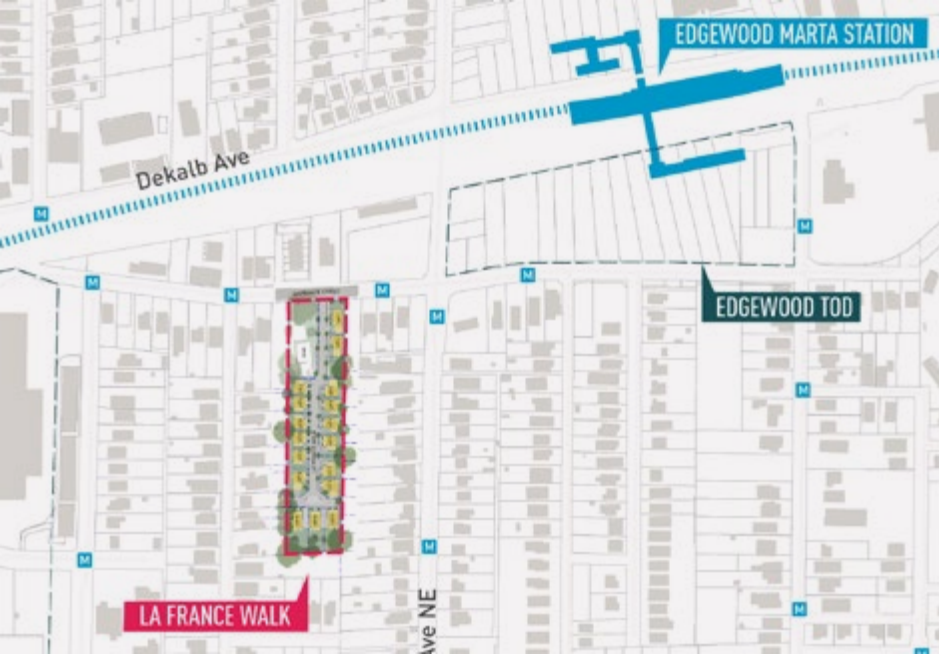
changes in surrounding architecture, or combinations of these.

The project inverts the usual relationship between car and human in land development. In Swann Wynd, automobiles support pedestrians—not vice versa. A variety of parking solutions were provided, including a small parking lot, hidden parking courts, and private garages—none of which subvert or dominate the public spaces and character of the place.

Swann Wynd responds to the Charter's call for preserving countryside and nature. This project is located in a new, rural town called Serenbe that is dedicated to preserving large areas of undisturbed natural and farm land. Serenbe includes a 25-acre organic farm, seasonal Saturday Farmer's Market, and a thriving community-supported agriculture program and edible landscaping, including blueberry bushes along paths and sidewalks.

Swann Wynd incorporates 3,000 square feet of shops, and 33 residential units, including rental apartments and attached and detached single-family houses, on 2.1 acres that appear embedded in nature.





CHARTER AWARD

# LaFrance Walk

*Sophisticated insertion of missing middle*

BLOCK, STREET, AND BUILDING  
ATLANTA, GEORGIA — KRONBERG WALL ARCHITECTS

Sited behind a historic 1880 “grand home” in the Englewood neighborhood of Atlanta, LaFrance Walk includes a variety of missing middle housing types within walking distance of the MARTA station and a major retail center.

“One of the best aspects of living in LaFrance Walk is its proximity to the Edgewood MARTA station and the 102 bus route,” says resident John Renaud. “It has changed the way we get around Atlanta, and enabled us to drop to just one car between the two of us, saving us money and reducing traffic-induced stress.”

Englewood is developed mostly in the form of craftsman-style bungalows. The two-acre infill development looks like vernacular single-family houses, but actually includes duplexes, four-plexes, accessory dwelling units, and nine live-work studios. A small park serves as a community gathering space.

The live-work studios and rental components are direct outgrowths of the designer, Kronberg Wall, working with the Incremental Development Alliance and applying lessons of small-scale development to the site.

“I work from home, so the studio can serve as my office, a space for my in-laws, or an AirBnB to supplement our income and make the home more affordable,” notes resident John Bell.

The garage-less houses create extra space with built-in income production capacity, “with small studio apartments surreptitiously included in the design,” the designers note. “This idea was further explored with the creation of duplexes whose overall look suggest single-family residences, providing access to this unique community at a variety of economic affordability.”

The designs emphasize elements that expand the scope of human interaction, like porches and sidewalks, safer streets, and communal spaces that support living communities.

“As the City of Atlanta continues to grow and we consider what the future of its built environment might look like, we appreciate innovative infill housing solutions that can set a positive example for others to follow,” says Charletta Wilson Jacks, Director, Office of Zoning and Development, City of Atlanta.



CHARTER AWARD

# Tregunnel Hill

*Seamless town extension with affordable housing*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
NEWQUAY, CORNWALL, ENGLAND — DUCHY OF CORNWALL,  
CG FRY AND SONS, HUGH PETTER



In the Village of Newquay a new urban neighborhood has been built with local materials and workers, trained in an apprenticeship program. Nearly 90 percent of the new residents have moved in from the immediate area, a remarkable feat in a popular resort setting. Twenty-eight percent of the units are affordable, with design that is identical to market-rate housing.

“Tregunnel Hill is a triumph, and is already being cited as a model for legacy development across Britain,” notes Hank Dittmar, principal of Hank Dittmar Associates and former chair of CNU’s board.

The 10.4-acre project reflects the “rough-hewn character of the Cornish coast,” he says, and it proves that the principles of development used in Prince Charles’s famous Poundbury project are replicable elsewhere.

Tregunnel Hill’s 174 homes, plus shops, are built close to the narrow streets, similar to historic settlements in the region. The streets are designed primarily as public spaces and the small blocks are human scale. Every house has a backyard, and the parking is in the center of blocks.

“We live in the perfect location for our children to grow up in. It’s within walking distance of the kids’ schools, our work, the town center and the beach,” says resident Gemma Wilkins. “When we first moved in, we had to pinch ourselves as we felt we were on holiday.”

The development was built from 2012 to 2016 through a “common aspiration contract” that bound the landowner and builders together. A design code set out key principles of urban and architectural character, sustainability targets, the use of materials, colors, street furniture, and plantings. Mass grading was avoided in site preparation.

The project creates a model for how sustainability can be placed at the heart of a large development, notes Tony Jupiter, executive director of Friends of the Earth. “The plans put forward could make an important difference, not only in providing local solutions in Cornwall, but in demonstrating what is possible right across the country,” he says.



CHARTER AWARD

# Strategic Area Investment Plan

*Landscape infrastructure shapes future investment*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
CHARLOTTESVILLE, VIRGINIA — CUNNINGHAM | QUILL

Charlottesville's Strategic Area Investment Plan guides the redevelopment of a former industrial stream valley into a mixed-income, mixed-use urban area that remains connected to its riparian roots.

A 12-acre linear ecological park incorporates new stormwater systems while creating multi-functional community open spaces. The plan showcases sustainable best practices as it creates civic spaces for informal gathering and community interaction.

New mixed-use, mixed-income neighborhoods reweave former industrial and public housing sites with the adjacent neighborhoods and reconnect the area's pedestrian, bicycle, and street grid system. Proposed mixed-use buildings provide opportunities for live/work spaces and increased access to service retail. The project is governed overall by a form-based code.

The catalyst for the plan was the need to revitalize an aging 150-unit affordable housing project called Friendship Court. The new vision calls for 338 units of affordable housing and a thousand new market-rate homes. Extensive community engagement including community and public housing residents, local business owners, community leaders, historians, youth and religious leaders, property owners, developers, school officials, transportation

planners, city staff, and elected and appointed city commissions informed the plan.

"These recommendations will improve the quality of the built environment and the quality of life for our residents," says former Charlottesville Mayor Satyendra Singh Huja.

A special feature of the plan is its attention to sustainability and transportation diversity. Biofiltration landscapes combine to allow for phased daylighting and the restoration of the stream. Adjacent passive and recreational park space connects to the proposed linear park. In addition to the creation of new streets through superblocks, streetscape and intersection design standards encourage walking and bicycling in the project area.

The plan revolves around a framework of three design concepts: An ecological corridor; a retail, economic, and community services connector; and diverse, equitable mixed-income neighborhoods.

"I believe equitable development is the next big frontier for both smart growth and urbanism (old and new)," says Kathleen Galvin, architect and city council member. "We have to show that we can maintain diverse communities and economies whenever and wherever we repair our cities to be healthier and more walkable."





# Village of Providence

*Suburban infill fosters community*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
HUNTSVILLE, ALABAMA — DPZ CODESIGN



An unlikely urban neighborhood and center has taken shape in Northwest Huntsville, Alabama—an area characterized by car dealerships, big box stores, apartment complexes, industrial parks, subdivisions, and single-family houses. Through more than a decade of design and development, this project has demonstrated how successfully new urbanist principles can be applied in a suburban context.

Northwest Huntsville is largely African American—an affordable yet automobile-oriented suburban sector. Three miles to the north is the second-largest research center in the US, Cummings Research Park.

The 305-acre Village of Providence, designed in a 2002 charrette led by DPZ, wraps around an existing apartment complex and includes two waterways that form a natural greenway in the midst of the new community.

Providence's village center was built at a greater density and intensity than was originally designed, due to the pent-up, previously undiscovered demand for mixed-use urbanism in the area. The center was originally planned for two-story buildings—but now has up to five stories of mixed-use development. A five-lane suburban artery has been converted to a main street with on-street parking and a center tree-lined median.

An eclectic nightlife, previously unknown in this part of Huntsville, has taken root in the village center, which is now the city's most vibrant and inclusive entertainment destination. The suburban retrofit also includes one of the most racially diverse elementary schools in the city—a school that draws students from areas surrounding the new village.

Compared to other traditional neighborhood developments, the Village of Providence is relatively affordable, with more than 600 apartments already built, starting at \$700 per month. Garden apartment complexes within walking distance allow for pre-existing affordable housing.

The variety of housing, from estate homes to apartments, cottages to townhouses and lofts, sets this project apart, according to the National Association of Home Builders, which named Village of Providence the 2014 Community of the Year. The retail is equally diverse, focusing on day-to-day uses like a drug store, barber shop, dry cleaner, pizzeria and other restaurants, coffee shop, and sports bar. Weekly outdoor markets revolve around healthy, sustainable food and the support of local entrepreneurs.



## CHARTER AWARD

# Davidson's Rural Area Plan

*Visionary code protects rural lands*

METROPOLIS, CITY, AND TOWN  
DAVIDSON, NORTH CAROLINA — TOWN OF DAVIDSON AND STANTEC

The Rural Area Plan (RAP) for Davidson uses a form-based code for aggressive rural land conservation. Sixty-five percent of the countryside is preserved over six square miles, allowing for the development of compact hamlets and villages on one-third of the area.

The plan was adopted in the spring of 2017, a policy that will save a minimum of 2,463 acres of permanently protected, publicly accessible open space as the sector is built out.

Two mixed-use centers are planned, one of which is a rural crossroads with vernacular architecture. The development allows for a range of densities subject to permissible building types. The commercial development is appropriately scaled based on retail market analysis.

Known for its namesake college and iconic Main Street, Davidson has protected its countryside through low-density zoning, land acquisition, and partnerships for two decades. But now development of the Charlotte metro area has extended well beyond Davidson's farthest borders. Preserving open space in a time of rising development pressure, while fostering equitable development, requires long-term, out-of-the-box thinking.

"We believe this plan can serve as a model for other communities regionally as well as

nationally," says Shannon Binns, executive director of Sustain Charlotte.

The quality of open space preserved is emphasized—based on the Transect. For example, of the 20 percent of open space required in a Neighborhood General zone, five percent must be plazas, squares, or greens—elements particular to urban villages. Viewsheds, wetlands, and upland habitat areas are prioritized for preservation.

North Carolina limits legal requirements for affordable housing—so the plan provides incentives for affordable housing—which does not count towards density limits. The plan allows a range of building types even in rural zones, and requires a range of lots sizes.

"The RAP planning process was rich and involved extensive public input and review, recalls Dave Cable, a Davidson resident and conservationist. "The RAP was controversial in Davidson and the town went the extra distance to hold additional public forums to educate, clarify, address misperceptions in the community, and seek additional feedback. I believe the RAP is a seminal pivot by Davidson toward a realistic, smart, and publicly endorsed mechanism for superior land use and enhanced conservation over the coming decades."





CHARTER AWARD

# Sweet City: Defeating the City-Nature Antagonism

*Recovering urban nature for a healthier city*

METROPOLIS, CITY, AND TOWN  
CURRIDABAT, SAN JOSE, COSTA RICA — MUNICIPALITY OF CURRIDABAT  
AND TANDEM ARCHITECTS

The first city in Costa Rica to adopt form-based coding has created a citywide plan to connect urban neighborhoods to nature. Sweet City is the next phase of a Charter Award-winning plan of 2014.

The majority of Curridabat's 72,500 citizens live among public spaces dominated by asphalt—inhibiting biodiversity, negatively impacting the visual landscape, and adding to the stress of day-to-day living. Sweet City mitigates that impact through investment in green infrastructure.

New urbanist interventions like shared streets, mixed uses, sidewalks, and public spaces are combined with park improvements, wetlands, and projects to improve biodiversity.

"Small things bring forth the big ones. Butterflies know that. So do native bees and hummingbirds, which keep adding value to the planet each time they extract nectar and transport pollen," says Mayor Edgar Mora. "As the cities of the world have entered a new century, they can transform to host the biodiversity that until now we've kept outside" of settled areas.

The \$45 million Sweet City project creates and revitalizes 63 new and existing parks in 21 city neighborhoods. Eight corridors link neighborhoods and parks. Mixed-use development is planned in infill and old industrial sites, including 2,700 residential units, 1.3 million square feet of retail, and 715,000 square feet of office space.

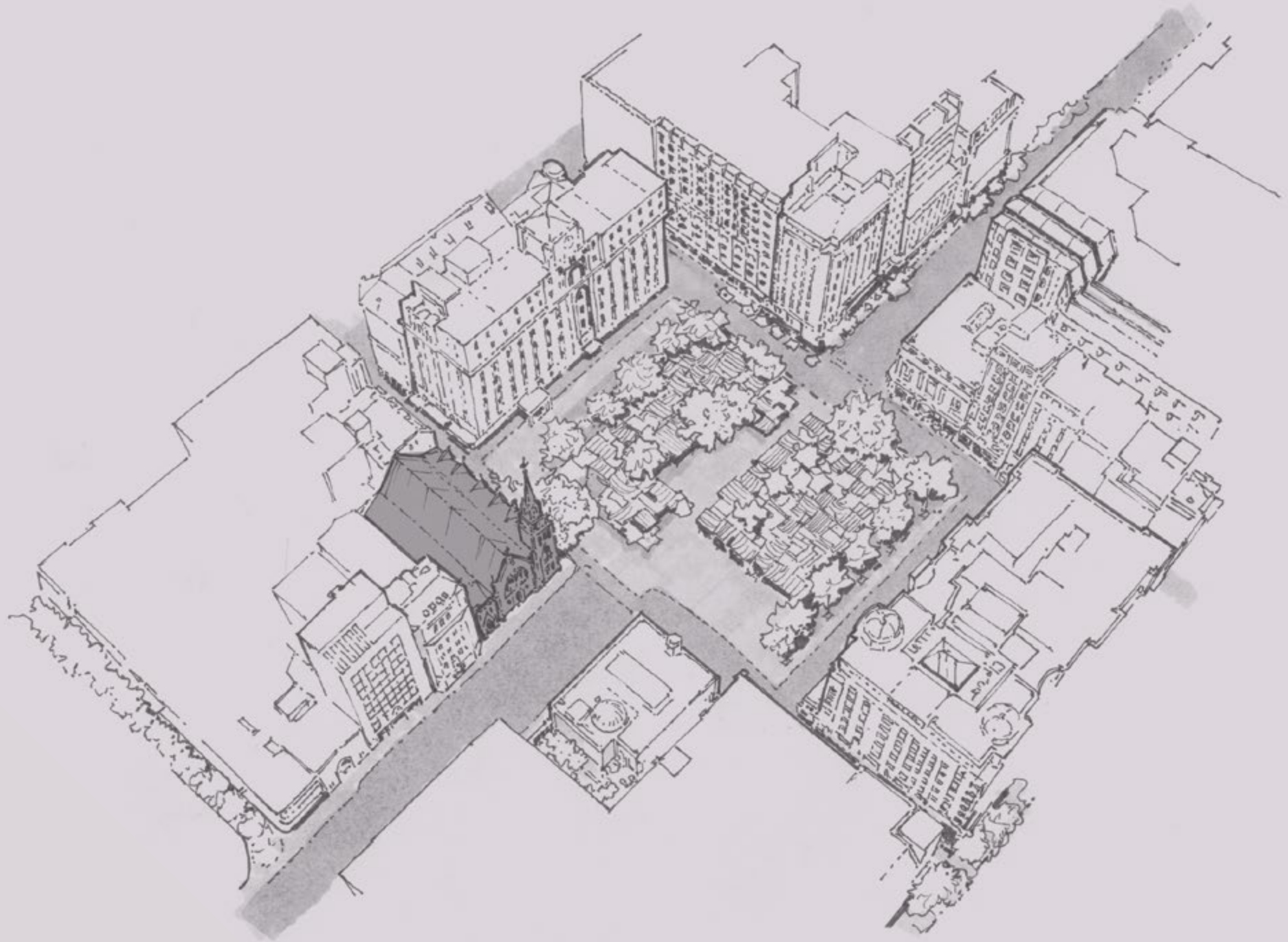
The primary goal of the neighborhood plans is to integrate nature into urban places—while also incorporating new urbanist principles like mixed use, human-scale public space, and pedestrian-friendly streets and corridors.

Multimodal thoroughfares, which the city calls "inclusive streets," are being remade for more diverse use.

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.

Sweet City's vision is to break down the traditional antagonism between city and nature, and in doing so, enrich the experience of both for all residents, down to the smallest pollinator.

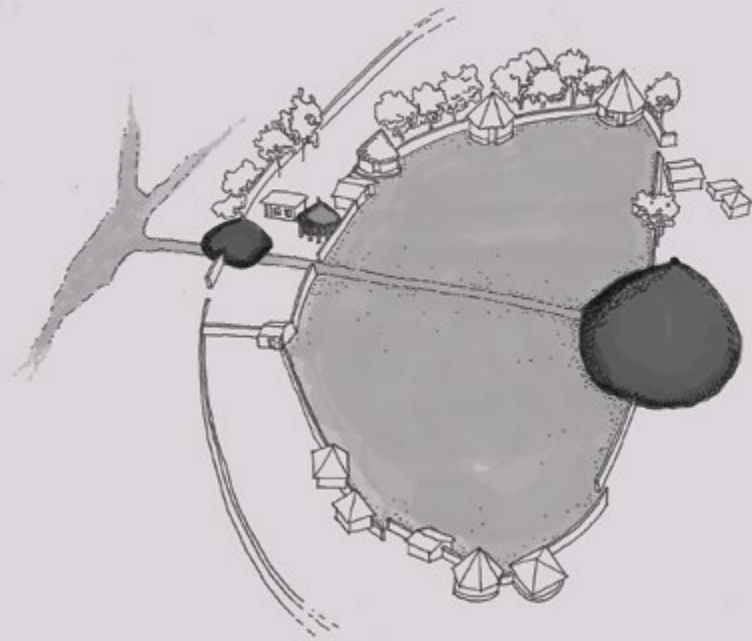




CAPE TOWN, SOUTH AFRICA

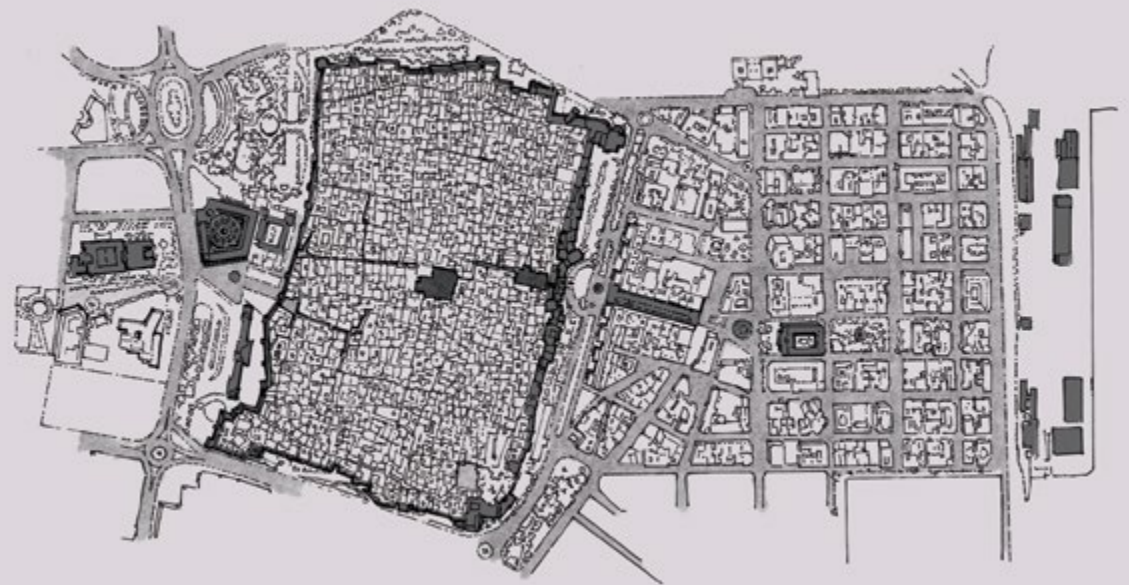
*Greenmarket Square*





KAMPALA, UGANDA

*Kampala Hill, Gaddafi Mosque and Ford Lugard*



SFAX, TUNISIA

*Walled Old City, Medina Quarter*

STUDENT GRAND PRIZE

# Africa Drawn: One Hundred Cities

*African urbanism made visible*

METROPOLIS, CITY, AND TOWN

CONTINENT OF AFRICA — UNIVERSITY OF PRETORIA URBAN RESEARCH GROUP

"Africa is certainly not only a continent of small villages in the jungle and savannah. Its level of diverse urbanization and global network of mobility is advancing rapidly, while African metropolitan regions, cities, and towns are among the fastest growing in the world," note the authors of *Africa Drawn*, a new resource for understanding urbanism in Africa.

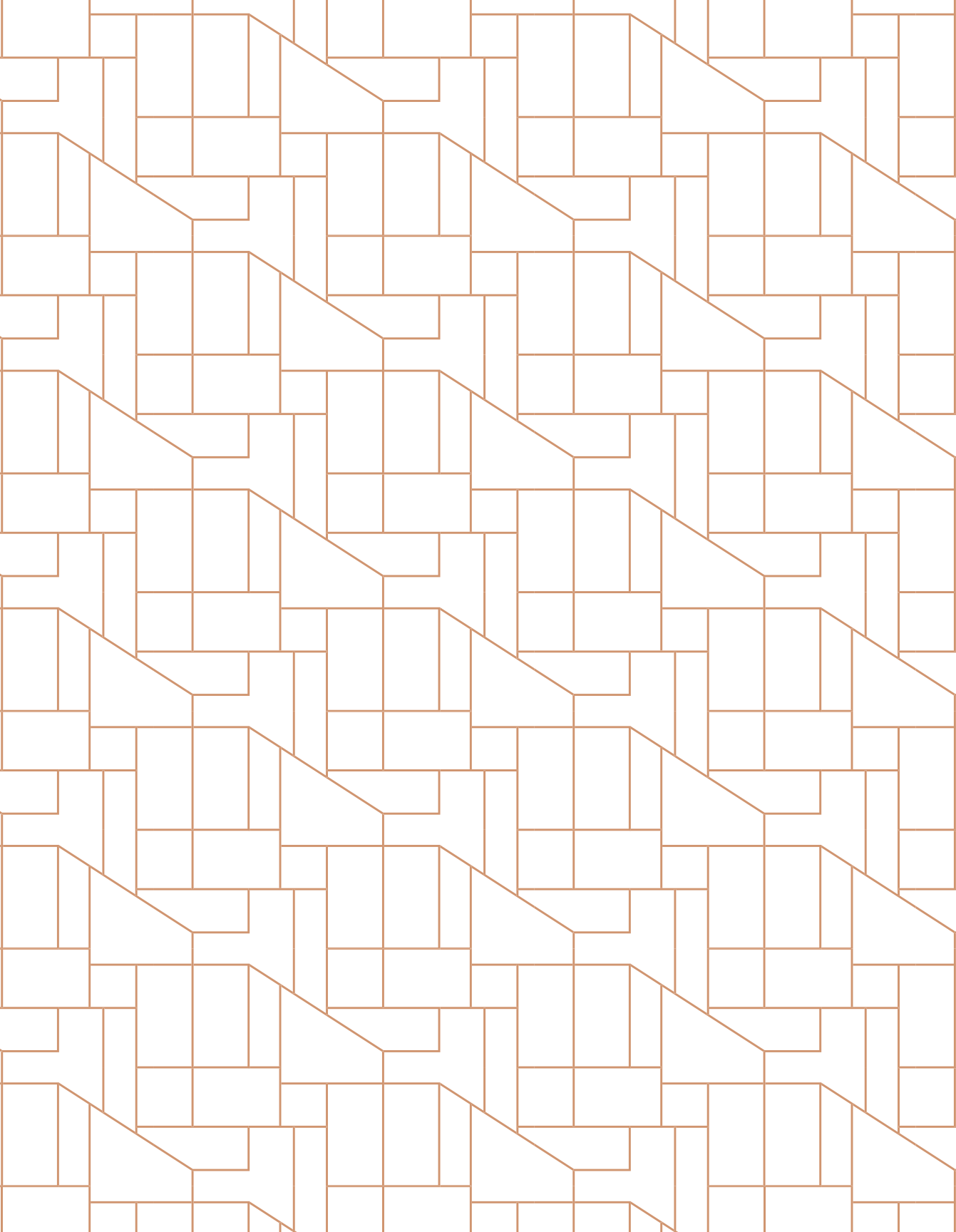
As these cities grow, the literature on African urban places is desperately lacking. This remarkable resource fills a gap by drawing and documenting a hundred cities in every corner of the world's second-largest continent. Geographically speaking, it is the largest project ever to win a Charter Award.

The project seeks out patterns, much like architect and author Christopher Alexander, with the aim of comparing urban form, spatial structure, and quality of public space to find out what makes cities resilient.

The drawings examine connectivity in terms of air and water travel, rail, and thoroughfares. They illustrate the origin, history, and most characteristic physical features of each city. The same scale and artistic conventions bring out similarities and differences. Among the insights:

- uses, including residential, commercial, and places of worship.
  - Praia, Cape Verde's city center, is filled with many activities for daily living within walking distance, including public squares, parks, a sports stadium, shops, restaurants, schools, and a library. This inner city—located on a small plateau—is particularly accessible for old and young dwellers.
  - The urban agricultural and landscape strategy adopted by the City of Kigali, Rwanda, allows for the physical definition of streets and public spaces—places of shared use that are even cleaned by city residents.
  - The newly developed district and neighborhoods of Delft, Cape Town, are contiguous to urban boundaries such as wetlands and rail infrastructure. An integrated development approach allowed for small-to-medium-sized businesses to be balanced with low- and middle-income housing.
- The Charter Awards jury was deeply impressed by the breadth and detail of this project, praising it as a vital source of information on urbanism in Africa.
- Casablanca's Old City neighborhood is compact and pedestrian friendly, and offers a mix of







STUDENT MERIT AWARD

# A Future for the Past

*Strengthening community, reinterpreting history*

BLOCK, STREET, AND BUILDING  
TEHRAN, IRAN — UNIVERSITY OF CALIFORNIA, BERKELEY

A Future for the Past offers a bold, compassionate vision for revitalizing a dilapidated, low-income 13.5-acre site in the historic inner city of Tehran through public spaces and building types. The goal is to strengthen social capital and generate economic activity through urban strategies and design.

The project area is the heart of the city, which historically was built with courtyard housing—much of which has been replaced by newer, taller structures like apartment buildings. These buildings have damaged the usefulness of courtyards and homes to Muslim women, who can now be seen by strangers. “I never can pull back the curtains because the opposite units have a view towards our unit. Sitting in the dark all day is stifling,” explains one 30-year old housewife.

The student designer, Parisa Mir Sadeghi, sought to recreate the unique characteristics of historic Tehran neighborhoods “while accommodating the changes that have occurred in people’s lifestyles over time,” Sadeghi explains. The project set forth three goals: to prevent further destruction of the area, to avoid displacement of the local population through incremental improvements that enhance a sense of community and boost the economy, and to create a model for a sustainable new neighborhood that is more livable, walkable, and human-scale than car-oriented suburbs.

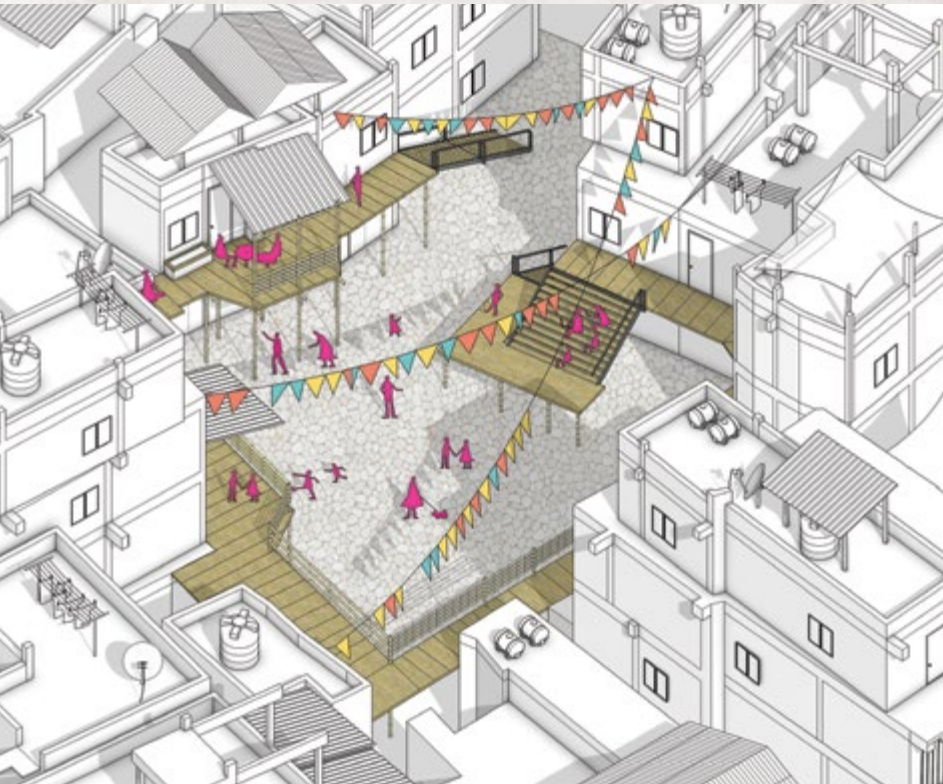
The suggested new building types, with apartments and loggias, maintain the same building-to-height ratio as the old courtyard buildings. Valuable historic buildings are preserved, while some of the dilapidated buildings in this area are recommended for demolition to make way for new buildings and public spaces. A doubling of density in new buildings makes development feasible, and the plan includes a community-based finance strategy for construction.

Parking lots are located on the project edge, and no parking spaces and garages are considered inside the neighborhood—a strategy that also allows more density.

New public spaces are open for general use, but the design lends a sense of belonging to the immediate residents. This reinforces the safety through eyes on the street.

To improve air ventilation, “wind catchers” are combined with stairways. With permeable surfaces, the public courtyards also collect surface water. Privacy concerns, particularly for women, are addressed throughout the design. The result is a feasible, community-oriented plan for urban infill development that can be realized through local financing.





STUDENT MERIT AWARD

# A Framework for Empowerment

*Design enables social transformation*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
BUENOS AIRES, ARGENTINA — UNIVERSITY OF CALIFORNIA, BERKELEY

This plan proposes the revitalization of Villa 31, an 80-year-old squatter-built shantytown in Buenos Aires, for its long-time residents—using bottom-up and top-down implementation concepts.

A Framework for Empowerment builds on the local, low-tech recycling industry—13.6 percent of adults in Villa 31 are employed as “cartoneros,” people who roam the streets of the city at night and collect scrap material. Cartoneros recycle as much as 25 percent of trash in Buenos Aires.

The plan proposes a large new recycling facility that could build on the cartonero workforce. This industry would support the manufacturing of value-added products for sale outside the community—and construction of affordable housing, using local labor, as residents of Villa 31 are also widely employed in building trades.

The City of Buenos Aires would build only the concrete framework for new housing, which the students envision as modular and stacked. The end users would finish out the houses, largely from recycled materials using a generative pattern book. The hands-on finish work creates a “cultural layer” that maintains the native character of the villa.

The patterns in the book include recycled products, recycled building materials, design solutions, and construction techniques. Housing in Villa 31 currently consists of small houses or shacks made of tin, wood, and other scrap materials.

“The patterns generated out of the wastes are climate responsive, energy efficient, fire/water resistant, user friendly, and easy to install,” according to the project’s student designer, Praveen Raj. The patterns would evolve and grow over the years according to the know-how of residents.

Another notable feature of the plan is removal of an elevated freeway. The corridor would be used for new housing, parks, a school, solar farming, and a pop-up market under a portion of the structure.

The plan, which comprises a significant portion of Villa 31—70 acres, including 11 acres of parks, 3,300 housing units, shops on the ground floor of many building, civic buildings like schools, and the industrial recycling facility—is timely for the neighborhood, which has battled for its existence for eight decades. A 2009 city plan called for the area to be revitalized and repaired.

## CREDITS

### CROSSTOWN CONCOURSE 4

LOONEY RICKS KISS (LRK) - Residential Architect, Historic Consultant, Sustainability Consultant

DIALOG - Associate Architect

SPATIAL AFFAIRS BUREAU - Consultant

CROSSTOWN DEVELOPMENT - Owner/Developer

GRINDER, TABER & GRINDER, INC. - Contractor

OGCB - Engineer

STRUCTURAL DESIGN GROUP - Engineer

SR CONSULTING - Engineer

ARUP - Consultant

WISS, JANNEY, ELSTNER ASSOCIATES, INC. - Consultant

HOOD DESIGN STUDIO - Landscape Architect

NEWCOMB & BOYD - Engineer

CODE SOLUTIONS GROUP - Code Consultant

### ARGYLE SHARED STREET 6

SITE DESIGN GROUP, LTD. - Designer and Landscape Architect

CHICAGO DEPARTMENT OF TRANSPORTATION - Client

BURNS & MCDONNELL - Engineer

### BISCAYNE GREEN 7

THE STREET PLANS COLLABORATIVE - Architect

MIAMI DOWNTOWN DEVELOPMENT AUTHORITY - Client

PRISM CREATIVE GROUP - Consultant

DAVID FONT DESIGN - Consultant

MOONLIGHTER MAKERSPACE - Collaborator

### UCONN DOWNTOWN HARTFORD 8

ROBERT A.M. STERN ARCHITECTS - Architect

THE HB NITKIN GROUP - Developer

UNIVERSITY OF CONNECTICUT - Client

WISS, JANNEY, ELSTNER ASSOCIATES, INC. - Consultant

ROBERT SILMAN ASSOCIATES - Engineer

KOHLER RONAN, LLC - Engineer

HALEY & ALDRICH, INC. - Engineer

ATELIER TEN - Consultant

THE WHITING-TURNER CONTRACTING COMPANY - Contractor

### SWANN WYND 9

RHINEHART PULLIAM & COMPANY - Planner / Architect

SERENBE DEVELOPMENT - Developer

JOHN BYNUM CUSTOM HOMES - Contractor

MORGAN CONSTRUCTORS - Contractor

SOUTHEASTERN ENGINEERING, INC. - Civil Engineer

J. RYAN DUFFEY ARCHITECT - Contributing Architect

MARTIN DODSON HOMES - Builder

MCKINNEY BUILDERS, INC. - Builder

### LA FRANCE WALK 10

KRONBERG WALL ARCHITECTURE• DESIGN•DEVELOPMENT - Architect

ERIC KRONBERG - Developer

PERRY INGENUITY & DESIGNS - General Contractor

### TREGUNNEL HILL 11

ADAM ARCHITECTURE - Masterplanner and Coordinating Architect

DUCHY OF CORNWALL - Client

C G FRY & SON - Developer

MORRISH BUILDERS - Developer

AWCOCK WARD PARTNERSHIP - Engineer

### STRATEGIC INVESTMENT AREA PLAN 12

CUNNINGHAM | QUILL ARCHITECTS - Architect

CITY OF CHARLOTTESVILLE - Client

OCULUS - Landscape Architect

BOLAN SMART ASSOCIATES - Consultant

KITTELSON & ASSOCIATES, INC. - Consultant

### VILLAGE OF PROVIDENCE 13

DPZ CODESIGN - Master Planner

PLACEMAKERS NORTH AMERICA, LLC, DAVID SLYMAN - Town Founder

MOUZON DESIGN - Town Architect

LFA STUDIO - Design Consultant

SETH HARRY AND ASSOCIATES - Retail

HALL PLANNING & ENGINEERING, INC. - Transportation

GOODWYN MILLS AND CAWOOD, INC. - Civil



## CREDITS

### DAVIDSON'S RURAL AREA PLAN 14

TOWN OF DAVIDSON, NC - Planning Department

STANTEC - Consultant

### SWEET CITY 15

MUNICIPALIDAD OF CURRIDABAT - Owner

EDGAR MORA-Planner

IRENE GARCÍA-Planner

TANDEM ARQUITECTOS - Planner

ALVIN SOTO-Architect

ERICK CALDERÓN-Architect

YUSO PROYECTOS - Architect

ASOCIACIÓN MASAYA - Consultant

PABLO CAMBRONERO - Consultant

ARQUITECTURA EN BICICLETA - Consultant

FUNDACIÓN ARQUITECTURA SOLIDARIA- Consultant

### STUDENT PROJECTS

#### AFRICA DRAWN 16

THE UNIVERSITY OF PRETORIA, BOUKUNDE FACULTY - Architect

HOLM JORDAAN ARCHITECTS AND URBAN DESIGNERS - Architect

GARY WHITE, Faculty Advisor

CLAUDIA FILIPE - Student Team Member

ILZE WESSELS - Student Team Member

NICOLA PATRICK - Student Team Member

GRAIG MITCHELL - Student Team Member

LEON PIETERS - Student Team Member

MICHAEL LOTTER - Student Team Member

NICCI LABUSCHAGNE - Student Team Member

TESSA DODDS - Student Team Member

DOMINIQUE PEEL - Student Team Member

#### A FUTURE FOR THE PAST 18

PARISA MIR SADEGHI - College of Environmental Design, UC Berkeley

PETER BOSSELMANN - Advisor

HARRISON FRAKER - Advisor

RENEE CHOW - Advisor

ANDREW SHANKEN - Advisor

STEFAN PELLEGRINI - Instructor

#### A FRAMEWORK FOR EMPOWERMENT 19

PRAVEEN RAJ - College of Environmental Design, UC Berkeley

HARRISON S. FRAKER - Thesis Advisor Chair

PETER C. BOSSELMANN - Thesis Advisory Committee

ALLAN B. JACOBS - Thesis Advisory Committee

STEFAN PELLEGRINI - Instructor

JOHN G. ELLIS, PARTNER, MITHUN|SOLOMON - External Advisor

JAVIER FERNÁNDEZ CASTRO, Buenos Aires - External Advisor

IGNACIO PEROTTI, 'Secretaría de Integración Social y Urbana', Buenos Aires - External Advisor

Congress for  
the New Urbanism

312 551 7300

CNU.ORG