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

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C H A R T E R A W A R D S

C O N G R E S S F O R T H E N E W U R B A N I S M

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The purpose of the Charter Awards is to recognize distinguished design achievements that fulfill the principles of the Charter of the New Urbanism. It is intended to increase awareness of these principles and to expand their role as a vehicle for debate and discussion. Projects are evaluated for their response to the principles in each of three categories of the Charter:

1. **The Region: Metropolis, City, and Town**
2. **Neighborhood, District, and Corridor**
3. **Block, Street, and Building**

**CNU 2002 Awards Jury**

- **JONATHAN BARNETT**, Jury Chair, has been an urban advisor to many U.S. cities and government agencies. He is a professor of city and regional planning at the University of Pennsylvania and a member of CNU’s Board of Directors. This is his second year as a CNU Charter Awards juror.
- **ELINOR BACON** is the former President and CEO of the National Capital Revitalization Corporation, as well as the former Deputy Assistant Secretary of the Office of Public Housing Investment of HUD where she administered the HOPE VI Program.
- **BONNIE FISHER** is a Principal and Director of Landscape Architecture at ROMA Design Group in San Francisco. ROMA recently won a national competition to design the Martin Luther King Memorial in Washington, D.C.

**CNU 2002 Awards Program Jury**

- **KENNETH GREENBERG** is a Principal at Toronto-based Greenberg Consultants Ltd. He is the Former Director of Urban Design and Architecture for the City of Toronto.
- **ALEX KRIEGER** is Chairman of the Department of Urban Planning and Design at the Harvard Graduate School of Design and a principal of Chan Krieger & Associates.
- **JOHN NORQUIST** is the Mayor of Milwaukee, Wisconsin and the current President of the CNU Board of Directors.
- **RICHARD ROSAN** is the President of the Urban Land Institute in Washington, D.C. He is the former Economic Development Director for the City of New York.
The Charter of the New Urbanism contains 27 principles. This year’s Charter Awards provide reassuring evidence that these principles are widely understood and are serving as the foundation for excellent work in all parts of the United States and in other countries as well. There were 216 projects submitted this year, an exceptionally high number for an awards program in urbanism, and the jury had great difficulty making its choices from among so many attractive options. Before the judging began, jury members agreed that 15 awards, the number given last year, was really too many. We ended up giving 18 this year.

The scope of the projects that received awards demonstrates that the New Urbanism goes far beyond any front porch and picket fence stereotype. At the level of regional principles the awards include the state of Maryland’s innovative Smart Growth and Neighborhood Conservation Initiative and a multi-state, multi-agency plan for conserving the flood plain and other natural landscapes at the confluence of the Missouri and Mississippi Rivers.

An exciting plan for rebuilding two sectors of central Beirut received an award for illustrating the principles at the scale of the district, corridor and neighborhood. Awards went to new neighborhoods built in place of public housing projects in Cleveland, Chicago, and Seattle. There were, in addition, other excellent submissions of this type. Clearly, the policy of replacing housing projects with neighborhoods designed in accordance with new urban principles has gained wide acceptance. An award went to a new urban neighborhood in Addison, Texas. It is being developed by a private real-estate firm at a residential density of close to 100 units to the acre, with street-front retail and immediate access to rail rapid transit as well as a highway. Another innovative project preserves a district of historic industrial buildings adapted to a new use as a campus for the University of Washington, Tacoma.

At the level of block, street, and building, awards included street-front retail in Bethesda, Maryland, where the stores surround the parking garage to create a true urban block; a dense urban development in downtown Boston; and urban infill residential buildings in New York, Los Angeles and San Jose. Each is a modern architectural interpretation of historic urban building forms. The smallest project given an award this year, a school addition in New Haven, Connecticut, demonstrates that even relatively minor building interventions can have a big effect on a neighborhood.

We congratulate the winners of this year’s awards. We look forward to the Charter Awards for 2003, and more exciting urban innovations.

Jonathan Barnett, Jury Chair
THE STATE OF MARYLAND has launched an incentive-based effort to reverse the costly, environmentally damaging, and often unsightly patterns of sprawl. State resources have been allocated for the application of almost every principle in the Charter. The Smart Growth and Neighborhood Conservation Initiative targets both rural and urban areas to preserve open space, increase the viability of public transportation, and promote the revitalization and densification of already developed areas.

The initiative is a response to trends that threaten to double the state’s developed land area over the next 25 years. Growth in the state’s two largest suburbs skyrocketed by 70 percent between 1970 and 2000, while population in older cities steadily declined. Car-dependent development increased vehicle miles traveled four to six times faster than population. Highway construction needed to keep pace with this expansion has been costly to taxpayers and damaging to the environment.

Prior to this initiative, the state government treated growth-related projects the same regardless of where they were located, their long-term cost to taxpayers, their design, and their relationship with existing communities. Government officials often failed to make qualitative decisions about the suitability or appropriateness of sites for projects they were funding.

The Smart Growth and Neighborhood Conservation Initiative sends all state financial assistance for growth-related projects to designated growth areas called Priority Funding Areas. To be eligible for financial assistance, these areas must meet minimum criteria for existing density and provision of utilities.

The initiative promotes development that benefits all incomes by encouraging communities to have mixes of uses, transportation options, and mixes of housing types. State housing programs, such as one in which $40 million was offered at four percent interest to increase home ownership in distressed neighborhoods, are now targeted almost exclusively to designated growth areas.

The State planning office has teamed with its health department to encourage bicycling and walking, and more walkable communities. Funds previously used for highways are now being spent on community revitalization projects. To double transit ridership by 2020, transit investments have soared, employers are offering transit benefits to workers, and the State has created a task force to promote transit-oriented development.

To encourage livable, transit-supportive patterns of development within its growth areas, Maryland drafted a model New Urbanist code. The State plans to offer financial incentives to jurisdictions that adopt the code, and withhold funds from those that do not.

Meanwhile, the Rural Legacy Program targets large, contiguous tracts of land for permanent preservation. The program targets areas rich in agricultural, natural, and cultural resources. As a result, the amount of protected land in Maryland has increased by 40 percent in the last seven years. The success of this initiative reflects both the power of effective legislation and the power of financial incentives to change behavior.
I. THE REGION: METROPOLIS, CITY, AND TOWN

REGION

"Maryland is limiting growth at the edge and encouraging infill; but they never use the words growth boundary."
— JONATHAN BARNETT

CHARTER PRINCIPLES

TWO The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

THREE The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.

FIVE Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
Bringing the rivers back to a central place in public life was not easy. They lacked adequate access points, due in part to old industrial sites along the shores, and habitats were gradually vanishing from the riverbanks. New conservation lands had been purchased haphazardly, and new regional trails were not well linked. Even the unplanned work, however, was largely successful and popular. Best known efforts included the Great River Road with its parallel trail along the bluffs in Illinois and the cross-Missouri Katy trail. The Master Plan identifies the riverfront parks, open space conservation areas and trails connecting the region’s diverse resources. It overlays the industrial ruins of the working river with natural and built infrastructure, to promote the redevelopment of existing communities and provide proper placement of new communities.

The project traverses the region with habitat rights-of-way, reclaimed parcels, new trails, and rail-to-trail corridors. These routes branch out into neighboring districts with walking, biking, and hiking paths. Streets are being converted into pedestrian- and bike-friendly zones to invigorate the linkages. Although the plan does not call for major highway or street grid restructuring, other venues for mobility have been created within the project area, including a new rail system. The plan accounts for varied intensities of land use. It respects existing industry in urban areas and agricultural land in rural areas. The plan also acknowledges that there are different appropriate levels of recreational intensity. While some urban centers offer opportunities to draw thousands of people to the river’s edge, other sites need protection from large-scale human activities.

Dramatic improvements have already been made under this plan, including the Riverfront Trail in St. Louis, the opening of the Old Chain of Rocks Bridge to pedestrian and bike traffic, and riverfront improvements in Alton and St. Charles. Public open space has increased along the rivers with public acquisition of Columbia Bottom and the Big Muddy Fish and Wildlife Refuge. These changes, along with special events along the corridor, are drawing people back to the rivers.

The corridor planning effort has motivated interjurisdictional cooperation from federal, state, county, and city agencies, as well as among residents. For example, citizens of five counties in Missouri and Illinois voted to form a united Metropolitan Park and Recreation District with a combined sales tax.

The Confluence Master Plan  St. Louis, Missouri

THE ST. LOUIS REGION is suffering from classic suburban sprawl. The central city is losing population and investment, the suburbs are expanding, and people are segregated from the environment and from one another. In 1998, citizens created a new conservation, heritage, and recreation corridor to rejoin the Mississippi and Missouri River corridors with the region while creating a focal point for regional planning. This Master Plan lays out the corridor's goals and specific implementation ideas.

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I. THE REGION: METROPOLIS, CITY, AND TOWN

“...The most important thing about this plan is the cooperation of different states and local agencies to save a regional environment.” — BONNIE FISHER
Civic space is a highlight of the plan. Absent at the current waterfront zone in the city center, the Corniche is the most-used public open space in Lebanese culture. The plan connects with the existing Corniche to the south and extends it along the entire seafront edge. An old seawall, now well inland due to continued landflling, cuts a diagonal through the master plan zone. It will serve as a pedestrian walkway and public park zone linking the center of the project to public buildings, the new harbor, and the sea.

Public parks, squares, and streets have been configured and located according to a hierarchy of purpose.

The major public spaces (the Corniche, the park, and the harbor) are tied to the sea, the historic focus of community open space, and scaled as an inviting public space for the entire metropolis.

Secondary urban plazas form the setting for major public buildings as the center of their own defined districts. One is in the center of the plan, where a major cultural facility will be. The other is at the new harbor-front, the site of a publicly operated waterfront market hall and mercantile center.

Neighborhood-scale open space, such as the parks along the old seawall, link other outdoor resources in a pedestrian network. They provide smaller-scale open spaces distinguishable by scale, geometry, and location.

New streets are organized to serve higher densities and new tenant needs. These are connected via harbor, the seawall, and the Corniche to Beirut's historic street patterns. The master plan provides for the eventual construction of rail stations and right-of-way within walking distance of each neighborhood; bus transit stops are provided for now. Loading and parking entrances have been restricted to side streets and alley locations.

The plan’s architectural and landscape design derives directly from traditional Mediterranean urbanism, scaled to meet tomorrow’s needs. The zoning text written to support the design calls for street-wall buildings with maximum building heights, setback restrictions, and the strategic location of arcades. The skyline massing does not indicate a central focus of dense high-rise development. It reflects the Mediterranean technique of strategically spacing towers around the harbor, providing light and air into the streets and parks below.
I. THE REGION: METROPOLIS, CITY, AND TOWN

METROPOLIS

"This is an inspiring plan that emerges after years of loss and destruction." — Richard Rosan

CHARTER PRINCIPLES

FOUR

Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

FIVE

The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

TWENTY-FIVE

Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
Initiative for a 20/20 Vision for Concord  Concord, New Hampshire

CONCORD, NEW HAMPSHIRE, and the surrounding Merrimack region have faced unprecedented growth in the last 20 years. An earlier attempt at an urban growth boundary allowed development on farm fields, river valley parcels, and undeveloped land outside commercial centers, and provided no incentives to steer growth toward developed areas. Committed to avoiding a simple no-growth solution, a group of community leaders founded this initiative to develop a community-based vision to manage growth.

Participants included the New Hampshire Department of Transportation, the regional planning commission, private business leaders, and public officials. An 18-month planning process included public workshops, a design charrette, and dissemination of information via newsletters, a website, and published inserts in the Concord newspaper. This outreach educated the public about the benefits of creating a community vision. The resultant plan focuses on Concord as a city of villages—a community that values both its urban amenities and its village-like neighborhoods.

The program identified six villages as target areas for future development. The historic downtown main street, which borders abandoned rail yards and industrial areas, will be targeted for commercial and housing development. In West Concord, 1,000 new housing units will support a new grocery store and revitalize the commercial center. The plan seeks to foster income diversity across the city by encouraging apartment dwelling downtown and the creation of higher-income residences in the lower-income villages.

A land parcel visible from Interstate 93 is earmarked for a major corporate headquarters—one of the few sites zoned for a single use in the city. Employees at the site will work one block from Main Street shops and restaurants.

Planners working on the initiative mapped the Merrimack River Valley to illustrate natural boundaries. The river affords important recreational opportunities within walking distance of downtown neighborhoods, a connection that the plan preserves and enhances. In the past, the Concord River floodplain has been used strictly for agriculture. The new growth boundary protects farmland as working fields and recreational open space.

In the next 30 years, growth will likely exceed the absorption capacity of the existing villages. The plan suggests a new village that would continue the pattern of settlements and meet a criterion of 20-minute walking time between villages.

Other transportation options are also significantly increased, including roadway improvements and a series of new bicycle ways. The team worked with NHDOT to support renewed train service to Boston.

The central New Hampshire Regional Planning Commission participated in the project and is spearheading the Concord Score Card, intended for use in evaluating growth opportunities on a wide range of criteria including tax revenue, pedestrian-friendliness, concentration of development on infill and brownfields sites, and mix of uses to support vibrant village life. The Score Card cuts across traditional boundaries within city government and creates clear guidelines for developers.
1. The Region: Metropolis, City, and Town

Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

“Changing times call for changing plans. Concord is building on its assets while preparing for the future.”
— Elinor Bacon

Chapter Principles

One
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Fourteen
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NewHolly—Phase I  Seattle, Washington

A PUBLIC HOUSING DEVELOPMENT on this parcel was originally developed as World War II worker housing. Structures included one- and two-story apartments and townhouses set in a site plan of undefined open spaces and disorienting streets. Designed as a temporary facility, the infrastructure and residences were functionally and economically unsustainable. The ambiguous garden apartment site plan was unsafe and was a catalyst for criminal activity.

The 120-acre NewHolly project is being redeveloped in three phases. It will eventually include 800 rental housing units eligible for rental assistance programs, and 400 market-rate and affordable for-sale housing units. The neighborhood campus complements the new housing by providing community services including a learning center, library branch, classrooms, child care, and employment programs.

The federally funded redevelopment was constrained by low budget, despite a federal HOPE VI grant, and a demanding project schedule. Designers met these challenges by standardizing building dimensions, assemblies, and materials. These elements were then combined in a variety of ways to produce attractive but affordable single-family homes. In order to promote a cohesive neighborhood, the physical distinctions between ownership and rental, market-rate, and subsidized housing were eliminated. All units are similar in form, scale, detail, and materials.

The project’s old curvilinear street pattern was replaced with a conventional neighborhood street grid influenced by the site’s existing slopes and aligned with adjacent neighborhood streets. Integrated into the pattern of the adjacent South Beacon Hill neighborhood, NewHolly encourages pedestrian traffic and increased interpersonal interaction. Houses are oriented to the street, with the public sidewalk adjacent to front yards. Semi-private front steps and porches invite neighborhood interaction. Parking is adjacent to each residence, not only for convenience, but also to reduce the potential for vandalism.

City zoning and local political pressure ended consideration of a small on-site commercial center. However, the project lies within a broader neighborhood, with retail uses at the periphery. The design reinforces existing land uses, and supports the many retail and service activities within easy walking distance. Pedestrian improvements to the street network strengthen ties between the residences and the retail area.

An array of open space exists within and adjacent to the site. A preexisting park is a major asset on the edge of the site, as is a nearby school. Another existing element, a linear open space below power lines, serves as a greenbelt that helps to delineate districts within the site. The City plans to use this corridor as part of a regional bicycle network.
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.

A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

“...The individual buildings are intentionally modest, while the neighborhood as a whole stands out for its walkable, integrated design.” — Alex Krieger
The 60-percent vacant high-rises of Stateway Gardens are being replaced with 1,315 units of low- and mid-rise housing, 14,000 square feet of retail, 5,000 square feet of office space, seven acres of parks, and an elementary school. The site itself will hold 885 units, and 430 will be built on vacant parcels in the immediate surrounding area. The new units will be mixed-income, divided among affordable, publicly subsidized, and market-rate housing.

The superblock “towers in a park” format of the old site is being replaced with urban blocks typical of other Chicago neighborhoods. The new plan proposes a public park system and private gardens, and eliminates the open field that is neither park or garden.

The housing will also match the local vernacular. In addition, this project aims to blur project boundaries by constructing new scattered-site housing outside the old superblock, making the new development less distinct from its surroundings.

The new buildings will include single- and multi-family townhomes, stacked flats, three-flats, and three-story courtyard buildings. Higher-density buildings include four seven-story mid-rises with retail and office on the first floor. This variety provides a mix of housing choices that will attract a wide range of residents including singles, the elderly, and families. All building types will house people from all three income levels.

Two rail transit stations serve the site, putting more than half of the new units within a five-minute walk of the train—and within a seven-minute ride to downtown. The site is also served by multiple bus lines, and a commuter rail station has been proposed as part of the redevelopment.

To resurrect this well located but dismal site, the design team led an intense, three-month public planning process that involved current public housing residents, local community organizations, the Chicago Housing Authority, the City of Chicago Department of Planning and Development, and public and private agencies.

Residents were concerned that the new development be well maintained. A community association will be established to sustain community life, and conduct maintenance. Each building type will have its own sub-association. A community foundation will be established to coordinate, leverage, monitor, and fund some social services. These services will be provided by a partnership between the community association and the community foundation. It will provide outreach and information on the redevelopment process and opportunity, case management, employment and training, education, child care, substance abuse, and recreation services.
II. NEIGHBORHOOD, DISTRICT, AND CORRIDOR

NEIGHBORHOOD

Twelve Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

Thirteen Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

Twenty-Three Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

"The undesigned open fields of the old project made the housing project fail. Conversely, the new private park system will make the new development work."
— Bonnie Fisher
Addison Circle  Addison, Texas

**ADDISON CIRCLE IS A NEW TOWN CENTER** in a post-war suburb, offering urban space and amenities in a dense mixed-use residential neighborhood. Development of this type was first suggested in the city’s 1991 comprehensive plan. Facing competition from newer suburbs, town officials chose to create a focal point for the town—as well as a stronger population base—to support and anchor the town’s commercial uses. The chosen site was adjacent to Addison’s Old Town, within walking distance of employment, retail, and entertainment. It was controlled by a single landowner, simplifying development.

The project was designed to provide a pedestrian-friendly environment that supported automobiles without catering to them. Many of the sidewalks and crosswalks are paved in brick. Mature shade trees are planted at 25-foot intervals. The public streetscapes and landscapes were funded at three times the normal city level, providing street furniture such as bike racks, benches, and litter containers. Architectural elements and street-level amenities energize the streets, promoting a sense of security.

On typical residential streets, sidewalks are 12 feet deep and building facades are just six feet off the sidewalk. The small setback allows buildings to have a small landscaped area without compromising the urban experience. On boulevards, the sidewalk is 14 feet wide and buildings are set back another 10 feet, accommodating landscaping or outdoor dining.

Local and regional transit also support pedestrians. The Dallas Area Rapid Transit (DART) station is currently a bus park-and-ride facility, but railroad tracks have been maintained and the station canopies installed in anticipation of light rail. A local trolley connects Addison Circle with the regional shopping and restaurant corridor less than a mile away.

The area’s first new public traffic circle in more than 50 years was built on Quorum Drive, a preexisting thoroughfare that bisects the site. From the roundabout, streets radiate outward, connecting buildings and public space. A traditional town green to the east is lined with shops, residences, and offices. In addition to these major public spaces, smaller parks are distributed throughout the neighborhood. Some apartments open directly onto these small parks. Low stone walls edge the parks in places, defining pedestrian walkways between park and building. Hiking and bicycling trails are being developed.

Most residential buildings are four stories, with internal courtyards that increase the amount of functional space. The project will ultimately tally over 3,000 dwelling units, with up to 4 million square feet of office and commercial space. At about 55 net dwelling units per acre, the mostly rental project is more than twice as dense as a typical project. Approximately eight additional residential phases are planned, with an expected build-out from 2007 to 2010.

Parking at a ratio of one parking space per bedroom is in above-grade structures behind the residences. Secondary auto circulation is provided by mews—fire and access lanes located between buildings. Building entries face out onto the mews, bringing activity to these areas, which also serve as pick-up and drop-off points for building residents and vehicle loading.
Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

“Addison has perfect parks. They are not only in the right place, they are interesting and usable enough that they become true centers for the community.”

— Mayor John Norquist
ReCentering and The Cannery Area Design Plan  Hayward, California

HAYWARD IS AN OLDER INDUSTRIAL AND RAILROAD TOWN on San Francisco Bay, just south of Oakland. For decades, the city’s canning industry declined and its traditional street pattern was slowly destroyed by regional freeways and ill-designed parking for Bay Area Rapid Transit (BART). A decade ago, a group of City officials teamed with consultants to create a new downtown plan, called ReCentering. After eight years watching it succeed, the same team developed a plan for the adjacent Cannery Area.

Today, the city’s downtown and the adjacent Cannery Area are being reborn through improved transit connections, a new open space network, more walkable streets, and increased housing, shopping, and employment in and near downtown. Both plans increase the visibility and legibility of civic space.

ReCentering has had considerable success. Where Hayward’s main street had been severed from the BART station by an outsized parking lot, today, there is a pleasant street, a plaza, and a new city hall. The plaza provides civic space and a better pedestrian gateway to transit. The city hall provides 500 transit-accessible jobs, and its workers and visitors support new downtown businesses. Downtown now has two new supermarkets—one with parking on the roof, one with parking on a side-street—serving over 500 new housing units.

Over 750 new dwellings, a 65,000-square foot elementary school, and a 25,000-square foot community center are planned for the Cannery Area. Its plan creates a grid network of streets in place of an old industrial superblock. The neighborhood is organized around an armature of public open spaces that link two previously unremarkable parks, Cannery Park and Centennial Park. The connections are panhandle parks lined with residential and mixed-use buildings. The linear panhandle parks provide visual links between different parts of the neighborhood. New streets channel through-traffic away from local schools and residences, while providing a safe pedestrian connections. At a corner of the site, two major streets converge on the new Hayward Amtrak station, which offers service to Sacramento and San Jose.

Both ReCentering and the Cannery Area plans were designed to respond to changing market conditions. For example, streets in the Cannery Area are designed to accommodate either residential or live-work development. If needed, live-work lots can be combined and converted to office space. Angled street parking and rear lots provide standard parking ratios for the offices while maintaining the street wall and remaining compatible with neighboring homes.

Downtown Hayward and the Cannery Area are distinct, identifiable, transit-oriented neighborhoods. At 20 to 30 dwelling units per acre, the highest-density development in each is closest to the rail stations. Each plan has helped to create a pedestrian-friendly, mixed-use district.
Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

“This simple orthogonal plan adds surprising richness to an older suburb.” — Alex Krieger
University of Washington, Tacoma Master Plan  Tacoma, Washington

This University of Washington campus was established to provide higher education for southern Tacoma, but it is also the centerpiece of an urban renaissance. It is stimulating cultural, educational, and commercial revitalization with a program of new construction and historic preservation.

The university's master plan program calls for 500,000 gross square feet of development by 2010, expanding over several decades as enrollment increases. Phases one and two, completed in 1997, include classrooms, auditoriums, faculty offices, computer labs, and a library. In 2000, the university commissioned the submitting firm to revisit the original master plan. The new plan's long-term view of the campus provides a design for several decades of development of the whole site. To date, the university has purchased 33 of the 86 parcels allotted for the development.

The revisited guidelines reflect the different conditions of the lower and upper areas of the campus. The existing lower warehouse district provides for adaptive reuse and infill, transformation of streets, and the creation of a distinct campus with a mix of university and commercial uses. It includes a retrofitted early twentieth century power substation, now in use as a library reading room. The lower campus' chief public face is a student-oriented retail thoroughfare along its eastern boundary. The original warehouse loading docks now serve as front porches with projecting canopies where students and faculty can congregate under cover from the often drizzly climate.

For the westerly, uphill site, a set of major open spaces and vistas will be carved out of the existing street grid. Each block has codes for building coverage, proportion of open space, building depths, and pedestrian passage. A comprehensive pedestrian network is key to the functioning of the campus. Pedestrian routes include walks, stairs, and ramps between buildings, sidewalks lining streets, low-vehicle-use courts, and plazas and lawns. Bridges and indoor passages through buildings, combined with elevators, provide for full accessibility.

Parking, at build-out, will be in structures dispersed at the campus perimeter. These structures are designed to accommodate apartment units for singles and families on upper levels and selected edges. The residential use added to these locations adds the benefits of a 24-hour population without reducing land available for academic uses.

The regular street and alley grid is defined by buildings built out to property lines. Three axes, identified for their present or future importance on the site, have been superimposed over the street grid. Most existing streets remain vehicular thoroughfares, though the central east-west street becomes a pedestrian hillclimb, and the central north-south street is interrupted by a new university green at the heart of the campus. Several smaller open spaces at nodes of activity include a library square and some space devoted to retail.

Juror Richard Rosan

Project University of Washington, Tacoma Master Plan

Site 46 acres, including an active railroad line and a major portion of Tacoma's historic warehouse district, which has been neglected and largely dormant since the 1920s.

Program Master plan of new university campus for 10,000 students.

Design Architect and Planner Moore Ruble Yudell Architects & Planners

Executive Architects LMN Architects

Developer University of Washington

Structural Engineer: Chalker Putnam Collins & Scott

Engineer Tres West Engineers, Inc.

Landscape Architects RM Harlow Landscape Architects
11. Neighborhood, District, and Corridor

The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

Eleven

Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

District

"Replacing a brownfield with a campus sends a strong message. This project is a creative, adaptive reuse that offers everything a campus needs." — Richard Rosan

District

Charter Principles

Six

The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

Eleven

Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

Twenty-Three

In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
Despite an exceptional site, a historic neighborhood, and an $8 million grant from the U.S. Department of Housing and Urban Development’s HOPE VI program, this redevelopment was delayed three years by opposition from neighbors and residents, geotechnical difficulties, and a mandate to preserve two dated 15-story towers that provide 500 homes for low-income elderly tenants.

In 2000, a consultant team selected by the Housing Authority held a public design charrette. The resulting design integrates the isolated site into the surrounding community and increases income and lifestyle diversity with over 570 units in a range of building types. The new housing includes both for-sale and for-rent units, both market-rate and subsidized, in townhouses, lofts, mid-rise apartments, and single-family homes.

The plan also calls for 100 units of new housing on vacant land in the surrounding neighborhood. Landowners including the city, the county, a major hospital, and private individuals will fill gaps along West 25th Street. Several properties have been combined with housing authority land to create a larger, more unified site, connecting with a major thoroughfare.

On its West 25th Street side, the project faces the existing Ohio City neighborhood. It generally matches the neighborhood with three- to six-story masonry buildings. Where the subsidized housing towers face West 25th Street, new mixed-use buildings partially screen the towers. The river side of the development, visible from downtown, has a consistent wall of mid-rise buildings framed by towers. New towers at either end of the site provide context for the site’s existing senior-housing towers.

New streets make Riverview more lively and inviting. Where West 25th Street was an arterial along an open field, it will be narrowed and lined with housing atop 25,000 square feet of street-front retail. On the other side of the development, a 3,000-foot esplanade along the top of the bluff overlooks a wilderness-banked meander of the Cuyahoga River. Gridiron streets will terminate at the esplanade, giving them clear views out over the city. A new plaza, Franklin Oval, will cut through the project, connecting to a new overlook park.

The entire project is within a 10-minute walk of a rapid transit stop, and is adjacent to bus lines connecting with downtown. It is within easy walking distance of supermarkets, churches, services, and restaurants.
II. NEIGHBORHOOD, DISTRICT, AND CORRIDOR

**Chapter Principles**

**Four**
Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

**Twelve**
Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

**Thirteen**
Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

"The plan adds a brilliant new sensibility to a difficult site. It adds density and diversity while incorporating the existing slab buildings." — Ken Greenberg
In 1993, Federal Realty Investment Trust acquired 13.5 acres in Bethesda. This real estate investment trust recognized the opportunity to redevelop this area to meet the lifestyle and needs of Bethesda’s residents and office tenants. Today, it stands transformed into a vibrant urban gathering place.

The primary goal in this redevelopment was to create a pedestrian experience as inviting to nearby office workers as it was to students, comfortable for young families as well as the elderly. The Bethesda Row project adds to and enhances an existing mixed-use district. The development’s architecture was designed to appear as though it had evolved over time. A variety of architects were hired to redesign the streetscape, in order to visually differentiate various components of the buildings.

Retail tenants were carefully selected to meet the needs of Bethesda’s diverse community. A combination of service-oriented retail, local artisans, national retailers, boutiques, assorted dining options, and specialty shops are supported by local as well as visiting shoppers. The “remerchandising” has single-handedly changed retail economics in Bethesda over the past five years. Most notably, retail market rents have more than doubled. Occupancy levels consistently remain above 96 percent, with average annual sales of more than $425 per square foot.

Thanks to consultation with residents of the surrounding area, Bethesda Row is tailored to the needs of the community. The completed development honored requests for sidewalks along the facades of buildings, tree-shaded café seating along the street, additional landscaping, benches, and other outdoor seating areas, outdoor dining, and a central gathering place—a beautiful fountain surrounded by trees and comfortable seating. To accommodate these features, the builders got permission from the county government to widen the original sidewalks.

Access to the project is supported by a central parking garage owned by the county government. The widened, tree-lined sidewalks provide space to stroll, window shop, and dine, perpetuating pedestrian use. Access to the city’s metro system offers a public transportation option. A versatile blend of metered parking lots, metered street parking, and daily or hourly garage parking accommodates the needs of shoppers and visitors as well as merchants. These facilities are supported by a property surtax on properties without parking. This prevents smaller individual buildings from having to wrestle with parking requirements, and allows parking to be managed and operated efficiently for the benefit of the whole community.

**Bethesda Row** Bethesda, Maryland

**TEN YEARS AGO,** this site in Bethesda, Maryland existed as an unremarkable suburban district tailored for automobile traffic. Lined with underused shops, low-rise office buildings and surface parking lots, this seven-block area built between 1945 and 1975 was neither attractive nor particularly financially successful. However, its proximity to downtown Washington, D.C. eventually attracted residents hungry for an urban lifestyle.

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III. BLOCK, STREET, AND BUILDING

BLOCK

“Though built recently by one developer, the streets take on the best aspects of older city streets. The street life fills a need for Bethesda.” — Bonnie Fisher

CHAPTER PRINCIPLES

FIFTEEN
Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

TWENTY-FOUR
Architecture and landscape design should grow from local climate, topography, history, and building practices.

TWENTY-SEVEN
Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.
With over 1.8 million square feet of new development, the multiple functions of this mixed-use complex provide the critical mass for an economically sustainable mixed-use neighborhood. Amenities include housing, retail, underground parking, two hotels, a fitness club, restaurants, conference rooms, a cinema, 160 apartments, retail, and day care. The project is large enough to reestablish the streets, rebuild parts of the park, rebuild a decrepit office building, add public parking, and directly connect to public transportation. This urban mixed-use complex is a successful example of public agencies harnessing private investment for the public good.

The architecture is both responsive to local context and suitably contemporary. The towers mark a corner of the Boston Common and frame the intersection of Avery and Washington Streets. Each building has a sculpted top to create a distinct termination of its form. This complex restores an historic type to Boston: the hybrid building, a single structure with multiple discreet functions.

On an irregular site covering almost two blocks with alleys, Millennium Place establishes the street edge. Far from a plain street-well, it has a port cochere for vehicle turn around and a setback on one block that opens a pronounced view to a curved glass atrium that marks a shift in the street axis. All functions are oriented toward the sidewalk, not an interior arcade, to enhance the interaction between residents, guests, and the public.

At the pedestrian level, Avery Street is the defining space of the project. An MBTA subway entry offers direct access to transit. Facades have large glazed openings that allow views in and out of many levels. Canopies at theaters and subway entries give pedestrians shelter, orientation, and meeting-places. Transit between fitness, retail, and residential portions of the building requires an exit to the street and reentry to the building, enhancing street activity.

**Millennium Place  Boston, Massachusetts**

**LIKE MANY AMERICAN DOWNTOWNS,** this district suffered a decline after World War II. Without influential stakeholders in the immediate neighborhood, the area devolved into the notorious “Combat Zone” populated by drug dealers and sex shops. In recent years, the City used incremental street improvements to replace undesirable elements with new shopping and some offices. However, these failed to transform the area. The Boston Redevelopment Authority’s goal was to enliven this downtown location with new residences and an entertainment and retail destination to complement the surrounding opera and theaters.

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**Juror**

Alex Krieger

**Project**

Millennium Place, Boston, Massachusetts

**Site**

Three-acre parcel in the historic theater district of downtown Boston, near Boston Common.

**Program**

Infill project featuring two new linked highrise towers and two renovated adjacent historic buildings.

**Design Architect**

Gary Handel + Associates Architects

**Executive Architect**

CBT Architects

**Public Agency**

Boston Redevelopment Agency

**Developer**

Millennium/NDA

**Hotel Developer**

The Ritz-Carlton Hotel Company

**Structural Engineer**

DeSimone Consulting Engineers PLLC

**MEP Engineer**

Consentini Associates LLP

**Civil Engineer**

Hasky & Albright

**Architect Engineer**

Shea Milsom & Wille

**Hotel Architect**

Culpepper, McAuliffe, & Meaders, Inc.

**Sport Club Architect**

Cannon

**Theater Design**

Rickwell Group

**Construction Manager**

Bovis LendLease
III. BLOCK, STREET, AND BUILDING

BLOCK

“Powerful and unabashedly modern as seen against the skyline, but at the lower levels performing in perfect conformance to the Charter principles.” — ALEX KRIEGER

CHARTER PRINCIPLES

FOUR
Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

FIFTEEN
Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

TWENTY-TWO
In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
Like other schools that for years had turned their backs to the city, Northeastern University is now investing heavily in the areas around its campus. Northeastern recognizes that the health, vitality, and urbanity of the surrounding urban environment are critical to the school’s long-term future. School leaders have committed themselves to the future of Boston, of Huntington Avenue (the major boulevard running through the university), and of the four surrounding neighborhoods.

The principles of campus design developed for this project are:

- Campus buildings should face the city and contribute to the political realm, defining the pedestrian scale of neighborhood streets and contributing to the civic scale of an institutional boulevard (Huntington Avenue).
- Campus buildings should welcome the city onto campus, providing direct access through campus, and communicating an invitation through architectural expression.
- Campus buildings should define a network of open spaces, reinforcing their public nature through their urban scale, and connecting parts of the city through the campus.

The new quad creates a well developed open space that is permeable to the city. It provides green space that welcomes students and visitors alike, opening to adjacent streets through grand, three-story portals. The entrances to the residence halls are off these portals, ensuring a steady flow of pedestrians.

Eight-story glass towers at the ends of two adjacent buildings show through to streets across the quad, signaling the threshold of a future pedestrian promenade. They reinforce the public nature of the quad by creating inviting vistas from the city street.

The residence halls are mostly six-story buildings that maintain the historic scale of the neighborhood. The tallest structure, a 13-story tower, accommodates much of the university’s need for new housing and allows the other buildings to be lower. The tower is closest to Huntington Avenue, reinforcing that street as a major institutional boulevard and serving as a beacon for navigation.

The buildings, despite curved facades, are designed to define a strong street edge. This is particularly evident on the Parker Street side, where the street is now a pleasant pedestrian link between the Mission Hill and Fenway neighborhoods.
Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

“Creating a secure, pleasant private green is hard enough. Making it visible and welcoming to the public adds another complexity. This project’s buildings and public space are excellent.” — Jonathan Barnett
Howard University—Le Droit Park, Revitalization Initiative  
Washington, D.C.

**THE LE DROIT PARK REVITALIZATION INITIATIVE** combines historic restoration, new construction, and streetscape improvements in a once-booming neighborhood of Washington, D.C. Howard University, America’s preeminent historically African-American university, in partnership with the Fannie Mae Foundation, is sponsoring this effort to reveal its neighborhood’s history while enhancing livability and creating new housing.

Le Droit Park was established in 1873 as a network of streets graced by grand, classical homes. From the 1890s on, Howard’s presence attracted professional African-Americans, turning the area into one of the nation’s foremost Black neighborhoods. The nearby Howard Theater hosted entertainers from Duke Ellington and Ella Fitzgerald to the Supremes and the Four Tops. U Street thrived with jazz clubs, restaurants, and movie theaters, all catering to African-Americans.

After World War II the neighborhood went into decline. Though residents struggled to stem deterioration and decay, buildings were abandoned and theater lights dimmed. The neighborhood’s listings in the National Register of Historic Districts and the National Register of Historic Places were almost the only evidence of a proud past.

In 1995, the University’s president, in partnership with the Fannie Mae Foundation, hired Sorg and Associates to plan a neighborhood revival. The architects noticed that nothing in the physical environment described the events and people who gave the community its prominence—a stark contrast to the vast material describing the local architecture and the city as a whole. They suggested a housing initiative based on restoration of the historic fabric.

Under the initiative, the university has restored 28 dilapidated historic homes and built 17 new homes on vacant lots. New homes respect the architectural styles of the district while mirroring its architectural diversity. Facades of existing homes were restored to their original look: missing porches were added, rotted cornices replaced, and bricked-in windows opened up.

Many of the 45 new or restored homes were sold to people who lived in the area or worked nearby at Howard University. This brought homeowners to the neighborhood who were not only deeply committed to its improvement but knowledgeable about its architectural and cultural history.

The streetscape improvements are the most remarkable aspect of this project. What began as a modest effort to repair the infrastructure became a celebration of the area’s people and their accomplishments. Designers identified streets where new sidewalks could use bricks imprinted with words, quotations, and anecdotes by and about residents. Bronze medallions in the sidewalk celebrate specific houses. Anna Cooper Circle commemorates a former slave who graduated from Oberlin College and the Sorbonne, and founded Freylinghuysen University. Rather than a dilapidated traffic circle one block from her former residence, her life is now commemorated by an enlarged and landscaped civic space.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>Howard University—Le Droit Park Revitalization Initiative, Washington, D.C.</th>
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<tr>
<td>SITE</td>
<td>150 blocks of historic neighborhood in Washington, D.C.</td>
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<tr>
<td>PROPOSED</td>
<td>Provide mixed-income housing, while improving streetscapes, adding historic references, and restoring historic structures.</td>
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<tr>
<td>ARCHITECT, PLANNER, AND ENGINEER</td>
<td>Sorg &amp; Associates, P.C.</td>
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<td>Howard University</td>
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<td>Fannie Mae Foundation</td>
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<td>Concord Partners</td>
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III. BLOCK, STREET, AND BUILDING

STREET

“...The modest streetscape and renovation plan contributes to placemaking, but this project also incorporates local history. It adds a distinctive touch to the neighborhood.”

— RICHARD ROSAN

CHARTER PRINCIPLES

20
Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

20-3
Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

20-4
Architecture and landscape design should grow from local climate, topography, history, and building practice.
101 San Fernando  San Jose, California

Twenty Years Ago, San Jose was synonymous with sprawl. Today, as the unofficial capital of Silicon Valley, San Jose has emerged as a home base for the post-industrial economy. Its sprawl has undergone remarkable reurbanization. The region has now invested $2.3 billion in a light rail system, cultural facilities, public institutions, and, finally, large-scale downtown housing. 101 San Fernando is part of that effort.

This building is a mixed-use residential and retail project in the heart of the newly revitalized downtown. The building has 322 rental units, two levels of subsurface parking at 1.75 cars per unit, and retail and common space organized around a series of mid-block pedestrian lanes.

The project financing, as well as the design, lives up to the Charter. Like much of San Jose’s downtown redevelopment, this project is the beneficiary of a tax-increment pooling strategy that harnessed the region’s economic growth to underwrite the reconstruction of downtown. The tax-increment contribution financed the underground parking garage.

A fifth of the project’s units are below-market-rate, in order to reduce economic and social segregation. A wide range of sizes and types of unit are available, accommodating a range of lifestyles.

The project uses a historic building type to reinforce the existing block pattern. It is adjacent to historic buildings as well as Richard Meier’s new City Hall and Civic Center. It helps shape the street, enhancing the modernist monuments as well as the historic buildings.

The building has 108 dwelling units per acre, a density that supports adjacent bus routes and light rail. Even at this high density, over half the units are entered directly from the outdoors.

Large gated portals in the street wall allow multiple points of entry without compromising security, and combine the route from secure subsurface parking areas with that of other pedestrians. Units on the upper two floors are entered via a corridor with elevator access. The corridor is single-loaded at intervals to orient residents and provide visual connection to the mid-block courtyards.

As with the Viennese Gemeindebauten, which served as a model for 101 San Fernando, the social spaces of the mid-block are linked to perimeter streets through large portals that penetrate the block. Like its Viennese models, the project makes up for its large size by using both giant orders and small scale detail on the facade. This gives pedestrians and other passers-by a complex experience of the building.
Fifteen

Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

Nineteen

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

Twenty-Four

Architecture and landscape design should grow from local climate, topography, history, and building practices.

"Filling in a downtown site with housing is a political, economic, and design challenge. This project succeeds on all fronts." — Elainor Bacon
Harper Courtyard—Seven Fountains  West Hollywood, California

WEST HOLLYWOOD IS A SMALL CITY adjacent to the renowned Sunset Strip, one part of the continuous urbanity of Los Angeles’ West Side. In the 1920s, the area’s location attracted luxurious high-density courtyard housing. Today, there is a renewed market demand for such development. This project replaces two single-family homes with twenty units of unique luxury courtyard housing. Rather than a monumental civic building, this is an exceptional piece of background architecture.

Traditional Southern California courtyard housing has a central courtyard, individual dwellings around the court with direct access to the street, living spaces within the dwellings oriented toward the courtyard, and hidden parking. The building type responds to the region’s climate by extending interior spaces into the outdoors and by shaping the courts to be sunny in winter and shaded in summer.

Seven Fountains reinforces the street edge and defines the public realm by bringing the facade in line with the neighboring buildings. Building mass is then broken up into parts, creating an ensemble of smaller buildings. A vehicular-access courtyard paved in decomposed granite fulfills the need for short-term parking and occasional deliveries while maintaining a visual connection to the street.

Within courtyards, balconies, entries, and windows activate the public realm. Palm trees, plantings, walls, and stairs emphasize and enliven the traditional interdependency between the private life of the building and the public life of the street.

For security, the building relies on people seeing and being seen by others. Transparent courtyard entry gates and the configuration of windows and balconies along the street afford opportunities to view into and out of the gathering places within the building.

Most on-site parking is hidden in an underground garage that is entered through a forecourt. The forecourt is open to the sky and can be seen from an open veranda and from the surrounding units. Three units have private entrances to the garage, and the entrance to the main garage is shielded from the street.

The project has two major green building features. First, designers placed lower volumes to the south, maximizing solar exposure to the courts. Second, they minimized site excavation through strategic placement of the garage entry and courtyard. The “soft” courtyard placed at the natural grade enabled relocation and replanting of existing landscape.

The building composition and street frontage is configured to encourage human interaction. Additional details such as fountains, iron and wood gates, landscape, site walls, and stairs reinforce the architecture of place on the street face as well inside the courtyards.

For all the details, this building is not intended to be a grand monument. It intentionally constitutes what new urbanists call a background building, one that remains subservient to the more important civic monuments.
In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

Architecture and landscape design should grow from local climate, topography, history, and building practice.

All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

“Courtyard housing is a very livable housing type that has been all but lost. This design rescues it and creates a replicable part of a neighborhood.” — Ken Greenberg
Chelsea Grande, New York City  New York

ON A NEGLECTED CORNER straddling the shoreline of the Hudson River, a new structure rises over the remnants of an abandoned filling station. The smells of pungent asphalt and petrol have disappeared as over 60,000 square feet of new shops and housing have been built. Perched on the boundary of the Chelsea Historic District, the project adds seventy new residences to an area of Manhattan experiencing a boom in popularity.

The building was admired by the jurors for the way that it gives primacy to the street while remaining in scale with the surrounding blocks. By adjusting to the varying scales of avenue and street, the Chelsea Grande is able to meld into the streetscape seamlessly. An initial proposal for this site loomed nine stories above Twentieth Street. Discussions with Landmarks Preservation Commission and feedback from the local community board generated a new scheme reduced to seven floors. By relinquishing a portion of square footage permitted by zoning regulations, the developer gained a structure more subtly tuned to neighborhood patterns. In addition to honoring the massing and scale of the street, the development introduces vitality to the block as ground floor shops acquire tenants.

Against the avenue’s four lanes of traffic, the design counters with a robust industrial brick frame inspired by the geometry of nearby warehouses and the buttresses lining the west face of the General Theological Seminary. The facade is subtly modulated to create the impression of a traditional loft, but also conveys that the building has been expressly designed for residential use. Turning the corner, the building drops to five stories while simultaneously retreating from the sidewalk to align with the buildings along Twentieth Street. At this junction, the industrial frame withdraws in favor of a townhouse typology of punched openings, acknowledging the residential character of the street. Reflecting the comparative modesty of the street, the building tempers the design of its industrial forbearers with accents of stone and steel.

The building’s frame is built with sand-lined wood mold bricks, whose irregularities speak to the district’s industrial and residential masonry. This robust shell protects an inner court and stands sentry at the edge of Chelsea. By completing this corner, the new structure provides a buffer protecting the pristine lawn of the General Theological Seminary from the deteriorating landscape across Tenth Avenue.

Although some New Yorkers consider Tenth Avenue the end of the world, the address is rapidly collecting a range of unique amenities all within the walking radius of a pedestrian. The Chelsea Market’s meats, produce, and sundries draw customers from all over town. Avant-garde art galleries and fashion boutiques can be found nestled in the warehouses, and a park lines the southern tip of the island. Of course, this outstanding mix of uses is not limited to the area surrounding the Chelsea Grande but is indicative of the density and variety that marks New York City as the foremost example of large-scale American urbanism.
A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

Architecture and landscape design should grow from local climate, topography, history, and building practices.

“We can’t afford to abandon polluted sites in the center of the metropolis. This project serves as an example of how sensitively and attractively we can build on one of these sites.” — Mayor John Norquist
Addition to the Timothy Dwight Elementary School  New Haven, Connecticut

THIS PROJECT IS A MODEL for effective community participation and illustrates how significant works of architecture can be generated from a grassroots collaborative planning process.

It originated at a community design charrette in 1993 with over 300 participants. It developed as a unique partnership between Yale University, the Greater Dwight Development Corporation, and the City of New Haven. Members of the design committee, including local residents, neighborhood parents, teachers, and the school principal, participated in every aspect of the design process. Contributors also include an interdisciplinary team of students from Yale University. Grants from the federal Department of Housing and Urban Development funded the planning process and 20 percent of the construction cost. The remainder of funding came from the State and City.

The addition’s design refers to the existing 1963 Eliot Noyes-designed school but adds windows and a variety of contextual materials. Visually, it is assembled with a modern sensibility of intersecting planes. The addition’s shape creates streets and courtyards where a poorly defined vacant site had languished between two buildings. The addition creates three outdoor spaces: An enclosed kindergarten playground, a formal entrance garden, and a flexible space for neighborhood festivals and events.

The addition has its own identity, but fits in with the original building. Large signs make a bold declaration of pride for the school, neighborhood, and community. The color was painstakingly chosen to blend in with neighborhood houses and to extend the green field in front of the school. The facade height matches that of the original building, and the multi-purpose room extends to the lot line and holds the street edge.

The elliptical lobby reinforces the building’s significance by mimicking the structure of local buildings including the library, City Hall, and the post office. The lobby captures sun from adjacent window walls and acts as a sundial. Large clerestory windows on all facades capture light at different times of the day.

Security, maintenance and economic concerns contributed to the clean, simple design of the addition. The landscape plan was generated by height limits preventing luring places. To prevent squatting, no overhangs or porches were allowed. Similarly, no nooks and crannies exist at the exterior of the building.

A decision was made to provide large picture windows in the meeting rooms in spite of security concerns. Hopefully, community pride in the addition fostered by the planning process will promote the care of this new neighborhood landmark.

Since the project designer was also the neighborhood planner, it afforded a broader vision for many issues, including parking. A special exception was granted for parking for this project because the team was able to redesign some nearby parking lots, aggregate them and provide more than the required parking.
Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

Often, city schools take away from their neighborhoods. This one adds an interesting landscape, a community space, and a source of pride. — Ken Greenberg

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CHARTER OF THE NEW URBANISM

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

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

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

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

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

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

WE ASSERT THE FOLLOWING PRINCIPLES TO GUIDE PUBLIC POLICY, DEVELOPMENT PRACTICE, URBAN PLANNING, AND DESIGN:

ONE
Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

TWO
The metropolis is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

THREE
The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

FOUR
Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

FIVE
Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

SIX
The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
SEVEN
Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

EIGHT
The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.

NINE
Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax bases and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR
TEN
The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

ELEVEN
Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

TWIN
Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

THIRTEEN
Within neighborhoods, a limited 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.

FOURTEEN
Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and rationalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

FIFTEEN
Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

SIXTEEN
Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

SEVENTEEN
The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

EIGHTEEN
A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

NINETEEN
A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

TWENTY
Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

TWENTY-ONE
The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

TWENTY-TWO
In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

TWENTY-THREE
Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

TWENTY-FOUR
Architecture and landscape design should grow from local climate, topography, history, and building practice.

TWENTY-FIVE
Diet buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

TWENTY-SIX
All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

TWENTY-SEVEN
Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.