

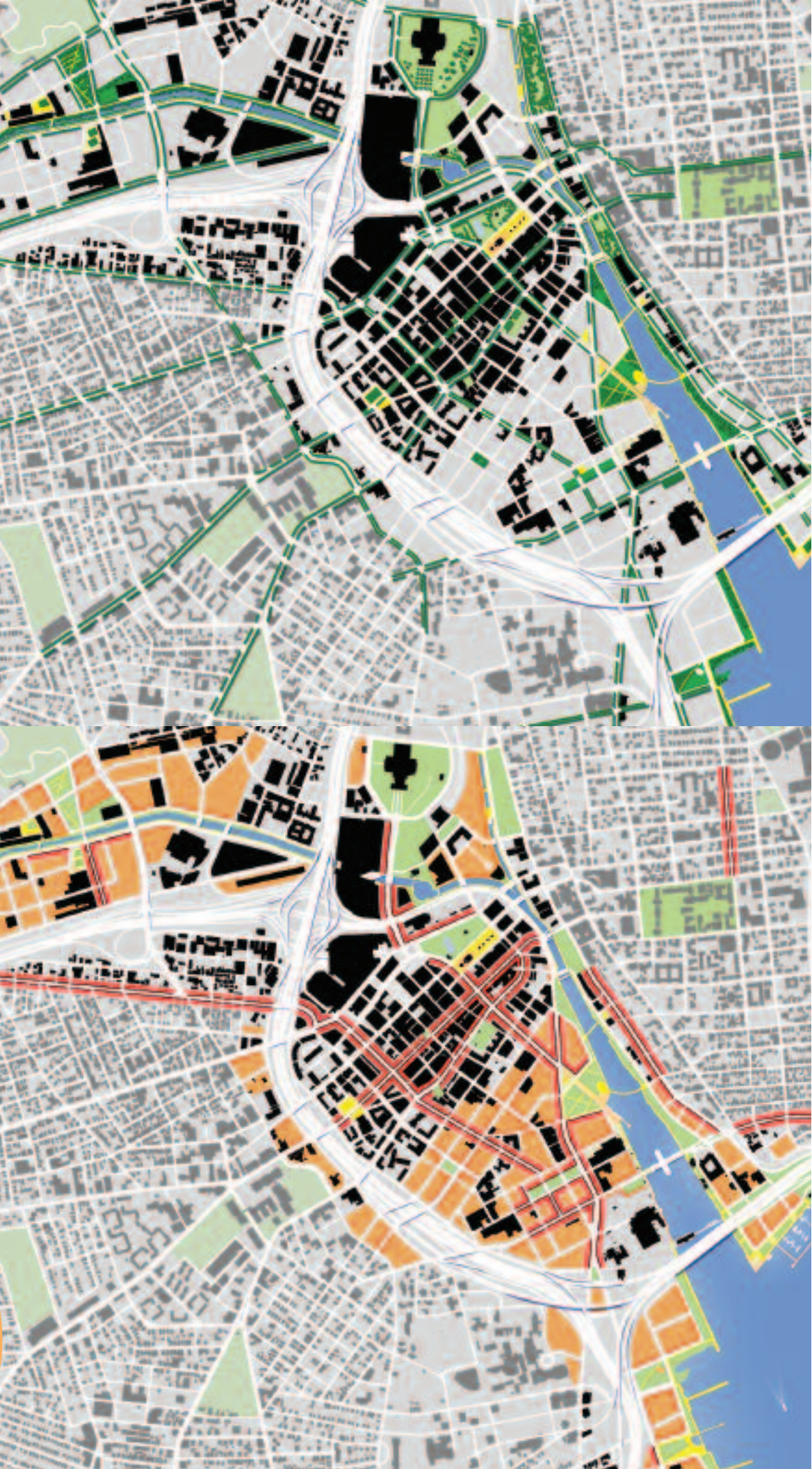
CHARTERS AWARDS

2006

2006

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2006



ADMINISTERED BY THE CONGRESS FOR THE NEW URBANISM, THE CHARTER AWARDS PROGRAM REWARDS THE BEST WORK OF THE NEW ERA OF PLACEMAKING. EACH YEAR CNU CONVENES A JURY OF THE HIGHEST CALIBER TO REVIEW SUBMISSIONS AND SELECT WINNING ENTRIES THAT BEST EMBODY AND ADVANCE THE PRINCIPLES OF THE CHARTER OF THE NEW URBANISM.

2006 JURY (LEFT TO RIGHT/CLOCKWISE FROM BACK)

DHIRU THADANI, JURY CHAIR. Principal, Ayers/Saint/Gross, Architects + Urban Planners **PETER HETZEL.** Principal, Peter Hetzel Architecture + Urbanism
TODD ZIMMERMAN. Co-Managing Director, Zimmerman/Volk Associates, Inc. **CARROLL WILLIAM WESTFALL.** Frank Montana Professor, University of Notre Dame
LINDA KEANE. AIA, Architect and Urban Planner, STUDIO 1032, and Faculty, School of the Art Institute of Chicago **SUSAN PARHAM.** Chair, Council for European Urbanism, and Director, CAG Consultants **LÉON KRIER.** Architect and Urban Planner **PETER CALTHORPE.** Principal, Calthorpe Associates
BARBARA LITTENBERG. Partner, Peterson/Littenberg Architecture and Urban Design **RICK CHELLMAN (not pictured).** Principal, TND Engineering

AT THE FIRST CONGRESS in Alexandria, Virginia in 1993, the afternoon sessions were devoted to reviews of fledgling New Urbanist projects. These projects were decried for not having continuous sidewalks, for permitting garages to face the street, and for creating blocks that seemed too big. Designers were reprimanded for succumbing to the status quo—sprawl.

How far we have come!

The portfolio of work submitted for 2006 Charter Awards demonstrated a sophisticated understanding of urbanism and the principles embodied in the CNU Charter. The skilled authors of these projects made the work of the jury difficult. Clearly half of the submissions warranted accolades, prompting this year's stellar jury to engage in philosophical discourse, heated debate, and intense intellectual discussion centered on nuances that we could not have imagined in 1993. In this regard, CNU should truly be proud: as an organization we continue to grow, increase our learning curve, and lead the way for those engaged in the art of placemaking.

Countering the misguided impression that New Urbanism is consumed with greenfield projects, there were superb examples of infill projects that seamlessly integrated new and old buildings into existing neighborhoods. Additionally, there were projects that applied much needed placemaking to suburban and rural communities.

One of two issues that caused a split among jurors, and led to much deliberation, focused on the scale of buildings. Summoning a coming 'Long Emergency' of oil scarcity, some cautioned that the near future would require us to downscale and rescale virtually everything in our lives, from the communities we inhabit to the way we grow our food and trade the products of our work. In light of these concerns, the jury passionately debated whether high-rise structures should be shunned for their energy-intensive construction and for creating another form of sprawl by isolating their inhabitants in vertical cul-de-sacs, or should be welcomed as containers that efficiently house large numbers of pedestrians and transit users.

A second issue that has long plagued CNU involves the stylistic rendition of buildings. Although the Charter states that architectural projects should be integrated seamlessly into their context, transcending



style, several individuals on the jury could not help but express their bias when it came to the outward cloaking of structures. Some critics sought out a plural expression of style that included some forms of modernism, whereas others expressed their concern that the form of the traditional city could only be created with traditional buildings. Nonetheless, for most jurors this issue was easier to settle as the principles of urbanism could be judged irrespective of architectural clothing.

As Chair of the jury, I had two goals for this year's awards program. The first was to increase the number of international and student submissions, which I am happy to report we did. The second was to assemble a world-renowned group of jurors who would truly raise the level of discourse, the status, and the international recognition of the CNU Charter Awards.

As you review the honored submissions in this publication, I hope you concur that the Congress for the New Urbanism's Charter Awards have reached a new high. The level of quality and skill reflected in each of these projects reaffirms my optimism that we can succeed in building better places where the next generation can live, work, and play.

DHIRU THADANI, JURY CHAIR

"THE PROJECT DISPLAYS A REMARKABLE MATURITY IN MASTERING THE GEOMETRY, PROGRAM, COMPOSITION, AND PRESENTATION OF A SMALL SEASIDE COMMUNITY." LÉON KRIER

STUDENT/
FACULTY
AWARDS

OLD LYME

Connecticut

STUDENT/FACULTY AWARD WINNER



The project proposes a new town along the coast in the township of Old Lyme, Connecticut. The project brings knowledge of regional history, regional urban design theory, and architecture to a privately-owned, largely undeveloped waterfront site. It articulates building types based on regional precedents and uses a graphical urban design code to guide implementation. The design team strives to treat urban design and architectural design as one continuous and interconnected design process, from the regional plan to cornice moldings. The plan uses traditional urbanism and green techniques to achieve environmental goals and takes the tattered edge of the existing Old Lyme Shores, repairs and extends its urban fabric, and creates a new defined edge.



SITE:
A 280-ACRE SEASIDE SITE
IN OLD LYME TOWNSHIP,
CONNECTICUT.

PROGRAM:
A HYPOTHETICAL PROJECT TO
DEMONSTRATE THE PROBLEMS
WITH POORLY BUILT TOWNS IN
AMERICA THROUGH A MODEL
REDEVELOPMENT.

PROJECT DESIGNER: Nick Daveline **FACULTY COMMITTEE:** Matthew Bell, Chair: Brian Kelly; Jim Coen **SCHOOL:** School of Architecture, Planning, and Preservation, University of Maryland

HONORABLE MENTION

Mississippi Mobile Homes

D'Iberville, Mississippi

SITE:
AREAS OF D'IBERVILLE, MISSISSIPPI
DESTROYED BY HURRICANE
KATRINA.

PROGRAM:
HELPING PEOPLE RETURN HOME TO
THE FRACTURED GULF COAST WITH
DESIGNS FOR MOBILE HOMES THAT
WILL GIVE IMMEDIATE BUT LONG-TERM
RELIEF TO CITIZENS. THE DESIGNS
EMBRACE ARCHITECTURAL PRECEDENTS
AND THE IDEA OF THE WALKABLE
NEIGHBORHOOD.

In response to the destructive force of Hurricane Katrina, which ravaged homes and left families scattered, students from the University of Miami's Architecture School designed a series of cost-effective mobile homes as a class project. The goal was to help rebuild the Mississippi Gulf Coast while remaining in harmony with architectural vernacular traditions such as shotgun and Creole cottages. The mobile homes are intended to be prefabricated in factories and assembled on site from four parts, greatly reducing cost and aiding in quick installation.

FACULTY: Adib Cure **STUDENTS:** Daphne Kalomiris; Ece Cakir; Andrew Haen; Meredyth Santurio; Victoria Pineros; Micaela Smulevich; Sara Munilla; Michael Donoghue; Ben Ghareeb; Constantinos Louca; Ketkarn Tokaranyaset **SCHOOL:** University of Miami, School of Architecture

REGION:
METROPOLIS,
CITY, AND
TOWN

MARNE-LA-VALLÉE

France

SITE:
SECTION 4 OF MARNE-LA-VALLÉE,
FRANCE.

PROGRAM:
THIS NEW TOWN IS IN ONE OF
FIVE AREAS DESIGNATED BY THE
FRENCH GOVERNMENT FOR
MANAGED GROWTH AS A WAY
TO CONTROL SPRAWL AND
PRESERVE AGRICULTURAL FIELDS
AROUND PARIS.

“THIS PROJECT CLEVERLY MASKS LARGE
RETAIL AND SURFACE PARKING REQUIRE-
MENTS BEHIND AN URBAN ‘STAGE SET’ OF
POSITIVELY FORMED STREETS AND SQUARES.
THE NEW MATRIX OF HOUSING, SCHOOLS
AND CIVIC USES BRINGS THIS COMMUTER
SUBURB INTO FOCUS AS A COMPLETE
SELF-CONTAINED NEIGHBORHOOD.”

BARBARA LITTENBERG



Val d'Europe

THE NEW TOWN OF VAL D'EUROPE, comprising four neighborhoods, provides an urban focal point for the Marne-la-Vallée area east of Paris. This managed regional growth node, one of five satellite cities first planned for the Paris region in the 1960s, stands at the confluence of TGV high-speed rail links to Paris, London, Amsterdam, and Charles de Gaulle airport. The new town initiative seeks to accommodate the region's growth with a local balance between jobs and housing, and a mix of housing types that counters the economically homogenous nature of both European and American sprawl.

The 280-acre site sits astride several mixed blessings: those rail lines both connect the site to the world and divide it internally with deep trenches; the original new town plan left behind overscaled arterial roads common to its era; and an auto-oriented regional shopping mall backs up to the site's southern edge, but provides a crucial pedestrian bridge over the TGV line. Immediately to the north of Val d'Europe and across an arterial, an employment hub surrounds the TGV station, including the Disneyland Paris theme park, hotels, an office campus, and a conference center.

The plan by Cooper, Robertson & Partners surrounds the mall with traditional, human-scale urbanism, laminating it with smaller buildings and plazas at two of its entrances. These additions layer upon the existing fabric, in a process the planners relate to medieval cities spilling past their walls.

Low-rise blocks frame both formal and informal open spaces. Two large public plazas and several smaller greens form focal points for civic uses such as schools, or junctions between civic and commercial uses and residential neighborhoods. The Place d'Ariane, the first completed plaza, bridges the commuter rail station and is ringed by ground-floor retail, residential, and many civic uses. Within the perimeter of the blocks, shared courtyards create sheltered play areas for children. Design guidelines regulate massing, density, articulation, and streetscape character, continuing traditions of how French urban buildings shape public space.

The development's ambitious program of three million square feet of office and 1,800 residences is matched by a broad complement of civic uses, including four schools, a university, a hospital, libraries,

an art school, theater, meeting hall, and a city hall. A network of naturalistic open spaces woven through the neighborhoods connects the eastern edge of town to a regional park system that also manages stormwater.

Val d'Europe's collection of neighborhoods deftly humanizes a modernist satellite city, using the principles of New Urbanism to create an enduring town well adapted to its physical and social location.

ARCHITECT: Cooper, Robertson & Partners OWNER/DEVELOPER: EuroDisney SCA DEPARTMENT OF CITY PLANNING: EPAMARNE/EPA FRANCE
TRANSPORTATION CONSULTANT: Transportation Consulting Group PHOTOGRAPHERS: TIBO, Michel Dionne, AIA

REGION:
METROPOLIS,
CITY, AND
TOWN

BOSTON

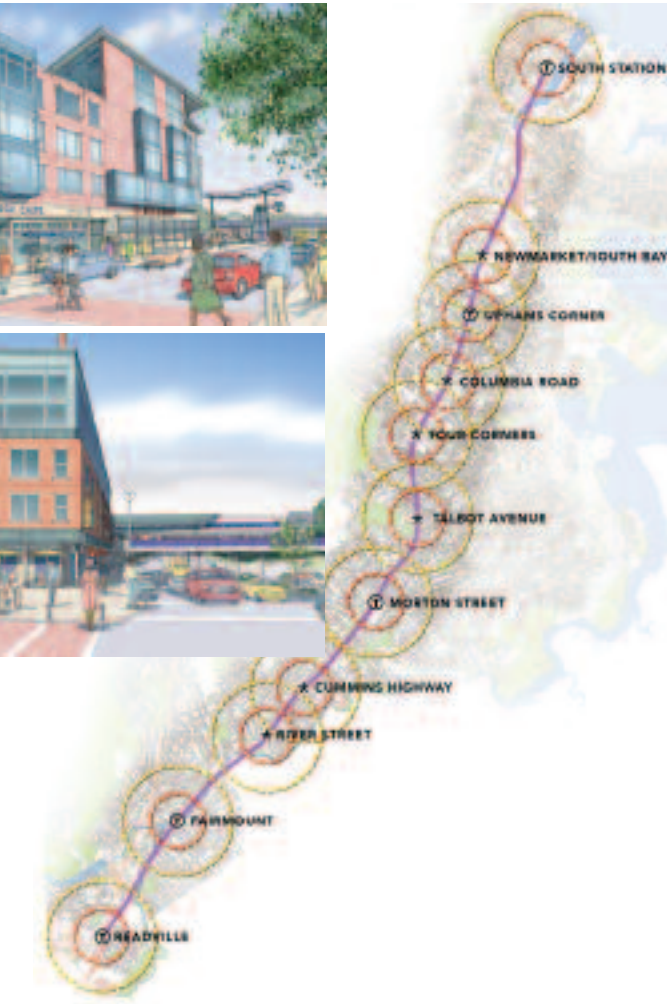
Massachusetts



Boston's Newest Smart Growth Corridor

ELEVEN DIFFERENT STATIONS once served the Fairmount commuter rail line along its ten-mile route from downtown to the city boundary. But by 2005, only three stations remained and the line failed to serve a large percentage of the more than 163,000 people in its service area. Residents watched trains speed through Boston neighborhoods with the highest poverty levels, the greatest dependence on public transportation, and the worst access to transit service. In a long stretch of the corridor that lacks train stations, 91 percent of the residents are people of color and almost half of the households do not own a car.

Four grassroots neighborhood organizations came together, under the expert guidance of Goody Clancy and Associates, to provide an alternative vision of new transit-served urban villages within the heart of metropolitan Boston. Recognizing the potential of underutilized land near the Fairmount rail line, this plan integrates transportation and land use strategies to serve residents with higher-density mixed-income housing and reliable access to jobs. Serving as a catalyst this vision provides decision-makers with new ideas—



including six new rail stations and eight station-area plans—and explores greenway opportunities along the entire rail corridor.

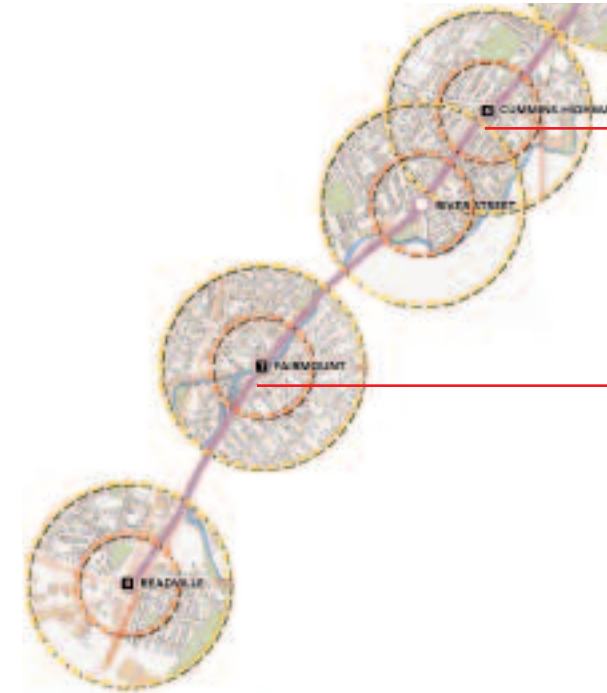
“Without public transportation choice, the formerly served neighborhoods have lost their essential connection to the rest of the city.” said juror Linda Keane. “By reintroducing the combination of transit stops, affordable housing, and commercial uses along an existing line, this plan promises a well-phased insertion of people, products, and possibilities in new public nodes.”

SITE:
A SERIES OF TRANSIT-SERVED
URBAN VILLAGES ALONG A
10-MILE RAIL CORRIDOR IN
BOSTON.

PROGRAM:
FOUR COMMUNITY DEVELOPMENT
ORGANIZATIONS HAVE TEAMED
UP TO ADVANCE A VISION OF
ENHANCED RAIL SERVICE
SPURRING TRANSIT-ORIENTED
DEVELOPMENT IN A CORRIDOR
CURRENTLY UNDERSERVED BY
TRANSIT.

“AN EXCELLENT EXAMPLE OF TRANSIT-ORIENTED REDEVELOPMENT INVESTING SYSTEMATICALLY IN NEGLECTED AND DETERIORATED URBAN FABRIC.”

LINDA KEANE



The planning team carefully evaluated the existing conditions and seized on development opportunities within easy walking distance of the proposed stations. The plan identifies the potential for up to 5,000 new housing units, including 1,300 affordable units; 700,000 square feet of new and rehabilitated commercial space; and over 1,000 new jobs. With proposed clustering of mixed-income and mixed-use centers around the rail stations, the plan respects the historic fabric of the city while accommodating needs of business today.

Adaptive reuse of existing structures and brownfield sites allows the area to re-emerge and participate in the regional economy. Capitalizing on the location and sizable nearby labor force, as well as using the transit corridor to revitalize employment centers, this vision helps to organize and increase efficiency at the metropolitan scale. The Newmarket / South Bay station is expected to serve an expanding center of industrial and retail employment, scheduled to produce more than 250 new jobs by 2007.

The corridor plan advocates for the specific needs of traditionally underrepresented groups and puts their concerns on the policy-making agenda. By adding positive visions outside of existing government mechanisms, Goody Clancy and Associates have enhanced the quality of local planning throughout the area. In this way, the planners are going beyond neutrality, explaining their values, and following Paul Davidoff’s advice that the planner “should be an advocate for what he deems proper.”

Best of all, the corridor plan is already meeting success. The work helped secure state commitments to add four new stations and enhance commuter rail service along the line. The four neighborhood organizations are in the process of acquiring property and will soon begin development at several of the transit-oriented sites featured in the vision plan.

CLIENT: The Fairmount / Indigo Line CDC Collaborative; Dorchester Bay Economic Development Corporation; Codman Square Neighborhood Development Corporation; Mattapan Community Development Corporation; Southwest Boston Community Development Corporation
URBAN PLANNING CONSULTANTS: Goody Clancy and Associates
REAL ESTATE CONSULTANTS: Byrne McKinney & Associates
TRANSPORTATION CONSULTANTS: KKO Associates, LLC

REGION:
METROPOLIS,
CITY, AND
TOWN

Rhode Island

PROVIDENCE



“FOLLOWING YEARS OF PLANNING CONTROVERSY, THE PROVIDENCE DOWNTOWN RENEWAL PLAN PRESERVES AND SYNTHESIZES THE MANY POSITIVE PROPOSITIONS WHICH HAVE BEEN ADDRESSED TO THIS TORTURED URBAN HEART.”

LÉON KRIER



Providence Downtown Renewal Plan

FIFTY YEARS AGO, architecture critic Lewis Mumford predicted that interstate highways would create “a tomb of concrete roads and ramps covering the dead corpse of the city.” While cities did not die, America’s twentieth century urban road-building era certainly damaged plenty of neighborhoods—including the downtown and Jewelry District of Providence, Rhode Island.

The building of Interstate 195 through downtown Providence consumed more than 20 acres immediately adjacent to the downtown, disrupted the street grid, and disconnected residents from large portions of the waterfront and industrial districts.

After thirty years, the interstate had exceeded its design life, was failing to meet safety standards, and would continue to deteriorate. Following two decades of debate in Providence and at the state and national level, the effort to relocate the highway succeeded and construction is now underway. Recognizing the opportunity that the highway relocation represents for Providence’s renaissance, Sasaki Associates embarked on a plan for the reclaimed area that would also articulate the larger vision for the greater downtown area. In correcting past planning mistakes, the Providence Downtown Renewal Plan

offers the city profound opportunities to build on the value of its distinctive urban fabric and capitalize on the expanding demand for urbanism.

Studying the traditional core and the bordering defunct industrial areas, Sasaki discerned a number of strong assets: the beautiful Woonasquatucket River and extensive waterfront, the striking architecture and tight urban grid of the central area, and over 150 acres of underutilized sites just waiting to be rediscovered.

The plan makes the most of these assets by redefining the borders of the downtown using the waterfront as the unifying physical element. Yet the form and character of each district is retained, preserving the historical patterns, precedents, and boundaries. The extension of the traditional pattern of streets and blocks into the currently isolated Jewelry District reconnects what the highway separated in a walkable manner.

Streetscape improvements and opening vistas give physical definition to the streets and public spaces. Mixed uses incorporating affordable housing are promoted throughout the study area. “It is hoped that the insertion of a low-rise fabric, creating continuity in

SITE:
PROVIDENCE’S 1,200-ACRE
DOWNTOWN, INDUSTRIAL
DISTRICTS, AND WATERFRONT.

PROGRAM:
DOWNTOWN PROVIDENCE’S
RELATIONSHIP WITH THE
WATERFRONT AND SURROUND-
ING INDUSTRIAL DISTRICTS
WAS SEVERED WITH THE BUILD-
ING OF INTERSTATE 195 ADJA-
CENT TO THE CENTRAL CORE.
WITH THE RELOCATION OF THE
HIGHWAY, THE PLAN TRANS-
FORMS THE UNDERDEVELOPED
AREAS AND RECONNECTS THE
CITY TO THE WATERFRONT.

utter chaos, will not become the display board of passing architectural fads and oversized financial portfolios,” said juror León Krier.

Under the plan, neighborhoods will be reconnected with the waterfront through a series of public parks at the foot of key streets. The Narragansett Bay frontage will get a number of well-defined public spaces tied together with a continuous waterfront pathway. The plan also calls for a high capacity transit line that follows the waterfront and connects neighborhoods with downtown, making the city more livable while reducing dependence on the automobile.

Sasaki Associates built on the strength of previous, smaller-scaled plans by resolving differences and filling in the gaps of recent efforts. Jury members discussed how beautifully they reconciled previous work into a single unified and powerful vision. Combined with an extensive program for soliciting input from citizen stakeholders, the plan is enriched from the bottom-up.

The plan has been endorsed by the Mayor and awaits City Council adoption in 2006.

CLIENT: City of Providence, Department of Planning and Development **URBAN DESIGN/PLANNING:** Sasaki Associates
INFRASTRUCTURE ENGINEERING: Vanasse Hangen Brustlin **ECONOMIC CONSULTING:** ZHA, Inc. **COMMUNITY DEVELOPMENT PLANNING:** Barbara Sokoloff Associates, Inc.

REGION:
METROPOLIS,
CITY, AND
TOWN

SITE:
DOWNTOWN VANCOUVER,
BRITISH COLUMBIA.

PROGRAM:
THE STRATEGY PUSHES FOR
HOUSING INTENSITY. INSISTS
ON HOUSING DIVERSITY. BUILDS
COHERENT, IDENTIFIABLE
NEIGHBORHOODS.
AND FOSTERS REGIONAL
ARCHITECTURAL PRINCIPLES.

“ONE OF THE MOST SUCCESSFUL URBAN
PLANNING EFFORTS OF THE LAST
20 YEARS.” PETER CALTHORPE

British Columbia

VANCOUVER



Vancouver's "Living First" Plan

IN THE 1980S, the city of Vancouver decided that its downtown plan wasn't working. Although its 9-to-5 office core was the region's employment hub, downtown emptied out at night. Retailers had retreated from the sidewalks and into underground malls, and the city's vaunted waterfront and spectacular views of forests and mountains sat behind a wall of vacant rail yards. Tellingly, developers were prodding the city for zoning changes to allow more residential downtown, as outlying neighborhoods rejected multifamily infill and sprawl marched onwards.

The 1991 Central Area Plan addressed these challenges through a "Living First" strategy, reflecting a regional emphasis on restoring a jobs/housing balance by bringing housing into the office core. Millions of square feet of permitted office development were rezoned to "choice of use," allowing the market to choose a way to intensify the region's most transit-accessible areas. The city set forth a path for coherent, complete residential neighborhoods that extend the urban fabric onto derelict waterfront sites. Developers of these new neighborhoods would be held to cost levies, paying for both the physical and social infrastructure needed: parks and gathering places, civic facilities, affordable senior and family housing. Detailed urban design

guidelines spelled out the traditional relationships found in urban public space, requiring developers to place and articulate buildings and landscapes to address street and sidewalk frontages and avoid impacts on adjacent buildings. In the midst of the planned new growth, heritage buildings and character areas, like Chinatown and Yaletown, provide links to the past. An ongoing review process would adjust the plan according to economic demands. Juror Barbara Littenberg calls Vancouver's efforts "to control development with planning initiatives" literally "a new urbanism."

Through the 1990s, the plan guided Vancouver's transformation into a glistening Pacific Rim jewel, its downtown bristling with futuristic new skyscrapers that make it a favored location for filming science fiction movies. The downtown population doubled, welcoming 40,000 new residents; so many now walk to work that auto traffic has actually declined. In addition to the diverse new housing, developers also built 65 acres of new parks, 20 miles of waterfront bike paths, supermarkets, day care facilities, community halls, and a new school to accommodate new families. Vancouver's success, says Calthorpe, has resulted in it "being emulated around the world because of good urban design principles."

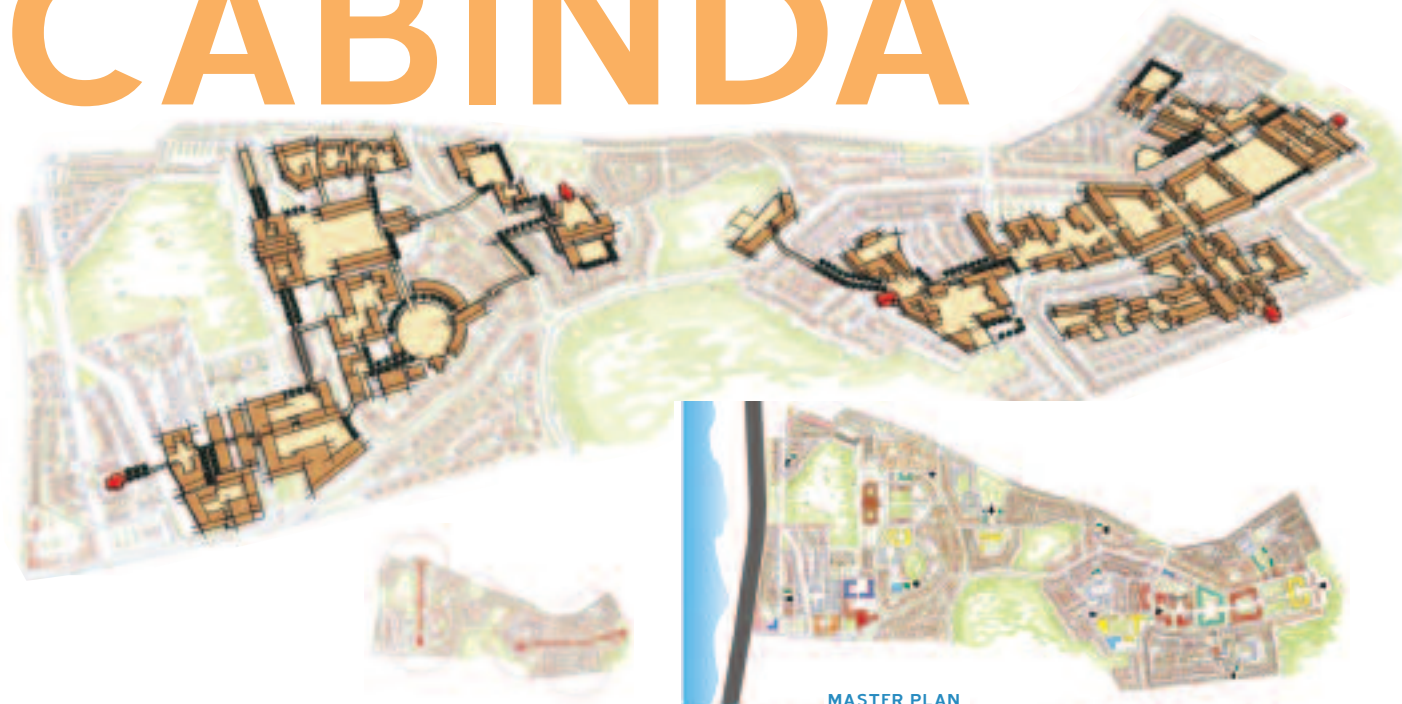
Some jurors strongly disagreed with the plan's advancement of the "Vancouver model" architectural typology: narrow, widely spaced high rises set behind a streetwall of rowhouses that Calthorpe says "activate the sidewalk with a more human band." Littenberg criticized "the abrupt formal transitions" between base and tower, suggesting that the formula has excluded "more complex hybrid buildings." Susan Parham points out, "similar or higher densities can be achieved with a more human-scaled, medium-rise typology and block pattern, like the fabric characteristic of European quarters." Juror Léon Krier calls high-rises "vertical sprawl...culs-de-sac in the sky" with pernicious environmental effects, including high embodied energy, but Calthorpe argued that the advantages of density and high rates of pedestrianism and transit-use make the project a model for environmentally sustainable urbanism.

Vancouver expects to add another 40,000 new residents downtown and several new rail transit lines by 2021, linking several new neighborhoods that incorporate recent lessons learned about sustainability. New developments among the lofts of Yaletown have a lower scale, and the Olympic Village underway at South East False Creek rejects the Vancouver model in favor of mid-rises on small blocks. The Living First strategy offers a rare example of an evolving but largely implemented regional plan that has profoundly influenced the practice of New Urbanism.

STAFF FROM THE CITY OF VANCOUVER: Larry Beasley, Director of Current Planning; Trish French, Assistant Director of Current Planning; Ronda Howard, Senior Planning, City Plans

Angola

CABINDA



Neighborhood structure



Caio Verde

ESTABLISHING A NEW MIXED-INCOME TOWNSHIP in a landscape rich with indigenous coastal forest posed unique challenges for planners in the Angolan province of Cabinda. Their solution promises to integrate an outstanding urban plan with a stunning natural environment to create an inspiring sense of place.

Cabinda is an exclave of Angola bordered by the Atlantic Ocean and two Congolese Republics. Caio Verde's 265 hectares (655 acres) will be home to an anticipated population of 35,000, making it the largest city in Cabinda and a significant instrument of Angola's post-civil war rebuilding efforts.

Caio Verde's site is located on a new tar road on Cabinda's coastline, although it will not extend along this thoroughfare. Rather, the bulk of the township will reach eastward from the coast into a vacant savannah. The plan allows for a host of transportation options, from private automobiles and public buses to the more common motorcycles, motor scooters, and push-and-pull carts. Caio Verde will feature a hierarchy of roads to accommodate this diversity, from feeder vehicular routes to green pedestrian corridors between nodes. Two major spines of green open spaces will link neighborhoods and facilitate public congregation.

The balance of urban and open space at Caio Verde does more than facilitate pleasant communal living; it integrates human development with environmental management in a part of Africa where informal and unplanned communities deplete natural resources and destroy the native landscape, sometimes with drastic regional consequences. The plan channels built structures and fabric between open spaces naturally suggested by the landscape.

Broadly, the township unfolds around three large forests. Low-density dwellings border the coastal forest on three sides while both low- and high-density housing wrap around the forest on the township's east end. The largest forest is near the township's center, with low and medium-density housing on its edges. Links between the soft open space of the forest and the harder open spaces along communal spines will nest community life gently within its natural setting. Jurors identified this integration as one of the plan's greatest merits. As juror Linda Keane said, "Cabinda is an example of regional thinking and cooperation in the phased development of open land with concentrated, eco-sensitive, specificity of place."

Caio Verde's officials will face challenges in implementing their plans. Limited resources—both monetary and spatial—demand

SITE:
A 655-ACRE SITE, 8 KILOMETERS NORTH OF THE CITY OF CABINDA, ANGOLA.

PROGRAM:
THIS MASTER PLAN CALLS FOR A BALANCED DEVELOPMENT OF 650 COASTAL ACRES OUTSIDE CABINDA TO PROVIDE HOUSING FOR DIFFERENT INCOME LEVELS. OPPORTUNITIES FOR ECONOMIC GROWTH IN AN AREA WITH HISTORIC TIES TO THE OIL INDUSTRY, AND OPEN SPACE TO MAINTAIN EXISTING FORESTS AS MUCH AS POSSIBLE.

"THE MASTER PLAN FOR CAIO VERDE SETS INTO MOTION THE ESSENTIAL CREATION OF PUBLIC OPPORTUNITIES TO LIVE, WORK, LEARN, AND PLAY IN DIRECT RESPONSE TO THE NATURAL CUES OF LOCATION—LAND, VEGETATION, VIEWS." LINDA KEANE



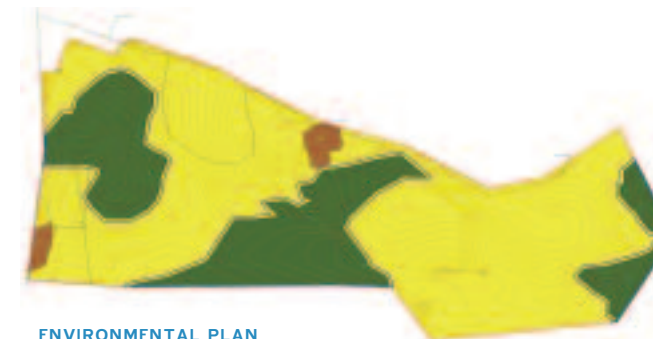
Natural Resources

Open space system

Block patterns

Public blocks and buildings

Public blocks and buildings



ENVIRONMENTAL PLAN



LAND USE PLAN

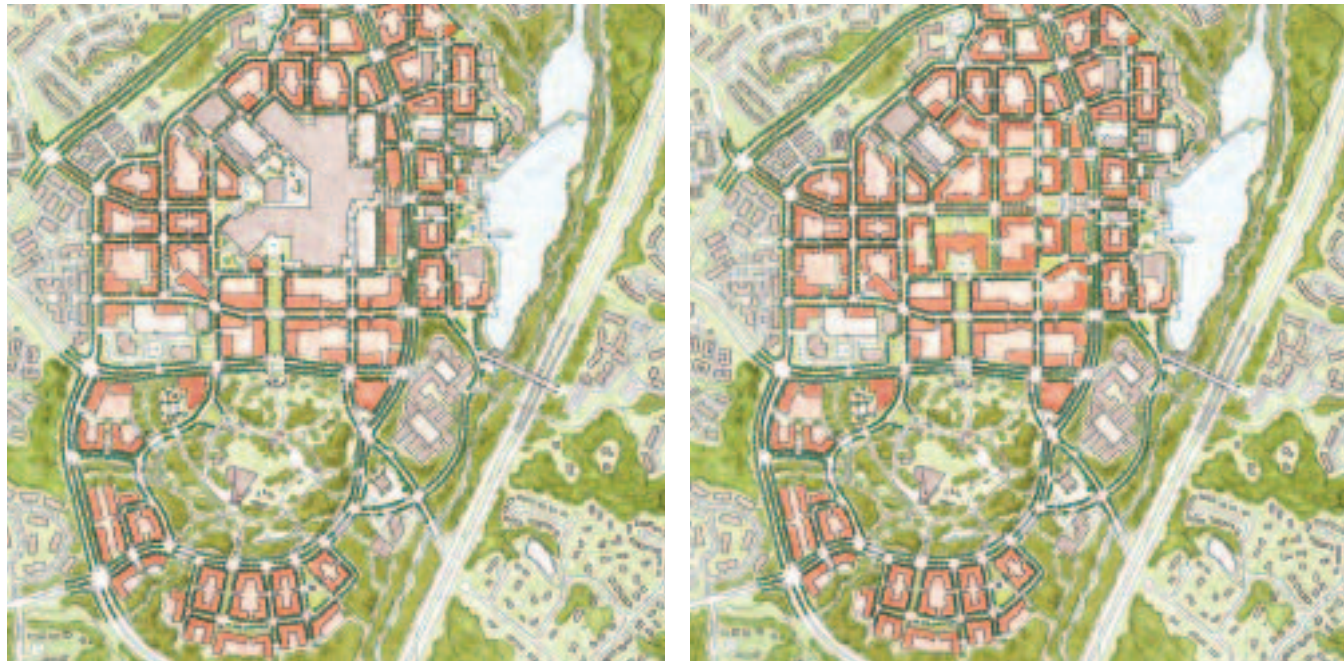


efficient allocation, particularly in delivering utilities. With two general phases of construction straddling the central forest, public transit between them must be highly accessible for this primarily pedestrian township to evolve as one community rather than two.

In all, though, Caio Verde's planners have designed an exemplary exercise in integrating income levels through housing diversity and balancing built environments and natural landscapes. In Linda Keane's words, Caio Verde creates tremendous "possibilities for successful growth and maturation of identity" that should serve as a regional example of development and sustainability.

COLUMBIA

Maryland



Columbia Town Center Master Plan

BEFORE THERE WERE new urbanist new towns, Columbia was the model for a previous generation of master-planned communities. To complement the town's residential villages with their winding lanes and relatively broad range of housing, founder Charles Rouse established a "town center" that he expected to be the lively cultural and commercial heart of the community.

While Columbia's soaring real estate values and top-rated schools attest to Rouse's overall success, the downtown never delivered on expectations. Although the center incorporates a mix of uses—1,200 residences, two million square feet of office space, various freestanding restaurants and a 1.2 million square-foot regional mall—these uses generally don't share the same building or even the same block. Wide, berm-lined roads with infrequent intersections give the area an automobile-oriented suburban character. Surface lots and landscaping separate downtown from adjacent neighborhoods and a beautiful lakefront promenade that is primarily a drive-up destination.

In creating a new 30-year vision for this 500-acre town center, urban designers at Design Collective, Inc. recognized that the physical design and street layout of Columbia's town center were simply

incompatible with the hopes for vibrant civic and commercial life. To remedy the situation, planners involved more than 1,000 residents in an 8-day charrette that resulted in a master plan and form-based code that will help make the core of Columbia more dense, diverse, and livable.

The master plan envisions four seamlessly connected mixed-use districts within what charrette participants renamed the "downtown." The plan foresees phasing out the existing enclosed mall and transforming its megastructure, parking lots, and ring roads into smaller pieces of urban fabric fit into a system of walkable blocks, service lanes, public greens, squares, and plazas.

The existing 6-lane Little Patuxent Parkway would become a 4-lane avenue with on-street parking serving the street-facing storefronts of larger mixed-use buildings. These buildings would step down from as high as 20 stories to between 4 and 6 stories near the lakefront to preserve view corridors. All told, the master plan includes 5,500 new residential units, 4 million square feet of office space, 750,000 of new retail space, and significant new civic buildings as well. Key provisions within the form-based code establish block lengths of 400 to 600 feet, minimum frontage requirements of 80 percent, and acceptable building heights between four and 20 stories. Parking structures

SITE:
THE 500-ACRE TOWN CENTER
OF THE MASTER-PLANNED
COMMUNITY, COLUMBIA, MARYLAND.

PROGRAM:
A 30-YEAR MASTER PLAN FOR
REDEVELOPING THE EXISTING
TOWN CENTER, CONVERTING THE
EXISTING AUTO-ORIENTED AREA
INTO A WALKABLE, MIXED-USE
NEW "DOWNTOWN."

"THIS IS A GREAT
EXAMPLE OF
AN INFILL AND
REDEVELOPMENT
PROJECT THAT
WILL BE A
SIGNIFICANT
IMPROVEMENT
TO A BADLY
PLANNED
TOWN CENTER."

RICK CHELLMAN



are carefully coded to be in the middle of blocks or to be lined with ground-level retail.

In praising the plan's spatial intelligence, juror Todd Zimmerman acknowledges the challenges that project proponents will face in phasing implementation over 30 years, particularly in generating values to support structured parking as surface lots are filled with new buildings. And while plans for fundamental street redesign and intensification of use typically get on a faster track where there are dying malls and growing concerns about blight, Columbia's town center is not yet showing signs of failure, just underachievement relative to the rest of the community.

Planners have been sure-handed, however, in dealing with the immediate challenge of residents who approached the charrette with guarded interest and questions along the lines of "how much new development do we have to take to get the civic amenities we want?" The idea of more intense development became acceptable when planners helped participants understand, through objective analysis, the densities necessary to support new rail starts, transit-oriented

development and the cultural and civic uses of an authentic downtown. When residents questioned the introduction of so many proposed intersections and short blocks, the planning team overlaid the street grid of the familiar D.C. neighborhood Georgetown, creating instant recognition of the value of a thoroughly urban approach that residents—and ultimately jurors—found convincing.

NEIGHBORHOOD, DISTRICT, AND CORRIDOR

SITE:

A 123-ACRE EXTENSION TO THE HISTORIC MARKET TOWN OF CREWKERNE, U.K.

PROGRAM:

A NEIGHBORHOOD PLAN CALLING FOR NEW, MIXED-USE DEVELOPMENT THAT RESPECTS HISTORIC ARCHITECTURAL PATTERNS AND FOLLOWS EXACTING URBAN DESIGN CODES.

“WITH SOUND, BUT UNASSUMING, URBANIST PRINCIPLES THIS PROJECT CREATED A NEW FABRIC THAT PROVIDED A HUMANE, SUSTAINABLE, MIXED-USE LIVING ENVIRONMENT. IT TRANSFORMED A HIGHWAY INTO A WALKABLE AVENUE AND MAXIMIZED PERMEABILITY AND ACCESSIBILITY WITHIN ITS GRID BASED STREET PATTERN.” DHIRU THADANI

Somerset, United Kingdom

CREWKERNE



Crewkerne-Eastams Architectural & Design Code

IN CREWKERNE, ENGLAND, British urbanists are using a number of innovative tools to transform a roadside realm into an extraordinary place.

Commissioned by one of the largest home builders in the U.K., the plan covers a 50-hectare (approximately 123 acres) extension to the historic working market town of Crewkerne in Somerset County. Bounded by two major roads, the site was destined to become a highway conduit to the town center until planners from the Prince's Foundation for the Built Environment came to the rescue with a resourceful new charrette approach. The charrette yielded plans to replace the planned highway with an urban avenue that will serve as the spine of new walkable neighborhoods. It also fostered new architectural and urban design codes that have already met with town approval.

Central to the success at Crewkerne is the Prince's Foundation's evolving charrette tool, “Enquiry By Design.” Enquiry By Design events bring together stakeholders to address urban design issues such as street hierarchy, sustainability, and building materials. It is designed to make the most of community knowledge and aspirations.

To guide their plan and public discussions, designers turned to “a number of time-tested principles” involving neighborhood structure, a permeable street network, accessibility and sustainability, and an active and flexible street frontage. Out of the charrette a new design code was born. The code is divided into three sections: a master plan that deals with street hierarchy, massing, and heights; an urban code that deals with street types and set-backs; and an architectural code section that provides guidance on building materials, housing mix, and phasing and delivery of the master plan.

The shared commitment by planner and developer to a sustainable neighborhood structure results in a set of neighborhood centers served by five-minute pedestrian sheds. Streets take the form of a grid for maximum connectivity for pedestrians, bicyclists, and motorists. Ultimately the plan will yield 525 housing units, open space and recreational areas, and a strong network of streets complemented by foot and bicycle paths serving an employment area just to the south.

The Charter Awards praised the Prince's Foundation for its laudable “Enquiry By Design” process and its success in incorporating a number of the neighborhood-scale charter principles. Jurors also



noted the Crewkerne project marks the first time that a form-based code was introduced in the United Kingdom.

The designers aim for influence far beyond Crewkerne, with entrenched interests such as road builders and homebuilders. The plan boldly aspires “to influence cultural change within the house building industry.”

Furthermore, the code fosters a culture of high-quality development by clearly expressing what is expected from the developer. Each page of the code includes detailed photos that reinforce design requirements and illustrate where there is flexibility. To get developers and designers familiar with the new form-based language, the code explains core urban design principles on each page. It offers definitions and photos of everything from architectural house types to street and public plaza widths. The code also has a phasing and delivery component that shows how the master plan can be delivered.

Jurors found much to praise, while also noting areas for further improvement. Though no longer taking the form of a highway, the urban avenue running through the project still has “grade changes [that] will further isolate adjacent neighborhoods,” warns juror Rick Chellman. Overall, however, the project won out as an original and ambitious example of how to change development practices for the better. The code was recently adopted by the local authority and groundbreaking is imminent.

URBAN DESIGN & PLANNER: The Prince's Foundation for the Built Environment **DEVELOPER:** George Wimpey UK Ltd.
CONSULTANTS: Working Group Architecture Design Planning; TND Engineering; ESHA Architects

NEIGHBORHOOD,
DISTRICT, AND
CORRIDOR

FORT BELVOIR

Virginia



Herryford Village

FOR THOSE SOLDIERS OVERSEAS who have families back home living in Fort Belvoir military housing, there is one less worry to occupy their thoughts, thanks in large part to an innovative plan to bring urban residential villages to Fort Belvoir, starting with the close-knit community of Herryford Village.

Under the U.S. Army's Residential Communities Initiative, the Department of the Army formed a 50-year public-private partnership to develop, rehabilitate, and construct 2,070 homes on 576 acres of U.S. Army Garrison Fort Belvoir located in Fairfax County, Virginia.

Torti Gallas provided a smart master plan that integrates military family housing into new, walkable neighborhoods in a way that fulfills the intentions of the base's founders—plans sidelined as development visions shifted and clashed over the course of the base's history. America's entry into World War I in April 1917 led to the first wave of military construction at the training site. By 1919 the camp had grown from its original 1,500 acres to approximately 6,000 acres. Despite the military's original plan to create a walkable "core" of administrative facilities with soldiers and their families living and working nearby, residential and administrative growth occurred in progressively more isolated pockets, disconnected from each other and the facilities.

This plan aims to revive the community's original vision. The 2,070 homes will be located in 12 walkable, interconnected villages throughout the 8,656 acres of land that comprise Fort Belvoir. The initial development plan, spanning eight years, includes the demolition and replacement of 1,630 homes and the renovation of 170 historically significant homes. Herryford Village—the first of the villages at Fort Belvoir designed by Torti Gallas—is the newest residential neighborhood that is redefining military housing.

At Herryford Village, a range of housing types accommodates military households. The 171 two- and three-story homes range in size from 1,466 to 2,154 square feet and have at least three bedrooms and two full baths, nine-foot ceilings on the first floor, and a detached two-car garage. The homes—many of them graced with stately columns and traditional shutters—are built with a variety of building materials and ornament reflecting the local Georgian Colonial style.

Located atop a plateau overlooking the Potomac River and surrounded by a lush ridgeland landscape rich with wildlife, Fort Belvoir required the planners to design with the environment in mind, working with the terrain instead of against it. The footprints of the existing developed areas were only minimally expanded, and planning called

SITE:
THE FORT BELVOIR ARMY BASE,
A FEW MILES SOUTH OF
WASHINGTON, D.C.

PROGRAM:
A PLAN TO URBANIZE A
SPRAWLING MILITARY BASE
WITH WALKABLE RESIDENTIAL
VILLAGES, STARTING WITH THE
MIXED-USE COMMUNITY OF
HERRYFORD VILLAGE.

"A NEW MAIN STREET UTILIZING VACANT AND UNDERUTILIZED LAND CONNECTS THE HISTORICAL CORE OF OLD FORT BELVOIR WITH NEW INFILL, GREEN BUILDING-RATED HOUSING AROUND PUBLIC GREENS. THE PROJECT SETS HIGH STANDARDS FOR CREATION OF A SENSE OF PLACE IN A MILITARY COMMUNITY."

LINDA KEANE

for a compact, pedestrian-friendly design complemented by public green space. Additionally, the homes are Energy Star-certified and are on course to receive a Gold rating from the Army's SPiRiT program, similar to the USGBC's LEED rating system.

The compact design means that each home is a five-minute walk from a community center, picnic shelters, and playgrounds. An existing cross street within Herryford Village has been transformed into "Main Street," linking retail uses (with family housing above) to the new housing. An interfaith chapel, library, day care center, and gymnasium line the street, with the historic hospital anchoring one end. Lead planner John Francis Torti was pleased with the Army's interest in embracing New Urbanist ideas through public-private development partnerships, with the result being "new neighborhoods that have the characteristics of the great military neighborhoods of the past."

Construction activities began as scheduled in March 2004, and the project is now 25% complete. Herryford Village celebrated its grand opening in May 2005. The strong community bonds that are fostered in Herryford Village provide a measure of reassurance to soldiers on deployment who are concerned about their families left at home, and fulfill the fort's original vision for a cohesive, mixed-use community.

ARCHITECTS AND PLANNERS: Torti Gallas and Partners, Inc. **PARTNER:** Department of the Army, Fort Belvoir
PARTNER, DEVELOPER, AND ASSET MANAGER: Clark Realty Capital **PROPERTY MANAGER:** Pinnacle **CONTRACTOR AND BUILDER:**
Clark Realty Builders **CIVIL ENGINEER:** Greenhorne & O'Mara **LANDSCAPE ARCHITECTS:** Parker Rodriguez
ARCHITECTS FOR HISTORIC HOUSE REHABILITATION: Rkfects **WETLAND CONSULTANT:** WSSI **SITE WORK CONTRACTOR:** Metro Earthworks
DRY UTILITY DESIGN/BUILD: InfraSource **DRY UTILITY DESIGN AND CONSULTANT:** Richter and Associates **ARBORIST:** Care of Trees
SPIRIT PROGRAM COMPLIANCE CONSULTANT: Sustainable Design Consulting

PHILADELPHIA

Pennsylvania



Martin Luther King, Jr. Plaza

PHILADELPHIA'S BROAD STREET subway line stops at some of the most famous locations along the historic "Avenue of the Arts": Rock Hall at Temple University, The Merriam Theater, the Academy of Music, and the new Kimmel Center for the Performing Arts—considered the centerpiece of the Avenue. But at the south end of Broad Street, deep within the working-class rowhouse neighborhood of Hawthorne, sits a six-acre parcel of land that once contained one of the country's most run-down public housing towers.

Built in 1960, Martin Luther King, Jr. Plaza slowly exposed residents and neighbors to growing levels of decay and crime; by the time the four high-rise towers were demolished in October 1999, more than 200 of the 594 public housing units were uninhabitable.

Funded with a 1998 HOPE VI grant, Torti Gallas' new master plan for Martin Luther King, Jr. Plaza replaces the vertical public housing community with a mixed program of new neighborhood uses served by new minor streets that connect the old site to the revitalized existing fabric. Developed in on-site workshops and charrettes, the concepts for the master plan reflect the desires of residents, community representatives, city officials, and agencies. New housing

accommodates the needs of singles, families, and seniors, and is available for rent or ownership. Retail uses make up 12,000 square feet of the reconstruction. A small park in the new public square provides much-needed open space to the residents of the community.

New housing respecting historic architectural patterns is equally divided between on-site reconstruction (at the six original acres) and off-site renovation and infill within the surrounding neighborhood. Brick rowhouses were surgically inserted into empty lots in between historic homes. Designed with such attention to historic accuracy, these rowhouses are woven seamlessly into the fabric of the blocks.

Of the 245 new units, approximately one-third will be rentals for low-income public housing residents, one-third will be rentals offered at below-market rates, and the remaining third will be offered for sale to both the public housing residents and market rate purchasers. All income levels will have the ability to invest in the community by stepping from renting to home-ownership. Addressing blight and creating stability in the larger community favor the long-term sustainability of the project.

One key to the master plan is the creation of a new residential square founded in the tradition of neighborhood planning established by William Penn, the founder of Philadelphia. This new open space will serve as an identity builder for the broader Hawthorne neighborhood, joining new and renovated housing, retail with residential above, and a host of local institutions including a new day care center, a local church, and an existing elementary school.

Lining the walls of the community center, which sits at one corner of the new square, is a spectacular mural of Martin Luther King, Jr. The center is the only building that remains of the public housing development, and is a fitting tribute to its bright future. The project has brought new life to a mixed-income rowhouse community suffering from decades of disinvestment and disrepair. It led juror Rick Chellman to remark, "This is a beautifully-executed TND infill project."

SITE:
IN THE HAWTHORNE NEIGHBORHOOD, AT THE SOUTH END OF BROAD STREET IN PHILADELPHIA.

PROGRAM:
THE RAZING OF A LARGELY UNINHABITABLE PUBLIC HOUSING TOWER FROM THE 1960S HAS GIVEN BIRTH TO A REVITALIZED COMMUNITY FOR LOW-INCOME FAMILIES IN ARTFULLY INSERTED INFILL BUILDINGS.

NEIGHBORHOOD,
DISTRICT, AND
CORRIDOR

TUCSON

Arizona



Mercado District of Menlo Park

IMAGINE A HISTORY-RICH CITY DISTRICT, a place of particularly notable urban character. Welcoming plazas dot the well-defined street grid. Buildings along sidewalks define the public realm. Cultures come together and are reflected in the rich tapestry of the local architecture.

And then suddenly, this whole scene is erased. This regrettable story played out in Tucson in the 1960s. A misguided urban renewal program demolished much of the downtown, leaving the portion west of the San Jose River vacant. Gone were the cultural symbols of the Latino populations, the neighborhoods they called home, and the people who had inhabited the city for hundreds of years.

In 2003, as part of the City of Tucson's Rio Nuevo redevelopment project—a project intended to rebuild these obliterated parts of downtown—Moule & Polyzoïdes Architects and Urbanists designed 14 acres of mixed-use infill development within the lost neighborhood of Menlo Park.

The designers intentionally use the renewed urban fabric of the Mercado District to reconnect disparate parts of Menlo Park and to join the new neighborhood to planned civic institutions and re-emerging downtown to the east. The district becomes a pivotal piece

in repairing a 100-acre gap in the city fabric. A public realm of six plazas and jardines and a gently winding street network give the neighborhood its structure and identity. Its form is inspired by a 2500-year-old “acequia” alignment used for irrigation and seasonal shelter by the region's Hohokam Native Americans. Sites within the neighborhood are within a five-minute walk of each other, and reachable via a range of human-scaled thoroughfares, some of them pedestrian-only.

A large and bustling mercado (food market) designed in the traditions of Central America serves as the focus of the new neighborhood, strengthening the frayed relationship between the city and surrounding farmlands and providing an alternative to resource-intensive food distribution systems. At the southern boundary will be two new museums that will serve the entire city. Congress Street, along the site's northern boundary, provides transit service to and from the center of Tucson. Interspersed throughout the neighborhood is 80,000 square feet of commercial space.

Architecture and urban design mesh seamlessly at the Mercado District and help to make this a very thorough achievement in urbanism. Of the 260 new residential units, 150 are in multi-family mixed-use courtyard buildings, and 110 are single-family patio houses with

SITE:
THE MERCADO DISTRICT IN
THE MENLO PARK NEIGHBOR-
HOOD OF TUCSON, ARIZONA.

PROGRAM:
THE PROJECT CONNECTS
TO TUCSON'S PAST BY REDE-
VELOPING 14 ACRES WITHIN
THE FRAGMENTED MENLO
PARK NEIGHBORHOOD AND
PAYING HOMAGE TO THE
CULTURAL VALUES OF THE
AREA'S LONG-ESTABLISHED
LATINO POPULATIONS.

“THE FOOD MARKET IS DESIGNED AS A BUILD-
ING WITH CLEAR CIVIC IMPORTANCE AND
CENTRALITY, AND THAT CONTRIBUTES
STRONGLY TO THE CONVIVIAL SPACE OF
THE TOWN SQUARE. THE DESIGN AND
ARCHITECTURE OF THIS VERNACULAR
URBAN QUARTER IS NUANCED.” SUSAN PARHAM

significant variations depending on solar orientation. From Sonoran rowhouses to pitched-roof bungalows, a variety of styles echo Tucson's design heritage. Well suited to the desert climate, these traditions serve as excellent models for environmentally-sensitive infill. All construction employs traditional techniques such as adobe and rammed earth and buildings are painted in vibrant desert colors.

The Mercado District's landscaping also suits Tucson's extreme desert climate. The designers have chosen native species for streets and public spaces. And plants will be irrigated with reclaimed water and a rainfall harvested from rooftops.

Custom form-based codes ensure neighborhood character of exceptional subtlety by means of two transect zones, six frontage types, five architectural types, and four architectural styles. Where the result could easily have been a self-contained development adjacent to downtown, Tucson is getting a true neighborhood worthy of the ground on which it is built.



URBAN DESIGN AND ARCHITECTURE: Moule & Polyzoïdes Architects and Urbanists; Loka International, Inc. **DEVELOPER:** Rio Development Company
BUILDERS: Rammed Earth Development; Sky Ranch Adobes; Milestone Homes; Contemporary West Development **ENGINEERING:** WLB Group
LANDSCAPE: Ann Phillips; Brad Lancaster **ARCHEOLOGY:** Desert Archeology **TRANSPORTATION:** Curtis Lueck & Associates
ENERGY: Sandia National Labs

COLUMBUS

Ohio



The Cap at Union Station

THE CAP AT UNION STATION builds both literal and figurative bridges in downtown Columbus. Combining a highway overpass with a captivating pedestrian environment, it rejoins neighborhoods isolated over time by freeway expansion and paves a pioneering approach to urban repair.

An interstate highway system intended a half-century ago to help connect people led to unintended consequences, severing whole geographic areas once joined by seamless geography, culture, and economic patterns.

In downtown Columbus, the interstate system cut through the downtown core to isolate an entire district. In 1950, Interstate 71 first crossed under High Street and later grew into I-670. The expanded highway isolated the near north side of downtown on one side and neighborhoods, including the Short North Arts district, on the other.

By the late 1990s, revitalization projects had come to both sides of the freeway. But the stretch of High Street—long the city's premier north-south axis—near the overpass was windswept and graffiti-covered, fueling public and private-sector motivations to integrate the isolated districts for greater downtown synergy. The site for The Cap was particularly appropriate because of its ability to link three

historic neighborhoods (the Short North, Victorian Village, and Italian Village) with three commercial districts (The Arena District, North Market, and Downtown Columbus).

The project, completed in October 2004, spans the 196-foot width of the I-670 corridor with three linked bridges. The middle overpass carries High Street vehicular traffic and is flanked on both sides by structures that incorporate pedestrian plazas and a combined 26,346 square feet of retail space. Retail storefronts use large windows to optimize natural light and provide a streetscape approximating an at-grade sense of destination, leading shoppers to forget that they are actually standing above a major interstate highway.

The project team at Meleca Architecture faced and solved many issues, ranging from successfully avoiding an I-670 “tunnel” appearance to ensuring handicap accessibility and negotiating land and air rights with the City of Columbus and the Ohio Department of Transportation. Meleca also worked with three neighborhoods' design review districts to ensure community involvement and buy-in.

The design of The Cap borrows from the Beaux Arts style of the Columbus Union Train Station, a Daniel Burnham-designed landmark that stood nearby, and echoes details of the surrounding cityscape,

SITE:
DOWNTOWN COLUMBUS, OHIO.

PROGRAM:
THREE LINKED BRIDGES CROSSING I-670 IN COLUMBUS—ONE FOR TRAFFIC ON HIGH STREET AND TWO FOR RETAIL ARCADES ON EITHER SIDE—THAT ESTABLISH AN IMPORTANT CONNECTION BETWEEN THREE DIVIDED NEIGHBORHOODS.

“AN IMPORTANT PROTOTYPE—THE URBAN HIGHWAY OVERPASS AS PEDESTRIAN ARCADE—COULD HAVE WIDE APPLICATION WHERE URBAN INTERSTATE REMOVAL IS NOT POSSIBLE...” TODD ZIMMERMAN



including City of Columbus street lamps and large planting urns. While the conspicuous use of synthetic materials in a neoclassical design left a few jurors underwhelmed, most felt the project ably compensated for shortcomings through its overall execution of an innovative idea. Juror Barbara Littenberg joined other jurors in praising The Cap for ingenuity in solving “a generic problem that exists in so many of our downtowns—the destructive bifurcation by insensitive interstates.”

DEVELOPER: Continental Communities **TRANSPORTATION:** Ohio Department of Transportation; City of Columbus, Department of Transportation
ARCHITECT: Meleca Architecture, Inc. **STRUCTURAL ENGINEER:** Jezerinac Geers & Associates **CIVIL ENGINEER:** EMH & T
MECHANICAL ENGINEER: McMullen Engineering **GENERAL CONTRACTOR:** Continental Building Systems

BLOCK,
STREET, AND
BUILDING

SOUTH STREET SEAPORT

New York, New York



SITE:
SOUTH STREET SEAPORT HISTORIC
DISTRICT IN NEW YORK CITY.

PROGRAM:
A MIXED-USE INFILL THAT
RESTORES AN ENTIRE BLOCK OF
LANDMARK BUILDINGS IN THE
SHADOW OF THE BROOKLYN
BRIDGE IN THE SOUTH STREET
SEAPORT HISTORIC DISTRICT.

“THE COMBINATION OF RESTORED 19TH CENTURY STRUCTURES WITH NEW BUILDINGS—SOMEWHAT TALLER, AS UNDOUBTEDLY DICTATED BY ECONOMICS—IS HANDLED QUITE WELL. ONE SET OF MODERN BUILDINGS CLAD IN STEEL AND GLASS ECHOES GRACEFULLY THE MASS AND PROPORTIONS OF THE EXISTING BUILDINGS.”

TODD ZIMMERMAN

Historic Front Street

AN ENTIRE BLOCK OF 200-year-old buildings within the largest area of historic fabric remaining in Lower Manhattan sat in urban renewal limbo, vacant and decaying for decades. The four- and five-story lofts along Front Street—once housing merchants serving a bustling port—had outlived merchants, port, and seemingly any hope of salvation. Inside, roofs collapsed and beams rotted; outside, graffiti accumulated while adjacent blocks of the South Street Seaport gave way to a bland festival marketplace and leviathan waterfront office towers. In June 2003, Lower Manhattan reconstruction bonds made possible a landmark deal to rescue the block, with the opportunity to create an immersive environment of scale and scope.

The project encompasses 11 historic and three new buildings, constructed on infill sites left by unsalvageable buildings. Nearly 100 rental loft apartments and 13 small retail shops reactivate the façades, hiding two “secret garden” courtyards and rooftop terraces shared by residents. The residential open spaces give the block interior a delicate, private face, reacquainting neighbors and keeping the sidewalk frontage firmly in the public realm. The three new buildings resonate with their neighbors; varied, distinctive materials like limestone, brick, copper, corrugated metal, steel, and glass suggest multiple façades,

continuing the syncopated rhythm of a street built up over centuries. The texture of the new façades echo long-gone artifacts of neighborhood history: wooden ship planks, airy schooner riggings, whale skeletons. The new buildings peek above the rooflines of their neighbors with features like a rounded widow’s walk—the cupolas where worried wives waited for their husbands’ ships to appear on the horizon.

Jurors were drawn to the exceptional sensitivity of the restoration project; Linda Keane called it “an absolute epic rescue” and “a true lesson in patience, perseverance, collaboration, and innovation.” Careful cleaning removed grime while preserving the layers of history—ghostly painted signs, old and new mortar, patchwork repairs. An advanced environmental feature—a ground source heat pump, exploiting geothermal energy for heating—also served a preservation purpose, obviating obtrusive rooftop mechanical cooling systems while dramatically reducing energy use.

The style of the newer buildings, though, divided the jury. Carroll William Westfall “respectfully dissents” from the current preservation practice of designing new buildings that sharply contrast with historic buildings. “As urbanism, the project is exemplary, but as architecture, it disrupts the urban character and disrupts the seamless

continuity of style the Charter advocates.” Barbara Littenberg praises the “clever skill and subtlety” of the architectural collage, “reusing historic elements without going back to a previous time... allowing the patina and sense of history to be retained.” She lauds the juxtaposition of new with old as another element of the collage, noting that “the urban complexity of Manhattan demands innovative thinking, as the threat of erasure always looms.”

CLIENT: Sciamé Development, Inc.; Yarrow LLC; Zuberry LLC **ARCHITECT:** Cook + Fox Architects, LLP **CONSTRUCTION MANAGER:** F.J. Sciamé Construction **STRUCTURAL ENGINEER:** Robert Silman Associates, P.C. **MECHANICAL ENGINEER:** Laszlo Bodak Engineer, P.C. **ENERGY DESIGN CONSULTANTS:** NYSEDA; DMJM + Harris; Water Energy Distributors, Inc. **LANDSCAPE ARCHITECT:** Saratoga Associates **HISTORIC PRESERVATION CONSULTANTS:** Higgins & Quasebarth; Mary B. Dierickx Architectural Preservation Consulting **ARCHITECTURAL PRESERVATION CONSULTANTS:** Milrose Consultants, Inc. **CITY AGENCIES:** Landmark Preservation Commission; City Planning Commission; Mayor’s Office for people with Disabilities

BLOCK,
STREET, AND
BUILDING

EASTERN SHORE

Virginia



Bayview Rural Village

IN THE PICTURESQUE TOWN of Cape Charles on Virginia's Eastern Shore, retirement houses, second homes, and golf courses are spreading like kudzu. But a few miles north along back roads from the tourist-magnet of Assateague State Park, away from the water, is the town of Bayview, where half of the people struggle with literacy and the average income is under \$10,000 a year.

As recently as ten years ago, only six of Bayview's 52 families lived in houses with running water. Other lived in rented two-room shacks with pit privies that regularly polluted their shallow wells. Electricity was virtually nonexistent. The people of Bayview are descended from freed slaves, and many of them can trace their roots back 350 years. Residents remember when it was a booming agrarian village with a post office and stores. But as the local oyster and clam population lost out to the polluted bay, canning plants closed and even farming and vegetable picking became less profitable.

Had the state not planned to erect a 1,267 unit prison in its backyard, this community might still be living under these substandard conditions. Led by a single mother of two, the community came together in a grassroots campaign, and in three years it defeated the state's plans. During the campaign, the group developed a relationship with local architect and University of Virginia architecture pro-

fessor Maurice Cox, who spent time studying the needs of the community. Cox taught the group how to apply for grants and gain media exposure, and in a short period of time the USDA Rural Development office invested \$4 million in loans and grants to make a dream a reality: a new community for all Bayview residents, to be called Bayview Rural Village.

Bayview Rural Village is a new development of free-standing houses on 160 acres just across the road from the old town. At completion, there will be 136 homes. Some of the new houses will be owner-occupied, and many will be multifamily rentals. A one-acre irrigation pond, nicknamed Lake Bayview by residents who pass the time watching the birds there, serves as the centerpiece for the homes in the village.

The Bayview Citizens for Social Justice will be building all of the homes with \$7 million in federal and state money, which also paid for a new sewage plant. An additional \$3 million will fund a barn and a greenhouse, as well as a few small businesses, a center for job and computer skills training, a laundry facility, and elder and child care. The village designs were generated out of a series of community meetings with an interdisciplinary design team.

The highlight of the village is the cooperative farm, which serves as one component of an economic development strategy. After starting

SITE:

A SMALL VILLAGE LOCATED ON VIRGINIA'S EASTERN SHORE ALONG THE CHESAPEAKE BAY.

PROGRAM:

A UNIQUE, SUSTAINABLE "RURAL VILLAGE" WITH AFFORDABLE HOUSING FOR 160 FAMILIES AND A COOPERATIVE FARM.

"GOOD URBANISM REQUIRES GOOD RURAL AREAS, AND THIS PROJECT EXEMPLIFIES HOW TO RESTORE HEALTH TO NEGLECTED RURAL AREAS. ITS GENESIS INVOLVED THE PEOPLE WHO BEST KNOW THEIR TRADITIONS AND THEIR FUTURE PROSPECT, THAT IS, THE RESIDENTS THEMSELVES. THE RESULT IS SIMPLE AND ELEGANT, A PLACE TRANSCENDING TIME AND SPEAKING ELOQUENTLY OF PLACE." CARROLL WILLIAM WESTFALL

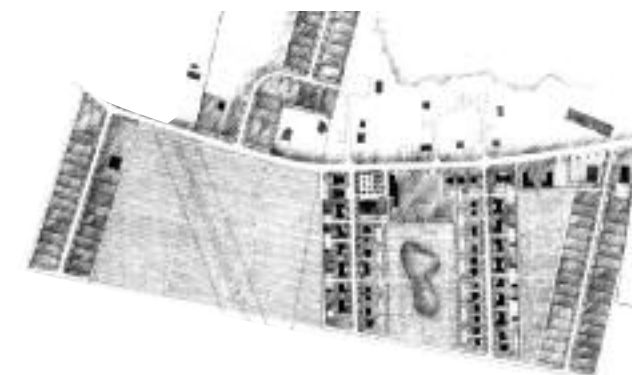


Photos: Scott F. Smith

with a half-acre community garden, the community now collectively owns and cultivates more than 100 acres. The farm employs 20 residents from the village and has an exclusive contract to provide Hayman sweet potatoes to a local potato chip manufacturer.

The new community extends streets from the existing town into adjacent agricultural land and builds on traces of the historic settlement pattern. RBGC's careful study of housing types indigenous to the rural landscape created a typology of farm houses varied yet harmonious in their proportion and basic massing. The homes generally have two stories, steep roofs, and wide porches; the unit types range from single-family detached to shop-houses and granny flats.

Few projects moved jurors this year as did Bayview Rural Village. The project demonstrates how seemingly powerless people, working together, can transform a community physically, economically, and socially. "This project demonstrated how a simple settlement form could support its inhabitants social and economic aspirations in a sustainable way," said juror Susan Parham.



DESIGN FIRM: RBGC Architecture, Research & Urbanism ORGANIZATION AND CLIENT: Bayview Citizens for Social Justice, Inc.
PARTNERS: The Nature Conservancy; Paradigm Design; Old Dominion University STRUCTURAL ENGINEERS: Nolen Frisa Associates
ELECTRICAL/MECHANICAL ENGINEERS: Kincaid-Bryant CIVIL ENGINEERS: FPS CONTRACTOR: Armada Hoffer Construction

BLOCK,
STREET, AND
BUILDING

SOUTH PASADENA

California



Mission Meridian Village

THIS SITE AT THE INTERSECTION of Mission and Meridian in South Pasadena sat vacant for over 20 years—a common neighborhood blight. An ideal location for mixed-use development, sandwiched between a busy retail district and a rediscovered residential neighborhood, became even more ideal with the opening of the Mission Gold Line station in 2003, which connected the neighborhood to downtown Los Angeles and Pasadena via light rail.

Mission Meridian Village (completed in 2005) capitalizes on this ideal location with an intensive yet sensitive infill plan. A model transit-oriented development, it adds substantial housing and commercial amenities across the street from the light rail station. The primary challenge for designers from Moule & Polyzoïdes Architects and Urbanists—a challenge met with skill and ingenuity—was fitting the relatively high-density, multi-unit, mixed-use development into a low-density area without compromising the residential or historic character of the neighborhood. The density of the neighborhood surrounding the 1.67-acre lot is four dwelling units per acre, while the project introduces a density of 40 dwelling units per acre to the formerly empty lot.

Bounded to the south by a commercial street, to the east and north by residential streets, and to the west by an alley, the project manages to accomplish a seamless progression from commercial to residential using an array of building typologies. The variety of housing types also accommodates a diverse community of inhabitants and a variety of household sizes.

The higher density components—a mixed-use retail/loft building and courtyard housing—are located adjacent to the retail street and in the center of the block. The lower-density components—duplexes and single-family bungalows—are located around the perimeter of the block, creating a transition to the lower-density surroundings. Stylistically, the project builds on traditional forms found in the surrounding neighborhood: craftsman bungalow, Mediterranean-style courtyard, and brick commercial building.

Located next to an existing 80-year-old, brick mixed-use building, the new mixed-use loft building houses a bicycle shop, a florist, a café, and a small fitness center on the ground floor, 14 one-bedroom lofts on the top two floors, and a parking garage for commuters underneath. Two other separate garages provide parking spaces for the new residents and retail patrons. The entrances were dispersed between three locations to distribute traffic.

Photo above, below, and top left: Jean-Maurice Mouliène

SITE

A 1.67-ACRE VACANT LOT NEXT TO A LIGHT RAIL STATION IN SOUTH PASADENA.

PROGRAM

THIS TRANSIT-ORIENTED INFILL BLOCK INTRODUCES HIGHER DENSITIES AND SERVES AS A TRANSITION FROM A NEIGHBORING RETAIL DISTRICT TO A RESIDENTIAL DISTRICT. IT INCLUDES 67 CONDOS, 5,000 SQ. FT. OF RETAIL, AND 300 PARKING SPACES WITHOUT DISTURBING THE LOW-DENSITY CHARACTER OF AN ADJACENT BUNGALOW NEIGHBORHOOD.



Photo above: Jean-Maurice Mouliène

The courtyard buildings take their place in the middle of the block, with the sections closest to the street taking the form of traditional duplexes in order to blend in with the historic bungalows across the street. The transition is completed with three single-family bungalows on the north end of the block. Three interior courtyards allow residents to interact and enjoy semi-private outdoor space, while all of the duplexes and single-family homes have porches that connect residents with the street.

It's not easy to introduce a high-density project to a low-density community. As is typical in neighborhoods characterized by single-family housing, the surrounding community was concerned about the increased density and the impact of a multi-family housing development on the character of the neighborhood. The project won support through good design and a community outreach campaign to educate residents about the advantages of the project for the community. South Pasadena councilwoman Dorothy Cohen embraced the project: "This is exactly the type of project we envisioned. The architecture is so well conceived and compatible with the neighborhood."

ARCHITECT AND DESIGNER: Moule & Polyzoïdes, Architects and Urbanists **PARTNERS:** Creative Housing Associates; Lambert Development Company; City of South Pasadena; Los Angeles County Metropolitan Transit Authority State of California (CALTRANS)

"THIS SINGLE-BLOCK, TRANSIT-ORIENTED INFILL PROJECT INGENUOUSLY PACKS MULTIPLE MIXED-HOUSING FORMS, INNER-BLOCK PARKING, AND NEW COMMERCIAL FUNCTIONS IN SENSITIVE RESPONSE TO THE SURROUNDING MIXED-USE CONTEXT. KEY TO THE LIVING APPEAL ARE THE TWO CAREFULLY SECTIONED PARKING GARAGE ROOF TERRACES THAT SERVE AS INNER SEMI-PRIVATE GREEN SPACES FOR THE RESIDENTS."

LINDA KEANE



BLUFFTON

South Carolina



The Village at Palmetto Bluff

WHEN ASKED TO DESIGN a modestly scaled town center for Palmetto Bluff, a new community in South Carolina's Lowcountry, designers from Historical Concepts studied local architectural precedent and the town form of endearing villages such as Beaufort. The resulting center—two mixed-use buildings, a post office, and a chapel facing a village green—evoke a timeless sense of place and foster an early identity for the community. This artful yet natural-feeling ensemble would not feel at home anywhere but in the Carolina Lowcountry.

The village green sits near the center of the new 20,000 acre community, just off the placid May River where a historic mansion once stood. The project treads lightly on the land and its history. The green is structured around the preserved ruins of the old mansion and a beautiful set of mature live oaks. The natural world was considered in every decision; all of the buildings are situated to afford a view of the river. Glimpses of river frame views of the Chapel, the placement of which was adjusted to save an existing tree. To take advantage of South Carolina's long summers, all of the buildings have the ability to be completely opened up and vented naturally, blurring the lines between indoors and out.

The village center comprises a sales center, a post office, a general store building, and a chapel—12,300 square feet of mixed-use commercial and civic space altogether. The design team found inspiration for the new post office by studying small but distinguished civic buildings in America's small towns. A front lobby, complete with a service counter and old-style brass post office boxes, show the attention to detail is more than skin deep. Large mahogany doors separate the front lobby from the interior room, a space that serves as a multi-purpose room to meet emerging needs of the community.

The General Store building accommodates retail on the first floor, offices on the second floor and a condominium on the top floor. Despite its mass, the building is able to tuck under existing live oak limbs and respect the residential scale of adjacent buildings in the village. This was accomplished by surrounding a 2.5 story main mass with extensive porches to create additional space. The porches ease the massing of the offices over the street and provide shelter for the sidewalks below. The condominium is nestled into the "attic" but has abundant open space due to raised plate heights.

SITE:
THE MAIN SQUARE OF THE
VILLAGE OF PALMETTO BLUFF.

PROGRAM:
A COMPACT MIXED-USE
VILLAGE CENTER THAT
HONORS LOWCOUNTRY
ARCHITECTURAL TRADITIONS
AND CREATES A GRACEFUL
PUBLIC SPACE.

"THE ARCHITECTURE OF MANY NEW URBANIST DEVELOPMENTS HAS BECOME MORE COMFORTABLE IN ITS OWN SKIN. IT IS ALMOST AS IF A LOST LANGUAGE, AWKWARDLY SPOKEN AT FIRST, HAS ATTAINED A SOPHISTICATED AND REFINEMENT OVER THE YEARS. THE BUILDINGS ON THE BLUFFTON GREEN, IN PARTICULAR, ARE ELEGANT, BEAUTIFULLY DETAILED, AND WELL PROPORTIONED." BARBARA LITTENBERG

Historic houses of worship along the South Carolina coast served as inspiration for the design of the Chapel. The common theme was simple yet well-crafted interiors that focused on the activities within the building instead of on the building itself. Delicate detailing of natural wood floors, walls, ceiling and pews provide for an intimate ambiance. A large nave window behind the pulpit frames a view of the marshes and May River beyond. White washed wood, copper roofing and hand-molded brick will allow the building to age gracefully as an enduring icon of the Village.

With its narrow road and wide sidewalk, the streetscape encourages walking, stopping and lingering instead of driving. What truly sets Palmetto Bluff's Main Street apart from other Southern new town streetscapes is its attention to proper details and its mastery of local vernacular architecture. The effort earned praise from one of the world's most accomplished and demanding practitioners of traditional

architecture, juror Léon Krier, who noted, "The compositional architectural and constructional quality of Bluffton's village center is felicitous and entirely free of the misapplied, ill-fitting, poor detail which impoverishes the quality of so many otherwise well intentioned new urbanist developments."

SITE:
A 1.68-ACRE BLOCK OF FORMER
INDUSTRIAL STRUCTURES IN A
HISTORIC DUTCH DOWNTOWN.

PROGRAM:
A 100,000-SQUARE-FOOT, NEW
RESIDENTIAL AND RETAIL DEVELOPMENT ON SMALLER BLOCKS
WITH AN ARCADE CONNECTING
A NEW MARKET SQUARE AND A
FAMOUS RETAIL INTERSECTION.

ARNHEM

Netherlands

“THIS IS A
TERRIFIC
PROJECT—
BOTH CLEAR
IN CONCEPTION
AND COMPLEX
IN SOLUTION...
THIS INTENSE
CONJUNCTION
OF MULTIPLE
USES IS ESSEN-
TIAL FOR A
TRULY RICH
URBANITY.”

BARBARA LITTENBERG



Arnhem City Center

THANKS TO A REMARKABLY NUANCED and responsive approach to infill development on a former industrial site, Arnhem City Center will fit like a missing puzzle piece into the core of this historic Dutch town. Where a row of decaying industrial buildings once stood, there will soon be a 100,000 square-foot mixed-use project covering 1.68 acres, boasting 65 residential units and over 340,000 square feet of commercial space.

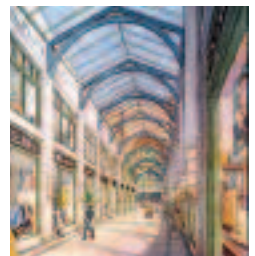
The first task laid out before the designer Robert A.M. Stern Architects was to replace the large grain of the industrial block and better integrate the new development into the finer grain of the surrounding intimate shopping and residential district. The superblock was broken down into small pieces. New structures clarify the existing streets left intact as well as define the new streets that plug into the narrow, medieval street pattern. A glass-covered retail arcade designed in the European tradition serves as a direct connection between the famous retail intersection in town known as “Land Van de Markt” and a new market square formed by the new development.

The extra-deep new blocks cleverly incorporate big-box retailers by setting back the body of the stores from the street and surrounding them with smaller-scale storefronts at the street edges. Unique two-story retail spaces provide plenty of shopping opportunities in a dense urban setting. Above the retail levels are two or three floors of cozy apartments encircling peaceful garden courtyards.

Rising to the ambitious task of weaving new buildings and a retail arcade into a centuries-old city known for its picturesque beauty and architectural charm, the designers create a unified architectural vocabulary that ties together new and old seamlessly. Façades, fenestration, balconies, and setbacks carefully chosen for each new building uphold the architects’ promise to respect the historic vernacular.

Through-block passages and a pedestrian-only zone encourage walking for younger and older citizens and provide a near complete separation of pedestrian circulation from cars. Residents are encouraged to shop where they live and have their needs met without having to leave the town.

The new design repairs the fabric of the town where it was arrested by cold, industrial blocks and reinstates a rich pattern of buildings, blocks, streets, and pathways. Observes juror Barbara Littenberg, “the redesign of the existing street and block structure, the accommodation of historic buildings and big-box stores, the layering of a residential domain above the street retail, the introduction of a mid-block arcade and new squares is what the ‘design’ part of urban design should be about.”



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.

FOR THE COMPLETE LIST OF CHARTER PRINCIPLES VISIT:

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THE CONGRESS FOR THE NEW URBANISM (CNU) is the leading organization working to reestablish compact, walkable, and environmentally sustainable neighborhoods, cities, and towns. CNU's nearly 3,000 members advance community-oriented principles of traditional town and city design. Their work promotes development that is walkable, provides a diverse range of housing options, encourages a rich mix of uses, and provides welcoming public spaces. In its fourteen-year history, CNU has helped shape a national conversation about the consequences of formless growth and the costs of barriers to the creation of enduring urbanism, while advancing an alternative vision for community development and regional sustainability based on the timeless principles expressed in the Charter of the New Urbanism.

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