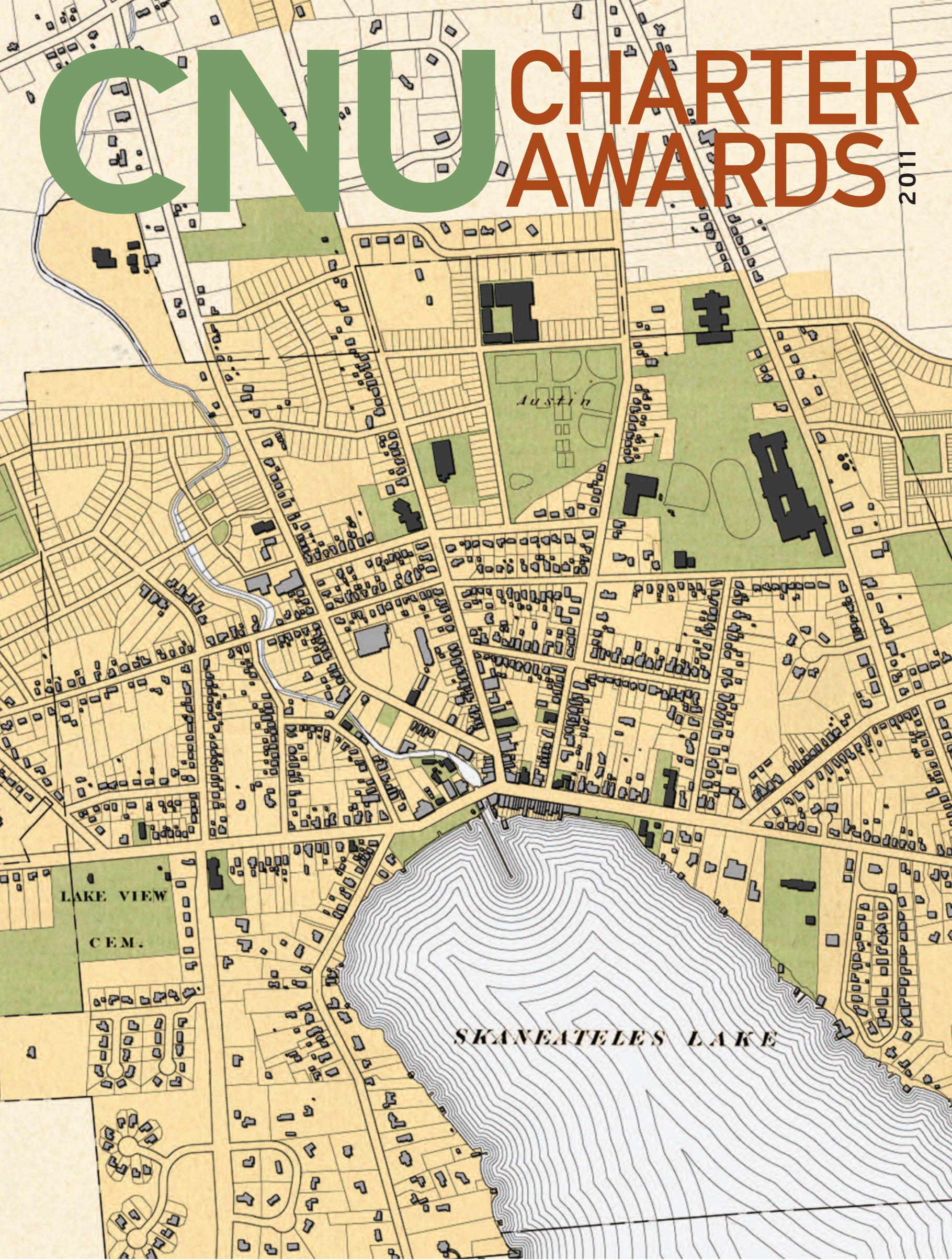


CNU CHARTER AWARDS

2011



THE CONGRESS FOR THE NEW URBANISM is the leading organization working to re-establish compact, walkable, environmentally sustainable neighborhoods, cities, and towns. CNU's 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. For nearly 20 years, 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.

CONGRESS FOR THE NEW URBANISM

CHARTER AWARDS²⁰¹¹ CNU

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.

Through the generous support of The Oram Foundation Inc./Fund for the Environment and Urban Life, CNU is awarding \$5,000 for the best professional project and \$1,000 for the best academic project.





2011 CHARTER AWARDS JURY From left to right:

WU YAODONG, Professor, Architectural Design & Research Institute, Tsinghua University, Beijing; **JAIME CORREA**, Founding Principal, Jaime Correa and Associates, Miami; **CHRIS WILSON**, Professor, School of Architecture and Planning, University of New Mexico; **MARGARET NEWMAN**, Chief of Staff, New York City Department of Transportation; **ELIZABETH MOULE**, **JURY CHAIR**, Principal, Moule Polyzoïdes, Pasadena; **DENNIS MCGLADE**, Principal, Olin Partnership, Philadelphia; **JOHN DUTTON**, Principal, Dutton Architects, Los Angeles

On the eve of CNU's twentieth-year birthday, its Charter Awards program affords us the opportunity to pause and reflect on the Congress for the New Urbanism's achievements and to look forward to its future. Seen as a snapshot in time, this year's awards submissions serve as a kind of Rorschach test allowing us to penetrate the strengths and weaknesses of the movement's history and the ambitions of its practitioners.

What is clear in the majority of this year's submissions is that the allegiance to the Charter's principles is demonstrable and that those principles are being applied in more highly integrated ways than ever. CNU was blessed with an extremely capable and talented jury in Jaime Correa, John Dutton, Dennis McGlade, Margaret Newman, Chris Wilson, and Wu Yaodong. I want to thank them for the generosity of their time and their deep insights.

On the policy front, the projects are becoming increasingly sophisticated. More projects than ever are not only including transit, but are themselves entire transit systems. Most notable are the new streetcar or intra-city rail systems extending beyond the metropolitan centers with heavy volumes of users, as well as the intercity ones connecting rural communities. Municipalities are taking a look at their entire street systems from the holistic vantage point of enhanced pedestrian access and the creation of real places for people to meet and interact.

The now pervasive ethos of sustainability, championed in *The Canons of Sustainable Architecture and Urbanism*, is infusing more work than ever. Projects are using the Canons to address the particular opportunities in the regions and biomes where they are situated with design solutions particularly well adapted to their environs.

This year we saw a great diversity of submitting organizations from municipalities, transportation agencies, regional MPOs, universities, and nonprofit organizations to artists, activists, private developers, architects, and town planners. Projects came from places quite far from the U.S. and locales where one imagines the building atmosphere to be most challenging. Among these are Pakistan, Rwanda, Abu Dhabi, Haiti, and Iceland. It is heartening to think that in the face of political uncertainty, war, natural disaster, extreme climate, and financial meltdowns, that builders are turning to the New Urbanism for solutions to expansion and rebuilding alike.

These are extraordinary accomplishments from a movement that started in conversations among only six people so little time ago. In order to receive an award, the committee felt that the project needed to advance the CNU cause in some significant direction, whether it was to address the dire need of greater access to transit, apply sustainability in new ways, create catalytic transformational change for the good, or produce a spectacularly beautiful design that enriched the lives led in the public realm.

The best projects, comments my fellow juror, Chris Wilson, "grounded their work in a deeper analysis of the specific regional or urban context of their project, in its history, culture and environmental conditions. This close observation of passive responses to climate, and of indigenous urban, architectural and landscape patterns contributes to the revival and vitality of locally grounded traditions. The best projects not only applied the principals of the Charter with great facility, they also responded to the challenges and opportunities outlined more recently in the *Canons of Sustainable Architecture and Urbanism*. In so doing, they made original contributions to the movement as a whole."

Yet, most of the submissions carried out New Urbanist principles through highly dogmatic design solutions. In CNU's ripe age, it seems we are an organization threatened by internal design orthodoxy. In the worst cases, street grids are seen as iconic, rather than advancing highly specific, creative and idiosyncratic interpretations of place and need. The shorthand of cartoon traditionalism leaves new buildings cold, poorly detailed in respect to real tectonics and remote from the diversity of lives led in them. The charm of the handmade collides with the world of mechanical production techniques and super industrial materials. Overly ambitious aspirations carried out with architectural grandiosity are neutered by inadequate building budgets, littering the futures of our towns. Worse still is the new international style that has sprung up around the globe, mainly exhibited in the high and midrise project. Oddly enough, high-density residential work from Washington, D.C., Philadelphia, Baltimore, East Los Angeles, and Philadelphia is rendered all the same. While these buildings surely make better public realms along their streetwalls, and are more humanistically scaled at the ground, we seem to have run out of good ideas about how to create these big buildings (with their even bigger wakes) in ways that contribute to a powerful sense of place, continuing traditions and fresh, robust interpretations of language.

As CNU turns twenty and comes out of its teenage years into adulthood, the role of doubt is essential. Dogma and faith must be distinguished from belief. Often, faith is blind and unthinking. Orthodoxy is undoubtedly correct, yet diminished by rote rigidity, convention and conformism. In contrast, belief engages the mind. The invigorating role of doubt reinforces belief through friendly, loving and healthy skepticism. Doubt forces probing, analysis and critical thinking in solving the murkiest, most vexing and challenging problems of our times. Doubt allows us to uncover underlying fundamental truths of all time.

The projects being awarded this year undertook these challenges following Charter and Canon principles with refreshing and relevant solutions in policy and design. Jaime Correa sees it this way, "The Congress for the New Urbanism is typically understood as a harmonious whole. Nevertheless, upon closer inspection, the CNU is not an indivisible whole but a conglomerate of a multiplicity of individual ideas, in constant evolution. This understanding allows us to see that there is not one single person holding the light but many individuals holding precious candles that, with their dim brightness, illuminate the path of success for many other people still in the dark. The goal of this year's CNU Charter Awards was precisely the finding of that path of illumination amongst a group of limited submissions.

"This year, as jurors of the CNU Charter Awards, we decided unanimously to search for those paradigmatic projects which could serve as examples of good standards of practice for the future of the New Urbanism in America, and the rest of the world. The projects selected were important because they represented the most clear response to issues of morphology, typology, the new economy, the future of sustainability, the importance of public space and public transportation, and the significance of architecture at various metaphysical levels."

As CNU leads the globe in shaping our physical world, we must continue to set the bar high, girded by principle, doubt, and imagination. Just as the arc of history bends towards freedom and justice, so too should our individual contributions serve the values of CNU's principles: social justice and inclusion, community engagement, caretakership of the planet and its inhabitants, responsibility to future generations, and the proliferation of beauty.

ELIZABETH MOULE, JURY CHAIR, 2011

CONGRESS FOR THE NEW URBANISM

CHARTER AWARDS 2011 CNU



GRAND PRIZE WINNERS

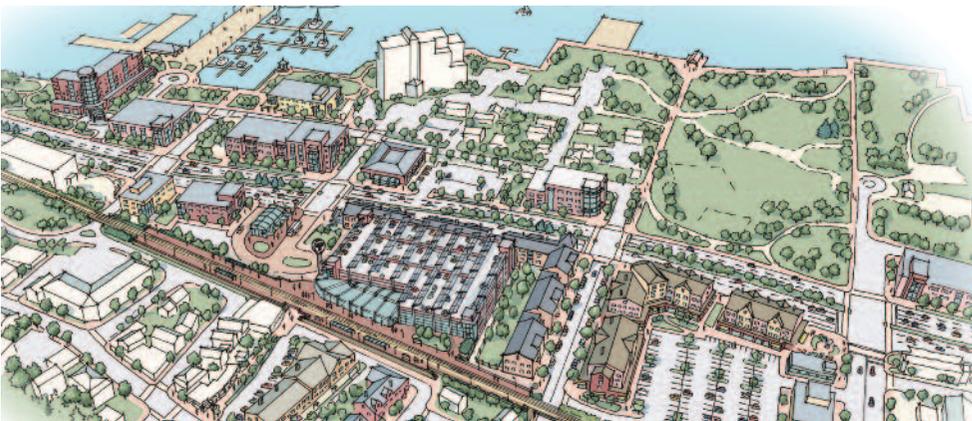
PROFESSIONAL
GRAND PRIZE WINNER
SOUTH COAST RAIL
ECONOMIC DEVELOPMENT
& LAND USE CORRIDOR PLAN

GRAND PRIZE WINNER (COVER)
STRATEGIES FOR
SUSTAINABLE SKANEATELES

SOUTH COAST RAIL ECONOMIC DEVELOPMENT & LAND USE CORRIDOR PLAN

MASSACHUSETTS

SITE: Massachusetts' fastest growing region: a 750-square-mile area that includes struggling old cities, mature suburban towns, and rural communities. **PROGRAM:** Plans for the extension of commuter rail service from Massachusetts' economic hub to two diverse cities 50 miles to the south.



The South Coast of Massachusetts is known for its estuaries and cranberry bogs as well as historic towns that played prominent roles in the nation's cultural history. Economic changes have left older industrial towns struggling while sprawl development consumes valuable natural and working lands. Following a pattern repeated across the U.S., land development is occurring at 2.5 times the rate of population growth.

Fall River, New Bedford, and Taunton are the only cities within 50 miles of Boston not served by commuter rail. With congested highways and a changing economy, the South Coast region needs a fast transportation connection to the major economic hub of New England. The Commonwealth of Massachusetts responded with a plan to extend commuter rail and complemented this effort with the South Coast Rail Economic Development & Land Use Corridor Plan to coordinate this massive transportation investment with economic development and land use planning.

The plan represents an unprecedented collaboration between the towns, cities, regional governments, and state agencies. The goal is to maximize the economic benefits of the commuter rail investment, cluster new jobs and homes in existing downtowns and around transit, and preserve the working landscapes and natural assets of the region.

Each of the 31 communities developed its own land use map identifying local priorities. Bringing all of the community maps together revealed where regional approaches could better address issues that cross municipal boundaries and a smaller task force reshaped the map to address these larger concerns. With input from state agencies and the Governor's cabinet, the end result is a state-endorsed, locally supported regional land use map. The map lays out a framework for investment and will guide state funding for both economic development and environmental protection. Jury Chair Elizabeth Moule was happy to see the plan driven by land conservation goals.

The map identifies 30 priority development areas and 70 priority preservation areas. All of the priority development areas will be targeted for compact, mixed-use development. The plan quantifies the economic benefits that rail service will bring to the region and establishes a development framework to maximize the number of homes and businesses close to train stations.

Commuter rail stations often offer little more than large surface parking lots and waiting platforms. But this plan aims to create compact, walkable mixed-use places within walking distance. Fifteen concept station area plans were developed, ranging from the urban stations that will spur infill, to the suburban station that will transform greyfields into mixed-use centers, to the semi-rural stations that will become the focus of new mixed-use villages.

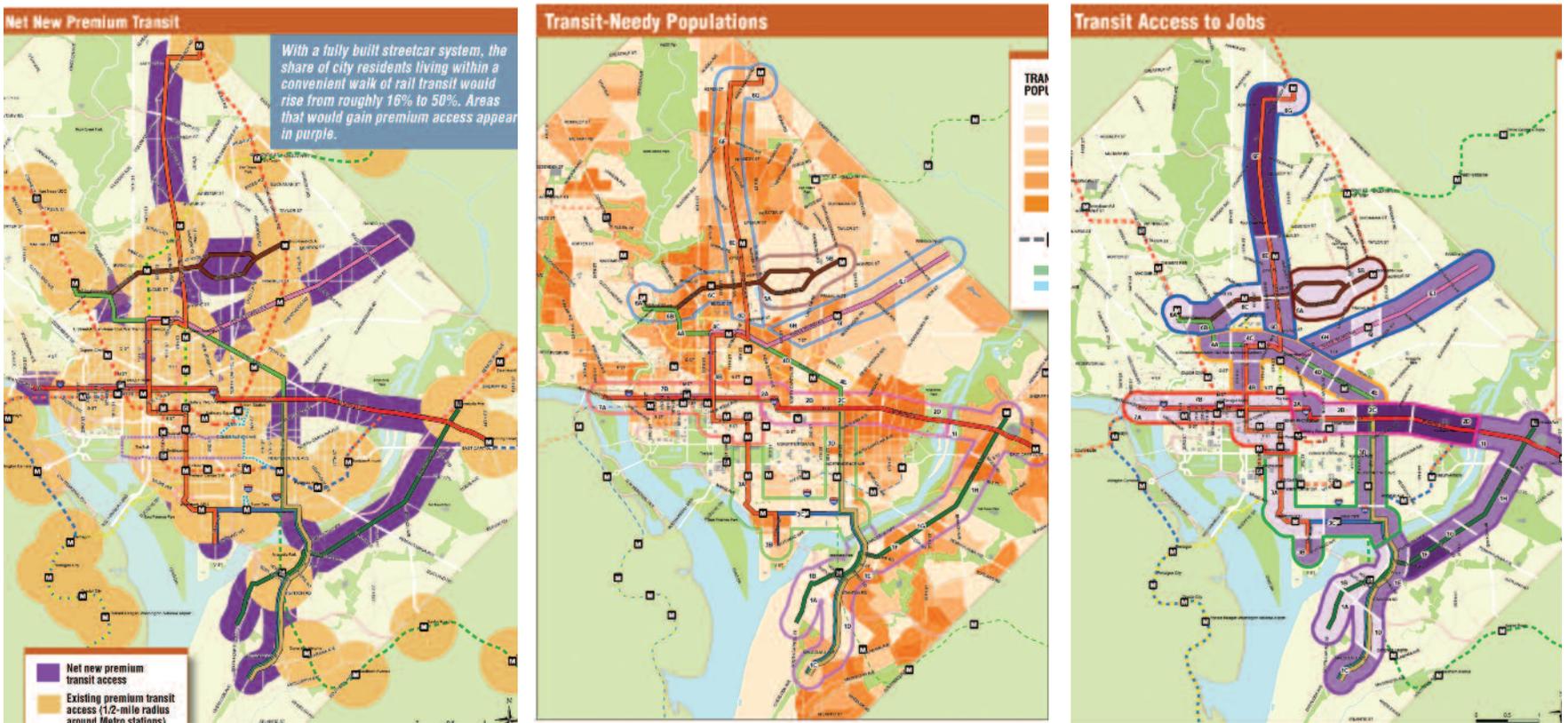
Today, approximately 40,000 households and 55,000 jobs are located within a mile of the proposed stations. The plan estimates that these station areas have the potential to accommodate an additional 9,000 housing units and 11,000 jobs by 2030. The concept plans capitalize on local assets and make recommendations beyond simply increasing density around the station. Fall River Depot's concept plan, for instance, calls for a bleak highway corridor, Route 79, to be redeveloped as an urban boulevard to help connect new development to the waterfront.

Jurors commended the South Coast plan for its large scope and noted that the concept station area plans distinguished it from other transit plans at this scale. With environmental permitting over 70 percent complete and rail construction slated to begin in 2012, detailed station area planning and zoning reforms are now underway. Regional planning agencies are providing technical support to help communities update their policies to reflect the goals of this plan. The new commuter rail service combined with a strong emphasis of transit-oriented development will have an enormous impact on the region.

D.C. STREETCAR LAND USE STUDY

WASHINGTON, D.C.

SITE: The corridors of the proposed 37-mile streetcar system through the neighborhoods and districts of Washington, D.C.
PROGRAM: This first phase of a two-phase study used local demographic information, real estate market analysis, and transportation patterns to identify which streetcar segments should be prioritized to serve areas of greatest need and potential. The study examined how to make certain areas transit-ready, and expand affordable housing options.



During the nation's streetcar heyday, Washington, D.C. had more than 200 miles of track. Like cities elsewhere, the district's streetcars were replaced with buses by 1962. But unlike most other cities, Washington D.C. is now planning an extensive, 37-mile streetcar system to better connect the district's neighborhoods to one another and provide a broader range of transportation options to its residents.

The D.C. Streetcar Land Use Study reviewed the expected benefits and challenges of this new streetcar network. The study identified which streetcar segments should be prioritized to serve areas of greatest need, how city policies should change to enable transit-oriented development, and how to preserve and expand affordable housing options. Juror Margaret Newman commended the study, stating, "you have to answer these questions or it never gets funded."

While other cities already view D.C. with transit-envy, the district still has many neighborhoods unserved by rail transit. The study showed that with the full streetcar network built out, the share of city residents living within a convenient walk of rail transit would jump from roughly 16 to 50 percent.

The interdisciplinary team used target-market methodology and found a 20 to 50 percent demand hike for newly developed housing, attracting up to 1,200 net new households each year. And the impact on the housing market is not limited to new construction, with up to a 15 percent value appreciation projected for existing housing within streetcar corridors. Office and retail markets would also respond, with up to 95 percent of new office development locating along streetcar corridors, and new neighborhood retail accompanying the attendant growth in residents and jobs.

Estimating the value appreciation is integral to covering streetcar construction costs, and with a projected appreciation of existing property value and new construction totaling \$5 to \$8 billion, the study estimates that \$600 to \$900 million could come from TIF bonds. Other funding sources, both

federal, local, and direct contributions by developers and business improvement districts, could cover the remaining costs.

However, the property value impacts are not predicted to be uniform across the district, and specific areas could face gentrification pressures. The study reviewed how existing programs, such as the district's inclusionary zoning policy and retail support programs, could be used to maintain affordability, along with encouraging a diversity of housing types. Further, with streetcars fully implemented, households able to avoid car ownership could reap cost savings of up to \$9,500 a year.

Broadening transportation choices is a key goal of the streetcar system. The existing walkability of the district is already quite high, yet there are plenty of places where the addition of streetcar service can act to greatly improve walkability. Two-thirds of the proposed routes revive former streetcar corridors, yet the streetcar will be running through industrial and commercial areas currently lacking the key ingredients of walkable places. The study recommends design guidelines to transform these spots into pedestrian-friendly locations.

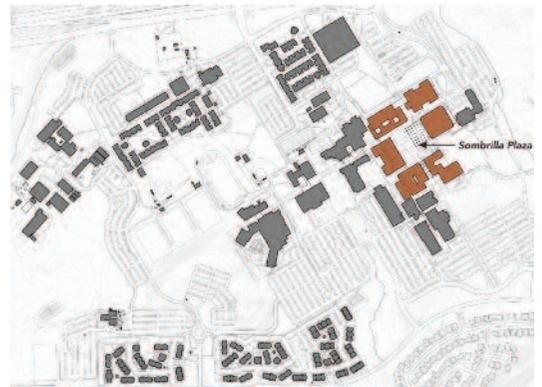
The project team revealed another challenge when they compared the projected development demand against what is currently allowed under the zoning code. The existing zoning code could prevent new residents and businesses attracted to the streetcar from moving alongside the streetcar lines. The study recommends allowing higher densities in transit-served locations to accommodate the full potential of the streetcar system, accompanied by design guidelines that are context sensitive and preserve walkability.

Slightly different configurations of the original streetcar plan are also offered in the study to bring the streetcar lines closer to underdeveloped land, important job centers, and to avoid areas with right-of-way limitations. With construction already underway on a new streetcar line in Anacostia, the city is poised for success with the evaluation conducted in the D.C. Streetcar Land Use Study.

CAMPUS MASTER PLAN FOR UNIVERSITY OF TEXAS AT SAN ANTONIO

SAN ANTONIO, TEXAS

SITE: A 600-acre campus northwest of downtown San Antonio. **PROGRAM:** A campus master plan that transforms an existing suburban commuter school into a traditional residential campus by increasing compact academic and residential development, and enhancing the pedestrian experience.



A college campus is both a promising and challenging site for creating good urban space. Student residences and civic amenities such as quads and libraries can be strong anchors for a community. However, it is easy for these resources to become lost in a sea of commuter parking, or for disjointed planning to diminish the natural and built uniqueness of a campus. This plan by BGK Architects, with Michael Dennis & Associates, demonstrates how Charter principles can be adapted to create and preserve beautiful collegiate space.

The University of Texas at San Antonio, though built during the 1970s, was planned according to the 1573 Spanish method for structuring New World cities. Pedestrian “paseos” converge on the Sombrilla Plaza, a formal space framed by the original campus buildings. But in recent decades, disconnected, suburban-style development has obscured the clarity of the campus core.

As the University plans massive growth to transition from a commuter school into a tier 1 research institution, it has identified the need for a coordinating framework. The project team worked with the University to craft this proposal, which uses density, compactness, and connectivity to channel growth in a way that accentuates and expands the historic urbanity of the campus. Juror John Dutton was impressed with the ambition of the recently adopted plan and how visual aids were used to demonstrate the environmental and civic advantages of a compact formal layout.

The plan extends the paseos from the existing Sombrilla plaza, and uses them as central axes for the expanded campus layout. New buildings will front the paseos, lending a renewed urbanity to the walkways and creating a framework for a more cohesive, walkable campus. New quads and open spaces will create a pleasant setting for other new buildings, giving coherent structure to the University’s planned growth. Jurors particularly admired the creative use of recreation fields as a central formal space, especially when contrasted with their marginalized locations on many other campuses.

As the University of Texas at San Antonio seeks to become more residential, and accommodate non-automotive transportation, the plan creates a clarified hierarchy of streets in and around the campus. Improved connectivity, including a new perimeter road around the campus, will simplify the University’s currently disjointed transit routes and entrance points. All but the smallest new streets will have bike lanes, which will link up to the City of San Antonio’s expanding network of bike paths. In addition, the plan accounts for increased connectivity to the City’s transit system, and for the gradual redevelopment of an adjacent residential complex into a mixed-use “college town,” which the University currently lacks.

To protect the natural beauty of the surrounding Texas Hill Country, and sensitive habitats in the undeveloped East Campus, the unbuilt, natural space of the UT-San Antonio campus is designated as a Green Reserve. This helps ensure the integrity of a compact campus layout, but also safeguards this natural amenity for the University and local communities. Combined with a new stormwater management plan, this compact plan protects the crucial Edwards Aquifer, which sits below the campus site.

The maintenance guidelines for the Green Reserve are applicable to various forms, and transition from formal landscaping in the central plazas and quads to natural lands surrounding the campus perimeter. These requirements protect the peripheral lands from inappropriate development while preserving the urban character of the core open spaces.

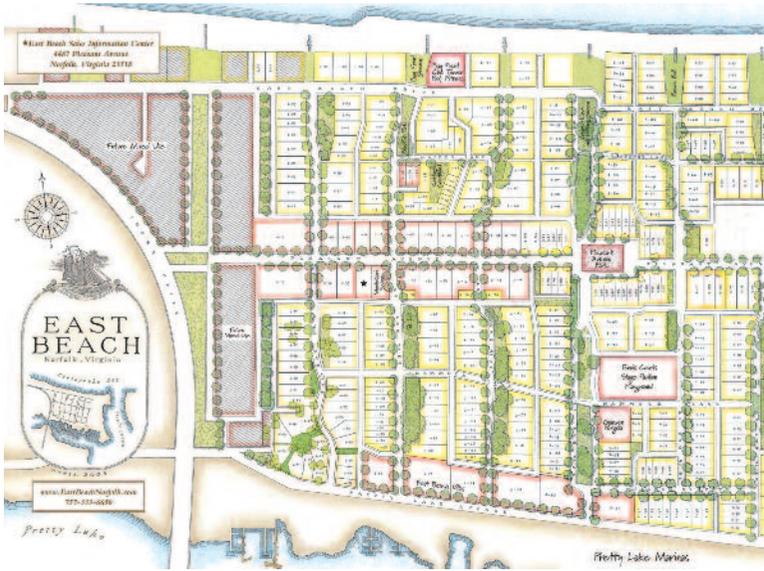
This exemplary plan demonstrates how the design problems of cities—too much surface parking, disconnected streets, sprawling development on natural land—also afflict many colleges and universities. By drawing from the Charter to address these issues, it shows how core urbanist principles can be used to reinvigorate not just cities and neighborhoods, but college campuses as well.

Campus Planning: Barnes Gromatzky Kosarek (BGK) Architects with Michael Dennis & Associates **Client:** The University of Texas at San Antonio **Accessibility Consultant:** Accessology
Civil Engineering Consultant: Jaster-Quintanilla & Associates **Geological/Endangered Species Consultant:** SWCA, Inc. **Housing Consultant:** Anderson Strickler, LLC **Athletics Consultant:** O’Connell Robertson Associates **Intramural and Rec Sports Consultant:** Corrington Consulting **MEP Consultant:** Goetting & Associates **Transportation Consultant:** Martin Alexiou Bryson, PLLC **Water Quality Consultant:** Civil Engineering Consultants **Wayfinding/Signage Consultant:** Cloud/Gehshan Associates **Renderings Consultant:** Dongik Lee

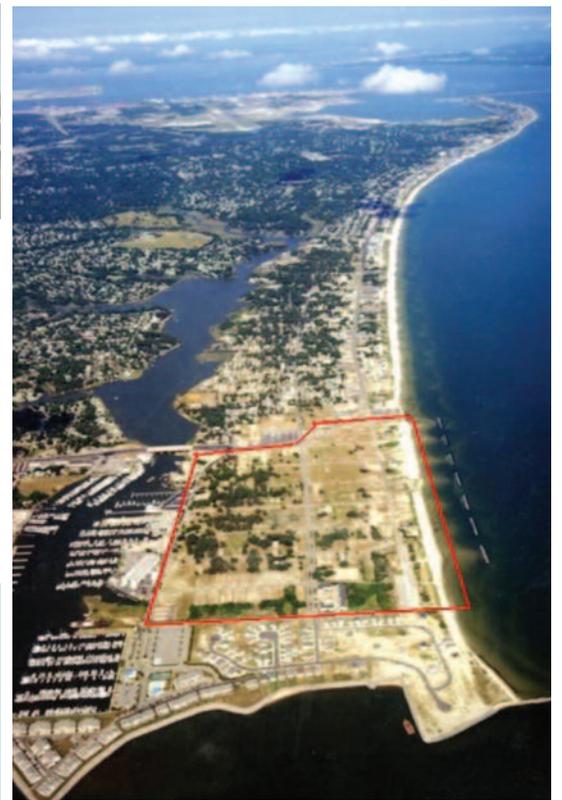
EAST BEACH

NORFOLK, VIRGINIA

SITE: A 100-acre waterfront site on the eastern end of the Ocean View Peninsula. **PROGRAM:** The master plan transformed a post-WWII neighborhood along the Chesapeake Bay into a mixed-use, traditional neighborhood with public access to a restored beach and sand dune system.



(Below) By the 1980s, the project site had become the most derelict area in Norfolk. Left shows existing housing stock and right shows proposed redevelopment.



“Urban revitalization” is a term that often gets thrown around carelessly. While it suggests the valuable reinvigoration of city neighborhoods, others have used it to obscure large-scale gentrification or the creation of lifeless spaces that ignore historic and regional contexts. However, the effort to redevelop East Beach in Norfolk, Virginia stands out as an exemplar of what revitalization should be: a thoughtful intervention to enhance and celebrate the character of a city and neighborhood.

Although it was once a popular tourist destination, the Ocean View section of Norfolk had fallen into crime and decay by the 1980s. Rapid unzoned development had created an inhospitable urban space, despite the site’s proximity to the beach. The underpopulated area was increasingly dangerous, and the cost to provide public services was a drain on the city budget.

The East Beach project arose from an Urban Land Institute study that suggested redeveloping the eastern section of the area as an urban, mixed-use neighborhood, thus spurring further revitalization in the surrounding neighborhood. The city’s Redevelopment and Housing Authority (NRHA) partnered with the developer to purchase land for the 100-acre master plan.

Jurors praised the care taken to keep relocated residents in the neighborhood. Abandonment had left few households in the project area, but rather than callously evict the approximately 300 remaining families, the NRHA worked with residents to provide alternative housing around Ocean View or on the site. In one case, the NRHA built a house for a widowed homeowner who had lived in the area for decades. In addition, the developer provided 434 units of workforce housing by performing a \$20 million renovation of a run-down apartment complex in Ocean View.

Similar sensitivity was shown to the site’s natural and historical features. Prior to redevelopment, there were a large number of mature live oaks and pines in the yards of parcels. Planning along the existing street grid would

have meant removing these older trees only to plant immature saplings elsewhere. The plan overcame this obstacle by realigning the neighborhood streets to shift these environmental assets into the public realm. Jury chair Elizabeth Moule praised the “ingenious reshuffling of the grid,” which allowed the irreplaceable trees to become a celebrated part of the neighborhood.

The City has also committed to restore neighborhood beaches that have been suffering from erosion. The project’s holistic approach to waterfront restoration included dune grass planting, rock breakwaters to slow the loss of sand, public access points, and defined view corridors that provide ocean vistas for the urban site. The beach is thus preserved as an asset both for neighborhood residents and the public at large.

East Beach’s urban fabric was developed in response to this natural landscape. Closer to the beach, the urbanism is more informal. Homes have larger porches, streets narrow and curve, and Shingle Style architecture predominates. As one moves south, setbacks begin to shrink and a more urban feel is introduced through the use of brick, and architectural styles such as Arts and Crafts, and Colonial Revival.

Indeed, this lot-specific planning creates an engaging urban landscape, avoiding the monotony that had begun to plague Ocean View while preserving mature trees and waterfront vistas. In addition, the project’s original pattern book specifies the tidewater design precedents to be used in future developments on the site. This helps maintain lasting value while providing a demonstration of best practices for developments in the rest of the Ocean View area.

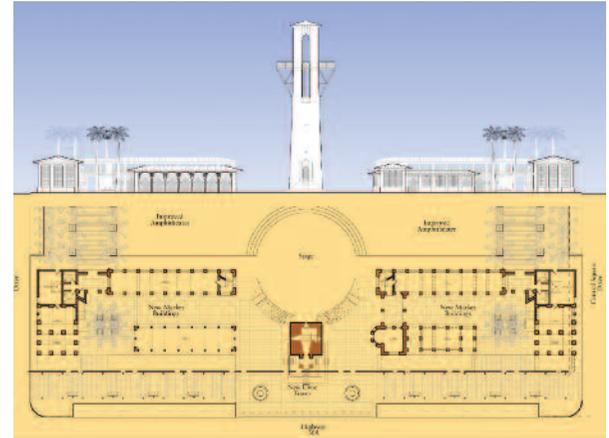
East Beach demonstrates a truly thoughtful New Urbanist “revitalization” project. It is not merely concerned with economic reinvigoration, but rather takes a holistic view to the site and how creative interventions might enhance the existing natural and historic character of a place.

Master Developer: East Beach Company **Owners:** East Beach Renaissance, LLC **Public Agencies:** Norfolk Redevelopment and Housing Authority, City of Norfolk **Master Plan Architect:** Duany Plater-Zyberk & Company **Pattern Book Design:** Urban Design Associates **Retail Master Planner:** Shook-Kelley **Town Landscape Architect:** Urban & Landscape Design **Public Realm Landscape Design:** Donald Powers Architects, Inc. **Landscape Design:** Hankins & Anderson **Diagrams:** Ayers/Saint/Gross **Civil Engineering:** Woolpert **Financing Source:** Townebank

SEASIDE TOWN SQUARE AND BEACHFRONT MASTER PLAN

SEASIDE, FLORIDA

SITE: The 5-acre town square and beachside district of Seaside. **PROGRAM:** This master plan creates a modern day agora with a new beachside plaza, improvements to the Town Square, new market buildings and a newly design Civic Tower. All elements of the plan work to reinforce the area as the center of activity, and provide a strong link between the town square and the ocean.



Seaside's first commercial activity had a modest start and was composed of a small collection of stands selling produce. The canvas-shaded tables eventually transformed into more permanent structures, from Deborah Berke's small stalls modeled after Mediterranean street markets, to Steven Holl's Dreamland Heights, and WRT/Solomon E.T.C.'s Lyceum Gateway that now frame the Central Square. This project, the Seaside Town Square and Beachfront Master Plan by Opticos Design, Inc., with Leon Krier, establishes a framework for the continued evolution of Seaside. It presents a modern day agora that enhances the connection of the town center with the beach. This new phase has already broken ground and will bring an additional 20,000 square feet of retail and 30 new residential units to this icon of New Urbanism.

Walking from the north toward the Gulf, one will first encounter three continuous rows of palm trees providing a new perimeter around the amphitheater. The palms will support canvas panels that shade a new 20-foot wide boardwalk. This formalizes the amphitheater, which will also have a new stage to better accommodate the year-round performances that have been a hallmark of community gatherings. Continuing down the boardwalk, a civic tower designed by Leon Krier will rise out from behind the stage. A part of the original town plan, the tower will complete the vision of providing a central beacon for the town.

The master plan integrates the tower by flanking it with a new market area defining the southern edge of the amphitheater. The western side will be home to a restaurant and bar, and the eastern side will provide an outdoor market space that builds on the tradition established by the original Seaside markets. "Temple bar" buildings that contrast heavy masonry construction with light wood shutters will anchor both sides of the market area. These buildings combine classical and vernacular forms, referencing ancient Greek stoas, but feel at home in Seaside. They will also provide a strong physical definition of the street.

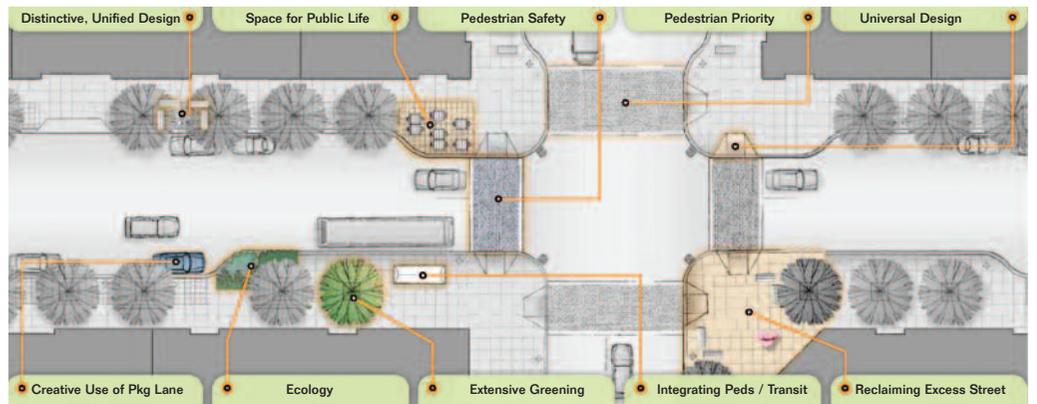
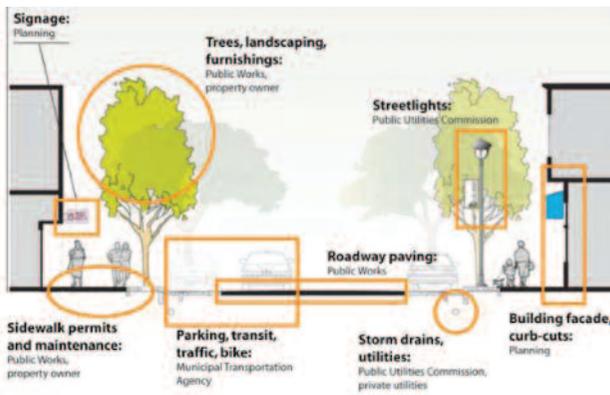
Crossing Highway 30A, one will enter a new beachfront plaza with views of the water, completing one of the central goals of the plan to strengthen the connection between the water and the town. The plaza will be roughly 85 feet wide and 125 feet long and shaped in the form of a trapezoid. Surrounded by 2 two-story buildings, the plaza narrows as the western building is skewed to define the view toward the Seaside pavilion. Juror John Dutton appreciated this "cranked frame." Turning around in the plaza to face north, one will see the civic tower terminating the vista. Continuing the use of arcades that line the Central Square, the two buildings framing the plaza will also have deep, two-story arcades and represent a significant intensification of the beachfront area. Dutton noted the attention the designers "gave to using the buildings to frame the space." Fourteen new residential units will be built to the east and west of these mixed-use buildings. They will be similar to the scale and character of the second phase of Scott Merill's Honeymoon Cottages.

The Seaside Town Square and Beachfront Master Plan builds on the original town plan for Seaside, and respects the patterns that have developed there overtime. While the plan will replace some of the more temporary structures that have given the town its informal character, it pays special attention to retaining that same feeling through a variety of design details—like the canvas-covered boardwalks and open-air markets. Juror Jaime Correa, besides predicting that the buildings will be beautiful, noted that this master plan sends "a message to other established new urbanist developments about the importance of evolution." Changing an icon isn't easy, but adaptation is a distinguishing feature of a lively place. The improvements will reinforce the town square as the center of activity, but also leave room for continued evolution. By offering a modern-day agora as the response to demand for the creation of more effective public space, this plan cements Seaside, long a mecca for students of New Urbanism, as the regional center along this stretch of beach.

BETTER STREETS PLAN

SAN FRANCISCO, CALIFORNIA

SITE: The streets of San Francisco **PROGRAM:** A unified set of policies, guidelines, and standards for the design of the pedestrian realm throughout the city of San Francisco.



Cities often split up the design and maintenance of their streets among various city departments. With each agency working on its own segment of a given street, the end result leaves the public realm as a haphazard collection of individual streetscape elements. Given that streets often make up around 25% of the land area in our cities—oftentimes constituting more than our park space—this jumbled landscape has a dramatic impact on the city’s residents and local economy.

San Francisco has seized the opportunity to design their streets as a functional whole and gain efficiencies in city services at the same time. The Better Streets Plan is a unified set of policies, guidelines, and standards for the design of the public realm. Its intended audience is not only city agencies, but also private developers and community members, as they have a considerable impact over the provision of street improvements. The Better Streets Plan carries out the intent of the city’s 2006 Better Street Policy, as well as the 1999 Transit-First Policy, which requires coordination to create pedestrian-oriented, multifunctional streets.

Using an outreach process that engaged city agencies, as well as the public, the plan sets out to re-emphasize how streets can serve as public space, enhance pedestrian safety and accessibility, realize the ecological potential of streets, and improve public health by encouraging walking and bicycling. Commending the “huge vetting process with the city,” Juror Margaret Newman described the final result as “incredibly well done.” By bringing together various city agencies and hundreds of city residents to support the plan, the project team was able to see thorough the Better Streets Plan’s successful adoption in December 2010.

The Better Streets Plan requires that anyone making changes to the public right-of-way conform to the plan’s policies and guidelines. Using a clear framework, users first determine the street type. The plan created a street typology

based on urban form, land use, and transportation classifications with 15 separate types, from downtown commercial to residential thoroughway, and including special street types, such as the ceremonial street and the multi-way boulevard.

City agencies and developers then have a core group of street improvements based on the street type, but are also given flexibility with a range of additional elements to choose from. This allows the designer to adapt the elements to the site. For example, a mixed-use street has standard guidance on stormwater control measures and corner curb extensions, but then the designer can pick other elements, like transit bulb-outs or sidewalk pocket parks, to fit the context.

Pedestrian safety and comfort is identified as the key aspect of good intersections, and the plan identifies the particular design elements that achieve this goal. Sidewalk widths are encouraged to expand where space allows. The layout of the appropriate streetscape elements is given considerable attention. Detailed sections on the design of curb geometries, crosswalks, and parking lanes, as well as guidelines for the elements in the sidewalk space like street trees, stormwater control measures, and utilities are included.

The plan also encourages innovative techniques for expanding the public realm. Perhaps inspired by PARK(ing) day—which originated in San Francisco in 2005 when residents utilized parking spaces as temporary parks instead—the plan introduces the concept of parklets. Parklets are temporary platforms built in the parking lane to provide seating and other amenities when the expansion of the sidewalk is not currently an option. Juror John Dutton liked how the parklets could be done in a weekend, leading to easier implementation.

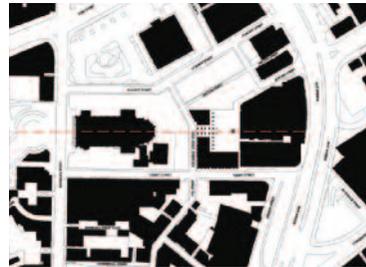
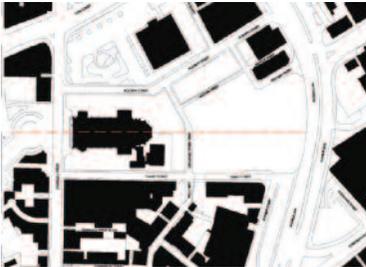
For a city already famous for its streets, the Better Streets Plan will bring significant benefits to San Francisco as it emphasizes the multiple public values that streets afford.

City Departments: San Francisco Planning Department, San Francisco Municipal Transportation Agency, San Francisco Department of Public Works, San Francisco Public Utilities Commission, San Francisco Mayor’s Office on Disability, San Francisco Department of Public Health, San Francisco County Transportation Authority **Lead Consultant:** Community Design + Architecture **Transportation & Outreach Consultant:** Nelson/Nygaard Consulting Associates **Consultant Team:** Sherwood Design Engineers, Hydroconsult Engineers, and Nevue/Ngan Associates (Stormwater Management), Jacobs/MacDonald Cityworks (Urban Design), Eisen/Letunic (Best Practices, Review of Codes), Parisi Associates (Transportation), Auerbach Glasow (Street Lighting), MmM Design (Graphic Design), Urban Advantage (Photosimulation), Circle Point (Media Outreach) **Community Outreach Partners:** Independent Living Resource Center, Lighthouse for the Blind and Visually Impaired, Senior Action Network, Re/Bar, Urban Ecology

SAINT ANNE'S SQUARE

BELFAST, NORTHERN IRELAND

SITE: A 2.2-acre site once lost to 1970s urban renewal within the historic core of Northern Ireland's capital city. **PROGRAM:** The creation of a new public square surrounded by new mixed-use buildings that align symmetrically with the major axis of the adjacent cathedral.



Located in a conservation area at the core of Northern Ireland's capital city, Saint Anne's Square is a thoughtful response to the challenge of designing sensitively in a historic area. WDR & RT Taggart's new public square integrates seamlessly with the surrounding context, but is also a vibrant space that is alive with the bustle of urban life.

Years of civil conflict, poor planning, and urban flight eroded Belfast's traditional urban fabric. Despite its location adjacent to the city's cathedral, the project site was cleared of buildings and converted to a surface parking lot as part of 1970s urban clearance. Recent political stability has caused a new demand and opportunity for inner-city regeneration, and the government chose this location as keystone site for reinvigorating the city's historic core, especially for tourism and the arts.

To create a living urban space, the submitters paid great attention to street-level design, ensuring a continuous active frontage at ground level. Storefronts line three sides of the square, and residences above look onto the central area as well as the surrounding streets. A separate, currently uncompleted arts center will define the fourth side of the plaza and provide a permanent home for cultural amenities.

The organizer of the City of Belfast's largest annual street festival recently praised the new space as "the best public space in the City for streets festivals and art events," due to its flexibility and uncluttered design. However, the project avoids the windswept feeling of many new plazas by creating a strong sense of enclosure and security. Ground-level retail activity and residential surveillance create a sense of comfort and intimacy that keeps the project attractive to pedestrians even without planned activities.

In place of the old surface parking lot, a new multi-story car park accommodates 500 vehicles. However, the submitters were careful to not allow automobile access to disrupt the project's engagement with the street level. Parking is located above active pedestrian ground frontage, or discreetly

tucked behind other structures. Also, pedestrians leave the car park directly through the square, ensuring that drivers also contribute to the plaza's vitality once they leave their cars.

The architecture of the individual buildings was carefully crafted in response to the area's many Victorian structures, including the adjacent Belfast Cathedral. External finishes adopt the historic palette of materials in the city center, and act in accordance with their natural structural characteristics. For instance, windows have a vertical emphasis due to the limited spanning ability of the traditional stone and brick construction materials and methods, allowing light to be maximized through height rather than width. The buildings thus blend in with their surroundings even while steel frame construction methods provide for internal flexibility in layouts.

Juror Dennis McGlade commented on the high quality of the square's landscape design as well, including the paving stones that take cues from surrounding streets. He also admired how trees were consciously omitted, reflecting Northern Ireland's particular mild climate that renders shade an unnecessary feature of a public square.

The project emphasizes connectivity with surrounding streets, maximizing access to the plaza, and reestablishing the street-lines removed in the 1970s. The square's central pedestrian access path faces the historic Belfast Cathedral—and in turn a new piece of public art terminates the vista from the cathedral.

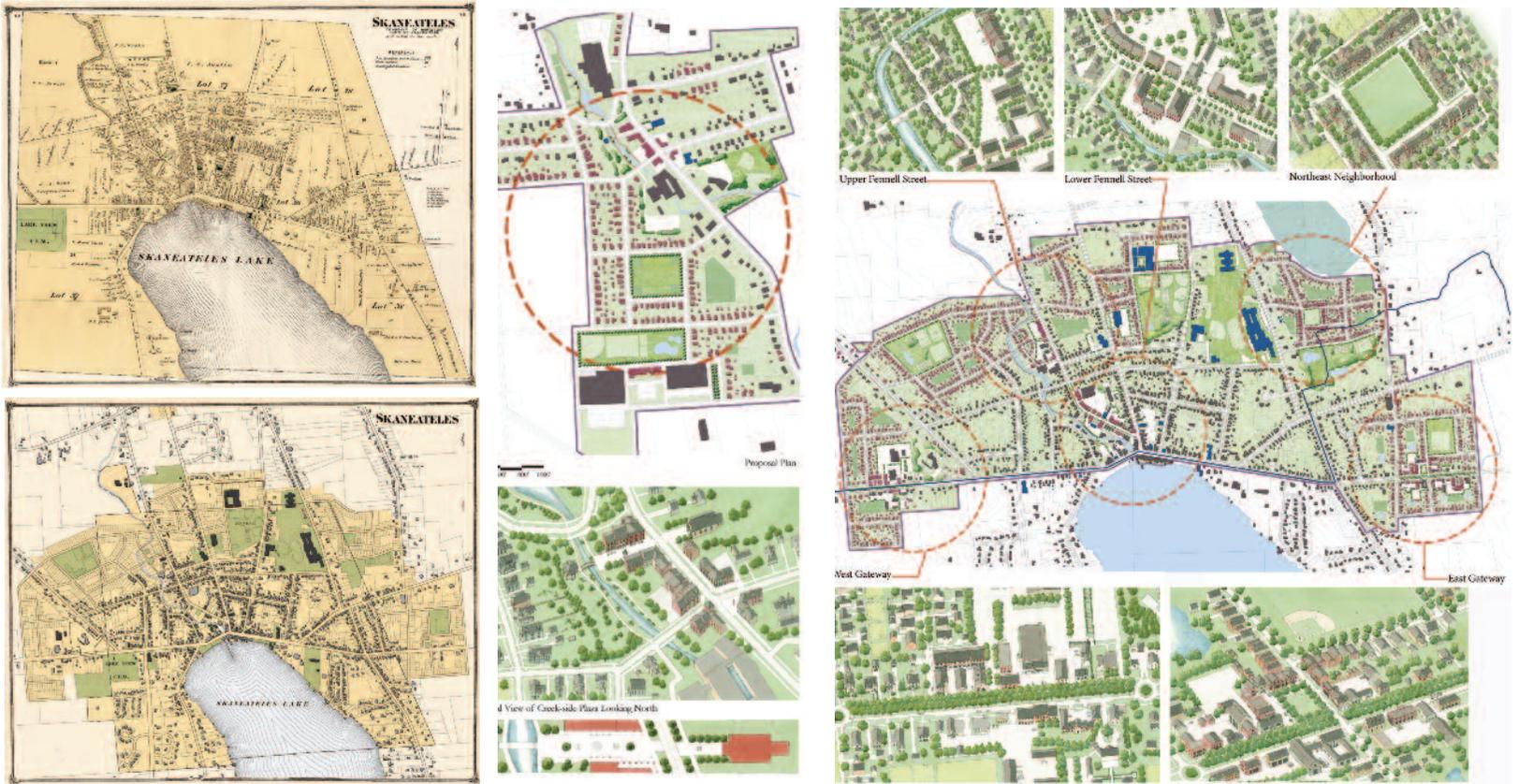
By paying such close attention to historic architectural context, WDR & RT Taggart create a space that strengthens the existing character of Belfast's core. But the beautiful architecture is enmeshed with the amenities of today's vibrant city, including active storefronts, cultural activities, and discreet parking. The result at Saint Anne's Square is a project that respectfully draws from historic elegance while looking forward to an active and lively urban future.

Architect/Planning/Landscape Architect/Civil Engineer: WDR & RT Taggart **Developer:** Turnus Limited **Project Manager:** W H S Project Management **Structural Engineer:** McAuley & Browne **Main Contractor:** RKJV Limited **Piazza Finishes:** Belfast Department for Social Development

STRATEGIES FOR SUSTAINABLE SKANEATELES

SKANEATELES, NEW YORK

SITE: A 48-square mile town and village situated on the easternmost Finger Lake in central New York State. **PROGRAM:** This regional plan weaves together modest infill interventions within the context of a small, historic village while incorporating innovative constructed wetlands for wastewater treatment to assist in the preservation of rural lands.



Skaneateles sits on the easternmost Finger Lake in central New York State. With a population of 7,500 residents and a strong rural character, the town and village are confronting issues similar to those of rural communities around the country—protecting the water quality of the lake which also provides the community’s drinking water, preserving the rural lands from conventional sprawl development, and maintaining quality services for residents.

The Town and Village of Skaneateles jointly commissioned the students of the University of Notre Dame School of Architecture to investigate how to maintain the rural character of the town, and the traditional urban character of the village. The students began with a 6-day public charrette in Skaneateles, where the groundwork for the Strategies for Sustainable Skaneateles master plan, resplendent with supporting illustrations was formed. “Drawing is another form of thinking,” commented Juror Dennis McGlade, “and the clarity of these illustrations is just breathtaking.”

The students immediately recognized that the fast consumption rate of natural and agricultural lands experienced in Skaneateles was not due to population growth, but rather conventional sprawl development patterns. This low-density, automobile-dependent development threatens the historic character and community of the town, not to mention its long-term sustainability. In contrast to the sprawl development pattern, the students’ plan presents a transfer of development rights program to allow for growth that is more consistent with the historic scale and character of the village, as well as the hamlets sprinkled throughout the 48 square-mile area. By consolidating growth to six separate receiving areas, the plan would leave 65 percent of natural or agricultural lands preserved.

Upon review of current town zoning, the students discovered how the leach-field requirement for conventional private septic systems had led to two-acre minimum lots sizes for all single-family dwellings. While the requirements

are designed to protect water quality, the long-term effect has been to spread out development. Additionally, with limited existing sanitary sewage capacity, the zoning code in the village requires ¾-acre minimum lots.

Grappling with how to achieve densities necessary for compact, walkable neighborhoods was not easy, especially given the high costs a conventional wastewater treatment system would impose on this small community. Therefore, the plan calls for an innovative series of constructed wetlands that use natural processes involving wetland vegetation, soils, and associated microbes to clean wastewater and return it to the ground.

This proposal initially encountered a high level of skepticism with town and village officials. The students took their clients on a tour of a constructed wastewater wetland in a similar climate where they discovered the wetlands were dry and odorless, if not beautiful. Constructed wetland cells can be built incrementally and can serve relatively high densities. This allows the village and hamlets to permit compact walkable neighborhoods, replacing the conventional sprawl code while also maintaining water quality. “The plan points toward solutions that pertain to other parts of the United States in similar situations,” stated Juror John Dutton.

The Skaneateles plan focuses on how new development can repair and strengthen traditional urban character. Specific areas within the village are identified for small-scale interventions, such as a new civic square, new parks to reorient neighborhoods, and a Town & Village Hall for Lower Fennell Street. The plan also calls for the transformation of US Route 20 with short, quarter-mile long boulevards as the road transitions from a rural to village setting. The jury commended the plan for taking such a realistic approach to what kind of growth can be expected in this area. Jury chair Liz Moule stated that these “interventions seem entirely possible,” and Dennis McGlade agreed, hoping that they wouldn’t have to do more than this.

FROM SETTLEMENT TO CITY: A MASTER PLAN FOR CAP-HAITIEN, HAITI

CAP-HAITIEN, HAITI

SITE: A 1200-acre port city experiencing dense unplanned expansion due to high internal migration from the countryside.

PROGRAM: This project proposes a series of design interventions for resolving problems often found in newly built urban settlements in developing countries. It presents a hybrid block type that reintroduces the Creole townhouse as a complement of the traditional 'Lakou' arrangement of Haitian residential buildings.



Cap-Haitien, on Haiti's north coast, exhibits many of the urban design problems found in developing countries, including rural encroachment, lack of civic amenities, and congestion. Cindy M. A. Michel's thesis seeks to address these issues in the Haitian city, using locally informed techniques to create good urban space in peripheral, impoverished neighborhoods. Her well-researched proposal is a model for modest and sensitive interventions in the rapidly urbanizing developing world.

A city of about 190,000, Cap-Haitien lies between a natural bay, mountain ranges, and a large expanse of important agricultural land. While there is a well-defined city center, unplanned dense development on the periphery has created vast swaths of disconnected neighborhoods without open spaces, defined corridors, or civic amenities. Further unplanned growth threatens the natural environments and active farmland surrounding the city.

This proposal focuses on these crowded, peripheral areas, attempting to create neighborhood formality, connectivity, and needed urban resources. An expanded network of connected streets would link neighborhoods through plazas and much-needed open space. These spaces would center on new civic and sacred structures based on traditional uses and building typologies, giving a physical presence to public life in underserved areas.

The jury was impressed by how these modestly scaled interventions were rooted in the local vernacular. Juror Chris Wilson admired how the project was "grounded in research and lessons from climate, culture, and history," reflecting the fundamental ideas of the Charter and Canons of Sustainable Urbanism.

Indeed, Michel's interventions are derived primarily from historic precedents, and her project demonstrates a thorough understanding of existing spatial arrangements and urban amenities in the city. Careful study of Cap-Haitien's historic center informs the proposals in newer parts of the city, allowing for valued local design typologies to be implemented in the city's periphery. In addition, new plazas and streets link with the existing network of public spaces in the center, creating a city that is both spatially and stylistically more coherent.

As much as possible, these new buildings and spaces are integrated with existing structures and patterns of use. For instance, the creole townhouse residential type is reintroduced as a way to form neighborhood blocks around new plazas and streets. However, rather than wantonly destroy existing housing, which also represents local patterns of settlement, Michel proposes hybrid blocks where townhouses line parts of the block exterior while more informal "lakou" arrangement of residences are preserved in the rest of the block.

These flexible blocks interact with the formal streetscape while also preserving current homes and informal spaces. In addition, the diversity of different housing types within the block creates a mixed-income space where poverty has been historically prevalent.

Much of Cap-Haitien's economy draws from its agricultural hinterland, which is increasingly threatened by rapid urban development. To address this, the thesis proposes growth boundaries and conservation areas to protect this natural amenity and economic driver. However, it also allows for less destructive urban uses of some water bodies, such as thoroughfares for water taxis.

This project examines Cap-Haitien's outskirts as emblematic of the rapid metropolitan growth that is becoming increasingly dominant in developing countries, and seeks interventions that bring urban cohesion and amenities to these impoverished areas. By rooting its proposals in local architecture, types, and uses, it helps create a more unified cityscape, connecting formerly divided neighborhoods to each other as well as the historic core. As more of the world urbanizes, this sort of thoughtful planning, drawn from local precedents, will be increasingly important for ensuring that good urban space does not become an exclusive privilege of the wealthy.

University of Notre Dame Urban Design Masters Degree Candidate: Cindy M. A. Michel
University of Notre Dame Faculty Advisor: Christine G. H. Franck

REGION:
METROPOLIS,
CITY, AND
TOWN

HONORABLE
MENTION

AUGUSTA SUSTAINABLE DEVELOPMENT AGENDA

AUGUSTA, GEORGIA

SITE: Consolidated city and county composed of the southern third of the Augusta metropolitan area. **PROGRAM:** This plan, a unified community vision of how the new city-county entity of Richmond County and the City of Augusta can sustainably evolve, recognizes the difficulty posed by urban growth in sunbelt cities. It creates a framework to channel development to existing underdeveloped areas rather than encroach on farmland. It identifies corridors and sites where development can be focused, from urban brownfield sites to contained rural hamlets. Jurors recognized the difficulty of creating a plan that limits urban growth in this regulatory context. They admired how shieldsDESIGN preserved farmland and created a governmental plan for suburban growth that is limited and compact rather than dispersed and broadly destructive to the town's rural surroundings.

Principal-In-Charge/Urban Design: shieldsDESIGN LLC **Transportation/Civil/Regulatory Consultant:** Cranston Engineering Group, P.C. **Graphic Design Consultant:** exclamation101 **Architectural Rendering:** F.M. Costantino Inc **Organizational Consultant:** ICON Architecture, Inc. **Architect:** The Woodhurst Partnership **Economic Consultant:** Urban Partners **Government Agency:** City of Augusta



NEIGHBOR-
HOOD,
DISTRICT,
AND
CORRIDOR

HONORABLE
MENTION

GEORGETOWN

CORBEANCA, ROMANIA

SITE: An 84-acre town located in the rapidly urbanizing outskirts of Bucharest. **PROGRAM:** Housing demand in the towns of Corbeanca and Otopeni, near the Bucharest International Airport, is leading to chaotic development. This project responds by creating a town with an organic hierarchy infused with the unique character of Romanian cities. First envisioned as a solid form, the streets and squares carve their way through the project. The blocks are arranged in non-rectilinear groupings and the individual structures have irregular footprints. This pattern leads to a great pedestrian experience with intriguing vistas and destinations no more than a 10-minute stroll away.

Architects: Léon Krier, Jamshid Sepehri, Samir Younés, Merdad Rehbar **Developer:** Rupeco Enterprises SRL



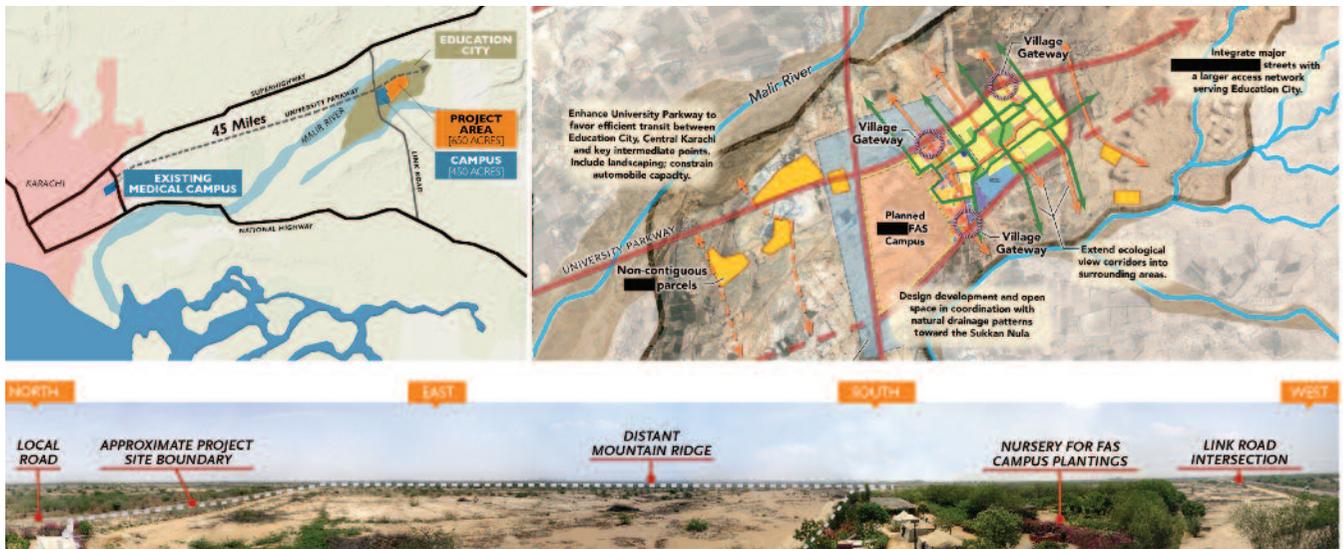
NEIGHBORHOOD, DISTRICT, AND CORRIDOR
HONORABLE MENTION

AGA KHAN UNIVERSITY FACULTY OF ARTS AND SCIENCES LAND USE STUDY

KARACHI, PAKISTAN

SITE: A 700-acre site abutting a future university campus within a future growth corridor of Karachi. **PROGRAM:** The first step in developing the university's accompanying village, this plan responds to the aridity, high temperatures, and dust-laden winds with a tight, high-density building fabric, a walkable network, and functional open spaces that slow the release of monsoon rains. The plan consists of four neighborhoods connected by transit to a Village center, each with a mixed-use square for research and academic use, a souk, or marketplace, and 1,200 to 1,800 housing units. The plan draws from Muslim city-building traditions and uses the traditional "medina" model that organizes neighborhoods around courtyards for communal security.

Lead Planner: Goody Clancy **Economic Feasibility Consultant:** ERAIAECOM **Cultural Design Advisor:** Aga Khan Program for Islamic Architecture at MIT **Client:** The Aga Khan University



NEIGHBORHOOD, DISTRICT, AND CORRIDOR
HONORABLE MENTION

HAMPSTEAD

MONTGOMERY, ALABAMA

SITE: A 12-acre town center of a larger traditional neighborhood development outside of Montgomery, Alabama. **PROGRAM:** This beautiful town center is comprised of several mixed-use buildings oriented around civic spaces and connected directly to a community farm. The farm will help create a closed loop system as residents and local businesses grow produce and compost at the site. The jury commended the stunning quality of the buildings, which reflect the local heritage of English-influenced architecture and are constructed of locally produced brick and metal work. The project is the first in the city to be zoned, permitted, and constructed under a form-based & transect-based code, and inspired the city to establish the code as an optional overlay throughout the municipality.

Town Planner: Duany Plater-Zyberk & Company **Design Architect, Town Center Mixed-Use Buildings:** Gary Justiss Architects **Architect of Record, Town Center Mixed-Use Buildings:** Turner Batson Architects **Directors of Design & Development:** City Loft Corporation **Owner:** Hampstead Education & Sustainability Non-Profit: Hampstead Institute



BLOCK,
STREET,
AND
BUILDING

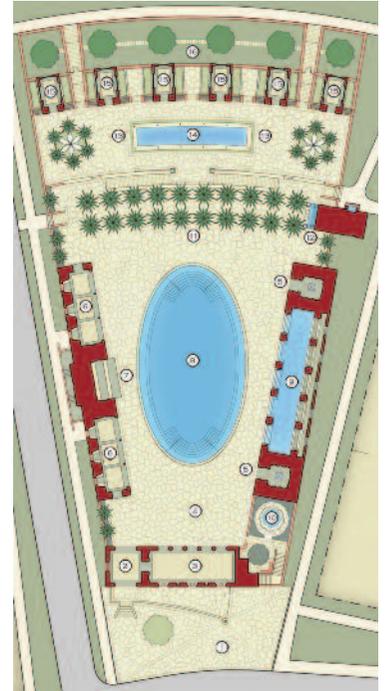
HONORABLE
MENTION

CALIZA POOL

ALYS BEACH, FLORIDA

SITE: A resort town along the Gulf of Mexico. **PROGRAM:** The stunning Caliza Pool is a carefully crafted space that creates a recreational center for the resort town of Alys Beach, Florida. Khoury & Vogt Architects rose to the challenge of designing around a large pool, creating a sense of piazza-like enclosure. While drawing from a variety of classical archetypes, the pool and its environment also exhibit a clean and serene minimalism. While expressing reservations about the rarefied and exclusive nature of the project, jurors praised its meticulous planning, which exhibits a very adept understanding of space and details.

Developer: EBSCO Gulf Coast Development **Architect & Interior Designer:** Khoury & Vogt Architects **Land Planner:** DPZ Architects and Town Planners **Builder:** Alys Beach Construction **Pool Contractor:** Cox Pools **Landscape Contractor:** Professional Lawn Care **Steel-Troweled Stucco:** A & S Stucco **Colored Plaster Overlay:** Brandilee Designs **Exterior Millwork & Gates:** E. F. San Juan **Dominican Shellstone:** Marmotech **Cuban Tile:** Aguayo Tile **Painting & Staining:** Lockrem's Painting **Furnishings:** Craft Design, LLC **Photography:** Jack Gardner, Moon Creek Studios, Tommy Crow Photography, Harwell Photography, Slaughter Group



BLOCK,
STREET,
AND
BUILDING

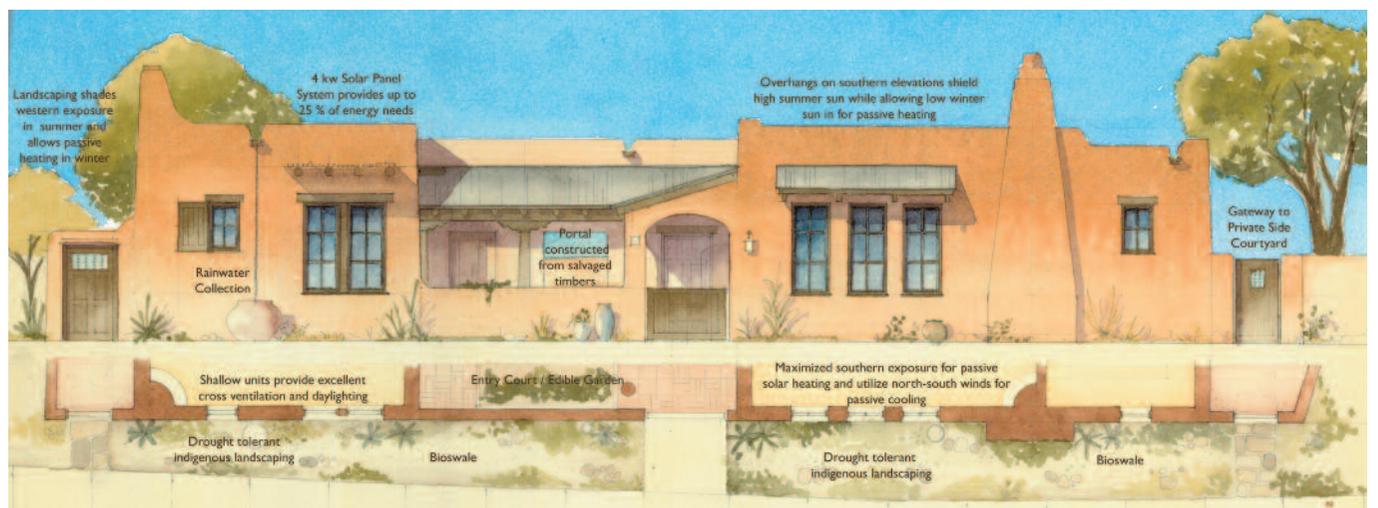
HONORABLE
MENTION

GREENWORKS COURTYARD HOUSING

SANTA FE, NEW MEXICO

SITE: A historic district of an American city. **PROGRAM:** Opticos Design has created an imaginative vision for affordable housing grounded in a strong local building tradition that uses sustainability practices derived from historic precedents. The six units, located on a city-owned site in the Westside Guadalupe Historic District, are organized around a system of courtyards defined by site topography and solar orientation. This allows for shared community space, as well as natural sustainability advantages such as passive solar heating, maximum natural light, and passive cooling through the capture of winds flowing through the 1-room deep houses.

Architects: Opticos Design, Inc. **Project Team Developer:** City of Santa Fe **Project Team Developer:** Enterprise Community Partners



**BLOCK,
STREET,
AND
BUILDING**

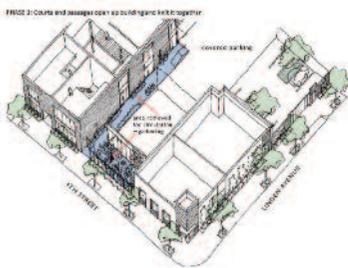
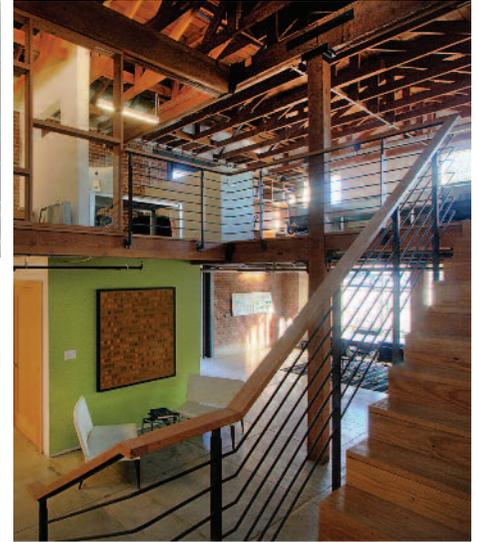
**HONORABLE
MENTION**

4TH + LINDEN

LONG BEACH, CALIFORNIA

SITE: A 3.5-acre site in an economically challenged portion of downtown Long Beach. **PROGRAM:** This project revitalized an inactive set of four buildings using restrained modern design that respects historic details. The first three buildings were reoriented with large, street-facing windows, and are now home to local businesses. Across the street, a 1920s commercial building will transform into a local coffeehouse and music store. Lowered parking requirements, given close transit proximity and abundant street parking, allows for more active spaces. And with lower sale and rental prices than new construction, the reused buildings are helping to regenerate the site and nearby areas as a hub within the East Village Arts District.

Design Architect/Interiors/Landscape Architect: Studio One Eleven **Owner/Developer:** East Village, LLC **Structural Engineer:** Landmark Structures, Inc. **General Contractor:** JR van Dijs, Inc. **Photographer:** EPK Vision



**BLOCK,
STREET,
AND
BUILDING**

**HONORABLE
MENTION**

COTTAGES ON GREENE

EAST GREENWICH, RHODE ISLAND

SITE: A waterfront, "main street" New England town. **PROGRAM:** Located near the main street of a small New England village, this project demonstrates the type of small and strategic urban interventions key to re-centering our small towns and suburbs. Donald Power Architects created an active garden courtyard bounded by 15 two-bedroom units in freestanding, duplex, and three-unit townhouse structures. While creating much-needed density and mixed-income housing, the project mixes seamlessly with the single-family houses of the surrounding neighborhood. According to juror John Dutton, the development "points us towards a direction which is essential now—how to infill high-density housing in suburban neighborhoods."

Project Architect: Donald Powers Architects, Inc. **Marketing/Developer:** ReMax Professionals **General Contractor:** Contemporary Builders **Civil Engineering:** Morris Beacon Design **Landscape Architect:** Diane C. Soule & Associates **Structural Engineering:** Yoder+Tidwell

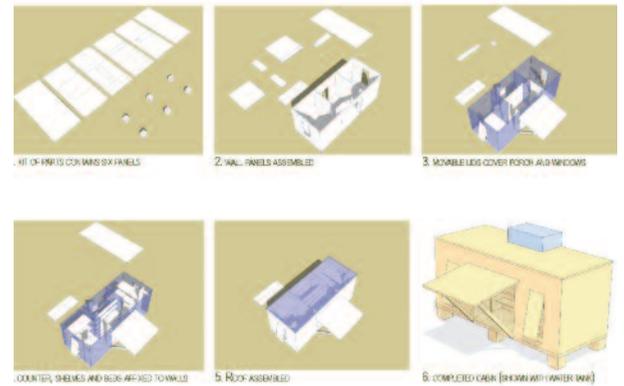
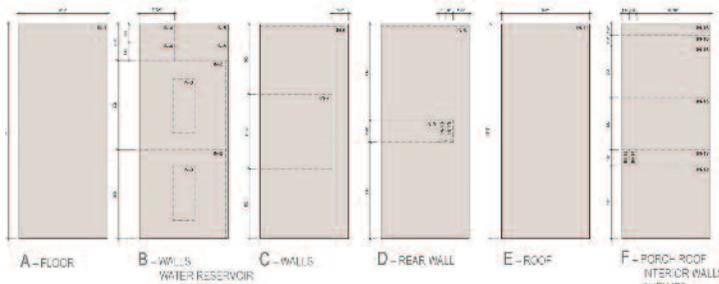


THE HAITIAN CABINS / LES CABANONS D'HAITI

HAITI

SITE: Neighborhoods throughout earthquake-ravaged Haiti. **PROGRAM:** Designed after the devastating January 2010 earthquake, Les Cabanons d'Haiti provides an easy-to-build dwelling in efficient layouts. The structures are sufficiently sturdy, recognizing that emergency housing often remains in place long-term. Using an innovative hurricane- and seismically-resilient foam core, whose components are light enough to be handled by two people, these cabins are easily attached to one another, and arranged to create larger homes and compounds. The cabins are presented in six different layouts responding to six social scenarios that acknowledge economic disparities, cultural habits such as cooking traditions, and religious influences on design. The cabins' adaptability make them place-appropriate from an urban grid to a rural lakou.

Designer: Duany Plater-Zyberk & Company **Owner/Developer:** Innovida Holdings, LLC



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THE CONGRESS FOR THE NEW URBANISM (CNU) is the leading organization working to re-establish compact, walkable, and environmentally sustainable neighborhoods, cities, and towns. CNU's 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. For nearly 20 years, CNU has helped shape a national conversation about the consequences of formless growth, while advancing an alternative vision for community development and regional sustainability based on the timeless principles expressed in the Charter of the New Urbanism.

CHARTER OF THE NEW URBANISM

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.

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