

A vibrant outdoor water play area where several children are playing. The ground is covered in a large, colorful mural featuring abstract shapes and patterns in blue, yellow, red, and green. Multiple water fountains of different heights and styles are scattered across the area, with children interacting with them. In the background, there are wooden pergolas, white tents, and other people, suggesting a public park or festival setting. The sky is clear and blue.

CONGRESS FOR THE NEW URBANISM

# Charter Awards

2019



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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.

New in 2019, a category for Emerging Projects was established to recognize theoretical or research projects that may not be immediately realizable, but hold exceptional promise for showing how to

apply the techniques and principles of the New Urbanism to the evolving challenges of the 21st century. Also in 2019, at the jury's discretion, a Special Award was created to recognize projects for their immeasurable and metamorphic contributions to the movement. Taken together, this year's awards set new standards for placemaking and community building.

## The Jury

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### MICHAEL J. BUSHA, JURY CHAIR

*Executive Director (Retired), Treasure Coast Regional Planning Council*

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### SETH HARRY, AIA NCARB

*Principal, Seth Harry & Associates, Inc. Architects and Planners*

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### MARCELA CAMBLOR-CUTSAIMANIS, AICP

*Principal, Marcela Camblor & Associates, Inc.*

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### TODD ZIMMERMAN

*Director Emeritus, Zimmerman/Volk Associates*

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### TIMOTHY L. HERNANDEZ, AICP

*Principal, New Urban Communities Corporation*

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From left to right: Seth Harry, Marcela Camblor-Cutsaimanis, Michael J. Busha, Todd Zimmerman, Timothy L. Hernandez



# Letter from the Jury Chair

MICHAEL J. BUSHA

Each year since 2001, CNU has sponsored the Charter Awards to celebrate the best current work in New Urbanism from around the world. Winning projects highlight exemplary efforts put forth by local governments, developers, lenders, architects, urban designers, community activists, and others engaged in revitalizing cities, towns, neighborhoods, districts and corridors, and metropolitan regions. The award winners this year not only embody and advance the principles of the Charter of the New Urbanism, but also make a positive difference in people's lives.

In my mind, there is no higher professional honor a design can receive than a Charter Award. For that reason, I chose the jury with great care for their thoughtfulness, integrity, high standards, sense of humor, and a lifetime of commitment to our craft. I was overjoyed and deeply honored to see this group of influential designers and placemakers come together on that stormy February weekend in our Nation's capital. My ambitious expectations were exceeded. They had done their homework and dove head-first into two days of productive deliberation and civilized debate that exposed the award-winning design efforts for 2019. These projects rose to the top of a very impressive pile. Having served on a jury several years before, I can say that if CNU's objective was to raise the level of knowledge and quality of urban design around the world, then CNU succeeded!

This year, the jury experienced a series of firsts. CNU established a new category for submissions called Emerging Projects. These are for theoretical or research projects that may not be immediately realizable, but hold exceptional promise for showing how to apply the techniques and principles of the New Urbanism to the evolving challenges of the 21st century. Three "emerging projects" were awarded this year; all submitted in the Neighborhood, District, and Corridor scale categories: Geoaccounting, submitted by Urban3; Shanghai Old Town Master Plan, by Skidmore, Owings, and Merrill; and Canal Nacional submitted by C Cúbica Arquitectos of Mexico City.

For the first time ever, the jury awarded a Charter Award to a Student project, Gateway 2.0: From Grey to Public, a one-person submission from Chang Xu of the University of California-Berkeley, that the jury noted for its high level of detail and professionalism, along with recognizing the University of Notre Dame School of Architecture's submission for the Student Grand Prize: Urbanizing Chicago's Midway Plaisance, an elegant vision that practically and gracefully navigates a path for the reclamation and redevelopment of Chicago's grandest boulevard.

The jury's deliberations also led to the establishment of the Chairman's Special Award, to recognize projects for their immeasurable and metamorphic contributions to the movement. Although there were many outstanding placemaking projects to choose from, the Lyceum at Seaside submission generated considerable discussion. It is, by itself, a noteworthy example of successional urbanism. But for the jury, the Lyceum is, most importantly, emblematic of how and why the development of Seaside was able to light the fuse of a much larger, organized assault on the status quo that began to gel as an organized movement 27 years ago in Alexandria, Virginia, when a small (much younger) group of thoughtful architects and town planners conceived of CNU and its Charter.

For me, Seaside was like rocket fuel. It launched and influenced hundreds of careers and new urbanist interventions nationwide and around the world. It was a seminal moment, a paradigm shift in the process that marked rediscovery of time-tested placemaking and urban design principles and made it acceptable, mainstream even, to challenge all the dysfunctional conventions of a 50-year old, failed social experiment in human settlement that hollowed out our historic cities and towns, aggrandized segregation, and laid waste to thousands of square miles of countryside.

"What had started as a bold counterattack, a reinvention of traditional American architecture and urbanism, has become in the few intervening years, a legitimate Historic Landmark in our culture," notes architect Jaquelin T. Robertson, recipient of the 2007 Driehaus Prize.

So how is it that Seaside has never been recognized by CNU for an award? Other than that such accolades are unsought by those who originally conceived Seaside and that it will likely cause a stir among some of the membership, the jury could think of no good reason. As such, this year's winner of the Chairman's Special Award goes to Seaside for its boundless and transformative contributions to the New Urbanism Movement and our craft.

CNU has come a long way in changing hearts and minds and leaving some built "crop circles" of urbanism on the ground, but it still has a long way to go. Some of the jurists lament the limited physical reach of New Urbanist projects nationally compared to the miles and miles of recent development projects that are not urbanist in form or function. While our work has become standard in some places, it remains extraordinarily difficult in many others. This just highlights the need to redouble our efforts to educate and keep the pressure on key decision makers at all levels. My hope is some of the energy for this effort can be siphoned from the possibilities illuminated in the brilliant work celebrated in this booklet.

My sincere thanks to all those who submitted this year, to all of you who bring the Charter to life, and the CNU staff that makes the Awards possible. Also my deepest gratitude and respect to my colleagues on the jury for their collective wisdom and wit, talent, keen eyes, patience, and thoughtfulness. I hope you appreciate this year's award winners and their outstanding placemaking, and that their work will encourage you to submit your efforts next year!



CHARTER AWARD

# Daybreak Mews

*Innovative townhouse layout promotes community*

BLOCK, STREET, AND BUILDING  
SOUTH JORDAN, UTAH—OPTICOS DESIGN

The design of Daybreak Mews was driven by a need to provide attainable housing—achieved by efficiently using 3.2 acres on the interior of two blocks within walking distance of a light rail station. The 147 houses, ranging from 900 to 1,400 square feet at a density of just above 20 units per acre, are oriented onto a European-style pedestrian mews on two blocks within a large, mixed-use, master planned community called Daybreak in South Jordan, Utah.

Holmes Homes, one of the largest builders in the Salt Lake City region, connected with Opticos Design to create a high-quality housing option that is unlike anything else in the region. The result was delivered at a price point accessible to entry-level buyers that Holmes Homes could not deliver in a conventional townhouse due to rising land, materials, labor, and entitlement costs.

“The design of the Mews Homes was innovative, it differentiated us from the market, and enabled us to achieve a price point near \$200,000 that we were unable to hit with our existing product types,” notes the developer.

Nearly half of the land, 1.5 acres, is shared space, including central block plazas—where the east-west and north-south mews intersect—with seating and landscaping. The orientation of the townhouses is flipped 90 degrees to face each unit’s long façade to the mews—maximizing natural light, increasing privacy, and reducing potential sound impacts from neighbors because

the short wall is shared. Residents enter into a double-story living space, giving these units the feel of a loft. The garages are designed as flex spaces, enabling a home office or small business to be incubated in the space. The garage/flex spaces have doors opening directly onto the mews.

The plan maximizes two deep blocks by facing an inner row of buildings onto a pedestrian-only walkway. The mews splits the block into quadrants—four micro-scale blocks—and promotes a sense of community, connecting to a nearby school and providing a large outdoor living room at the middle of the block.

The Mews Homes are a prime example of what architect Daniel Parolek of Opticos calls “Missing Middle Housing”—a range of multi-unit or clustered housing types, compatible in scale with detached single-family homes, that respond to the growing demand for walkable urban living.

Daybreak Mews offer a new, practical design to integrate Missing Middle Housing into a production-built development at an attainable price point for entry-level buyers—delivering affordability by design.





CHARTER AWARD

# Essex Crossing Phase I

*Eclectic destination for the Lower East Side*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
MANHATTAN, NEW YORK—DELANCEY STREET ASSOCIATES\*

Located on portions of nine blocks in the heart of Manhattan's historic Lower East Side, Essex Crossing is rising on six acres that sat mostly vacant since 1967, representing one of the most significant urban renewal projects in the history of New York City.

Essex Crossing is now home to more than 25 individuals displaced by Robert Moses' slum clearance program more than a half century ago.

The project includes 1,079 units—51 percent of which are affordable—including market rate and affordable condominiums and market rate and affordable rentals, as well as affordable rentals for seniors built on top of a magnificently diverse mix of uses.

Essex Crossing is home to some of the neighborhood's most venerable social service organizations: Grand Street Settlement, which operates an intergenerational community center, and Henry Street Settlement, which runs a job training center at the Frances Goldin Senior Apartments. Grand Street Settlement also operates a job-training coffee shop, GrandLo Café, at street level. The Chinese-American Planning

Council and Lower East Side Partnership also provide services in the building and NYU Langone operates a 55,000 square-foot ambulatory health care facility.

Residents are able to meet most of their shopping needs on site, and Essex Crossing is fast becoming a destination for the Lower East Side. The Rollins, a mixed-income rental building, includes a Target and the largest Trader Joe's on the East Coast. More uniquely, the project is the new home of the Essex Street Market, New York City's most historic public market, with rows of vendors specializing in meat, fish, cheese, produce, and specialty foods. At the basement level of three Essex Crossing buildings will be the new Market Line, an expansive bazaar-like marketplace. Upon completion, the 150,000 square-foot Market Line will be one of the largest such facilities in the world, eventually housing more than 100 locally sourced vendors.

In a series of buildings with eclectic design, Essex Crossing will further include a bowling alley, a 14-screen multiplex cinema, the International Center for Photography, and a small park. Like Manhattan itself, Essex Crossing seems to offer the world in a compact urban package.



\*Joint venture of L+M Development Partners, BFC Partners, Taconic Investment Partners, Goldman Sachs Uig & The Prusik Group.





CHARTER AWARD

# Monon Boulevard Corridor

*Bold corridor attracts investment*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
CARMEL, INDIANA—CITY OF CARMEL

Carmel, Indiana, a suburb of more than 90,000 people bordering on Indianapolis, is building a walkable urban downtown to fit its growing population and economy.

Main Street and the Arts and Design District have already been revitalized with restaurants and art galleries. City Center, a half mile to the south, is a world class performing arts complex built by Carmel. Between the two is a former industrial area where the city is promoting mixed-use development—including new headquarters of corporations that are relocating to the city.

Monon Boulevard is the impressive centerpiece of that area, now called Midtown.

The city is betting that the \$23 million boulevard—a complete street and public space—will add value to Midtown. The bet is already paying off, with \$175 million in private sector redevelopment nearby, even before phase one of the boulevard is complete.

“This investment supports our plans for future growth, delivers the best possible work environment to our employees, and further demonstrates our commitment to support the community that has given us so much,” explains Pete Hilger, chief executive officer of Allied Solutions, which recently built a \$33 million headquarters in Midtown.

Both ends of the boulevard connect to the existing Monon Greenway—a former rail right of way—giving residents of the new downtown access to nature and opportunities for active recreation. Within Midtown, the trail transforms into a mixed-use urban space—the boulevard—with small plazas and gathering spaces with public art, spray fountains, bocce courts, and places for quiet relaxation and performances.

With an expanded right-of-way, the original 12-foot-wide asphalt path is replaced with a walking/jogging path flanked by bike lanes—each separated by landscaped buffers. Low-speed vehicular roadways are located on each side of the median, with parking on outer edges. Wide sidewalks with trees complete the cross section that accommodates a wide range of multimodal transportation. At key points along the Boulevard, new gathering spaces invite residents of all ages to interact with the built environment. Phase two will include a plaza that will serve as the heart of the city.

“This new expanded Monon Boulevard will quickly become a major epicenter of activity in Midtown and the Arts and Design District,” says mayor Jim Brainard.



## CHARTER AWARD

# Norton Commons

*Celebrating community, creating place*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
LOUISVILLE, KENTUCKY—TRADITIONAL TOWN LLC

Norton Commons was conceived as a mixed-use neighborhood that would celebrate the concept of community. The previous use for the 600-acre parcel was a farm that showcased progressive agriculture techniques. As the surrounding land developed into sprawl, and building on the farm looked inevitable, “the developer, Traditional Town, LLC and the Norton Family Trust hired Andrés Duany of DPZ to design a community that would provide a model for more sustainable development practices. After the weeklong charrette in 1997, approvals took seven years.

Construction began in 2003, and the development challenged the prevailing pattern of low-density, single-use sprawl in Metro Louisville. Mike Watkins, initially with DPZ, was hired to be the town architect. From the beginning, Norton Commons confounded expectations. Built on the neighborhood model of a mixture of uses and housing types in a connected network of streets, the market strength of Norton Commons was tested in the years following 2008. During the nationwide housing crash and severe recession, Norton Commons garnered 15–30 percent of the annual new home sales volume in Metro Louisville and was by far the top selling community.

Norton Commons also challenged prevailing models for mixed use and retail. No walkable or mixed-use centers existed within a 5-mile radius of the site. The only retail and services in the vicinity were located in big-box shopping

centers along I-71 and nearby I-265. Despite a lack of arterial roads through the site, more than 70 successful businesses, all local, have created a regional mixed-use destination. The secret of the commercial success has been shopfronts embedded in a mixed-use urban fabric with a very active public realm.

The emphasis on civic space and activities also breaks the mold. In addition to a vibrant neighborhood center organized around a square and a linear park, the community features three schools, a church, three community pools, a YMCA, an outdoor amphitheater seating 2,500 people, a fire station, a fishing lake, walking trails, and a community garden.

Norton Commons’s greatest contribution as a new urbanist project is to balance its single-use zoned, suburban location by creating a walkable, mixed-use, and event-focused regional node in a sea of sprawl. The guiding vision was to urbanize the land while preserving a sizable percentage as a shared amenity, open to the public as parkland, playgrounds, and gathering spaces.

“More than a study, more than an idea, Norton Commons is an example of the Great American Small Town, modeling a better place to live for the citizens of Louisville,” says Charles Cash, former director of the Louisville Metro Planning and Design Services.







CHARTER AWARD

# Upper King Street Gateway Development

*Extending design excellence in a historic city*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
CHARLESTON, SOUTH CAROLINA—ROBERT A.M. STERN ARCHITECTS

Charleston is one of the best-preserved historic cities in America, and architecturally sensitive redevelopment has fueled an economic revival of downtown since the 1970s. The Upper King Street Gateway project extends the design excellence north with a large-scale mixed-use development creating new public spaces and anchoring a new greenway that will connect neighborhoods that were divided by I-26 in the 1960s. As the name suggests, the project creates a new gateway to downtown from the north.

The entire 12-acre development zone, originally an underbuilt industrial area with little historical character of its own, is located directly between two previously disjointed Charleston neighborhoods. Existing buildings within the site—many derelict and unused, but historically valuable—were identified to be repurposed and restored. An historic train shed is being converted into a food hall, and an iconic smokestack will become the focal point of a new through-block outdoor plaza.

The Upper King Street Gateway consists of two developments, Courier Square (Phase 1) and the Line Street Development, totaling 3.6 million square feet. They were the first major projects to work within the new height district developed by the city—additional floors were allowed by the city's review board based on architectural merit.

In addition to providing substantial residential, retail, office, and green space, these projects address all the city's parking requirements with elevated parking hidden by liner buildings as well as parking below grade.

The first buildings to break ground follow classical and early 20th Century industrial styles that give the Charleston peninsula much of its character. Forty percent of new building frontage will face public green space, while the remaining 60 percent will face reinvigorated sidewalks along vibrant streets. The Upper King Gateway Development will anchor the Low Line, a new 1.6-mile linear park that will help heal the scar of the Interstate.

The economic investment this development brings will have a positive impact on surrounding neighborhoods, providing a ripple effect that will reinvigorate the urban experience of the people living in older nearby residential districts.

The Upper King Street Gateway Development is a transformational project for Charleston, proving that good architecture, historic preservation, and a better public realm can be supported by smart regulatory tools. "It will be a game-changer for living, working, and playing in the city with its relationship to the Low Line," notes David Ingle, a Charleston real estate broker.





CHARTER AWARD

# The Parks Historic Walter Reed

*Sustainable reuse of historic campus*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
WASHINGTON, DC—TORTI GALLAS URBAN, INC.

The Parks—Historic Walter Reed is the adaptive reuse and redevelopment of a historically significant medical campus: the primary US Army medical center of the 20th Century. The campus was originally built with Georgian-style brick buildings on a north-south axis, serving veterans of the World Wars and victims of the Spanish flu. Many of the early buildings were demolished and the axis was spoiled with the 1970s construction of a monolithic brutalist hospital—out of scale with even the large historic buildings.

After the 67-acre site was decommissioned in 2011, the city acquired the property, developed a Base Reuse Plan, Small Area plan, and the Walter Reed Zone, followed by the selection of a Master Developer team to reuse the site and connect it to surrounding neighborhoods. The redevelopment has begun with the demolition of the huge hospital, which restores the north-south axis and allows a street grid to be established on the northern part of the site.

The approximately three million-square-foot development is designed with a full spectrum of uses to provide for daily needs and even special occasions, with expected completion in 2024. The project includes employment, job training, medical care, medical research, a hotel/conference center, a charter school, arts programming, historic interpretation, social services, and a museum. Nearly 2,000 planned residences include townhouses,

condominiums, apartments, and housing for low- and moderate-income veterans, senior citizens, and other households.

More than 260,000 square feet of retail, including a grocery store, will be built around a town center that includes a village green, splash fountain, ice rink, band shell, and transit stop. The southern part of the site will be maintained as a campus, with two great lawns, an extensive arts park and plaza anchored by a brewery/distillery, outdoor performance opportunities, and community pool. The entire site will preserve large trees and walking paths connecting residents to adjacent Rock Creek Park and an interstate network of bike trails.

New street connections open the once-gated campus to surrounding neighborhoods. The plan is integrated with the Washington Area Metro transit system, and bicycle and active transportation networks provide a range of mobility options.

The development preserves and enhances vistas to many of the key buildings, incorporates extensive sustainability features designed to make this project a net-zero energy user by 2030, and creates historically sensitive guidelines for historic/new landscapes and historic/new buildings. The Parks—Historic Walter Reed will transform the northern sector of DC through architecture, urban design, and a construction program that honors the historic significance of the site.



CHARTER AWARD

# Plan 2040

*Enabling a diverse Southwestern county to grow and prosper*

METROPOLIS, CITY, AND TOWN

LAS CRUCES, DONA ANA COUNTY, NEW MEXICO—PLACEMAKERS, LLC

The story of Plan 2040 is about treasuring and enhancing a place rich in cultural and social complexity. The beauty of the region, with the Organ mountains and the Rio Grande, fields of chile and orchards of pecans, tell part of the story. Challenges faced by many of those who live and work there weave another thread in the narrative. Almost 26 percent of the residents live in poverty, and a quarter of the population did not complete high school.

Prior to Plan 2040, policies and codes enabled a suburban development pattern of auto-centric monocultures that strained both personal and governmental budgets with expensive infrastructure and long commutes across a county encompassing 3,800 square miles.

The new plan and the companion unified development code encourage growth in ways that recognize and leverage settlement patterns that predate the era of auto dominance. The plan and code can accommodate 85,000 to 100,000 new residents over 25 years and potentially enable annual savings of almost \$4 million in the costs of utilities, roads, school transportation, and maintenance of infrastructure—all of this while preserving 7,600 acres of rural lands that would have been exposed to suburban development.

The project used scenario planning that was structured on place types found in the region. The plan and code are based on extending—and creating new—neighborhoods, towns, villages, and hamlets throughout the region. “For a regional plan, this has a tremendous amount of detail—and yet it is adopted, unique to the place,” notes architect Seth Harry, a juror. Located adjacent to Plan El Paso—another Charter Award winner—together these plans create the largest swath of Transect-based planning in North America at 2.6 million acres.

The single greatest concern for residents is flood control, as the county has more than 100 earthen dams that are not built to withstand significant floods. Plan 2040 limits development in inundation zones.

The code and plan “have positioned Doña Ana County and its many communities to grow and prosper by increasing development opportunities that enable greater access to health care, basic services, and employment,” reports Daniel J. Hortert, Doña Ana County community development director at the time the plan was adopted.







CHARTER AWARD

# Shanghai Old Town

*Saving the culture of one of China's oldest settlements*

EMERGING PROJECTS

SHANGHAI, CHINA—SKIDMORE, OWINGS & MERRILL LLP

China is rapidly losing its historic, human-scale urban fabric. Demolition of historic areas is common, and new development is typically done in block-size increments, sliced apart by wide arterial roads. Old Town is where Shanghai began as a fishing village in the 13th Century, and it retains some of the City's oldest neighborhoods inside the former wall boundary. Yet these low-rise, tightly packed residential areas are in poor condition and in danger of redevelopment.

The 380-acre Old Town Master Plan brings strategic regeneration, new public spaces, and the modernization of infrastructure, including transit systems, green infrastructure, walkable streetscapes, and bicycle facilities—while prioritizing preservation.

This plan uses three preservation techniques, all of which expand beyond architecture into the realm of urbanism. Contextual Preservation for buildings of sufficient quality or importance keeps and rehabilitates the highest proportion of buildings and urban fabric and infills new buildings at the historic scale. Selective Densification inserts blocks of new development in locations with poor-quality buildings, utilizing sensitive development forms to avoid disrupting the urban pattern. Contrasting Preservation maintains important urban public spaces including historic alleys and plazas and their surrounding buildings and uses, while adding dense contemporary development in strategic locations. It preserves the essential elements of historic urban space.

The plan enables preservation while retaining total development capacity by transferring development rights to dense transit-oriented development outside the historic wall boundary. This dense development generates a portion of the funds needed for building and infrastructure upgrades and the improvement of living conditions in the Old Town, and creates a scale contrast between Old Town and its surroundings. The required amount of new development is large—21 million square feet of retail and office space, 14,600 residential units, new industry, and civic and educational facilities.

An extensive consultation process that included government officials, community leaders, historic experts, cultural experts, planning experts, developers, residents, and local design institutes was key to the broad support for the plan. The result is a plan that preserves seven centuries of Shanghai's history in the face of rapid and disruptive urban transformation.

Notes *Jiefang Daily News*, "The Old Town is the most complete and largest historic district that features traditional Shanghai character, with tangible and intangible historic heritage accumulated in more than 700 years of its urban history. In this plan ... the district will be transformed into a dynamic historic zone with the richest local character, diverse programs, deep-rooted cultural meaning, and urban vitality."





MERIT AWARD

# Geoaccounting

*Measuring the fiscal impact of urbanism*

EMERGING PROJECTS

LOCATION: ANY JURISDICTION—URBAN3

New Urbanism has a history of leveraging visuals to help people see the built environment differently—be it the fine artwork of Charles Barrett, the polemical drawings of Léon Krier, the regional scenarios of Peter Calthorpe, or Tom Low’s cartoon comparing sprawl to traditional neighborhoods. “Geoaccounting” by the firm Urban3, makes municipal finance data powerfully visual in three dimensions—a technique that is changing the minds of citizens and public officials in cities from coast to coast. Seeing is believing.

“[The geoaccounting approach] makes a visceral, economic case for better city planning. In a world where cities make so many bad land-use decisions leading to economic disaster, [this] work provides evidence for decision makers to confidently change the course of their decisions and undercut antiquated biases,” explains Charles Montgomery, author of *Happy City*.

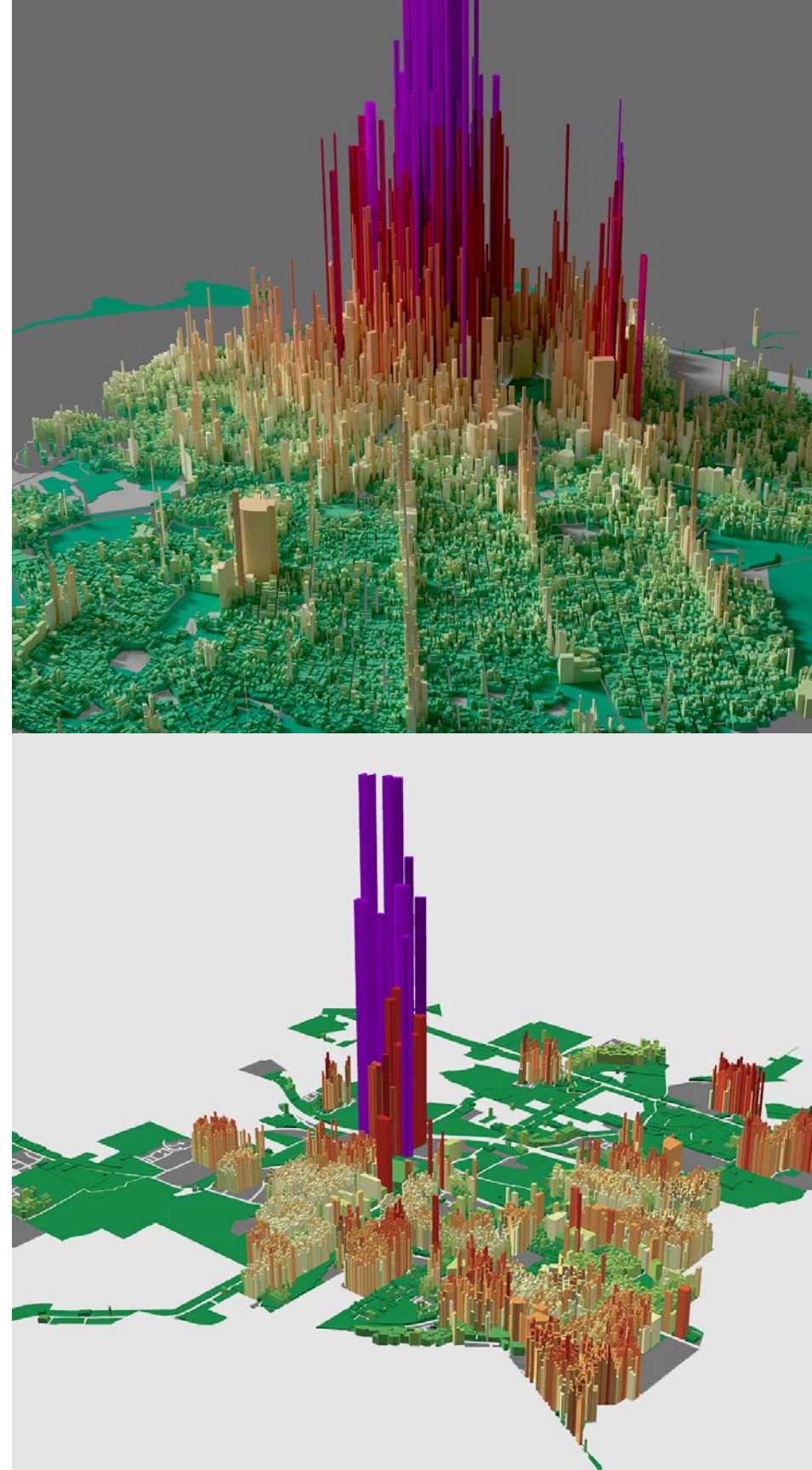
The principles of Geoaccounting have been applied to all scales of development, in four different countries, and in more than 30 states. Though policies differ in every case, the common finding is that all tax systems incentivize sprawl. This structure is not arranged directly, however. Municipal finance evolves slowly, is opaque to many, and is not synchronized with municipal expense systems. Accounting methodologies are siloed within finance departments operating independently from the planning departments making land use decisions.

Geoaccounting provides the link between these silos, visually revealing the relationship between a community’s long-term infrastructure maintenance costs, current revenues and the impact of varying types of land use. The Geoaccounting method exposes inefficiencies in development patterns, and simplifies them in 3D models. The goal of Geoaccounting is to empower citizens, developers, professionals, and elected officials with the tools to better understand the local systems undermining their community’s financial resilience.

Much in the way Form-Based Code addresses the “operatingsystem” facilitating sprawl, Geoaccounting principles expose the financial system undermining our ability to promote New Urban development patterns. Additionally, Geoaccounting visualizations help citizens understand why public policies should be amended to support the type of development patterns that meet the Charter’s goals.

Tax policies and municipal finance systems must be better addressed, and Geoaccounting can help facilitate changes by demonstrating the economic dynamics of urbanism.

After seeing an Urban3 economic model, Robb Davis, former mayor pro tem of Davis, California, sums it up: “We have an opportunity to think about our city differently when we see images like this.”





MERIT AWARD

# Canal Nacional

*Citizen revolt preserves 2,000-year-old waterway*

EMERGING PROJECTS

MEXICO CITY, MEXICO—C CÚBICA ARQUITECTOS

The 7.4-mile-long Canal Nacional served as the main transportation waterway during the construction of Mexico City more than 2,000 years ago, and since then has been a conduit of vital supplies, from food to construction materials. It is the oldest linear park in the city—a rich ecosystem that is home to more than 50 bird species, bringing the healthful effects of nature to more than 9,000 families along the route.

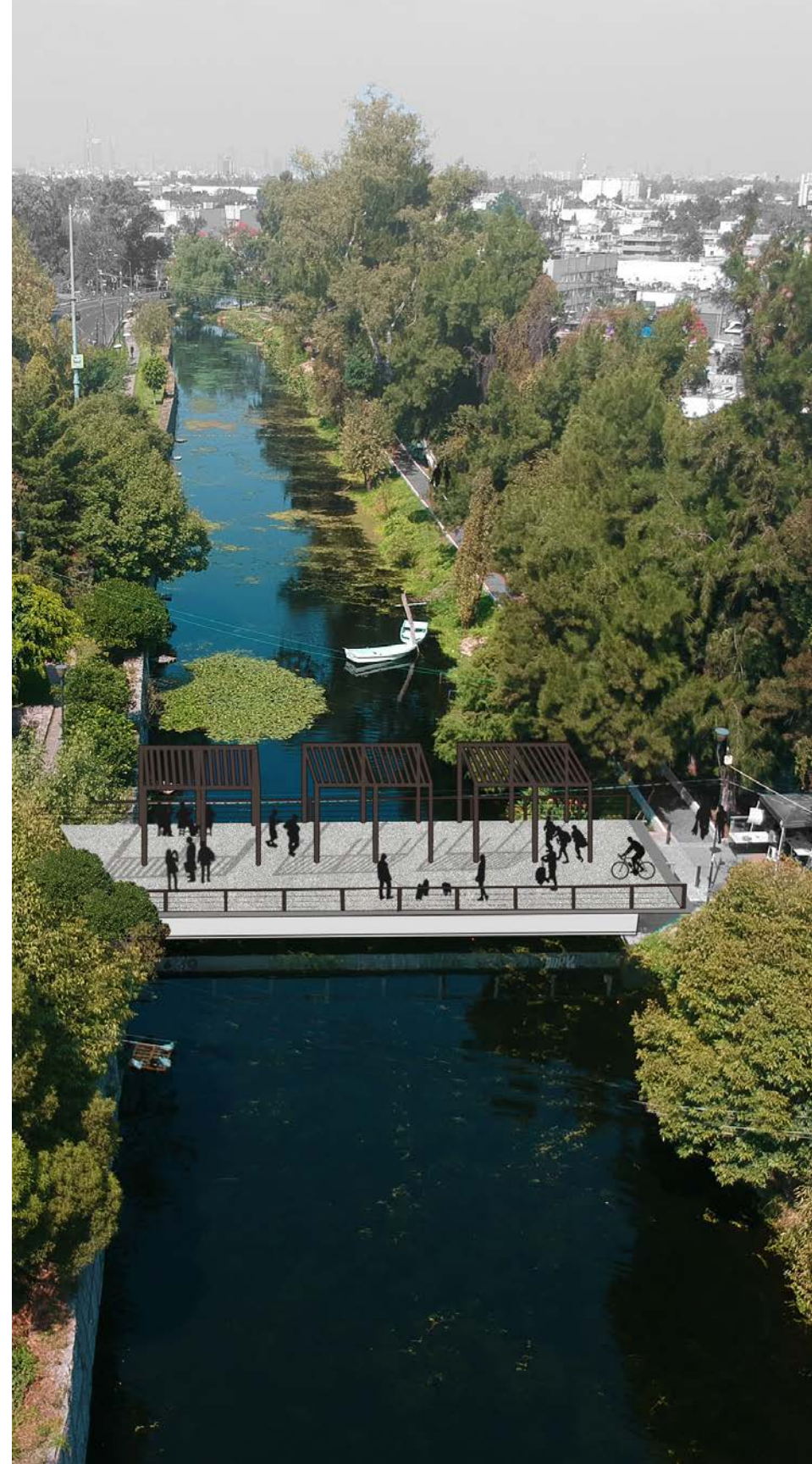
The canal is a survivor in the automobile age, which has threatened to obliterate this tangible symbol of a multi-millennial civilization within a metropolis of 22 million people.

When the local government announced plans to turn Canal Nacional into a road, neighbors and community associations organized a grassroots revolt, sued the local authorities, and won. That lengthy process led first to the creation of Residencia Semilla by Design Your Action and Design Week Mexico as a platform for citizens to express their views of the corridor, and ultimately led to this plan by C Cúbica Arquitectos.

“Canal Nacional is a wonderful inspiration to reflect on the roads to the new urbanism that Mexico City so desperately needs, which must be designed on the basis of the full recognition of its environmental, cultural, community and historical heritage.” Edmundo López de la Rosa, Fundación López de la Rosa.

The project envisions the rejuvenation of three critical sites along the canal totaling 30 acres: An abandoned pumping station and crane; a vehicular bridge that is a barrier to pedestrians and fauna; and an undersized pedestrian bridge that is used for community activities. New parks, plazas, public spaces, and a history interpretation center could be built on these sites to expand their potential as destinations and neighborhood gathering spots—serving cultural purposes while protecting the corridor for wildlife. An abandoned crane would be transformed into a viewing point over the city. The plan focuses on accommodating users of all ages relying on all modes of mobility—especially walking, cycling, and public transit.

The Canal Nacional project is an important step in protection of a vital, historic waterway for future generations—and integrating the channel into the lives and culture of inhabitants of a great city.











MERIT AWARD

# Beacon Park

*Public space is downtown gateway*

BLOCK, STREET, AND BUILDING

DETROIT, MICHIGAN—LIVINGLAB AND TOULOUKIAN TOULOUKIAN, INC.

Located on the west side of Detroit's Central Business District, Beacon Park was created to anchor an emerging district, spur economic growth within the neighborhood, and provide a high-quality gathering space for Detroiters and beyond.

Beacon Park was conceived and built by DTE, a utility company that provides electric service to 2.2 million customers in Southeast Michigan and natural gas company serving 1.3 million customers in Michigan. The project began as an effort to clean up a vacant parcel in the neighborhood where the corporation is headquartered. Initially, the plan was to install a "pop-up" park until a suitable redevelopment could take place.

Through an inclusive community engagement process, the vision grew into a permanent square located at the corner of Grand River, one of downtown's five radiating arteries, and Cass Avenue. The park serves as a gateway to downtown, and includes a circular open lawn that is the largest in downtown Detroit—giving residents and workers room to run, play, relax, and recharge.

The design led by landscape architects living LAB and architects Touloukian Touloukian includes a flexible-use modern-style building that contrasts with surrounding historic buildings. It is home to the restaurant Lumen, offering New American

fare in an open-air setting. The park's year-round programming consists of concerts, sports, night markets, interactive art installations, and community events and is managed by the Detroit Downtown Partnership, a local nonprofit. Beacon Park's dramatic backdrop is the city's skyline, and Detroit Mayor Michael Duggan said, "The transformation of this space is nothing short of remarkable."

Beacon Park testifies to the power of a public space to revitalize a neighborhood. This part of downtown had been full of vacancies and parking lots, leaving residents feeling isolated from the rest of the city's regenerating downtown core. The park is a catalyst for \$140 million in redevelopment in the immediate vicinity, including the neighboring Leland apartments, which will be converted to 340 affordable and market-rate apartments. Beacon Park's energy is transforming the surrounding neighborhood, revitalizing a long-languishing part of downtown, and creating a welcoming entrance to the city's core.



MERIT AWARD

# Paseo Verde

*Triple transformation for urban brownfield*

BLOCK, STREET, AND BUILDING  
PHILADELPHIA, PENNSYLVANIA—WRT, LLC

Once a railway coal siding and more recently a full city block of asphalt surface parking, North Philadelphia's Paseo Verde now provides affordable, high quality, sustainable housing for a range of income levels.

The former 1.9-acre brownfield site is adjacent to SEPTA's Temple University rail station, the busiest station outside of Center City. The site lies within a challenging area that was filled with vacant lots and properties and now is revitalizing.

The \$48 million project includes 120 affordable and market rate apartments, a pharmacy, a community health clinic, additional retail, and green roofs; and has earned a platinum LEED certification. Paseo Verde "is a trifecta of socially responsible development. It's environmentally friendly, transit-friendly, and urban-friendly," says Inga Saffron, the Architecture Critic for *The Philadelphia Inquirer*.

Developed by Jonathan Rose Companies and Asociación Puertorriqueños en Marcha, Paseo Verde is 100 percent leased—both for its residential and commercial. Residents can walk to 4,000 jobs. Several hundred thousand more jobs are within a few minutes' train ride to Center City. Connections to the city bicycle network and plentiful on-site bike storage adds an additional transit option.

The compact nature of the project requires sophisticated design to fit into the neighborhood, deal with stormwater, and minimize noise from the adjacent rail line.

At the north end of the site, the five-story podium building steps down to three-story townhouses to match the scale of historic townhouses across the street. The mid-rise residential units, at 60 units per acre, were strategically oriented to take advantage of favorable solar orientation.

Architects WRT, LLC focused on creating a healthy community supporting multiple transportation nodes and walkable streets, building "a cornerstone" for community growth with a successful mixed-use project, providing green roofs and infrastructure in an affordable rental building, and encouraging healthy, active lifestyles. The transit-oriented location allowed for only 0.57 parking spaces per unit.

"Paseo Verde is one of the most impressive transit-oriented development projects that I have seen anywhere in the United States," says Michael Rubinger, former President & CEO of Local Initiatives Support Corporation (LISC). "It's a model for how urban revitalization should be done everywhere."







MERIT AWARD

# Plan Viva Laredo

*Hundred-year plan for gateway city*

METROPOLIS, CITY, AND TOWN

LAREDO, TEXAS—FRANK HICKEY PEÑA JOINT VENTURE

As the United States' largest inland port, and third-largest overall port, Laredo is an important city economically and a gateway to manufacturing across the Mexican border. Laredo has achieved double-digit growth in every decade since 1860. Yet Laredo is also one of the poorest cities in the US, with 31 percent of its citizens below the poverty line.

The city suffers from higher rates of obesity and diabetes. The automobile dependence of its infrastructure does not help, as citizens have few opportunities to walk and cycle as part of their daily lives. Plan Viva Laredo focuses on these critical social and health issues in a long-term vision that addresses design at all levels—from the city to the neighborhood, street, and building.

The plan accommodates growth for the next century in a compact way, with an interconnected network of streets and a Transect-based mix of uses radiating out from the existing city. Human-scaled, pedestrian-oriented developments are planned with new neighborhood centers. The plan offers strong support for revitalization of downtown and existing walkable neighborhoods, addresses suburban retrofit, and sets a foundation for new walkable neighborhoods.

The plan moved rapidly from the first town hall meetings in 2016 to unanimous adoption by City Council in September of 2017. The city and public became so enthusiastic the implementation

started even before the plan's formal adoption. City planners encouraged developers to use New Urbanism practices for developments. Laredo's first bike lanes were painted in mid-2017. Just a month after adoption, the city created an Economic Development Department to implement the economic development policies of Plan Viva Laredo—and funds for bicycle infrastructure rose from zero to \$380,000. In December of 2018, the city sought procurement to implement land-use code reform.

"The 2017 City of Laredo Comprehensive Plan struck a chord with not only the community, but with the City of Laredo leadership and staff. As a result, progressive land development and construction concepts are now commonly discussed and considered for new developments even prior to the much-anticipated land development code revisions," notes developer Gerry Salinas.

Plan Viva Laredo is a big step toward a future of physical connectivity and a culture that encourages dialogue and openness in this important and unique border city.











STUDENT GRAND PRIZE

# Urbanizing Chicago's Midway Plaisance

*Powerful public space plan to reknit South Side*

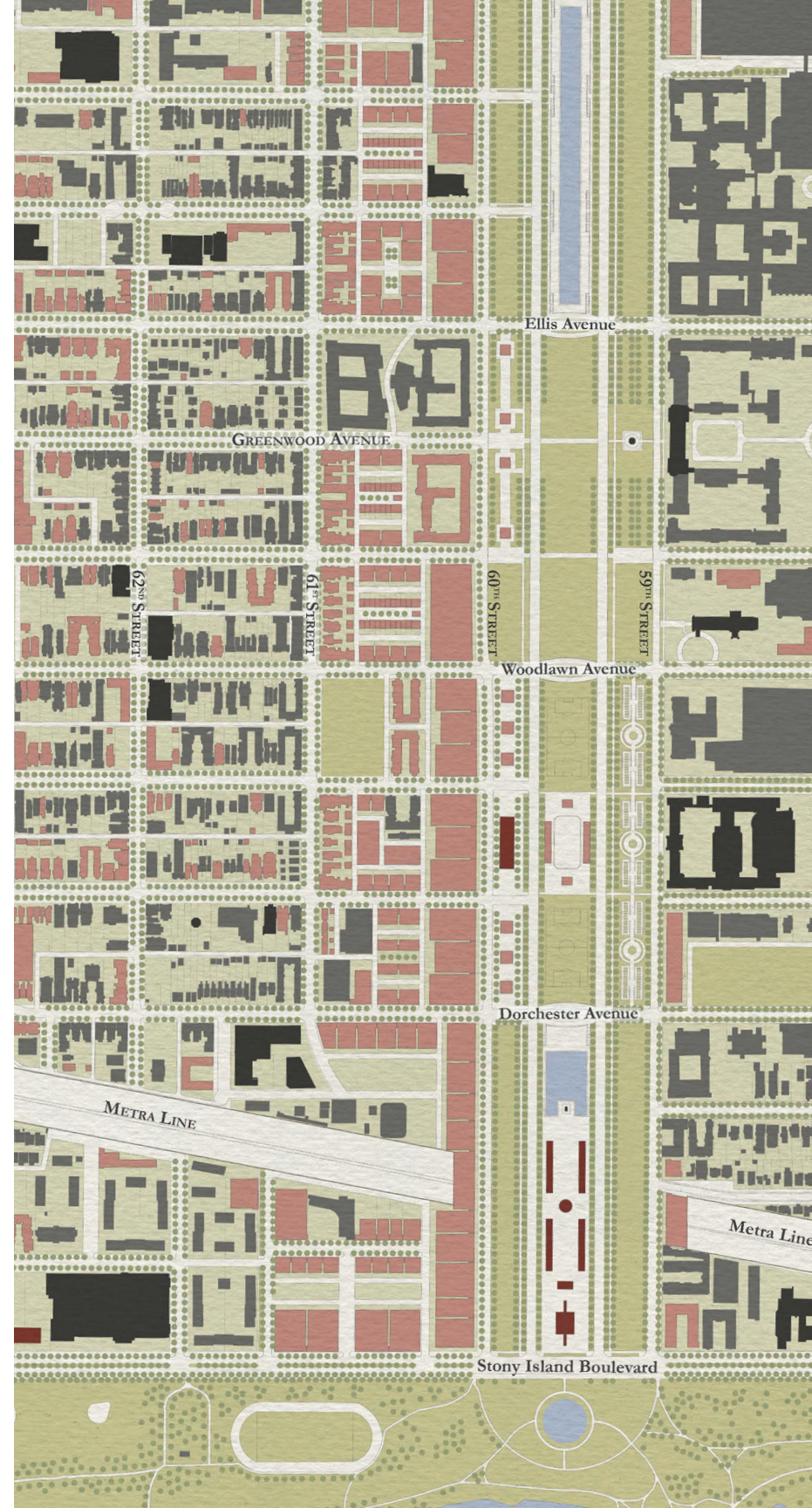
NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
CHICAGO, ILLINOIS—THE UNIVERSITY OF NOTRE DAME  
SCHOOL OF ARCHITECTURE GRADUATE URBAN DESIGN STUDIO

The Midway Plaisance is Chicago's grandest boulevard. One mile long and an eighth of a mile wide, "The Midway" connects Jackson Park on the east to Washington Park on the west, flanked on the north by the University of Chicago, and on the south by a historic neighborhood, Woodlawn. An original element of the 1871 plan for The Chicago South Park by Frederick Law Olmsted and Calvert Vaux, The Midway featured prominently in the Columbian Exposition of 1893, where it was the site of the world's first Ferris wheel. Today it hosts transportation and active recreation, but remains an unfinished urban asset. *Urbanizing Chicago's Midway Plaisance (UCMP)* re-imagines The Midway as the center of a baroque-scale urban corridor spatially defined by new residential and mixed-use buildings, that would better serve its adjacent neighborhoods, the University of Chicago, the city as a whole ... perhaps even the nation.

In a grand urbane vision that looks for inspiration to Rome, Paris, Washington, DC and Chicago's own Daniel Burnham, *UCMP* impressively addresses practical issues of land use, transportation, form-based-codes, incremental development, traditional Chicago neighborhood building types, race and class mistrust, equal justice under the law, and land-value-taxation as a strategy to promote economic revitalization in Woodlawn

without neighborhood displacement. By defining The Midway's southern edge with 10-12 story University and apartment buildings and providing sites for 4,200 new dwelling units and 500,000 square feet of retail and office space, and by terminating its eastern axis with a new Ferris wheel overlooking Jackson Park and its western axis with a relocated Obama Presidential Center (OPC), *UCMP* reconceives The Midway as an activated urban boulevard now connecting rather than dividing two historic neighborhoods.

But *UCMP* opens up even larger civic opportunities. Foremost is its proposed alternative to the controversial Obama Presidential Center, currently proposed as an a-historical monolith located on a comparatively obscure site in Jackson Park southeast of The Midway. The *UCMP* proposal is more urbanely monumental: a 250-foot obelisk flanked by two twelve-story buildings-cum-pylons terminating the west end of The Midway at the southeast corner of Washington Park. This locates the OPC and its practical benefits more closely to both Woodlawn and the University, and more firmly grounds President Obama's historic presidency in America's aspirational ideals of justice, freedom, and equality.





STUDENT CHARTER AWARD

# Gateway 2.0: From Grey to Public

*Transformational infrastructure vision for a dense city*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
HONG KONG, SAR-CHANG X  
UNIVERSITY OF CALIFORNIA, BERKELEY

As one of the densest cities in the world, Hong Kong has long suffered a shortage of housing and public open space. For the past 100 years, the city's main urban development strategy came through land reclamation. But a movement to protect the Harbor has put a stop to most of these projects in the last two decades. As the land shortage worsens, Hong Kong needs to explore a new approach—and that could come from transformation of massive grey infrastructure and brownfields.

The whole Hung Hom area was under water 40 years ago. In the 1960s, it was selected as the location of Hong Kong's railway terminal and the entrance of a Cross Harbor Tunnel. It is now full of grey infrastructure as well as some high-density residential buildings. The area also holds significant facilities for the city, including the city's Hong Kong Coliseum. A new high-speed railway station is opening that the government predicts will reduce traffic in Hung Hom area, which provides an opportunity to rethink the existing land use and infrastructure.

This plan uses traffic analyses as the basis for transformation. An elevated bypass is reimagined as a 6-lane boulevard that can handle the traffic volume. The harbor tunnel entrance is capped

with a green deck to cover noise and pollution, add valuable open space, and maintain the same traffic volume.

The mixed use is one of the most important concepts in this proposal. Depending on the scenario, the plan provides for between 8,500 and 12,500 residential units, with up to 4 million square feet of office space—along with ground-floor retail. Many green spaces are added, including a three-acre deck park, a bioswale street, a gateway plaza, a waterfront promenade, and a waterfront stage. The plan generates 86 acres of new developable land.

The integration of three transit stations and public space will provide pedestrians better transfer experience. The new gateway has the potential to become an identifiable landmark area along Hong Kong's waterfront.

The detail and breadth of the design is impressive. "It's like a one-person planning department," noted one juror.





STUDENT MERIT AWARD

# El Nexo Martin Peña

*Responding to a devastated community in hurricane's wake*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
SAN JUAN, PUERTO RICO—ANDREWS UNIVERSITY  
SCHOOL OF ARCHITECTURE & INTERIOR DESIGN

An architecture student who grew up in Puerto Rico initiated this project, directing the school and his classmates' attention toward the most disadvantaged area of central San Juan. Weeks before the design charrette, Hurricane Maria struck, devastating the project area.

In spite of the difficulties of entering a disaster zone, the team moved ahead—refocusing their goals to provide hurricane relief and supplies. To the students' surprise, community leaders sought out the team's expertise in planning and architecture—requesting to see preliminary drawings. To plan for the future brought hope to the community.

The project focused on the winding estuary tidal channel of El Caño Martín Peña, straddled by eight working-class neighborhoods under constant threat of flooding during storms. The channel needs dredging and restoration of mangrove trees, and 600 families are slated to relocate to allow that to happen.

The team designed new housing and mixed-use development on a nearby 3.3-acre site outside of the flood zone, to be developed by a community nonprofit, to allow those families to relocate within the neighborhood. The building types include owner-occupied single-family row houses and duplex units, an apartment building with social housing for the elderly, and subsidized apartments above commercial space.

A new “water plaza” was designed to front the restored Caño—an inclusive space with social, economic, and environmental utility. The design includes a floating market barge, food trucks, a pedestrian bridge, and landscape features to allow residents, commuters, and eco-tourists to interact. The US Army Corps of Engineers is planning for a series of such plazas, but with no specific designs.

Finally, the team explored a larger study area of 160 acres to show how the restored Caño can benefit not only the immediate neighborhoods, but can also serve as a catalyst for transformative and equitable urban redevelopment that impacts the entire city. Vacant land and parking lots are utilized for mixed-use, transit-oriented development. The financial center of Puerto Rico has been reimagined as a water-based transit hub connecting the airport, El Caño, Old San Juan, and the entire city.

This project is a distinctive example of architecture students working to uplift people and communities in need.







STUDENT MERIT AWARD

# Community Building in Winson Green

*Healing an industrial district*

NEIGHBORHOOD, DISTRICT, AND CORRIDOR  
BIRMINGHAM, ENGLAND—JUDSON UNIVERSITY  
DEPARTMENT OF ARCHITECTURE

Winson Green is a centerless district, between the City of Birmingham and the Borough of Sandwell, with the barriers of multiple elevated rail lines and large-parcel national institutions from the Victorian period—including a hospital and prison. However, a canal provides quick access to the city center and Black Patch Park, a center of the Industrial Revolution and the reported birthplace of Charlie Chaplin.

A new hospital under construction and the potential closure of the prison offer an opportunity to re-imagine the 275-acre district by organizing the land into three neighborhoods.

A transformed Winson Green could help alleviate a nationwide housing shortage and the existing class stigmatization—a challenge that is heightened by asylum seekers and the decamping of London's social housing problems to places like Birmingham and Winson Green, according to the project team.

The project imagines “a feasible and realistic future for an area in the West Midlands of England that has suffered the largest disinvestment of private capital since the Industrial Revolution,” note the Friends of Black Patch Park, a Facebook group, in January 2019.

The plan calls for low-rise density proportioned to generous parks and greenways, using the patterns of English urban environments that maximize access to daylight in a climate with long seasons of short days, cloudiness, and rain. Utilizing short- to long-term strategies, the plan addresses transit-oriented development around a light rail line, universal design principles, infill and previously developed sites, mixed-tenure housing, and new public spaces that range from the intimate to the grand.

A form-based code works with multiple Transect zones, applying building types and street types, and street networks. The proposal raises density to 20 to 24 units per acre to support the local light rail stop.

“I loved the way the natural elements like the brooks and the traditional Victorian era buildings helped to shape the vision and feel of what could be possible here,” notes Dr. Ash Barker, an urban activist and minister.

Towards Community Building in Winson Green empowers neighborhoods to lead their own transformation in the current era of restricted government budgets, the project team reports.











SPECIAL AWARD / SEASIDE, FLORIDA

# Four Decades of Influential, Incremental Urbanism

*As expressed through the completion of the Lyceum Block: Phases Two & Three*

BLOCK, STREET, AND BUILDING

SEASIDE, FLORIDA—THADANI ARCHITECTS + URBANISTS

Phases Two and Three of the Lyceum block at Seaside, Florida—a submission by Thadani Architects + Urbanists that illustrated the history, current state, and future of the iconic neighborhood’s civic heart—was recognized by the jury as emblematic of Seaside’s flexible, incremental, successional urbanism. That led the jury to consider formally acknowledging Seaside itself, with its painstaking, human-scaled evolution, as a remarkable laboratory of urban development with an impact far beyond that of a small vacation neighborhood on Florida’s panhandle. The jury felt that Seaside exemplifies the power of the principles of New Urbanism regardless of context—as it has influenced the design of new neighborhoods from low-income housing to high-end resorts, and everything in between.

“I can’t think of another recent settlement that has influenced more professionals, elected officials, public servants and just people in general than Seaside. Seaside has allowed us to discover forgotten ideas, and it has inspired imitation, reflection, and even anger and bitterness. It has forced us to reflect, argue, collaborate and improve. Let us not forget that many of Florida’s complete towns and cities started as resorts of very limited scale and diversity and certainly less vision, innovation, and challenge. Time allowed these places to develop into places of wonder and admiration, as the world-class, full-time destinations they are today. Only time will tell what will become of Seaside.” – Marcela Cambor-Cutsaimanis, AICP Principal, Marcela Cambor & Associates, Inc.

Radiating out of the Central Square to the northwest, the Lyceum has always been reserved for public and nonprofit educational, cultural, and civic uses at the heart of Seaside. After two decades of development, the Lyceum is nearing completion of a vision to serve the town, nearby residents, the county—and artists and students from across the US and beyond.

“It’s a mistake to dismiss Seaside as a resort. For designers and developers, Seaside was—and is—a laboratory of placemaking that inspired us to change the way we think about our own projects in profoundly different way.”  
–Timothy L. Hernandez, AICP, Principal.

Developer Robert Davis never compromised on a design for Seaside’s civic center that is inspired by Jefferson’s University of Virginia colonnaded green, although the architectural details have been modified many times over the years. Today the Lyceum is home to a wide range of uses and activities, including a public school—one of the best in the state—that is now being expanded to 500 students in grades K-8. The Seaside Institute and academic village have been running programs and teaching principles of New Urbanism since the 1990s. The village provides affordable accommodations for visiting scholars in reused Katrina Cottages—emergency shelter for Mississippi victims of the 2005 hurricane.

An outdoor stage and amphitheater and full colonnade were recently completed. An indoor concert hall, and culinary institute supported by the Lagasse Foundation, will soon be built. Two more academic buildings and a Town Hall serving Seaside and

the nearby Watercolor community are slated for construction by 2023. The Lyceum will also host the Florida State University Gulf Coast Arts Program, continuing education programs, exhibition and gallery space, and has been home to a nonprofit radio station.

“Seaside began as a modest, but sincere exercise intended to test whether the principles of traditional community planning and design could still be relevant in the contemporary marketplace—an exercise that succeeded beyond anyone’s wildest imaginings.” – Seth Harry, AIA NCARB, Principal, Seth Harry & Associates, Inc. Architects and Planners

For two decades the Lyceum consisted of a tent-stage and a lawn. Construction of permanent buildings began when location fees for The Truman Show made it possible. movie paid for the first Seaside Charter School building The creation of the academic village, using recycled cottages, and hosting events that support the institute’s primary mission, “the restoration of civic life,” was another milestone. The placemaking, incremental development, high design standards, and civic vision of the Lyceum are typical of Seaside as a whole.

“Those of us who witnessed over decades the evolution of Seaside and the Lyceum, were privileged to recognize and absorb firsthand the elegance, flexibility, and efficiency of the New Urbanism’s principles—those same principles that we have since seen transform, revive and enhance urban neighborhoods both here and abroad.” – Todd Zimmerman, Director Emeritus, Zimmerman/Volk Associates.



## CREDITS

### CHARTER AWARDS

#### DAYBREAK MEWS HOMES 4

OPTICOS DESIGN—Architect

HOLMES HOMES—Developer

#### ESSEX CROSSING PHASE I 5

DELANCEY STREET  
ASSOCIATES—Developer

BEYER BLINDER BELLE—Architect

DATTNER ARCHITECTS—Architect

SHOP ARCHITECTS—Architect

HANDEL ARCHITECTS—Architect

WEST 8—Landscape Architect

#### MONON BOULEVARD CORRIDOR 6

CARMEL REDEVELOPMENT  
COMMISSION - Owner

CITY OF CARMEL DEPARTMENT  
OF ENGINEERING—Owner

SPECK & ASSOCIATES—Planner

GEHL—Planner

RUNDELL ERNSTBERGER &  
ASSOCIATES—Landscape Architect

CROSSROAD ENGINEERS—Engineer

WHITE CONSTRUCTION, INC.—  
Engineer

### NORTON COMMONS 7

TRADITIONAL TOWN, LLC—Developer

DPZ CODESIGN—Planner

MICHAEL WATKINS ARCHITECTS, LLC—  
Architect

SABAK, WILSON & LINGO—Engineer  
and Landscape Architect

PLACEMAKERS, LLC—Consultant

CITY OF LOUISVILLE—Public Agency

#### UPPER KING STREET GATEWAY DEVELOPMENT 8

ROBERT A.M. STERN ARCHITECTS—  
Architect

GREYSTAR—Developer

LIFESTYLE COMMUNITIES—Developer

LS3P—Associate Architect

DESIGNWORKS, LLC—Landscape  
Architects

EVENING POST INDUSTRIES,  
GREYSTAR, LIFESTYLE COMMUNITIES —  
Client

### WALTER REED 9

TORTI GALLAS URBAN, INC.—  
Planner, Urban Designer, Architect

HINES—Developer

URBAN ATLANTIC—Developer

TRIDEN DEVELOPMENT GROUP—  
Developer

EHT TRACERIES, INC.—Historian

HERITAGE LANDSCAPES, LLC—  
Landscape Historian

OEHME VAN SWEDEN, INC.—  
Landscape Architect

#### PLAN 2040 10

DOÑA ANA COUNTY, NM—Client

PLACEMAKERS, LLC—Planner

DPZ CODESIGN—Consultant

HURLEY FRANKS & ASSOCIATES—  
Consultant

NGAGE NEW MEXICO—Consultant

CENTER FOR NEIGHBORHOOD  
TECHNOLOGY—Consultant

CRABTREE GROUP—Consultant

RCLCO—Consultant

ANDREW VON MAUR—Consultant

PETER SWIFT—Consultant

GEOFF DYER—Consultant

NATHAN NORRIS—Consultant

HOWARD BLACKSON—Consultant

### EMERGING AWARDS

#### SHANGHAI OLD TOWN MASTERPLAN 12

SKIDMORE, OWINGS & MERRILL LLP—  
Planner

#### GEOACCOUNTING 13

URBAN3 LLC—Consultant

#### CANAL NACIONAL 14

C CÚBICA ARQUITECTOS—Architect

DESIGN WEEK MÉXICO—Consultant

DESIGN YOUR ACTION—Planner

FUNDACIÓN LÓPEZ DE LA ROSA—  
Planner

RESIDENCIA SEMILLA—Team Members

GOBIERNO DE LA CIUDAD DE MÉXICO  
— Developer



## CREDITS

### MERIT AWARDS

#### BEACON PARK 16

LIVINGLAB—Landscape Architect  
TOULOUKIAN TOULOUKIAN—Architect  
DTE ENERGY—Owner  
DOWNTOWN DETROIT PARTNERSHIP—Agency  
GIFFELS WEBSTER, INC.—Engineer  
PETER BASSO ASSOCIATES—MEP Consultant  
ILLUMINART—Lighting Consultant  
STUDIO NYL—Structural Engineer  
LIQUID ASSETS—Irrigation Designer  
SAROKI ARCHITECTURE—Restaurant Owner's Interior Architect  
HALVORSON DESIGN PARTNERSHIP—Consulting Landscape Architect  
RESILIENT BUILDINGS GROUP—LEED Consultant

#### PASEO VERDE 17

JONATHAN ROSE COMPANIES—Developer  
ASOCIACIÓN PUERTORRIQUEÑOS EN MARCHA—Owner  
WRT, LLC—Architect  
URBAN ENGINEERS—Engineer  
DAVID CHOU AND ASSOCIATES—Engineer  
CSA GROUP—Engineer

### PLAN VIVA LAREDO 18

ABLE CITY—Principal Firm  
DOVER, KOHL & PARTNERS—Planner  
SPECK & ASSOCIATES—Planner  
ANGELOU ECONOMICS—Economic Consultant  
LNV, INC.—Mobility Consultant  
GALLINAR PLANNING AND DEVELOPMENT—Housing Consultant  
HOWLAND ENGINEERING—Engineer  
GILPIN ENGINEERING—Engineer  
SHERFEY ENGINEERING—Engineer  
HALFF ASSOCIATES—Parks and Green Space Consultant  
PDMG MARKETING COMMUNICATIONS—Public Relations  
CITY OF LAREDO—Owner  
LEARN THINK MEDIA—Videographer

### STUDENT AWARDS

#### GRAND PRIZE URBANIZING CHICAGO'S MIDWAY PLAISANCE 20

THE UNIVERSITY OF NOTRE DAME SCHOOL OF ARCHITECTURE  
MARIE ACALIN—STUDENT TEAM MEMBER  
ROGER FOREMAN—STUDENT TEAM MEMBER  
PHILIP BESS—STUDIO CRITIC

### CHARTER AWARD GATEWAY 2.0: FROM GREY TO PUBLIC 22

CHANG XU—STUDENT URBAN DESIGNER  
UNIVERSITY OF CALIFORNIA BERKELEY COLLEGE OF ENVIRONMENTAL DESIGN  
JOHN G. ELLIS—Advisor  
CHRISTOPHER CALOTT—Advisor  
HARRISON S. FRAKER—Advisor  
ELIZABETH MACDONALD—Advisor  
STEPHAN PELLEGRINI—Advisor  
ARTI HARCHEKAR—Advisor

### MERIT AWARD EL NEXO MARTÍN PEÑA 23

ANDREWS UNIVERSITY SCHOOL OF ARCHITECTURE & INTERIOR DESIGN  
STUDENTS OF THE 2017 URBAN DESIGN STUDIO—Architect  
GRUPO DE LAS OCHO COMUNIDADES ALEDAÑAS AL CAÑO MARTÍN PEÑA—Client  
ENLACE DEL CAÑO MARTÍN PEÑA—Client  
ANDREW VON MAUR—Studio Critic

### TOWARDS COMMUNITY BUILDING IN WINSON GREEN 24

JUDSON UNIVERSITY DEPARTMENT OF ARCHITECTURE  
STUDENTS OF THE ADVANCED ARCHITECTURE AND URBANISM STUDIO—Architect  
CHRISTOPHER C. MILLER, PH.D.—STUDIO CRITIC

### SPECIAL AWARD

#### COMPLETION OF THE LYCEUM AT SEASIDE 26

DHIRU A. THADANI, THADANI ARCHITECTS—Architect  
SEASIDE COMMUNITY DEVELOPMENT CORP—Client  
CHRISTOPHER RODRIGUEZ—Architectural Designer  
ANDREW KRIZMAN II—Architectural Designer  
MARC GAZDA—Architectural Intern  
LAUREN SOMMERVILLE—Architectural Intern  
MARQUES KING—Architectural Intern  
FLETCHER ISACKS—Drone Photography  
DAVE SANDERS CONSTRUCTION—Contractor  
ROBERT AND DARYL DAVIS—Town Founders  
ANDRÉS DUANY AND ELIZABETH PLATER-ZYBERK, DPZ CODESIGN—Town Planners  
DOUGLAS DUANY—Landscape Architect  
LÉON KRIER—Design Consultant



# Congress for the New Urbanism

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