



2015
CHARTER
AWARDS
CNU



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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. The middle scale is made up of neighborhoods, districts, and corridors. The smallest scale is composed of blocks, streets, and buildings.

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

2015 Jury



Michael Pride, AIA, NOM
Professor & Associate
Dean for Public Outreach
and Engagement, School of
Architecture and Planning,
University of New Mexico

Marianne Cusato
Designer, Author,
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Elizabeth Plater-Zyberk
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Communities

Hank Dittmar
Director
Hank Dittmar Associates

Steve Maun
Principal
LeylandAlliance

Not Pictured:
Anna Lowder
Founder and Principal
City Loft Corporation
Founding Principal, Matter

LETTER FROM THE JURY CHAIR

Enriching Lives with Urban Design & Architecture

The Charter of the New Urbanism, signed 19 years ago, remains an inspiring blueprint for improving communities all over the world. The 27 Charter principles offer a visionary alternative to suburban sprawl and urban disinvestment.

In the 15th year of the Charter Awards, the jury reviewed 99 projects from many continents, guided by the Charter principles. Those principles' potential to impact how people live was on full display in the submissions. This year's awards highlight the many ways that urban design and architecture enrich people's lives in a wide range of settings.

The best efforts are victories that may not be obvious. Though technically and politically difficult to implement, the designs triumph with beauty, exhibiting the extraordinary skill of CNU designers and developers.

This year's Grand Prize, Iberville Offsites, demonstrates the movement's engagement with existing communities, restoring affordable beautiful houses to three New Orleans neighborhoods, as they continue to recover from Hurricane Katrina.

Iberville is funded by HUD's Choice Neighborhoods program, a successor to HOPE IV, the nationwide initiative to remake public housing. CNU achieved an early victory in shaping the design standards for HOPE VI. Choice Neighborhoods is enabling New Urbanists to continue their work with community improvement, so it is no surprise that more than one award recognizes this program. Hunters View is the other, replacing deteriorated public housing in San Francisco with a neighborhood. These and other winners demonstrate the social equity contributions of New Urbanists.

For the second year in a row, a low-cost hands-on Tactical Urbanism effort was honored with a Charter Award. Code SMTX in San Marcos, Texas, in a single day transformed the way citizens view their downtown, kicking off a charrette to reform the city's zoning.

Two more awards honor Texas communities: Plan El Paso, implementing the SmartCode in eight square miles of the sprawling city, and the Pearl District, an industrial site renewed as a social and economic powerhouse for San Antonio.

Other winners include a transit-oriented development in Long Island, New York; the reuse of a military base in Aldershot, Hampshire, England; a plan to refine Thomas Jefferson's state capitol district in Richmond, Virginia; and two university campus projects in California. Scripps

College deserves special attention, representing thirty years of stewardship—careful planning and design, one building at a time—an excellent example of sustainability, making a place lovable and conserving the embodied energy of buildings.

The CNU Awards of Merit are outstanding in their own right and just as diverse.

The student entries were of a high caliber, all worth examining for their variety. The Student Grand Prize, Cities of a New Port Metropolis, addresses a global economic issue, showing how a port city in Central America can be designed to function as a human-scale city.

In CNU's 23rd year, as a cofounder of the organization, I felt privileged to review with colleagues the accomplishments of New Urbanists around the world. Our movement

has reached an important threshold that allowed the jury to focus on built work, but there were also many excellent designs we hope will return once they are under construction.

I hope you appreciate these winners and their outstanding placemaking, and that this year's awards will encourage you to submit your efforts next year!



Elizabeth Plater-Zyberk
2015 JURY CHAIR

Grand Prize



Iberville Offsites

TURNING BLIGHT INTO BEAUTY

Firm: Kronberg Wall Architects
Location: New Orleans, Louisiana
Category: Block, Street, and Building

This year's Grand Prize winner provides affordable housing for moderate-income families, establishes new standards for green historic preservation, and strengthens a city still climbing back from one of the nation's worst natural disasters.

Iberville Offsites restores vernacular houses in stunning fashion across three New Orleans neighborhoods: Tremé, Central City, and the Seventh Ward. The team skillfully used state and federal tax credit programs to renovate 46 houses for low-income and racially diverse long-time residents.

"It shows that it is possible to rehabilitate homes on a large enough scale that there is an immediate and significant economic impact that creates affordable housing in the process," says Neal Morris, founder of Redmellon Restoration and Development, the developer.

Iberville Offsites is Phase Two of a project that has renovated more than 100 houses as part of a federal Choice Neighborhoods grant. Choice Neighborhoods, the successor to HOPE VI, is designed to remake public housing using the principles of the Charter for the New Urbanism—and has produced two Charter Award Winners in 2015.

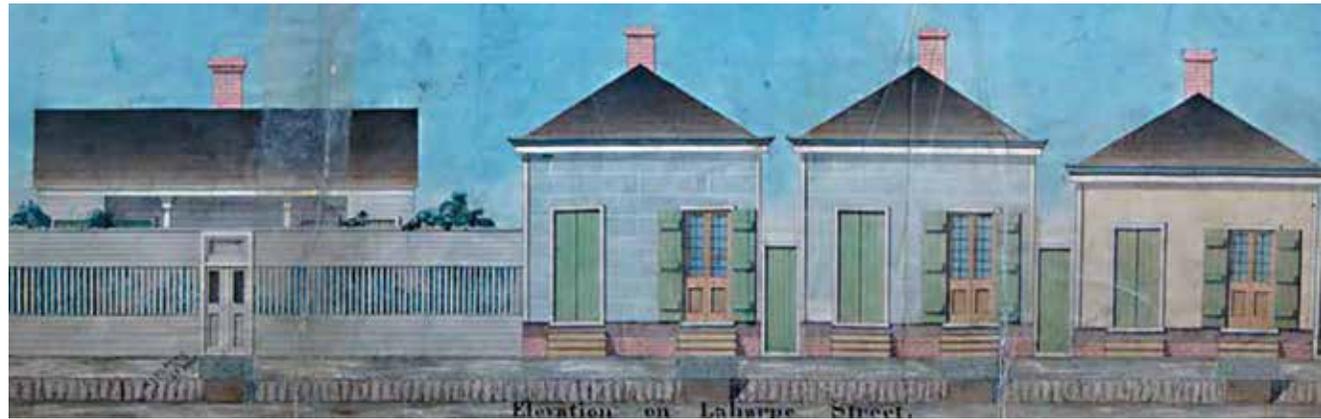
"Historic preservation is too often seen as the domain of the affluent and white, but this project is relevant to the lives of a significant number of underprivileged people of color that are able to afford historic homes in neighborhoods where they would otherwise be out priced," noted Eric Kronberg, of Kronberg Wall Architects, the firm responsible for Iberville Offsites.

The project uses green technologies like solar panels and innovative insulation that does no harm to the historic integrity of the houses, and meets current accessibility standards.

"Iberville is representative of so many things that we are trying to do," says architect and CNU cofounder Elizabeth Plater-Zyberk. "Private initiative and public support is skillfully combined."

Said Charter Awards juror Marianne Cusato: "They've done all of the technical things, but the end result is beautiful without aesthetic compromise."

Iberville Offsites does more than just house moderate-income families and keep tons of construction materials out of the landfill. It reknits the cultural and social fabric of one of America's great cities, embodying the tenets of the Charter of the New Urbanism.



Grand
Prize
Student



Cities of a New Port Metropolis

HOW PORTS COULD BE CITIES AGAIN

Until now, all major initiatives to create a port on the Atlantic Coast of Central America have failed to produce human-scale places due to the vast surface area required by modern hub-container facilities. Our Grand Prize student winner is a counterproposal based on the simple idea: Ports should grow from real cities.

The student, Rodrigo Bollat Montenegro, starts with three premises: Maritime trade will always be important, the current tide of hyper-

globalization will give way to more localized manufacturing, and "free trade districts" in ports will cease to be important. "Rather," he believes, "the whole city will be a place for free trade."

Cities of a New Port Metropolis uses a block-and-street structure that extends to the waterfront, which is mediated by public space or a hard edge such as a wall.

This framework makes use of activities that thrive in the vicinity of maritime

trade. Manufacturing neighborhoods are integrated with financial districts. Blue-collar workers labor side-by-side with bankers, chefs, and fishing merchants—"All because everyone is closer to the source... and gateway of trade."

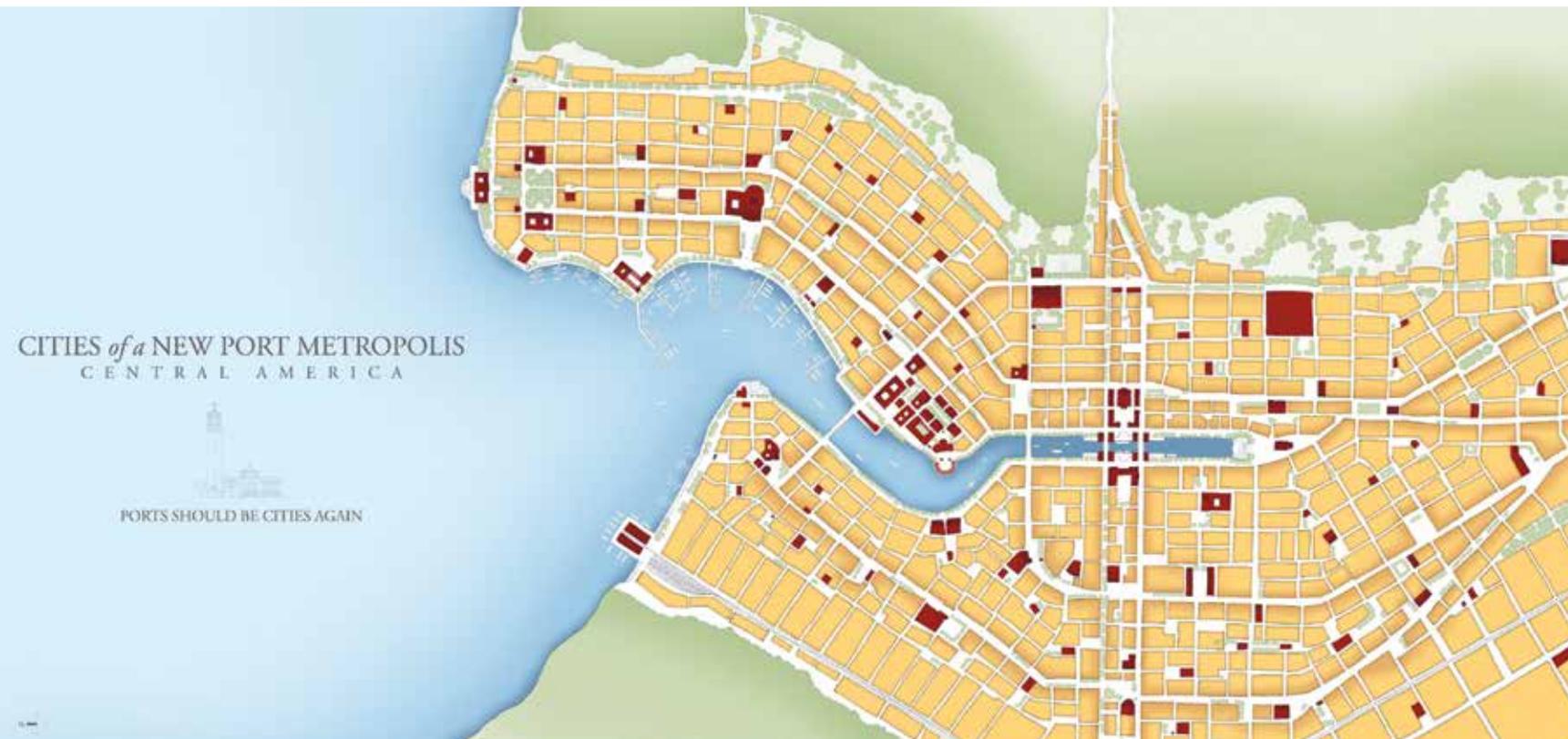
In the project's vision, transportation is vital, and the plan maps major corridors by looking at the movement of people. "Rail lines connecting to the main land penetrate the city together with the freight lines, and stop at

two major train stations strategically located to connect to the tram line and within walking distance of a city center."

The student used "organic design" to imagine their metropolis. "To design a city in such a way that it may seem like it grew over time, was one of the biggest lessons learned in this project. The study of port cities originally founded with the Laws of the Indies, their growth over the centuries, and their present state informed the shape of every block, street, and plaza."

The study of how Western civilization has built cities over time revealed certain patterns of urban structure that have endured and provide today the platform for successful living, the student reports. "Not only is this a beautifully drawn project, it brings a powerful theory of urbanism to life," says Charter Awards jury member Hank Dittmar.

School: University of Notre Dame
Location: Central America
Category: The Region: Metropolis, City, and Town



UCLA Weyburn

FROM PARKING LOT TO URBAN TOUR DE FORCE

Firm: Mithun | Solomon with STUDIOS
Architecture

Location: Los Angeles, California

Category: Block, Street, and Building

For the University of California in Los Angeles, the UCLA Weyburn project is more than just graduate student housing. The 500-unit apartment block and community building ties together a fragmented part of the university's campus, realizing the vision of a thirty-year-old master plan. Built on what was formerly a two-acre parking lot on the edge of the UCLA campus, UCLA Weyburn is a landmark for the surrounding neighborhood.

"The project masterfully achieves a very high density, sensitively responding to the scale and tower forms of the adjacent town, while gracefully connecting to the campus," notes Jeffrey Averill, UCLA's campus architect, who called the development an "urban tour de force."

Thirty years ago, an ambitious master plan for the area proposed a pedestrian-friendly "spine" connecting

different destinations. The plan was mostly ignored, save for one building that created a beautiful, isolated arcade. UCLA Weyburn builds on this arcade to link the walkable southwest campus to the heart of the Westwood neighborhood. The new building is organized around a grand public paseo, providing a view of the tower of Westwood's landmark Fox Theater two blocks away.

The graduate students who live in the building come from all over the world. They need a sense of community and place amid surroundings that are foreign. The new building provides appealing outdoor public spaces, a community building with gathering places for students, and a level of access and walkability that integrates residents seamlessly into the neighborhood. "The high amount of building perimeter also provides

abundant daylight for all the units," Mithun notes.

Mithun employs a sensitive plan and design articulations to comfortably mingle UCLA Weyburn with smaller buildings in the neighborhood. The campus becomes a good neighbor, adding economic and social value to the town. The building's innovative serrated footprint more than doubles the density that the university expected on this awkward remnant site.

"My office looks onto the south elevation, so it's always in view. It's one of my favorite UCLA projects," says Kathleen FitzGerald, UCLA's Director of Project Development.

UCLA Weyburn represents a contemporary, community-focused interpretation of the Southern California Mission Revival tradition—showing that this style can be an inventive, living architectural language. By reimagining a leftover parking lot as a new residential and educational center for the campus and neighborhood, the project does a service to its community, as well.





Code SMTX: Tactical Urbanism Intervention and Project Kickoff

IMPROVING DOWNTOWN – FOR PENNIES ON THE DOLLAR

Firm: Dover, Kohl & Partners
Location: San Marcos, Texas
Category: Block, Street, and Building

Code SMTX in San Marcos, Texas may carry the distinction of all-time least expensive winner. The return on investment for the city and for community members has been significant.

For one day in June 2014, the City of San Marcos and Dover, Kohl & Partners worked to re-envision downtown using so-called “tactical urbanism.” Workers converted two blocks of street from one-way to two-way traffic using temporary paint. An adjacent block was closed to create a farmer’s market. Several “pop-up” parks were built in parking areas, lanes were narrowed, and a two-way temporary cycle track was installed.

More than 3,000 residents and visitors visited the site, experiencing the value of safer streets, local food, public spaces, and worry-free bicycling—all for a mere \$1,300, or less than 50 cents a person.

Thanks to that exercise, the City of San Marcos now plans to permanently convert South Lyndon B. Johnson Drive to two-way at an estimated cost of \$650,500. More importantly,

city residents gained a firsthand understanding of what San Marcos—one of the fastest-growing cities in America—could achieve with better urban design and land-use regulations.

The intervention kicked off a week-long charrette by Dover, Kohl & Partners to develop a proposed form-based code. “Code rewrites and master planning typically take place in a board room and on paper, but not in San Marcos,” exclaimed Jennifer Shell, city engineer.

San Marcos’s downtown is already reviving, but placemaking and street improvements could kick that process into high gear. “Complete Streets, like the one that this event demonstrated, generate higher retail sales and provide a safer environment for motorists, bicycles and pedestrians,” notes Matthew Lewis, City Director of Development Services.

Additionally, the SMTX project could save lives. During the demonstration, operating speeds on the street slowed to 15 to 20 miles per hour from the usual 30 to 45 miles per hour, significantly improving safety for all users. Segregated biking facilities, like

the ones debuted during the project, can even further reduce crashes. A fire truck even drove down the street—to prove that emergency services would not be impeded.

“Only a Tactical Urbanism intervention” could have accomplished the kind of public education and permanent changes achieved in San Marcos, notes Dover, Kohl & Partners.

The team effectively engaged the city, the public, and transportation engineers. In the end, the City of San Marcos presented a recommendation of changes in full detail, with correct widths for sidewalks, travel lanes, and on-street parking—everything demonstrated, proven, and publicized in the SMTX project, ready to be implemented permanently.

Charter Award



Hunters View

YESTERDAY A DANGER ZONE –
TODAY, PURE SAN FRANCISCO

Firm: Mithun | Solomon
Location: San Francisco, California
Category: Neighborhood, District, and Corridor

By any measure, San Francisco ranks among the world's most beautiful cities. Yet for years, in a sector that tourists never see, 50 barracks-style buildings constructed in 1943 housed 264 families in poverty and fear. Now, a new project is helping the community at Hunters View write a brighter future.

In contrast to the open city of magnificent views, says architect Dan Solomon of Mithun | Solomon, "half a block into the project one was completely unaware of a world outside. Dead-end streets wound around the contours of the hill; buildings didn't follow the streets and open space was what was left over—shapeless, residual, un-owned, and terrifying. Kids who lived in the project were literally in mortal danger if they ventured two blocks away to another isolated project and another fiercely defended gang turf."

The emerging Hunters View community is secure, immeasurably improves parks and public spaces, and is immediately recognizable as San Francisco.

"Views of an adjacent building's dumpsters became site lines to the cityscape to the north and the new Bay Bridge to the east. Streets became boulevards. The plan essentially

replicated neighborhoods on Russian and Telegraph Hills in the older sections of San Francisco," says John Stewart, the lead developer.

Hunters View displaces no public housing residents—not even during construction, which is about a third underway. The new 16-block neighborhood nearly triples the density of the site and includes affordable and market-rate homes along with replacement public housing, community buildings, childcare services, and even future shops.

The development brings order to a city sector laid out in squiggly postwar cul-de-sacs. Newly redesigned streets lead directly to shops, transit, and other services. New green spaces are created, too, including a hilltop park with panoramic views—a vernacular type of space native to San Francisco. A playground and field in Promontory Park allow families to own million-dollar views of the Bay. Each block has a semi-private interior courtyard where small children play with even more security.

All added up, the newly rebuilt Hunters View, which is part of the federal government's Choice Neighborhoods program, restores civilized living in a package that is distinctly San Francisco.



Charter Award

Pearl Brewery Redevelopment Master Plan

AN INDUSTRIAL SHELL BECOMES A POWERHOUSE

Firm: Lake|Flato Architects
Location: San Antonio, Texas
Category: Neighborhood, District, and Corridor

At the turn of the millennium, the 26-acre Pearl Brewery in San Antonio was abandoned and desolate—a collection of empty buildings and pavement with only five trees. Now, thanks to an ambitious Redevelopment Master Plan, the site is an economic and social powerhouse, drawing an average of more than 10,000 visitors to events weekly, including 3,000 shoppers at

a farmer's market. Thirty locally run businesses thrive in the district, which is known for its restaurants.

"The project's nationally recognized Culinary Institute has cultivated young, local chefs in the district," note Lake|Flato Architects, the firm behind the plan. The Pearl District is home to three nonprofit organizations: the San Antonio Area Foundation, the Nature Conservancy of Texas, and the Hispanic Chamber of Commerce. Three hundred and fifty households, a 150-room hotel, offices, and educational and retail space occupy 300,000 square feet of salvaged and new buildings. The Pearl

District is 100 percent occupied, and a future phase is expected to bring more activity.

A decade ago, the adaptive reuse of a warehouse according to LEED Gold standards ignited the planning and development of adjacent properties at Pearl Brewery. Four other historic renovations followed, including an oval-shaped stable now used as ballroom, plus new mixed-use buildings constructed of similar materials.

Five hundred new trees, native ground plants, and green roofs brought the landscape back to life. The district is

the terminus of the northern River Walk extension, tying the site into a regionally significant natural asset.

The Pearl District has become the hub of thousands of new residents in the city's revitalizing River North neighborhood. The famous San Antonio River Walk is a mecca for tourists, but the Pearl District is a center for local activity.

The entire district was built without street curbs, allowing flexibility for public gatherings like the farmer's market. Public spaces abound, including an outdoor amphitheater.

A 500-kilowatt array in the district is the largest solar roof installation in Texas. A combination of design and connectivity reduce parking needs. Residents and visitors have multi-modal transportation options, including a bike-share station on site.

The Pearl District is a model for energizing the underutilized city, strengthening local businesses, and advocating sustainable design strategies.



Transit Oriented Development Revitalization

Firm: Torti Gallas and Partners and the Town of Babylon

Location: Wyandanch, Babylon, New York

Category: Neighborhood, District, and Corridor



TRANSFORMING A DISTRESSED LONG ISLAND COMMUNITY

The center of Wyandanch, New York is a sea of parking fronting a fading commercial strip in the middle of an economically distressed community. That scene is about to change. This area will soon be Long Island's first major transit-oriented neighborhood—opening in 2015.

Already, 177 housing units above shops are built or under construction next to a public square by Wyandanch's commuter rail station. "People were skeptical at first that this would ever happen, but every day something

different and beautiful is happening there," Kimberly Jean-Pierre, Director of Wyandanch Community Resource Center, told *The New York Times*. "This is going to be a major improvement in our quality of life."

"The fact that Wyandanch, with all of its problems, is the first place on Long Island where you're going to have a major transit-oriented development is amazing," Suffolk County Executive Steve Ballone told *The Wall Street Journal*.

The public sector is investing big in Wyandanch, including water and sewer lines, Complete Streets, structured parking for commuters, health and youth centers, new parks and playing fields, and greenways that connect to a regional open space system. That investment is leveraging \$500 million in private investment that will bring more than a thousand new housing units and 189,000 square feet of commercial space—much of which is already under construction.

Meanwhile, three new neighborhood centers—brilliantly embedded into the urban fabric—will remake a mile and a half of a commercial strip corridor called the Straight Path. The new development is expected to transform the community of 10,000 and create a model for connecting land use to transit on Long Island.

This kind of powerful and useful public space is needed all over suburban Long Island, a sprawling area of more than 2.8 million people. Shops, residences, and civic and social service buildings

will surround a public plaza. Featuring fountains, ice skating in winter, and space for festivals and cultural events, the plaza will form the heart of downtown—a place where Wyandanch will live, work, and play.



Aldershot

TOWN IS EXTENDED WITH AFFORDABLE HOUSING AND LANDMARK BUILDINGS

Firm: ADAM Urbanism

Location: Aldershot, Hampshire, United Kingdom

Category: Neighborhood, District, and Corridor

One of the largest brownfield developments in the United Kingdom has produced a sustainable town extension that meets the local community's most urgent needs. The reuse of a military installation in Aldershot, England, known as "The Home of the British Army," offers three vital assets: affordable housing in walkable and connected neighborhoods, protection of green space, and preservation of landmark buildings.

The development's 3,850 dwellings will include 35 percent affordable

housing in a range of carefully designed building types connected to two primary schools, day-care facilities, and a new mixed-use town center. The blocks, streets, and dwellings are creatively organized—governed by a code that ensures a strong sense of place.

The old military base was laid out on a rectangular grid, and that will be preserved—an unusual pattern in British towns. The grid will merge with existing residential thoroughfares in multiple locations.

The design team was careful to preserve the culture of the place. "Military barracks are by their nature closed, yet, through their connection with historical events, contain a wealth of memories and associations which are important to society as a whole," note designers ADAM Urbanism.

The section of the base being redeveloped is adjacent to the old town and includes a parade ground lined with heritage buildings that forms a pivotal public place. "Particularly noteworthy among the historic buildings on site is

a military hospital," say the designers, "with its classical pedimented façade and flamboyant clock tower dominating the skyline on the top of the ridge."

"So many former military facilities are simply scraped clean, but the designers have been careful to keep not only the best buildings, but also the best spaces and the core network, ensuring that the past informs the future community of Aldershot," says Hank Dittmar, a London-based urban designer and Charter Awards jury member.

The town is surrounded by countryside, and the development will maintain the urban-rural edge by preserving 250 acres in parks and open land. Natural woodland, green playing fields, and mature tree plantings abound, making the site ideally suited to become a new sustainable residential development.

Virginia's Capitol Master Plan

Firm: Wallace Roberts & Todd
Location: Richmond, Virginia
Category: Neighborhood, District,
and Corridor

BRINGING JEFFERSON'S VISION INTO THE 21ST CENTURY



When Thomas Jefferson designed the state capitol in Richmond, Virginia in 1788, he never envisioned a campus of 24 state-owned buildings with 3.3 million square feet of floor space. Nevertheless, the nation's oldest state capitol still commands the site and overlooks one of the few large green spaces downtown.

That's the power of strong architecture and urban design, in this case by the author of the Declaration of

Independence: It can benefit a community far into the future.

Now, Virginia's Capitol Master Plan provides a long-term vision for renewing a campus that has been scarred by parking lots and poor pedestrian connections and serves as the basis for organizing, budgeting, and funding long-range capital improvements. Modernizing the existing 50-plus-year-old building stock and renovating historic assets are key components of the plan.

The project improves stormwater management and energy efficiency and provides alternatives to automobile use in a congested area. A parking structure replaces scattered surface parking lots that have scarred the district. The design incorporates a planned Bus Rapid Transit system.

A major new public space called the Virginia Green is proposed to unite the historic square with the less-compelling eastern part of the Capitol Square Complex. Virginia Square is

fronted by two new office buildings and "provides a new gathering space with pedestrian amenities for visitors and office employees," notes Wallace Roberts & Todd. Water-oriented parks, porous paving, and underground stormwater storage will reduce the impervious surface of the overall complex from 85 percent to 61 percent.

Virginia's Capitol Master Plan "maximizes useful space within the Capitol Square complex in order to bring efficiency and economic

benefit to the Commonwealth," the authors report. "It also provides recommendations to improve energy efficiency, reduce operational and maintenance costs, and achieve the Commonwealth's sustainability goals for the next 5 to 30 years."

In other words: It carries Thomas Jefferson's design into the 21st Century.

30 Years of Scripps College Campus Stewardship

Firm: Moule & Polyzoides,
Architects and Urbanists
Location: Claremont, California
Category: Neighborhood, District,
and Corridor

USING DESIGN TO STRENGTHEN ECONOMIC AND SOCIAL VALUE IN AN INSTITUTION

Scripps College was first designed in 1927—a jewel of a California Mission-style institution in a small-town setting. Then the middle of the 20th Century delivered punishing blows through “thirty years of abandonment, thoughtless and contrary design that undermined the essential qualities and character of this campus.” Now, after three decades of careful nurturing using principles of the Charter, the former glory is restored in a modern re-imagining of the college that includes new buildings, walkways, and landscapes that amplify a sense of place.

The first phase, 1982 to 1994, stabilized the campus through discreet, small projects—mostly restorations and additions to existing facilities and gardens. The second phase through 2010 guided the design of new buildings and landscapes through a new campus plan.

“At the end of this period, there was enough confidence gained through 20 years of piecing the campus together that the Pool & Field House project was carried out at a level of programmatic ambition and physical quality matching the work of the 1920s.”

The third phase, which began in 2010, will complete the campus based on lessons learned in the last quarter century. “A campus’s value as an educational asset is significantly affected by its success as a place,” the designers at Moule & Polyzoides learned.

Also, the layout and architecture of an institution has a powerful impact on the people who use it. “Valued rituals of campus life closely connect to a rich existing fabric of pedestrian gathering spaces and routes which connect to the surrounding community,” the designers explain.

When it comes to place, culture is closely related to sustainability. Among the lasting contributions of the stewardship project is the successful long-term engagement of campus leaders.

“Scripps College is clearly a well-loved place, and this must be in large part

because of the care and craft that have been lavished over it over 30 years by its master planners,” says Hank Dittmar, a Charter Awards jury member. “The results argue strongly for continuity in campus planning and architecture, rather than following the latest design trends in a slavish manner.”



Charter Award

Organization: City of El Paso
Location: El Paso, Texas
Category: The Region: Metropolis, City, and Town

Plan El Paso

LAYING THE GROUNDWORK FOR A HEALTHIER CITY AND REGION



The City of El Paso grew up around rail and the streetcar but, like most American cities, it was remade for the automobile and sprawled far into the countryside in the 20th Century. Now, new developments are focused on people while the city is reoriented toward transit, walking, public places, and mixed-use.

Plan El Paso revamped zoning laws and redirected investment across this city of 800,000, the largest on the Texas-Mexico border.

In the first three years after the plan was adopted, the city built a new baseball stadium downtown, created parks and renovated public spaces, completed future land-use plans based on the SmartCode, and streamlined permitting for developers using the code. Eighty city officials received formal New Urbanism training, with

more than thirty additional officials in the process—an initiative that is helping to change the culture of City Hall.

“Based on the Plan, the El Paso Planning Department is making strides toward a more livable, pedestrian place complete with mixed-use zoning, street trees and public transit,” says Geoffrey Wright, chairman of the City Plan Commission. “It is a goal of the Plan Commission to densify our suburban city, which is like so many other post-automobile western cities.”

The plan simply “lays the groundwork for how to create ... a healthier city and region,” says Michael Kelly, director of programs for Paso Del Norte Health Foundation.

The plan immediately spurred development: “During the planning process, a 30-acre dead mall site in Northeast El Paso was redesigned as a mixed-use walkable neighborhood anchored by a new transit terminal. The SmartCode was then applied to the site. The transit terminal will be a terminus for one of the city’s four new bus rapid transit lines emanating from Downtown El Paso.” The city recently received a \$10.3 million federal grant to build the terminal at the center of mixed-use development. Construction is slated to begin next year.

Partly as a result of this plan, written by Dover, Kohl & Partners, the El Paso City Council adopted a 5-mile-long streetcar plan, and the Texas DOT has approved \$97 million in funding. “After a 40-year hiatus, streetcars will again be part of El Paso’s identity.”



Merit
Award



Merit
Award



Micro Lofts at The Arcade Providence

A SMALL LIVING REVIVAL

Firm: Northeast Collaborative Architects
Location: Providence, Rhode Island
Category: Block, Street, and Building

One of the nation's most beautiful and historic shopping arcades was restored as 48 affordable micro-lofts, rents starting at \$550 per month, and 17 small retail spaces in Providence, Rhode Island. The Arcade Providence project, completed in 2012, helps keep young professionals and artists downtown and is a major step in revitalizing the city.

"Providence has shown that bold vision and creative planning can be an economic boon to a city. From creating more downtown housing to providing retail space for local entrepreneurs, to rehabilitating a beautiful and historic building ... the project is a great example of economic development that just works," says Mayor Jorge Elorza.

The 1828 Greek revival building is a national historic landmark and was named one of the nation's finest commercial buildings. The arcade connects two primary streets with a stunning sky-lit arcade. After closing in 2008, the building was endangered until the developer proposed a \$7 million reuse project with micro-units, which

many cities are promoting as a solution to over-demand for urban housing.

Even prior to opening, the developer had 300 applicants for the building, which offers numerous amenities to young professionals. The location means easy access to world-class institutions Brown University and the Rhode Island School of Design—plus thousands of jobs.

Residents are offered parking in a nearby garage, but many do not drive because of the walkability, car-share and transit options, and bicycle storage facilities on site. Shared balcony walkways leading to the apartments promote socializing. Gathering spaces add to the sense of community, including a secured lounge, laundry room, and exterior balconies on the building's façade.

The 400-square-foot retail spaces promote start-up businesses. "Many tenants are artisans, and the project functions as an incubator for young professionals," note Northeast Collaborative Architects, the designers.

Providence is finding that preservation done well is contagious. "The adaptive reuse of the project has been a driver for economic recovery in Providence's Financial District."

Sullivan Station

AFFORDABLE LIVING ON THE LAKE

Firm: VOA Associates Incorporated
Location: Chicago, Illinois
Category: Block, Street, and Building

Sullivan Station, spearheaded by VOA Associates Incorporated, repairs a Chicago neighborhood torn by mid-20th Century urban renewal. The five-acre site was part of a low-rise South Side neighborhood torn apart to build high-rise public housing that was, in turn, demolished in the 1990s due to unlivable conditions.

This part of Chicago, heavily damaged by bad planning, is still in need of revitalization. Unfortunately, residents are sensitive and even cautious in the face of new development, having suffered through multiple destructive waves of urban renewal. Responding to the community's concerns about design, the architects used Norman brick accented with decorative stone lintels, sills and belt courses, and painted steel floor-to-ceiling bay windows. "Attention to craft and architectural details, influenced by the community planning process, complements the fine detailing of vintage homes nearby," they note.

The project provides "bright, comfortable apartments for our residents," said the chair of a neighborhood steering committee. "It also provides indoor parking, offices for social service agents to help residents with a variety

of needs, and a generous multi-purpose space with access to a landscaped garden."

Sullivan Station offers a variety of affordable, subsidized, and market-rate rents to an area deeply in need of all three. An 81 unit, 8-story building features a mix of one-bedroom and two bedroom units. The building steps down on four stories on its west side in deference to vintage two-story homes on South Lake Park Avenue. In addition, 13 new low-rise buildings provide 51 three- and four-bedroom apartments for larger families. As the real estate market in the neighborhood grows stronger, more low-rise buildings and a condo tower will complete the 269-unit development.

The units, with their bay windows, provide spectacular views of Lake Michigan. Sullivan Station is grouped around an existing lakeside park. Residents have access to public transportation. Sustainable features include rain gardens, stormwater storage, and green roofing, earning a LEED silver rating. "The overall appearance celebrates the city's architectural heritage and complements the existing vintage masonry architecture of the neighborhood."

Merit
Award



The Oval

MAKING A BOLD ENTRANCE

In the heart of London, The Oval—England’s most historic cricket ground—welcomes visitors from across the world. Now, thanks to this project from ADAM Architecture, The Oval’s welcome is even more inviting.

The southern front of The Oval, located in the neighborhood of Kennington, was replaced with a new entrance featuring a four-story portico. The new facade opens the 23,000-person stadium “to the local area and beyond, in order to be wholly inclusive and welcoming to its neighbours and visitors.”

Prior to the renovation, the forecourt had been covered in blacktop pavement and enclosed by 10-foot-high advertisements, completely obscuring the area from the local community that surrounds the facility. Durable surface materials replaced the tarmac to better accommodate pedestrian and vehicle traffic.

The advertising “was removed and has been replaced with splendid gates contained within railings. This makes it possible to secure the forecourt perimeter in the event of potential threats or, more ordinarily, for the gates to be held open to render the perimeter and forecourt wholly accessible,” the designers explain.

Firm: ADAM Architecture
Location: Kennington, London, England
Category: Block, Street, and Building

“The Surrey County Cricket Club is delighted with the new portico entrance and it has been universally praised as an outstanding design which provides a commanding and iconic entrance to the ground. It provides a much more welcoming and impressive public face to the ground, and has inspired a feeling of pride amongst both Club staff and visitors alike,” notes Richard Gould, chief executive of the Club, which owns the facility.

Mayor Boris Johnson exclaimed: “The new portico and public space at the cricket ground is a fantastic scheme—and we want more of this sort of thing.”

Where the forecourt meets the street, the original gate designed in 1934 by noted architect Louis de Soissons was restored and relocated to align with the forecourt. Decorative ironwork makes reference to the restored gate as the centerpiece of the new design.

“The new pavilion portico, entrance forecourt and perimeter railings bring to fruition a long overdue transformation of this historic site, and create a grand new main entrance that is worthy of this world famous cricket ground.”

Merit
Award



Arise

REVITALIZING A POST-INDUSTRIAL CITY

Firm: Torti Gallas and Partners and the City of South Bend
Location: South Bend, Indiana
Category: Neighborhood, District, and Corridor

Created by the City of South Bend and the firm Torti Gallas and Partners, Arise sets the goal of using limited resources to create a visionary—yet immediately implementable—plan to revitalize 10 struggling neighborhoods on the west side of the shrinking post-industrial city.

Currently, two corridors that feel like “truck-oriented highways,” plagued by vacant properties, run through the neighborhoods. The new plan focuses on walkability, placemaking, façade improvement, better transit, parcel consolidation, and redevelopment to convert the corridors to a series of distinct neighborhood centers.

Just six months into the project, implementation is well underway and the private sector is responding by building the first significant residential development in the area in 90-plus years, Torti Gallas reports.

The city is spending \$3.9 million to transform the Lincolnway West corridor, including restriping, bike lanes, on-street parking, trees, property acquisition, a form-based code, and engineering work. Another \$2 million is pending. The bus network is moving from a “flag system” to designated bus stops and shelters—four are slated for construction in 2015.

The Olive Cultural District, a neighborhood center on the Western Avenue corridor, is installing curbs and sidewalks, trees, pedestrian-oriented lighting, and street furniture in 2015. A façade improvement program, using matching grants, has also been introduced, with 15 projects slated for completion in the first year.

The city is moving to acquire 138 vacant parcels for residential development and park and cemetery expansion. Torti Gallas created vision plans for residential and commercial development in key consolidated parcels. A “tactical urbanism” project on Western Avenue in October of 2014 by community members created pop-up retail, a pop-up park, and painted building facades.

Two hundred and twenty-four residential units, 62,000 square feet of retail, and 52,000 square feet of office space are planned for the neighborhood centers in the next five years. Along a rail spur, 200,000 square feet of industrial uses is planned. Immediately after the plan was initiated, a developer was given low-income tax-credit approval for 18 new single-family houses.

Merit
Award



Merit
Award



Beaufort County Multijurisdictional Form-Based Code/Land Development Code

A REGIONAL TOOL FOR RESILIENCE

Firm: Opticos Design

Location: Beaufort County, South Carolina

Category: The Region: Metropolis, City, and Town

Beaufort County, a Lowcountry South Carolina region of historic towns and magnificent estuaries, is growing at a phenomenal rate—putting pressure on public services, infrastructure, quality of life, and the natural environment. Now, a form-based code backed by a shared growth vision in three Comprehensive Plans has been devised as a key tool to achieve a more sustainable future.

“The Code recognizes that Beaufort County has a very diverse natural and built environment,” notes Rob Merchant, county planner, “and provides context-sensitive tools that promote walkable urbanism distinguishing between a small, traditional rural crossroads and an urban neighborhood on the edges of a municipality.” The code was created in close cooperation with the city of Beaufort and the towns of Bluffton and Port Royal to map a seamless transition between municipalities and the county, Merchant says.

Extensive community engagement was built into the process, including a series of four multi-day charrettes focusing on sub-regions of the county. This public process covered a wide

range of people and places, “from the unique Gullah community and heritage found on the rural island of Saint Helena, to the rapidly urbanizing highway corridor to Hilton Head and the quaint town setting of Port Royal,” Opticos Design reports.

Instead of subdivisions, shopping centers, and office parks, the code anticipates development in the form of neighborhoods, hamlets, town centers, and other “place types” with a definable character, based on the rural-urban Transect.

Photo documentation, mapping, and assessing the form of rural development patterns and their relationship with the natural environment were critical to the process. The unique aspects of low country urbanism and architecture were reinforced throughout the code and within supporting architectural guidelines.

At 924 square miles, Beaufort County is one of the largest jurisdictions to adopt a form-based code. The code is designed to protect natural and undeveloped land from sprawling development patterns far into the future.

University of Texas – Pan American Campus Master Plan

CONNECTING TOWN AND GOWN TO BUILD PROSPERITY AND HEALTH

Firm: Barnes Gromatzky Kosarek Architects with Michael Dennis & Associates

Location: Edinburg, Texas

Category: Neighborhood, District, and Corridor

This master plan, designed for the University of Texas-Pan American, is far more ambitious than the typical campus plan. It creates a framework to build community prosperity, educate global citizens, and promote healthy living in the Rio Grande Valley, all while increasing student enrollment and expanding housing. The phased strategy would triple the university’s facilities, enhance campus beauty, and strengthen connections to the city.

“By implementing a few changes in street structure, landscaping, and densifying development, the city can create a successful ‘college town’ atmosphere that would thrive with our campus community” explains Marta Salinas-Hovar, planner for UTPA. “The mayor and city leaders were excited with the potential economic boost to the city.”

The campus in the heart of the nation’s fastest growing region is well sited: two blocks from Edinburg’s city hall, and a few more blocks from the county courthouse and deteriorating town square. Despite its location, the campus currently feels disconnected.

“Buildings are pulled back from campus edges, and a ring of parking creates both a physical

and psychological barrier,” the architects note. “City streets bordering campus lack pedestrian and bicycle amenities, and accidents are a regular occurrence.”

The new campus master plan uses new construction to create better public spaces within the campus and create “a bridge to the neighboring city, filling the ‘no man’s land’ that currently isolates the campus with new academic and residential neighborhoods.”

The project promotes safety through new streetscape guidelines that establish a vehicular, pedestrian, and bicycle hierarchy. Speeds are reduced, travel lanes are narrowed, sidewalks are clearly marked, bike paths are provided, and pedestrian crossings are enhanced and increased. The project advocates the redevelopment of the neighboring commercial strip, which, aligned with the city’s master plan, will help revitalize downtown.

“With obesity at epidemic levels in the region, increased opportunities for recreation and movement are not just desirable but crucial to the future well-being of students and the larger community,” the architects write.

Merit
Award



Merit
Award
Student



Luhe City Center

A MODEL FOR MORE SUSTAINABLE GROWTH IN CHINA

Firm: Thadani Architects + Urbanists
Location: Luhe, Jiangsu Province, China
Category: The Region: Metropolis, City, and Town

No place on Earth is urbanizing more rapidly than China. In Luhe, one of the country's new urban expansion areas, Nanjing Urban Planning Bureau proposed to expand the city by developing a 60-mile corridor for 4.5 million people. The plan would have consumed vital land along Luhe's stretch of the Chuhe River, wiping out agriculture and phasing out industry.

"We successfully argued against this linear proposal in favor of maintaining green corridors that made several polycentric cities," writes designer Dhiru Thadani. "Each new autonomous city would be developed around an existing village or town and could accommodate 600,000 to a million inhabitants."

After shifting the region to a more sustainable growth pattern in 2013, Thadani was retained to design the city center of Luhe, one of the polycentric cities. The resulting plan calls for 5,500 residential units, 8.5 million square feet of commercial development, and millions of square feet of schools and cultural facilities like an opera house, library, museums, and exhibition hall.

Luhe is designed using classic city-building principles. A large central square, strongly defined by surrounding buildings, will provide a strong place for community events. The core, containing the tallest buildings, is bounded by three primary thoroughfares. These streets, each enhanced with a greenway, lead to bridges designed for pedestrian, bicycle, and vehicular traffic crossing the Chuhe River and a canal.

A tree-lined boulevard encircles the entire central business district, connecting mixed-use neighborhoods adjacent to the downtown and residential neighborhoods beyond. The thoroughfare links a series of pocket parks and gardens that are planned within the development. The entire 875-acre city center is wrapped with a "ribbon drive" that links more parks.

Streets and a bridge are already under construction for this project, which includes affordable housing. In a part of the world where much of the current development is unsustainable, Luhe City Center provides a model for smarter growth.

Sulphur Dell

REVITALIZING A BLIGHTED VOID NEAR DOWNTOWN

School: University of Maryland, School of Architecture, Planning, and Preservation
Location: Nashville, Tennessee
Category: Neighborhood, District, and Corridor

Just north of downtown Nashville, a 90-acre void of parking and low-rise industrial buildings separates the city's central business district from the revitalizing Germantown neighborhood. The area is both a barrier to economic development and an opportunity. The Nashville Sounds baseball stadium is already under construction in the area, intended to spur revitalization.

Students from the University of Maryland designed a dense, mixed-use neighborhood called Sulphur Dell—organized around strong public spaces and a new pedestrian-bicycle street called the Dell Stroke. In four phases that take into account real estate market dynamics, the plan calls for 1,800 residential units and retail, office, and civic buildings. When built out, the plan will create 2,400 long-term jobs and tally \$40 million in new property tax income annually for the city. The plan provides 360 new affordable homes available to moderate-income people downtown.

This proposal "found creative but financially feasible ways of building off the area's strengths while attending to the concerns of flood resilience and healthy living," says Fannie Mae board member Bart Harvey.

The project's green benefits are many. The plan calls for 800 new trees and the installation of 320,000 square feet of green roofs. New residents could go car-free or car-light, cutting their transportation costs while they get more exercise in this in-town area.

With the Sulphur Dell project connecting their communities, residents in Germantown and downtown would gain access to the river and public spaces in the Dell. "The pedestrian-oriented neighborhood stitches the urban fabric between these two districts and creates regional connections through north-south transit corridors," the students write.

The Dell Stroke is anchored at one end by a compelling riverfront park and at the other end by the existing Bicentennial Mall that terminates at the state capitol. "This proposal's placemaking strategy draws from and complements the unique character of Nashville," the students write. "Amenities and establishments such as the ballpark and Cumberland River provide a neighborhood identity that could spark future development."

Merit
Award
Student



Merit
Award
Student



Master Plan for the Town of LaFox, Illinois

A NEW AGRARIAN TOWN, CONNECTED TO THE CITY

Organization: University of Notre Dame, School of Architecture

Location: LaFox, Illinois

Category: The Region: Metropolis, City, and Town

The vast majority of the United States' metropolitan edge is currently built in low-density, disconnected sprawl. Now, in LaFox, Illinois, students are envisioning a new low-rise agrarian railroad town—with greater density than Chicago—surrounding an existing station. By taking advantage of an opportunity area, this proposal offers a refreshingly pragmatic alternative to conventional development.

Fertile farms threatened by suburbanization surround the site, which is linked to Chicago's regional transportation system. LaFox is now a hamlet occupied by an east-west freight and commuter rail line, a large parking lot, scattered light industrial buildings, and a cluster of houses along LaFox Road.

The proposed town would occupy 1,240 acres (nearly two square miles), and accommodate 25,000-35,000 residents. LaFox maximizes healthy lifestyle options through transportation choices and connections to nature. All residents would live within a 20-minute walk to trains to Chicago, other towns, and hundreds of thousands of jobs.

In the plan, well-defined streets provide pleasant walking and bicycling, and a tree-lined perimeter path connects joggers and cyclists

to nearby recreational trails. Parks, squares, street trees, and nearby forests absorb carbon and encourage a healthy lifestyle.

Existing rail connections, a form-based code, and an innovative tax structure promote entrepreneurial activity and dwelling choice.

In an agricultural region defined by large-scale corn and soybean agriculture, other agrarian interests can be satisfied with community garden plots and nearby 5- to 40-acre cash crop farms and orchards. A centrally located farmers' market would allow all residents to enjoy locally grown produce.

The students proposed that Kane County's property tax assessment system be replaced with a Land Value Tax that would tax only land and not buildings or other improvements. Empty parcels would be taxed as high as developed land, encouraging efficient land use.

LaFox's rail line ships both raw materials and finished goods, which creates opportunities for local manufacturing. Special industrial districts are planned for the blocks where trains enter and leave town, with space for rail sidings behind loft buildings.

Visions for Lafayette

IDEAS FOR A HEALTHY COMMUNITY AND MEDICAL COMPLEX

Organization: University of Notre Dame Graduate Urban Design Class of 2013

Location: Lafayette, Louisiana

Category: Neighborhood, District, and Corridor

Among all types of development, new hospital districts are, ironically, among the least walkable places in America—despite the positive health affects of walking.

University of Notre Dame Urban Design students from the class of 2013 provided a vision for building an urban neighborhood around a modern medical complex, among other wide-ranging solutions proposed in *Visions for Lafayette*, a new plan designed for the mid-sized Louisiana city.

The mixed-use medical district includes new public spaces, a canal, two neighborhood churches, a school, and a variety of retail, housing, and recreational amenities.

The isolation of the hospital "requires reconsideration," the team explains, "in light of evidence indicating the substantial health benefits of just 30 minutes of daily moderate physical activity (e.g. walking) as well as trends in health care that are shifting away from a treatment-based model to a preventative one, from an inpatient setting to outpatient care, and from an acute approach to a holistic one."

Hospital officials took part in the project charrette, and "the proposal helped them realize the many synergies between this kind of built environment and their mission of a holistic approach to healthy living," the students say.

"At first skeptical of losing its visibility from the parkway and of sacrificing much-needed parking to mixed-use buildings, our hospital clients soon realized the many advantages of maximizing the development potential of their land."

The team also redesigned infill sites downtown, which spurred conversations among citizens and officials about redevelopment opportunities that continue in 2015. A historically African American private school, in decline and suffering from falling enrollment, was another focal point of the plan.

"The Notre Dame work was relevant to generating hope for the Holy Rosary Institute," says Nathan Norris, CEO of Downtown Lafayette. "I am hopeful that their work will serve as a catalyst for something good to happen on that large site."

Credits



P4
**IBERVILLE OFFSITES
NEW ORLEANS, LA**
Kronberg Wall Architects (Architect)
Redmellon Restoration and Development
(Developer)
J.W. Drennan Construction (Contractor)
The New Orleans Redevelopment Authority
(Public Agency / Partial Funder)
New Orleans Women's Shelter
(Non-Profit Partner)



P6
**CITIES OF A NEW PORT METROPOLIS
CENTRAL AMERICA**
Rodrigo Bollat Montenegro (Student)
Douglas Duany (Project Advisor)



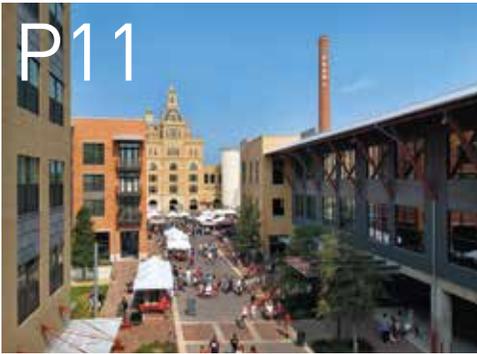
P8
**UCLA WEYBURN
LOS ANGELES, CA**
Dan Solomon, Mithun | Solomon (Designer)
STUDIOS Architecture (Architect)
University of California, Los Angeles (Client)
Nabih Youssef and Associates (Structural
Engineer)
IBE Consulting Engineers (Mechanical,
Plumbing, Fire Protection Engineer)
Kanwar and Associates (Electrical Engineer,
Lighting Design, Telecom, Security)
KPFF (Civil Engineer)
SWA Group (Landscape Architect)
Technical Resources Consultants (Specifications)
Brightworks (LEED Consultant)



P9
**CODE SMTX: TACTICAL URBANISM
INTERVENTION & PROJECT KICK-OFF
SAN MARCOS, TX**
City of San Marcos, Planning & Development
Services (Planner)
Dover, Kohl & Partners (Planner)
Town Planning & Urban Design Collaborative
(Regulations)
HDR - Austin (Transportation)
Streets Plan Collaborative (Transportation)
McCann & Adams Studio (Planner)



P10
**HUNTERS VIEW
SAN FRANCISCO, CA**
Mithun | Solomon (Architect)
John Stewart Company (Lead Developer)
Devine & Gong (Co-Developer)
Ridgepoint Non-Profit Development Corp.
(Co-Developer)
Structural Design Engineers
(Structural Engineer)
Equity Community Builders
(Development Consultant)
San Francisco Housing Authority (Owner)
APC International Inc. (Construction Manager)
Nibbi Brothers General Contractors
(Contractor)
GLS Landscape Architecture
(Landscape Architect)
Curtis L. Nichols (Civil Engineer)
Paulett Taggart Architects (Architect)



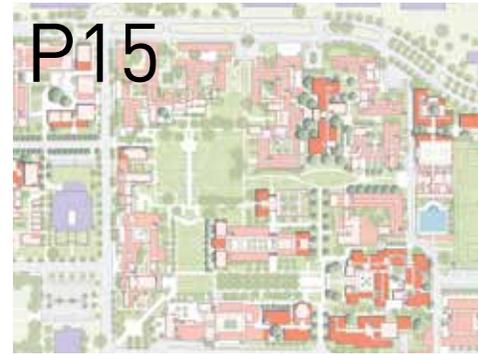
P11
**PEARL BREWERY REDEVELOPMENT
 MASTER PLAN
 SAN ANTONIO, TX**

Lake|Flato Architects (Architect)
 Artistic Builders (Contractor)
 Danysh & Associates, Inc.
 (Structural Engineer)
 Pape-Dawson Engineers, Inc. (Civil Engineer)
 Rialto Studio, Inc. (Landscape Architect)
 MEP Engineering in conjunction with
 Triple R-Electric, Co. (Electrical Engineer)
 Beyer Mechanical (Mechanical and Plumbing)
 Protection Development, Inc. (Fire Protection)
 Project Control (Project Management)
 Sustainable Perspectives Group (LEED Consultant)



P13
**ALDERSHOT
 ALDERSHOT, HAMPSHIRE,
 ENGLAND UK**

ADAM Urbanism (Planner)
 Grainger plc (Developer/Client)
 Defence Estate, HM Naval Base (Landowner)
 Savills (Planning Consultant)
 R&M Regeneration Management Ltd
 (Project Manager)
 Terence O'Rourke Ltd (Ecologist)
 WSP Development and Transportation
 (Highways Consultant)
 Capita Symonds (Landscape Architect)



P15
**30 YEARS OF SCRIPPS COLLEGE
 CAMPUS STEWARDSHIP
 CLAREMONT, CA**

Scripps College (Client)
 Moule & Polyzoides, Architects and Urbanists
 (Architect & Campus Planners for
 Phase 2 and 3)
 DeBretteville & Polyzoides (Architect &
 Campus Planner for Phase 1)



P17
**MICRO LOFTS AT THE ARCADE PROVIDENCE
 PROVIDENCE, RHODE ISLAND**

Northeast Collaborative Architects (Architect)
 130 Westminster Street Associates, LLC
 (Developer & General Contractor)
 Structures Workshop, Inc. (Structural Engineer)
 J. Madison, Inc. (Mechanical Engineer)
 Ben Jacobson (Photographer)
 Creative Environment Corporation
 (Project Electrical Engineer)
 Hughes Associates (Code Consultant)



P12
**TRANSIT ORIENTED DEVELOPMENT
 REVITALIZATION
 WYANDANCH, BABYLON, NY**

Torti Gallas and Partners (Architect)
 Town of Babylon (Client)
 Speck & Associates, Inc.
 The Olin Studio
 Sustainable Long Island
 Barrett, Bonacci & Van Wee, P.C.



P14
**VIRGINIA'S CAPITOL MASTER PLAN
 RICHMOND, VA**

Robert Wallace & Todd (Architect)
 Carter Goble Associates (Space Programming)
 HC Yu & Associates (MEP Engineering)
 WSP Flack & Kurtz (District Sustainability)



P16
**PLAN EL PASO
 EL PASO, TX**

City of El Paso (Clients/Public Agency)
 Dover, Kohl & Partners (Primary Consultant,
 Town Planning)
 Spikowski Planning Associates
 (Urban Planning)
 Sottile and Sottile (Architects)
 The Streets Plan Collaborative (Multimodal
 Transportation and Coding, Web Outreach)
 Urban Advantage
 Zimmerman/Volk Associates
 CEA Group (Engineering)
 Chael, Cooper & Associates



P17
**SULLIVAN STATION
 CHICAGO, ILLINOIS**

The Davis Group, LLC (Owner)
 VOA Associates, Inc. (Architect)
 Weis Builders, Inc. (General Contractor)



P18

**THE OVAL
KENNINGTON, LONDON, ENGLAND**

ADAM Architecture (Architect)
Surrey County Cricket Club, The Oval (Client)
Artelia Group (Project Manager)
Bennett Construction (Main Contractor)
Fairhurst GGA (Structural Engineer)
Morley von Sternberg (Photographer)



P19

**BEAUFORT COUNTY MULTIJURISDICTIONAL
FORM-BASED CODE/LAND DEVELOPMENT CODE
BEAUFORT COUNTY, SOUTH CAROLINA**

Opticos Design, Inc. (Planning)
Clarion Associates (Planning)
Allison Ramsey Architects
(Site Planning and Design)
AECOM Technical Services (Transportation
Planning and Engineering)
Sherwood Design Engineers (Engineering)
Urban Advisors (Economic Studies)
Brown Design Studio (Architectural Design)



P20

**LUHE CITY CENTER
LUHE, JIANGSU PROVINCE, CHINA**

Thadani Architects + Urbanists (Architect)
Bill Dennis (Architect)
Rick Chellman & Nelson/Nygard
(Transportation Engineer)



P21

**LA FOX MASTER PLAN
LAFOX, ILLINOIS**

Graduate Urban Design Studio, School of
Architecture, University of Notre Dame
Brandon Clear (Project Member)
Abigail Courtney (Project Member)
Caroline Swinehart (Project Member)
Jingwen Zhao (Project Member)
Philip Bess (Faculty)



P18

**ARISE
SOUTH BEND, INDIANA**

Torti Gallas and Partners (Architect)
City of South Bend
Zimmerman/Volk Associates
Gibbs Planning Group



P19

**UNIVERSITY OF TEXAS-PAN AMERICAN
CAMPUS MASTER PLAN
EDINBURG, TEXAS**

Barnes Gromatzky Kosarek Architects
(Campus Planning)
Michael Dennis & Associates (Campus Planning)
Martin/Alexiou/Bryson, PC
(Parking & Transportation)
Half Associates, Inc. (Civil, Utilities,
Building Assessment)
Facility Programming & Consulting
(Academic Programming)
Peter Isaac, Brailsford & Dunlavy
(Housing & Dining)



P20

**SULPHUR DELL
NASHVILLE, TN**

School of Architecture Planning and Preservation,
University of Maryland
David Ensor and Matthew Miller
(Project Members, Master of Architecture)
Andrew Casavant (Project Member,
Master of Community Planning)
Rameez Munawar (Project Member,
Master of Real Estate Development)
Amina Mohamed (Project Member,
Master of Landscape Architecture)
Matthew J. Bell (Architect/Faculty Advisor)
Tim Philips, The Bozzuto Group
(Professional Advisor)



P21

**VISIONS FOR LAFAYETTE
LAFAYETTE, LOUISIANA**

School of Architecture Graduate Urban Design
Class of 2013, University of Notre Dame
Kellen Krause (Project Member)
Rodrigo Bollat Montenegro (Project Member)
James Paul Hayes (Project Member)
Anthony Catania (Project Member)
Dr. Christopher Miller (Project Member)
Kristie Chin (Project Member)
William Gorman (Project Member)
John & Jennifer Griffin (Faculty)



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