

CNU

CONGRESS FOR THE NEW URBANISM CHARTER AWARDS 2004



THE PURPOSE OF THE CHARTER AWARDS IS TO RECOGNIZE DISTINGUISHED DESIGN ACHIEVEMENTS THAT FULFILL THE PRINCIPLES OF THE CHARTER OF THE NEW URBANISM. IT IS INTENDED TO INCREASE AWARENESS OF THESE PRINCIPLES AND TO EXPAND THEIR ROLE AS A VEHICLE FOR DEBATE AND DISCUSSION. PROJECTS ARE EVALUATED FOR THEIR RESPONSE TO THE PRINCIPLES IN EACH OF THREE CATEGORIES OF THE CHARTER: I THE REGION: METROPOLIS, CITY, AND TOWN II NEIGHBORHOOD, DISTRICT, AND CORRIDOR III BLOCK, STREET, AND BUILDING

CNU 2004 AWARDS JURY

ELLEN DUNHAM-JONES, Jury Chair, is the Director of the Architecture Program at the Georgia Institute of Technology. She was Co-Chair of the CNU Educators Task Force from 1997–2001. Dunham-Jones and June Williamson are writing a book on retrofitting suburbs.

LEE BEY is the Director of Media and Government Affairs at Skidmore, Owings & Merrill LLP. He previously worked as the Mayoral Deputy Chief of Staff for Planning and Design for the City of Chicago and is the former architecture critic for the *Chicago Sun Times*.

STEPHANIE BOTHWELL is a community planner and urban landscape designer. She has been Director of Urban Design for Downtown DC as well as Director of the American Institute of Architects' Center for Livable Communities. Bothwell is on the CNU Board of Directors.

MICHAEL DENNIS is a professor of Urban Design and Theory of Urban Form at the Massachusetts Institute of Technology and is Principal-in-Charge of Michael Dennis & Associates. He is author of *Court and Garden: From the French Hôtel to the City of Modern Architecture*.

PHILIP ENQUIST leads the Urban Design and Planning Studios at Skidmore, Owings & Merrill LLP. He oversaw the creation of the *Chicago Central Area Plan*, a winner of a 2004 AIA Honor Award for Regional and Urban Design.

GARY HACK is Professor of City and Regional Planning, and Dean of the University of Pennsylvania Graduate School of Fine Arts. Professor Hack is also chairman of the Philadelphia City Planning Commission.

DAVID RUDLIN, is the director of the Urban and Economic Development Group based in England. As Senior Planner with the Manchester City Council, he was co-author of the *Hulme Guide to Development* and a founding member of the Homes for Change Housing Co-operative.



LEFT TO RIGHT Ellen Dunham-Jones, David Rudin, Michael Dennis, Philip Enquist, Stephanie Bothwell, Lee Bey, Gary Hack

CNU CHARTER AWARDS 2004

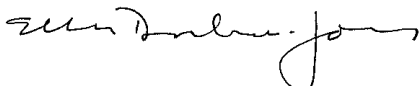
The Congress for the New Urbanism Charter Awards are an annual opportunity to celebrate CNU's Charter, its twenty-seven principles, and the great work it inspires. Readers less familiar with CNU may be surprised to learn that projects are considered at three scales — the Region: Metropolis, City, and Town; the Neighborhood, District, and Corridor; and the Block, Street, and Building. The latter scale is the theme of this year's Congress and student projects at this scale were invited to compete in a new category: the student awards. Altogether, the awards exuberantly reveal the breadth of the principles and how their implementation has transformed contemporary placemaking and urbanism.

As the fourth Charter Awards jury, we saw our selections in relation to the previous winners and as an expansion of a disciplinary body of exemplary projects. Our goal was not only to select those projects that exemplify the Charter principles (as so many increasingly do) but to advance the Charter principles by selecting projects demonstrating new strategies and impressive ambitions from which there is much to learn.

This expanded mission is perhaps most evident in the way all of this year's winning projects promise to structurally improve their context well beyond their immediate borders. We've seen this happen in many Hope VI redevelopment projects where the value and amenities of the rest of the neighborhood also improve. Similarly, the three winning campus projects demonstrate sensitive integrations of town-gown seams to the benefit of both while masterfully infilling and structuring the residual spaces left behind by a generation of object buildings. The same could be said for the impressive reworking of suburban contexts in Charlottesville, Virginia and the surrounding areas of Albemarle County, in Hillsborough County, Florida, and in Rockville, Maryland. Like the strategy of selling roof rights over grocery stores and parking lots to generate mixed-use development and multiple frontages, these retrofits of suburban conditions obviate the need for suburban buffers, allowing urban proximities and increasing walkability in surrounding neighborhoods. Similarly, the provision of inviting public settings for communal interaction such as the strong sequence of pedestrian spaces in Stockholm, Glasgow, and Newcastle or the market building in Portland, Maine, promises to connect multiple communities. The urban contributions of these transformations are profound accomplishments that the jury was proud to recognize, but it is perhaps the Natural Resources Defense Council building with its combination of urban relationships to the street and platinum LEED rating for its green construction, that importantly reminds us of the need not only to have a positive impact on the neighborhood, but also to avoid negative contributions to the natural environment.

This welcome attention to a project's position within the larger context reflects the growing influence of the Transect and the range of densities investigated in new urbanist practice. Nonetheless, as in previous years, the majority of submissions were at the very competitive scale of the neighborhood. The jurors invite future submissions to demonstrate the wider applicability of the Charter at all scales, styles, and transect zones.

Finally, allow me to note with great pleasure New Urbanism's increasing engagement with education. We are working to get copies of this book into every design school library. Is it just a coincidence that the student awards were initiated in the same year that drew an unprecedented number of submissions of commendable new urbanist campus plans? Probably — but I hope not! Direct experience of the qualities of good urbanism is any student's best teacher, followed only by study of the many lessons to be learned in the fine projects in this book.



ELLEN DUNHAM-JONES

Jury Chair

CHARLOTTESVILLE

Corridors serve as the arteries, tendons, and nerves of the city—the connectors of neighborhoods. In Charlottesville, Virginia, these corridors assume typologies ranging from boulevard to street. As the primary thoroughfares of the city, they are particularly well suited for retail and office activities and higher density residential development.

The Charlottesville Commercial Corridor Study would redevelop 15 diverse corridors within Charlottesville, a city of 40,000 seeking to foster its growing, technology-driven commercial and research base and to direct growth into areas with the capacity to absorb it. Initiated by dual concerns for economic development and urban design, this plan identifies and enhances economic development opportunities while ensuring those opportunities are realized within a physical framework that allows for a vibrant civic life. It projects market demand for 1.5 million square feet of space over ten years, distributed among high-tech, R&D, and industrial / flex uses, plus 200,000 square feet of new retail space and 1,900 housing units.

Due to the wide variety of corridor types, any “one-size-fits-all” strategy is not suited to Charlottesville. Many of these corridors are currently auto-oriented retail strips; others serve local neighborhood needs, while still others are more commercial centers than corridors. A variety of strategies will address these

SITE: Fifteen diverse commercial corridors throughout Charlottesville, encompassing approximately 500 acres.

PROGRAM: The study focuses on the revitalization of corridors—the connectors of neighborhoods—as opportunities for expanded economic development and an improved public realm. The plan provides a framework for accommodating new office, research and development, industrial, retail, hotel, and housing spaces.

diverse conditions, including an emphasis on pedestrian-scaled streets and other public spaces, a focus on mixed-use development, interconnected streets and institutions, and an effort to accommodate both the automobile and other modes of transportation. All share a goal of improving the identity and function of the various corridors.

The corridor plans provide greater focus on the character of the streetscape by narrowing the “space of the street,” bringing buildings to the

street edge and parking to the middle of the block, and in general improving the pedestrian realm. These principles are observed in the proposed enhancement and redevelopment of the already popular Downtown Mall area, where a new urban design code will ensure the human scale of the street in a context where the traditional tripartite street composition (sidewalk-cartway-sidewalk) prevails. In other proposals, underutilized corridors will be enhanced in grander, more ambitious ways. Extensive infill development will transform an outdated suburban strip. Another auto-oriented commuter road will become a residential boulevard terminating in a public park, inspired by Regents Park in London.

Not all the corridors are topped with asphalt: the plan recognizes the Rivanna River as the city’s original corridor. Its reclamation is accomplished with a waterfront park lined with shops, offices and residential buildings. The approach used in creating the park reflects one of the plan’s consistent themes: seamlessly incorporating new development into its surroundings. This theme extends to reintegrating isolated public housing complexes into their surroundings, re-connecting street networks disrupted decades ago by urban renewal, and implementing a more pedestrian-friendly urban design scheme in the downtown area.

COMMERCIAL CORRIDOR STUDY



“The decision to emphasize corridors is a smart one. It’s an unusual and promising way of dealing with repair.” PHILIP ENQUIST

CHARTER PRINCIPLES

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

11. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

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

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



CLIENT:

City of Charlottesville Office of Economic Development

TOWN PLANNERS:

Torti Gallas and Partners, Inc.

REAL ESTATE ADVISORS:

Robert Charles Lesser & Co.

LANDSCAPE ARCHITECT:

Land Planning and Design Associates, Inc.

ARCHITECTURAL RENDERINGS:

Chris Johnson, AIA

THE NEIGHBORHOOD

The high quality of Albemarle County's cultural and educational resources, combined with a strong economy and the charms of the city of Charlottesville, steadily attracts new businesses and residents. The resulting demand for housing threatens to overload the county's infrastructure and diminish the very qualities that attract people to the area in the first place.

The County has responded to these threats by designating "Development Areas" for future residential, commercial, and industrial growth, in contrast with "Rural Areas" which are to remain more bucolic. The comprehensive plan for these areas calls for infill and redevelopment, flexible land-use densities, a mix of uses, and the integration of public open space within the development area.

Before the creation of "the Neighborhood Model," these noble goals remained mere objectives with no mechanism in place for their implementation. The model is an effort to codify a set of guidelines and ordinances designed to give form and character to these development areas as a collection of distinct neighborhoods and villages.

The neighborhood model was put together in partnership with a steering committee of 23 citizens representing a wide range of constituencies. The committee reached its decisions by consensus, without voting. In addition, to test the validity of the plan's principles, planners held a series of workshops for local residents and property and business owners.

SITE: Approximately 36 square miles of Albemarle County designated in the county's comprehensive plan for mixed-use development.

PROGRAM: The plan provides the County with a model for bringing urban form and character to development areas identified in its comprehensive plan. The model seeks to codify guidelines and ordinances in order to shape these areas into a collection of distinct neighborhoods.

The final model envisions the neighborhood as the fundamental unit of development. A place where people can live, work, shop, and play, the neighborhood is sized so that an average person can walk from its center to its edge in roughly five minutes. Central to this model is the concept of the Transect, which describes a gradient of activity, density, and character moving out from a core.

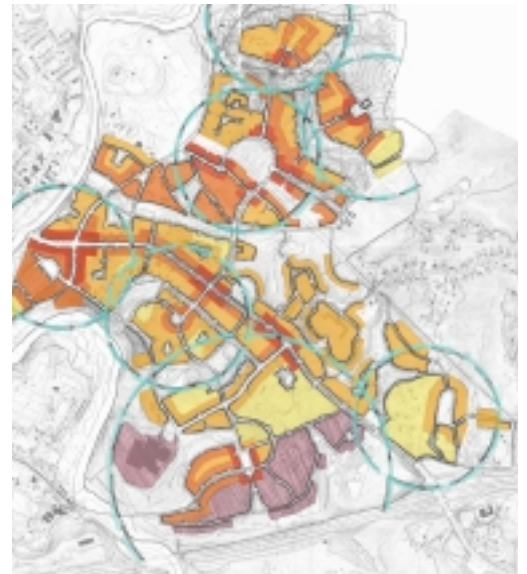
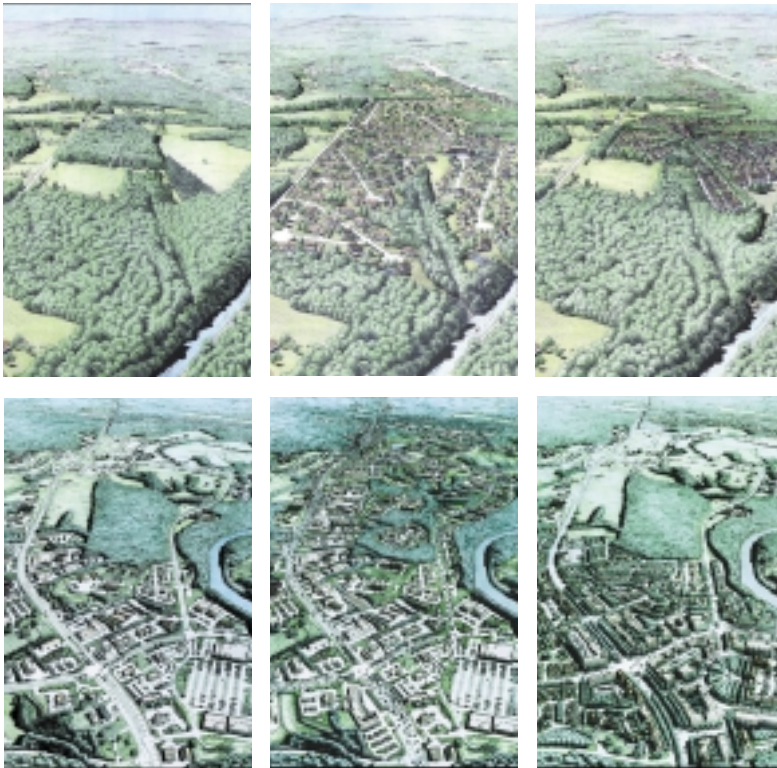
The model identifies 12 principles to guide the development of master plans for each of the county's designated growth areas. At its core, the model outlines a method for creating neighborhoods that are diverse in use and population; places where the pedestrian and the transit rider are on equal footing with the occupant of the automobile; and where neighborhoods are composed of physically defined spaces framed by architecture and landscape design that celebrate the cultural, historical, and environmental heritage of Virginia's Piedmont region. The 12 principles incorporate such things as interconnected streets and transportation networks, parks and other open spaces, buildings on a human scale, and the mixing of uses and housing types within neighborhoods into the overall model.

To set the stage for the development of master plans throughout the county, the project team created illustrations of a typical build-out of a development area as well as a build-out of a key site within a development area to show the model functioning at a smaller scale. Contrasting images show a conventional suburban build out of the same areas. In these strong images—showing well-defined streets and boulevards, civic spaces, development edges, and undisturbed meadows, forests, and farmlands—the Neighborhood Model reveals its merit as a vehicle for accommodating growth while preserving the Albemarle County that residents recognize and value.

MODEL



“A powerful example of a plan that’s an advocacy tool. It’s about changing minds and attitudes.” DAVID RUDLIN



TOWN PLANNERS:

Torti Gallas and Partners, Inc.

CLIENT:

Albemarle County Department of Planning and Community Development

LANDSCAPE ARCHITECT:

Dodson Associates

LAND USE ATTORNEY:

McGuire Woods Battle and Boothe, LLP

CITIZEN TASK FORCE AND STEERING COMMITTEE:

Development Area Initiative Steering Committee
Watershed Analysis: Center for Watershed Protection

CHARTER PRINCIPLES

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

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

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

MASTER PLAN FOR A SECTOR OF

Northwest Hillsborough County, Florida never had a vision for long-term growth. As an exurban area of greater Tampa, the area's steamy swamps and cypress forests were bisected by major streets and cleared for malls and cul-de-sac housing developments. Though still largely undeveloped, the area found its transportation network vulnerable to congestion. With 39,000 new residents projected by 2020, it was time for a plan.

The planners used several strategies to focus the next phases of development into denser mixed-use nodes while protecting continuous corridors of wilderness and undeveloped land. Their charrette created a land-use plan for the entire area and detailed plans pre-approving dense infill development on about a dozen specific parcels. These "regulating plans" also give developers guidance as to what the county will prefer in new development.

To decide where new transit oriented developments should go, the planners started with wilderness. They identified existing protected and undeveloped lands, which formed several corridors through the plan area.

As a first step in creating an identifiable transect in the county, the planners designated protected lands "rural preserves." They also designated "rural reserves," undeveloped areas of natural significance that

SITE: 21,750 acres of exurban Northwest Hillsborough County outside of Tampa—an area subject to gradual suburbanization over 40 years and increasing recent growth pressure.

PROGRAM: This master plan is designed to direct the population growth of the northwest sector of Hillsborough County toward a compact, mixed-use pattern of traditional neighborhoods, balanced with Rural Reserves and Preserves.

are currently developable. To protect rural reserves from development, the plan permits the transfer of development rights from rural reserves to designated transit-oriented developments and town centers. Instead of being compensated for putting their land up for development, they're compensated for keeping it undeveloped.

With open space protected, planners designated the placement of traditional neighborhoods and

town centers. Some of them are on currently undeveloped land but many involve suburban infill.

The plan leaves existing areas of cul-de-sac development largely untouched. However, it changes the context. One day, residents of these low-density neighborhoods will be able to cross the park or the street to a walkable grid-patterned downtown.

The second phase of the plan, the detailed regulating plan, shows how specific locations could develop over time. It gives pre-approval to certain forms of development on particular lots, so developers who agree to follow the plan are spared slogging through the usual regulatory process.

For an existing neighborhood, Citrus Park Village, the plan recommends extending the existing grid and connecting it with surrounding developments and open space. The new network is more rectilinear and urban at the center, becoming more organic towards the edges. Squares, parks greenways, and trails are arranged in a system of open spaces. The plan ensures pedestrian access to all natural areas and civic places.

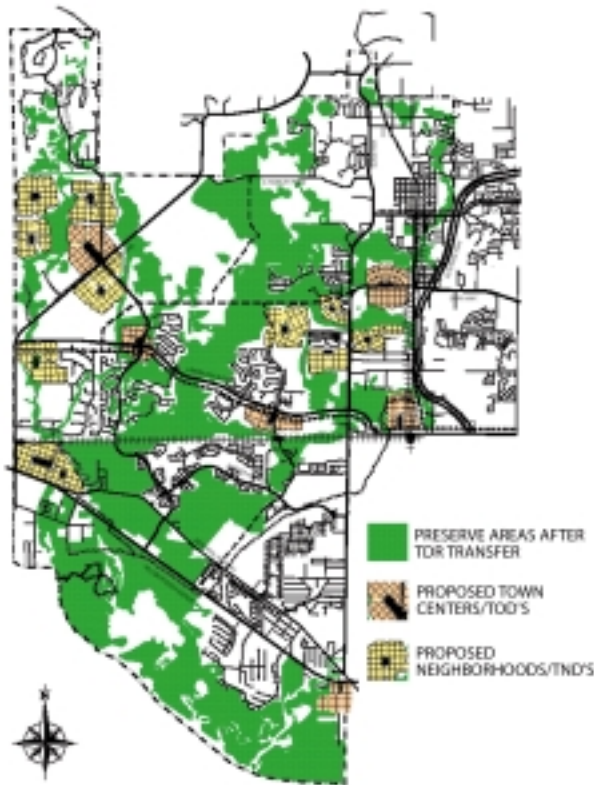
The plan foresees an urbanizing retrofit at the Citrus Park mall, even though it is still doing well economically. The plan carves a street through the center of the project while leaving the main spine as a pedestrian passage. High-density apartments and office space balance the mall's large retail area. Surface parking is converted over time into dense urban fabric.

Besides showing the promise of the Transect as a system for ordering a largely undeveloped area as it grows, this plan shows resourcefulness in addressing one of the most stubborn challenges posed in the Charter: reconfiguring existing sprawl into communities of real neighborhoods and diverse districts.

HILLSBOROUGH COUNTY



“This project impressively nests variously scaled strategies to retrofit the existing suburban context to accommodate new growth.” ELLEN DUNHAM-JONES



ARCHITECT:
Duany Plater-Zyberk & Company,
Architects & Town Planners

CLIENT:
Hillsborough County

TRANSPORTATION CONSULTANT:
Glattig Jackson Kercher Anglin
Lopez Rinehart

PLANNING CONSULTANTS:
Genesis Group
HDR Planning
James Moore



CHARTER PRINCIPLES

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

LEXINGTON COLLEGE

The bluegrass hills outside Lexington, Kentucky have long lured residents — and shoppers, and employers — out of the city's core. Those fleeing left behind dilapidated buildings, closed shops, and one-way streets that even city dwellers use to reach malls on the urban fringe. Today, things are changing. The University of Kentucky is building up its campus near downtown, the city has opened requests for proposals for housing on city-owned land, and new shops are opening. The turnaround is the result of a neighborhood plan focusing on corridors, one of the less frequently addressed scales of the Charter.

This outstanding plan covers the College Town neighborhood between downtown and the university. Like many college neighborhoods, it was built to be human-scaled and walkable. The plan updates two streets: a residential thoroughfare on Martin Luther King Boulevard and a retail thoroughfare on South Limestone Street. It also includes a home-ownership program, small streetscape changes, construction atop an existing transit center, and redevelopment of specific vacant lots.

The most detailed parts of the plan are the prescriptions for the two thoroughfares. On Martin Luther King Boulevard, it details how to use more than a dozen major lots. “The 25,000 square-foot site accommodates 30 two-bedroom units and five one-bedroom for-sale units with parking for every unit,” it says of one proposed loft building. Almost every building for four blocks has comparably detailed prescriptions.

SITE: A 77-acre urban site between the University of Kentucky and downtown Lexington.

PROGRAM: The plan repairs an area of surface parking and poorly maintained property to connect the University of Kentucky with the downtown. As the historic core becomes more valued, this plan prepares the College Town neighborhood to serve as a bridge to ease the transition from downtown to the university.

At the same time, the plan includes modest, incremental ideas that start the urban transformation without the risk that one issue, such as traffic, overwhelms the process. These recommendations include tree planting, sidewalk repair, elimination of curb cuts, and compliance with the Americans with Disabilities Act.

The plan is not just about physical development.

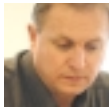
It also includes a new philanthropically funded program that helps renters come up with \$15,000 toward home down payments in the target area. The neighborhood's income diversity will be reinforced by the combination of home-ownership programs like this one and the construction of new rental housing midway between downtown and the campus.

The bus transit center adjacent to downtown is an important part of the plan. It is currently out of the way, but the plan's residential thoroughfare runs right through it. It was initially built to accommodate more construction above the center, and the plan suggests that air rights be used by the university.

The plan concentrates retail on South Limestone Street, avoiding the common pitfall of overzoning for retail. That street is now a wide one-way street. Planners incorporated a string of small area plans into a study of Newtown Pike, a boulevard connecting the university to regional roads. The Pike will eliminate enough commuter traffic that South Limestone can be returned to two-way use with traffic calming and streetscape and public space improvements.

In repairing two distinct corridors and a re-envisioned neighborhood, this exemplary plan stitches together two large districts — a downtown business district and a university — which typically have difficulty transitioning down to a neighborhood scale.

TOWN INFILL REVITALIZATION PLAN



“An academic institution has to be proactive in repairing the seams around its campus. This plan shows the university how to be a good citizen.” PHILIP ENQUIST



CHARTER PRINCIPLES

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

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

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



URBAN DESIGN AND ARCHITECTURE:

Ayers/Saint/Gross

CONSULTANTS:

Zimmerman Volk Associates

ZHA, Inc

Martin/Alexiou/Bryson

A PLAN FOR THE UNIVERSITY OF

The University of California at Santa Barbara sits on a beautiful site, poised between the Pacific Ocean and the Santa Ynez Mountain and bounded by coastal bluffs, wetlands, and the town of Isla Vista. Yet it's hard to imagine a campus doing less to capitalize on its setting. Cluttered with a hodgepodge of self-referential, often tacky buildings, the campus is laid out in a disorienting pattern that obstructs views and offers few transitions or connections to natural areas and the neighboring town. It is Le Corbusier's Radiant City without the radiance.

This impressive plan to remake and expand the campus began with a process that reached a broad consensus about the qualities deemed central to campus life: integration with its stunning natural setting, a coherent system of campus open space and circulation, and a pedestrians-first emphasis, with parking pushed to the perimeter.

Despite what sounded like a mandate for major changes, the authors of the plan found that the strong values that had emerged were "exactly the same as those listed in the prefaces of all previous plans." A longtime focus on building individual buildings had left the relationship between those buildings ignored.

The campus needed strong medicine. To help the university truly prioritize the public realm, urban designers provided a framework that would determine the form of future buildings in relation to the

SITE: A 427-acre university campus in Santa Barbara, California, at the edge of the Pacific Ocean within sight of the Santa Ynez Mountains.

PROGRAM: The plan accommodates 2.2 million square feet of additional academic, residential, and administrative space in a configuration of buildings defined by the character and quality of the urban space they create. By setting footprints of future buildings with those goals in mind, the plan brings coherence to the campus.

campus and its surroundings. Their emphasis on the form of public space and on coding forms rather than uses stems from a deep understanding of the principles of New Urbanism. The resulting plan brings a sense of unity and urbanism to a modern campus.

The regulatory plan sets building footprints that define sequential public spaces and pedestrian ways, then fills in the resulting blocks with sub-

stantial new construction. As temporary and one-story buildings are removed and 2.2 million square feet of new academic space is added, a new campus emerges from the old. A coherent new system of public spaces organizes buildings along axes, blocks, and quadrangles—most with views toward campus monuments, mountains, sea, or lagoon. As the campus grows, new buildings will create the university's new greens, malls, and courts—not just serve as "containers of academic functions."

In a prominent example of this process, the plan calls for demolishing temporary buildings to clear the way for a 200-foot wide esplanade on axis with UCSB's landmark tower. Terminating vistas with monuments or views of nature is an old and successful technique largely abandoned by modernists, but restored to prominence in this plan.

The plan is strong at its edges too, creating a series of "thresholds" or small-scale transects of plantings where the campus borders natural areas. At the border between campus and town, the plan replaces a bermed highway with a street lined with housing. In the process, a former barrier separating town from gown will now act more like a zipper, joining the two together.

After tackling this difficult set of challenges, the urban design team behind this project may be ready to redesign Brasilia.

CALIFORNIA, SANTA BARBARA



“This plan will transform a very jumbled campus into a more coherent, connected, and sustainable one.” MICHAEL DENNIS

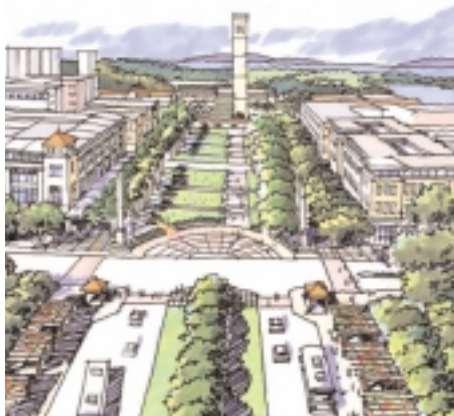
CHARTER PRINCIPLES

2. Regions are finite places with geographic boundaries from topography, watersheds, coastlines, farmlands, regional parks, and river basins.

11. Districts usually emphasize a single use, and should follow the principles of neighborhood design where possible.

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

26. All buildings should provide their inhabitants with a clear sense of location, weather and time.



URBAN DESIGN/ARCHITECTURE:

Urban Design Associates

LANDSCAPE ARCHITECT:

LaQuatra Bonci Associates

CLIENT:

University of California at Santa Barbara

TRAFFIC

ENGINEERING/PARKING:

Glattig Jackson Kercher Anglin
Lopez Rinehart

OAK HILL

On a hill high above downtown Pittsburgh and the University of Pittsburgh, Allequippa Terrace warehoused 1,700 apartments in a grim succession of three-story shoebox buildings. Crime was high. Resident morale was low. The quality of life was so poor that Allequippa suffered from a vacancy rate of nearly 50 percent.

Allequippa Terrace's social isolation was compounded by a hillside site that would have been difficult to connect to the city under even the best of circumstances. Planners from a previous generation had only increased its sense of isolation, creating a large plateau with its own random street pattern. The complex loomed on the hillside, discouraging trips in or out.

While most HOPE VI redevelopments replace superblocks with a finer-grained grid, Oak Hill became the site of more extensive infrastructure work—establishing an urban fabric to create a vastly improved sense of place and to better connect residents with the rest of Pittsburgh.

The new \$120 million, multi-phased redevelopment features 664 rental and for-sale residences, 60 percent of them reserved for low-income residents and 40 percent at market rates. The new site is organized into distinct villages, each emphasizing a different housing type: either two- and three-story townhomes or four-story apartment buildings with smaller units for seniors, singles, or childless families. The project featured here is the completed, 297-unit first phase.

SITE: A half-vacant public housing project on a hilly 53 acres overlooking downtown Pittsburgh.

PROGRAM: This project replaces a distressed public housing project from the 1940s with a new mixed-income neighborhood featuring 297 units of townhouses and garden apartments organized into distinct villages. Designers navigated topographical challenges in installing an urban grid that better connects the neighborhood with the rest of Pittsburgh.

The new site design was inspired by a traditional, pre-World-War-II era neighborhood of tree-lined streets, sidewalks, and public squares. To achieve this vision, the project's designers completely reconfigured the existing road network, replacing the mostly curvilinear street pattern with an urban grid overlaid on the hillside plateaus.

The first phase extends a new street from a bordering neighborhood into the site. Built at a grade of 15 degrees, it matches the hilly character of the area and creates the rhythmic stepping down of townhouses so familiar on other Pittsburgh streets. To create this sloping road, the project recreated a hillside that had been leveled during Allequippa's construction. And in typical Pittsburgh fashion, public stairs extend streets, traversing the steep terrain and linking neighborhoods. Collectively, these measures dramatically reduce Oak Hill's isolation.

The project resulted in the addition of new bus routes and more bus stops, which brought the site perceptually closer to surrounding neighborhoods and job centers. Parking is almost exclusively on-street, eliminating dark unsafe interior parking lots.

Whereas Allequippa Terrace was half vacant, phase one of Oak Hill quickly reached full occupancy. Strong demand caused market rate rents to rise by 10 percent in the first year. The new roads and improved connections not only raised the site to its full potential as a true pedestrian-friendly neighborhood, accommodating a diverse population.

A STRATEGIC FRAMEWORK FOR NORTH

Any plan to accommodate the expansion of a major university into a nearby neighborhood faces inevitable strife, but the authors of the “Mayor’s Plan for North Allston” had their work cut out for them.

Compounding the usual “town and gown” tensions were two factors: the expanding university was the prestigious and powerful Harvard University, and its use of blind trusts to quietly acquire 100 acres of North Allston had raised suspicion among the Boston neighborhood’s mostly working-class residents. It was clear that before the university could move ahead, it had to have the city and neighborhood on board.

What could have been a very messy process has been lauded as a unique collaboration. Project architects worked with the university, the community, and the Boston Redevelopment Authority in a comprehensive two-year planning process. When Boston Mayor Thomas M. Menino formally presented and endorsed the plan in June 2003, he commented, “There’s no city in America where more communities have input in what goes on.”

As a result of the inclusive process, the team achieved something unusual—a plan that accommodated the university’s appetite for expansion and addressed neighbors’ concerns. Instead of an exclusive college district, what emerged was a strategic framework for a set of diverse neighborhoods that house

everything from world-class research facilities to bakeries and barber shops.

SITE: Several hundred acres of former truck yards, strip retail, and other under-developed sites adjacent to one of Boston’s traditional street car neighborhoods, North Allston.

PROGRAM: An urban design framework to guide Harvard University’s growth in a series of revitalized, diverse neighborhoods, not an exclusive district. The plan reaps benefits associated with “civic density” by protecting traditionally-scaled neighborhoods and creating redevelopment at a variety of scales and densities.

The plan was driven by new urbanist precepts. It uses growth and change to enhance livability through a new pedestrian-friendly main street, a town square, and enhanced public spaces. It avoids buffering town from gown and instead proposes an integrated zone in which the existing neighborhood and new academic precinct blend within a street grid. And although the plan adds

2,000 to 2,800 residences to North Allston, it protects the traditional neighborhoods, creates appropriate transitions, and calibrates heights and building types to support new commercial areas.

The land use plan calls for changes over an area considerably larger than the original 100 acres. A triangle of car dealers and liquor stores will become research, housing, and institutional uses. A strip of auto-related retail will become a walkable main street focused around a neighborhood square featuring a mix of uses—housing, neighborhood-scale retail, commercial, and cultural activities. A neighborhood emphasizing educational uses will replace an underused light industry and trucking area. Finally, a “clean manufacturing” area will house R&D and technology-oriented enterprises.

The project introduces graceful connections from the residential neighborhood to the nearby riverfront park. The existing pattern of neighborhood streets will be extended to create a framework for new development. Planners addressed concerns about housing scarcity by committing to a variety of affordable housing, including for those who normally would not qualify.

The success of the project lies in the fact that it was not just Harvard’s, or the city’s, or the neighborhood’s. All worked together to establish a plan to meet their needs and raise the value of their communities.

ALLSTON'S FUTURE



“Accommodating a university with a big appetite for expansion while dealing with neighbors’ worries about the effects of new people and activities is not an easy task. But this appears to have been handled with real skill.” GARY HACK



PLANNING & URBAN DESIGN:
Goody, Clancy & Associates

REAL ESTATE DEVELOPMENT:
Byrnie, McKinney & Associates

TRANSPORTATION:
Vollmer Associates

CLIENT:
Boston Redevelopment Authority

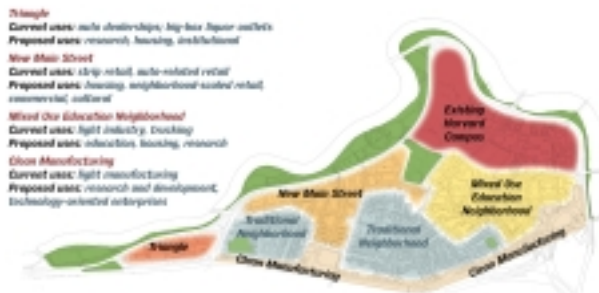


CHARTER PRINCIPLES-

7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

11. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible.

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



TWINBROOK COMMONS

For commuters, Rockville's current metro stop is simply a place to park and pass through on the way to more interesting destinations. The station's dominant feature—its set of expansive park-and-ride lots—is designed for an auto-oriented world. The retail areas to the west, residential neighborhood to the north, and office/service zone to the east are all products of separate-use zoning and inhospitable to foot traffic.

All that will soon change dramatically thanks to a partnership between a private developer and the Washington Metropolitan Area Transit Authority (WMATA). With excruciating traffic congestion in greater Washington, D.C. making transit indispensable, WMATA routinely seeks partners to develop the increasingly valuable land it owns around its stations. At the Rockville stop, both the City of Rockville and Montgomery County (the property straddles both jurisdictions) have adopted policies encouraging higher-density infill at existing transit and urban centers.

So in Rockville, a bunker-style transit station and its parking lots are set to become a vibrant urban core. The plan takes a site with a daily population of 1150 automobiles (human population: zero) to truly urban densities. At completion, Twinbrook Commons' 26 acres will have 615,300 square feet of office space, 203,500 square feet of retail space including a supermarket, and 1,261 residential units in a variety of low-, mid-, and high-rise buildings. It will house considerable amounts of parking, most confined to the middle of each block.

SITE: Twenty-six acres surrounding the Twinbrook Metro Station.

PROGRAM: A public/private partnership to create a highly walkable core of a downtown from a transit stop and its park-and-ride lots. In planning to take the site to truly urban densities, the project sets the conditions for a convincing public realm.

Like many transit-oriented-developments, this one includes an impressive transit plan coordinating bus, car, bicycle, and foot traffic at the station. But at Twinbrook Commons that system is just a starting point. The plan excels at setting the conditions for a convincing public realm.

Twinbrook Commons embodies a remarkable number of new urbanist principles at all scales. At the regional scale, it helps a growing county direct residents and employers to an infill site where they are well served by infrastructure of all sorts, especially transit. It connects with the blocks and streets of its adjacent districts, thereby mending fabric previously disrupted by the station's parking lots.

At the Charter's middle scale, the plan creates a compact, pedestrian-friendly neighborhood where many of the daily activities of life occur within walking distance. Urban design coding assembles and shapes the components of the neighborhood to form an identifiable public realm. A village green and twin transit plazas provide important shared public space and complement the tall buildings concentrated near the transit station. Lower building heights and a linear park create appropriate transitions to a neighboring residential neighborhood.

At the block, building, and street scale, designers pay careful attention to a range of goals from forming a consistent and lively street edge with ground floor residential, retail, and office frontage to giving prominence to civic buildings. To be sure, this is an abbreviated list.

Under this fine plan, a parcel of land that functioned primarily as a turnstile will become a destination. As the architects note, "Not only will one be able to walk physically to and from the transit station, one will actually want to make the trip."



“In transforming park-and-ride lots into downtowns, we are going to have to manufacture these places. This plan answers the question: “How do we get there?”

STEPHANIE BOTHWELL



CHARTER PRINCIPLES

4. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

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

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



ARCHITECT AND TOWN PLANNER:

Torti Gallas and Partners, Inc.

OWNER:

Twinbrook Commons, LLC
(The JBG Companies)
Washington Metropolitan Area
Transit Authority

ATTORNEY:

Holland and Knight, LLP

CIVIL ENGINEER:

Vika, Inc.

TRANSPORTATION CONSULTANT:

Wells and Associates, LLC

PARKING CONSULTANT:

Walker Parking Consultants

JURISDICTIONAL PROCESS:

The Maryland-National Capital Park
and Planning Commission

THE ROBERT REDFORD

Without a doubt, the Robert Redford Building is a model project. As an embodiment of the principles of both the New Urbanism and environmental sustainability, it stretches definitions of what a single building can do to contribute positively to its block, its neighborhood, and its region.

The building is the Natural Resources Defense Council's (NRDC) most ambitious effort to date to create office and educational space for itself that meets its high standards for shepherding the earth's environment and natural resources. The Robert Redford Building is about as efficient in its use of resources as they come. Under the United States Green Building Council's LEED 2.1 rating system, the building has earned more points toward a platinum rating than any other building in the United States. Magazine articles have asked "Who's the Greenest of Them All?" and concluded it's the NRDC building in Santa Monica.

But the building's green credentials extend beyond its building materials and systems; its urban location is an integral and powerful part of its environmental performance. The NRDC's decision to renovate an urban building rather than build anew in a rural location was a breakthrough for an environmental organization. It allowed the NRDC to redouble its environmental commitment. Unlike an office in an exurban location, this one is easily reachable by transit or bicycle. The design even incorporates

SITE: A 50 x 150 lot in the Bayside District of Santa Monica, an active, mixed-use neighborhood.

PROGRAM: One of the greenest buildings in the United States, this renovated office building is a model synthesis of the principles of New Urbanism and sustainability. The building houses legal offices for a national environmental organization, meeting spaces, and an environmental learning and activism center.

showers for those riding to work. Employees walk to cafés and shops over their lunch hours. And working near the center of the Los Angeles area, NRDC employees are more likely to purchase or rent housing served by existing infrastructure rather than housing that extends the metropolitan periphery.

The project brings NRDC law offices and a retail store to a storefront building from the 1920s. The architectural expression of the building reflects

the local vernacular. With its zero front setback, ground floor storefront and large window openings, the front façade continues the streetwall and structures the public realm. The educational store, the Leonardo di Caprio Environmental Action Center, amplifies street activity that is already quite lively.

As a renovation of an existing building, the project recycles an urban site. In turn, its building materials are more than 90 percent recycled or recyclable. Bathroom partitions are made of recycled milk bottled, for example, and carpeting is made of 100 percent recycled nylon. The building achieves passive energy conservation through increased insulation, Energy Star equipment, and automatic lighting controls. Rainwater from cisterns and "grey water" harvested from sinks provide 100 percent of the water for toilets and irrigation. Photovoltaic cells and other renewable sources provide the energy. When the building's consumption is low, the system puts power back in the grid, running the electricity meter in reverse.

Perhaps most impressively, in employing these state-of-the-art environmental applications, the building's designer never loses sight of the human needs of its occupants. In many places, green features are inseparable from good architecture. A series of light wells, for instance, improve ventilation and reduce cooling needs, while solving the difficult architectural problem of bringing daylight to a party-wall building. The Robert Redford Building is a very efficient machine, yet at its core it is also a very satisfying place.

BUILDING FOR THE NRDC



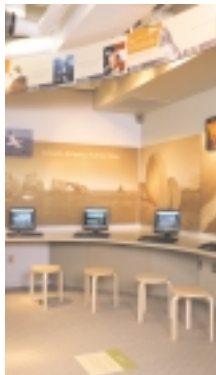
“The principles of New Urbanism and sustainability are more than skin-deep here. They’re in the DNA of the building.” LEE BEY

CHARTER PRINCIPLES

4. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas.

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

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



ARCHITECT:

Moule & Polyzoides Architects and Urbanists

STRUCTURAL:

Nabih Youssef & Associates

MECHANICAL/ELECTRICAL:

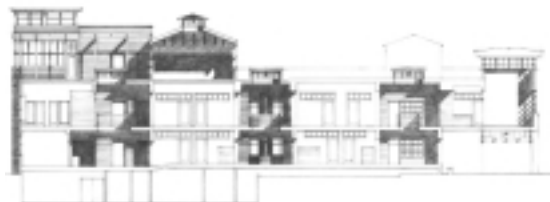
Syska Hennessy Group

DEVELOPER:

Natural Resources Defense Council (NRDC)

CONTRACTOR:

TG Construction



THE PUBLIC REALM IN TWO HISTORIC

Urban design plans that carefully consider a city's character and history can address multiple problems while preserving a city's unique sense of place. Yet too often, revitalization plans solve one problem while undermining neighborhood authenticity, compromising its overall appeal.

Glasgow and Newcastle both long ago established themselves as vital industrial and mercantile centers, but industrial decline and sprawl hurt their economic bases and choked the city centers with traffic. Degraded streets and public spaces attracted fewer and fewer pedestrians. Both cities needed design plans that simultaneously addressed traffic management and economic development while preserving and enhancing the cities' aesthetic and historic appeal.

In 1995, the Glasgow Regional Council advanced a radical plan to limit parking and invest in transit. Faced with a similar dilemma, the Newcastle City Council gave priority to "essential" traffic. Both cities realized that reducing the stifling congestion could help bring people and economic activity back to the city center, and engaged an urban designer to make that happen.

The resulting comprehensive plans for Glasgow City Center and Grainger Town, Newcastle build on the cities' historic heritage, market demands, and topography. The now-fully implemented plans guided the refurbishment and pedestrianization of major streets while expanding cultural and civic uses, thus spurring major growth in commercial and residential space.

SITE: Glasgow City Centre, Scotland; Newcastle-upon-Tyne City Centre, England

PROGRAM: The creation and implementation of comprehensive plans to address traffic congestion and improve streets and public spaces in these city centers. The plans guided the refurbishment and pedestrianization of major streets while expanding cultural and civic uses, improving the public realm to a level commensurate with leading European cities.

Both plans focused primarily on enhancing the public realm of both cities. Clearing public space of clutter, identifying a proper hierarchy of urban forms, and carefully selecting materials allowed individual street redesign projects to subtly express the essential character of the buildings and squares they lined. The goal was to utilize and restore the historic beauty of Glasgow and Newcastle, not to radically reconfigure public space.

Historic structures in both cities form the locus of the plans' wayfinding schemes. Glasgow's grid of streets gives it a robust, clearly demarcated structure that directs pedestrians to landmarks and public galleries. The scheme for Newcastle's Grainger Town organizes the city around a new pedestrian square at Grey's Monument and a redesigned Grey Street, "the finest curved street in Britain."

Each plan incorporated extensive public input, including ample use of demonstration projects and public exhibitions prior to approval. Glasgow went so far as to set up an exhibition attended by more than 10,000 people and a telephone helpline to answer questions.

These plans have successfully shown that cities can simultaneously reduce traffic and attract—not alienate—businesses and residents.

CITY CENTERS



"The quality of materials and the simple detailing provide a fitting backdrop to the civic life of the city rather than competing for attention as many streetscape schemes tend to do." DAVID RUDLIN

GLASGOW



ARCHITECT/URBANIST:

Gillespies LLP in collaboration with Glasgow & Newcastle City Councils

ENGINEERS:

Glasgow & Newcastle City Councils

CHARTER PRINCIPLES

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

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

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

PATRONS & PROMOTERS:

City of Glasgow Council, former Strathclyde Regional Council, Scottish

ENTERPRISE:

City of Newcastle-upon-Tyne Council
Grainger Town Partnership
English Heritage.

NEWCASTLE



SANKT ERIK

Stockholm's solid, dignified, and harmonious architecture recalls the beauty and formality of larger European capitals at a more modest scale. Its stern Gothic forms are positioned to welcome the Baltic Sea, and green space woven throughout the city gives it a distinctive atmosphere and charm.

The thoughtful Sankt Erik infill project reveals how new development can respect both the aesthetics of Europe's past and the needs of the present. In doing so, Sankt Erik revives the humanist building tradition of Stockholm, in which the experience of public spaces was given high priority.

After decades of extensive office construction in Stockholm's city center and rapid housing growth in new suburbs, city officials feared that the falling population and rising traffic in the core were eroding the quality of urban life. As part of a major commitment to infill housing, they settled on a former hospital complex and a shoreline park as the site for 1000 new residences.

Instead of wiping the site clean, the project sought to preserve as much of the original complex and topography as possible. Several buildings in poor condition were replaced, but parts of the hospital, laundry, and stables were converted to residences.

A relocated chapel sits inside the central round of the new neighborhood, following the time-honored planning principle of placing a parish church at the center of a town. The chapel now serves both religious and community functions—expanding on

SITE: A closed hospital complex and waterfront park near the center of Stockholm.

PROGRAM: An artful insertion of a 1000-unit residential neighborhood that preserved existing buildings, respected existing topography, and created a series of formal public spaces leading down to a reflecting pool and riverfront park.

historic traditions to meet the demands of a modern, secular society. From the informally planted round, a processional plaza along the main axis steps down to a reflecting pool by the waterfront.

The towers placed where the main axis meets the shore park echo the work of Camillo Sitte, whose influence was particularly strong in Stockholm in

the early years of the 20th century. Another historical tradition reflected in the classical façade compositions is that of the urban *palazzo*, multistory residential blocks common in European cities since the Renaissance.

The short city blocks, measuring about 40 by 50 meters and containing four to six contiguous blocks of flats, follow this paradigm, as does the composition of the facades as a whole. The small size of the blocks creates a sense of intimacy and well-being. The color scheme of the buildings further evokes the city's built history, using both the earth tones characteristic of the 20th century and the warm gray or beige typical of the 19th century. The project's waterfront perspective is likewise strongly rooted in local architectural history.

The new neighborhood is distinguished by the clear physical demarcation and fine detailing of public space. Pedestrians, bicycles, and cars share a formal grid of thoughtfully traffic-calmed streets. Private space is defined by the building facades, raised walls, or fences. The public and private spheres engage in an architectural dialogue, yet this dialogue never obscures the very public character of the new neighborhood.



“This place is immensely inviting—the building forms, colors, relationship to the river, and the great courtyard at center. It’s a place in which you want to be.” LEE BEY



OVERALL URBAN PLAN, ARCHITECTURAL COORDINATION, AND QUALITY PROGRAM:
Aleksander Wolodarski, Head Architect, Stockholm City Planning Administration

QUALITY PROGRAM:
Anna-Paula Andersson, architect, Stockholm City Planning Administration

LANDSCAPE ARCHITECTS:
Anders Falk, Carl Bro

TECHNICAL COORDINATION:
Peter Jacobsson, Stockholm City Real Estate Streets and Traffic

CHARTER PRINCIPLES

- 19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
- 24. Architecture and landscape design should grow from local climate, topography, history, and building practice.
- 27. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.



DEVELOPERS:

- Skanska Bygg AB div Stockholm
- Riksbyggen Stockholmsbyggen
- Skanska Bostäder Stockholm AB
- Riksbyggen
- Seniorgården
- Svenska Bostäder
- Stockholms Kooperativa Bostadsförening
- HSB

CITY WEST

The housing project that preceded City West sat in a no-man's land, nearly encircled by freeways and broad avenues and cut off from both the downtown and riverfront. The project deepened this isolation, with a pair of superblocks that destroyed the original grid and anonymous housing slabs lined up like dominoes. At its western edge, the development offered few connections to a major arterial, which returned the favor, speeding cars past the site.

The architects and tenants' council executed yet another Cinderella story with federal assistance—but went beyond even the high standards set by other HOPE VI redevelopments. City West truly distinguishes itself with a refreshingly broad mix of housing types, fine contextual detail, and site-specific urban design solutions.

Its blocks and streets have the intimate dimensions of old Cincinnati neighborhoods. Row houses and duplexes have varied, richly textured facades, with Doric porch columns, masonry lintels, dormer windows, and carved brackets supporting cornices. The project's market-rate homes sell for as much as \$350,000, while architecturally indistinguishable low-income and affordable housing units generate waiting lists.

In the redesign effort, designers set out to create a coherent physical framework to support the reemergence of a diverse urban neighborhood of 630 residences. A fine-grained block pattern promotes connections within City West and reintegrates the neighborhood with its surroundings.

SITE: A neglected 34-acre public housing project in Cincinnati's West End neighborhood.

PROGRAM: A Hope VI redevelopment that replaces superblocks with a traditional street grid, creates graceful public spaces, and introduces a broad mix of housing types. Distinguished by its high architectural standards, this redevelopment creates a coherent physical framework to support the reemergence of a diverse urban neighborhood.

Residences lining the streets clearly define the public space, improving safety and building community. A formal public green that runs the length of the neighborhood, serving as the organizing spine of the plan, doubles as an easement for a large water main. The green terminates in a picturesque crescent park, which takes its shape from an existing grove of trees. Residences lining both spaces create a series of reassuring outdoor rooms.

The plan calls for converting the high-volume arterial road along the project's western edge to a pedestrian friendly boulevard. There, higher-density mixed-use buildings will accommodate retail-residential space and a community center within a short walk of all residents.

As diverse indoors as it is outdoors, City West is the antithesis of the archetypal public housing monolith. Residences range from one-bedroom apartments to four-bedroom homes, with portions reserved for public housing residents, a subsidized moderate-income tier, and market-rate buyers. The variety of housing types welcomes families and individuals with a broad range of incomes and physical abilities.

This project demonstrates how federally sponsored revitalization programs, in concert with the best new urbanist design, can restore and preserve a neighborhood's built heritage, reverse central-city disinvestment, and create a workable, even graceful, community that people will be proud to call home.



"Compared with most Hope VI projects, City West has a greater range of housing types, organized to form a memorable neighborhood. The crescent is the kind of gesture that residents will regard as making their neighborhood special." GARY HACK



CHARTER PRINCIPLES

- 11. Neighborhoods should be compact, pedestrian-friendly, and mixed-use.
- 13. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
- 18. A range of parks, from tot lots and village greens to ballfields and community gardens, should be distributed within neighborhoods.



MASTER PLANNER AND DESIGN

ARCHITECT:

Torti Gallas and Partners

ARCHITECT OF RECORD:

glaserworks

OWNER:

Cincinnati Metropolitan Housing Authority

DEVELOPER:

The Community Builders, Inc.

CONTRACTOR/BUILDER:

D.A.G./RCI

CIVIL ENGINEER:

Woolpert, LLC

LANDSCAPE:

Vivian Llambi and Assoc.

NORTHRUP COMMONS

This pair of developments illustrates an innovative technique for infill: reclaiming the air rights above under-utilized urban sites for much-needed urban housing. The architect ably knitted a pair of forgotten sites—a 1950s supermarket sitting on a one-acre, block-long site in Seattle’s gentrifying Lower Queen Anne neighborhood and a half-acre clinic parking lot in northwest Portland—back into the walkable urban fabric of their neighborhoods. Sites that had been eyesores have become community assets.

Northrup Commons sits on what was a small parking lot behind a medical clinic in a desirable Portland neighborhood—just off the new streetcar line on Northrup Street and the busy retail corridor of NW 23rd Street. The new clinic parking burrows a few feet below grade and is surmounted by 20 stacked townhouses and their parking. Architecture helps the building’s ambitious program fit into its context: lighter materials and a setback above the second floor minimize the four-story height, while fin walls and recessed entries soften the façade’s length and recall the rhythm of the neighborhood’s narrow lots. The townhouses were seamlessly added to the neighborhood: to minimize the impact of construction, 24 additional trees were planted to replace diseased trees on the site, neighbors received biweekly construction updates, and clinic patients received free valet parking during construction.

SITE: Portland: A 0.46-acre medical clinic parking lot on residential street in northwest Portland, Oregon. Seattle: A 1950s supermarket with parking on 1.12 acres in Seattle’s Lower Queen Anne neighborhood.

PROGRAM: The redevelopment schemes used unexercised development rights (“air rights”) above and below the parking lot and supermarket to build townhouses, condominiums, accessory parking, and a replacement of the original use.

Perhaps most interestingly, the architect took a leadership role in this project from the start: identifying the site’s owner, discussing the idea with a neighborhood organization, and finally getting the landowner to invest in the idea and bring it to fruition. In return for giving up the parking lot, the landowner received both a covered parking lot and a healthy \$1 million from the air rights sale. The firm’s patience and attention to detail garnered plaudits even from skeptical neighbors; one even asked the firm to “go find more parking lots.”

In Seattle, Tribeca perches 51 townhouses and flats and 3,500 square feet of liner retail atop a new Safeway supermarket—all while providing enough parking to cover the entire site. The architect used the site’s 18-foot slope to full advantage, tucking the supermarket and its parking largely below the sidewalk. The supermarket and its loading areas open out to Republican Street at the lower end of the site; new retail and the residential entrance face Mercer Street at the upper end. Sitting atop the retail podium are three residential buildings grouped around and above alley-loaded parking. The façade’s modulated bays, recessed balconies, and materials—red brick and concrete, reflecting the residential and industrial surroundings—express the intricately stacked uses. The supermarket is a hub of daily activity in any neighborhood, and Tribeca integrates what had been an island adrift in a sea of parking back into the neighborhood.

This pair of projects fit into their urban contexts by using the townhouse and flat, both traditional urban housing types, to envelop two neighborhood necessities—parking and contemporary supermarkets—that are often clumsily designed and poorly integrated into the urban context. The intensive public process undertaken for both sites ensures that the new buildings are good fits for their neighborhoods, even with their modern architectural vocabulary.

AND TRIBECA



“These two projects demonstrate the advantages of selling roof rights: revenue for clients and mixed-use, urban buildings for neighborhoods.” ELLEN DUNHAM-JONES

NORTHRUP COMMONS



CHARTER PRINCIPLES

4. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas.

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

22. Development must adequately accommodate automobiles in ways that respect the pedestrian and the form of public space.

ARCHITECT:

Sienna Architecture Company

STRUCTURAL/CIVIL ENGINEERS:

WDY Engineers

MECHANICAL AND ELECTRICAL ENGINEERS:

Interface Engineering, Inc.

DEVELOPER:

Northrup Commons, L.L.C.

CONTRACTOR:

Coquille Land Corp.



TRIBECA

PORTLAND PUBLIC

This jewel of a building enriches and engages the public realm of Portland, Maine, both by intelligently responding to its site and by supporting a regional approach to food and economics. The market creates a new civic gathering place for the entire state and attracts much-needed retail and pedestrian activity to what was a parking lot in downtown Portland.

The building engages the sidewalk with generous windows, steel canopies, stone street furniture, a small plaza, and seasonal outdoor vendors. Inside, heavy timber beams provide a welcoming backdrop for 28 year-round market stalls, while a granite fireplace welcomes pedestrians with warmth during Maine's long winters. Three corner entries and gentle slopes draw customers of all abilities through the market. Local stone and brick literally ground the market in the environment, while operable windows and fans recycle cool night air in the summer and waste heat from refrigeration equipment in the winter. The building's proportions and materials draw from the surrounding urban fabric without being overly derivative.

Private settings within the building include mezzanine seating above the market hubbub. An alley loading facility makes it possible to transplant food distribution uses—often housed in industrial districts outside downtown—right into the city's heart.

SITE: Previously a one-acre surface parking lot in an underdeveloped part of downtown Portland.

PROGRAM: An indoor/outdoor fresh food market hall housing 28 permanent vendors indoors and 20 seasonal sidewalk vendors, built on a former parking lot on the margins of downtown. The market sustains local food production businesses year-round.

Like thousands of farmers' markets nationwide, Portland Public Market addresses economic, environmental, and social problems at the regional scale of the Charter. Farmers' markets reestablish the bridge linking city and country; urban consumers purchase directly from rural producers. This direct, high-margin exchange keeps exurban farmland in production, sustains small, local businesses, and circulates money within the

regional economy—all while providing consumers with fresher, better food and reducing the need for long-distance transportation and big-box stores or warehouses.

The burgeoning number of farmers' markets nationwide parallels a growing international interest in "slow food," a gastronomic movement that celebrates local, natural foods produced with traditional methods. An offshoot called "slow cities" focuses on sustaining local ecosystems, economies, farms, and crafts. In contrast to the prepackaged, fast-food world of sprawl, slow food offers a fresh, healthful alternative that nourishes both city and country.

Betty Noyce's gift of the Portland Public Market brings Portland full circle: back to the city's historic roots as the market town; back to Portland's original indoor market, which stood half a block away; and back into the circle of local production. The Portland Public Market is the rare project that simultaneously achieves goals at all scales of the Charter: healing a block with civic architecture and public space, revitalizing a neighborhood, and enhancing the regional economy.

MARKET



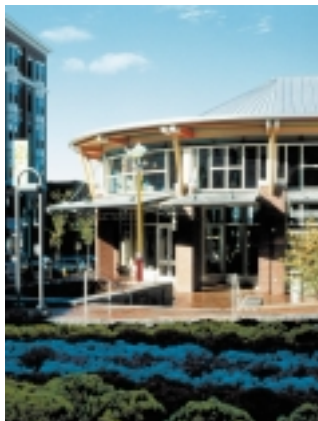
“The market becomes a hearth both literally and symbolically. People and locally produced fresh food are brought together to support city and rural life.”

STEPHANIE BOTHWELL



CHARTER PRINCIPLES

- 3. The metropolis has a necessary and fragile relationship to its agrarian hinterland.
- 24. Architecture and landscape design should grow from local climate, topography, history, and building practice.
- 25. Public gathering places require important sites to reinforce community identity and the culture of democracy.



ARCHITECT:

Hugh A. Boyd, Architects

STRUCTURAL ENGINEERS:

Criterion Mooney

MECHANICAL/ELECTRICAL

ENGINEERS:

Bennett Engineering

DEVELOPER:

Market Ventures Inc.

CONTRACTOR:

H.E. Callahan Construction

URBAN INFILL IN CASTELLAMARE

Train and transit stations are often the hearts of vibrant, mixed-use neighborhoods, but the station in Castellamare di Stabia created a major tear in the city's urban fabric. The station and its dusty train yard served as a long superblock that severed the residential neighborhood to the east from one of its main assets, the nearby *lungomare* or waterfront.

With the train line serving the station expected to be abandoned in favor of the Circumvesuviana line to the east, the city spotted an opportunity to repair its urban fabric and add value to neighborhoods regarded as undesirable. Because the University of Maryland School of Architecture has a memorandum of understanding to develop urban projects for the city, a faculty/student team devised this plan for redeveloping the area with a network of streets and blocks and a human-scaled pedestrian environment.

By reestablishing urban fabric on the site at an intimate scale that characterizes southern Italy, the new infill development will connect the cultural assets and residential communities behind the station to the waterfront.

The plan calls for the site to be developed with four-to-seven story courtyard apartment buildings. A type common in the city, these apartment buildings establish the street wall at the perimeter of the block and provide private courts in the interior of the block. This pattern supports higher-density development with pleasing balance of public and private spaces.

SITE: The existing train yard site in the center of Castellamare di Stabia, Italy.

PROGRAM: The plan seeks to use streets, courtyard buildings, and public spaces to restore access to the waterfront and "stitch" together neighborhoods separated by a rail yard.

Badly needed parking is located below grade in the residential blocks.

At the core of the project is a new piazza that celebrates the city's famous natural mineral springs with a series of fountains that lead down to the Bay of Naples. Surrounded by mixed-use buildings that form an outdoor room, the piazza will

likely become a popular gathering space. By extending existing streets through the site, the plan would create a series of view corridors from the center of the city down to the bay.

Where possible, the project seeks to reuse and adapt historic structures on the site. The train station is re-imagined as a museum and garden. The plan proposes new cultural uses for existing warehouses at the north end of the site.

With this plan, Castellamare di Stabia has a remedy well-suited to the task of healing a wound at its ancient and valuable heart.

HONORABLE MENTIONS

PROJECT:
Honolulu, Hawaii: Downtown
Redevelopment Master Plan

STUDENT DESIGNER:
Mark Zonarich

FACULTY:
Professor Karl DuPuy

SCHOOL:
University of Maryland

PROJECT:
Laurel, Maryland: Transit Oriented
Development

STUDENT DESIGNERS:
David Fenchel
Nick Mansberger
Mark Zonarich

FACULTY:
Professor Matthew J. Bell

SCHOOL:
University of Maryland

PROJECT:
Park: Reassessing Patterns of Life in
Small Urban Communities

STUDENT DESIGNER:
Jeffrey Taylor

ADVISOR:
Jan Wampler

SCHOOL:
Massachusetts Institute of Technology (MIT)

DI STABIA



“This is a great urban project that overcomes a serious barrier in the city. A new neighborhood and important public spaces are created over what was once an open trough and rail yard.” PHILIP ENQUIST



CHARTER PRINCIPLES

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

23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. They encourage walking and enable neighbors to know each other and protect their communities.

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

GRADUATE STUDENTS:

- Jack Baker
- Ann Dutton
- Jeff Evans
- Kirin Makker
- Robert McClennan
- Neil Murray
- Abdul Muzikir

FACULTY:

- Matthew J. Bell, AIA
- Pablo Guiralde
- Stephen F. Sachs

SCHOOL:

University of Maryland



CHARTER OF THE NEW URBANISM

PREAMBLE

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

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

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

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

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

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

WE ASSERT THE FOLLOWING PRINCIPLES to guide public policy, development practice, urban planning, and design:

PRINCIPLES

REGION: METROPOLIS, CITY, AND TOWN **ONE** The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality. **TWO** Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges. **THREE** The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house. **FOUR** Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion. **FIVE** Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs. **SIX** The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries. **SEVEN** Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty. **EIGHT** The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile. **NINE** Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions. **NEIGHBORHOOD, DISTRICT, AND CORRIDOR** **TEN** The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution. **ELEVEN** Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways. **TWELVE** Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of

streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy. **THIRTEEN** Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community. **FOURTEEN** Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers. **FIFTEEN** Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. **SIXTEEN** Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them. **SEVENTEEN** The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change. **EIGHTEEN** A range of parks, from tot lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts. **BLOCK, STREET, AND BUILDING** **NINETEEN** A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. **TWENTY** Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style. **TWENTY-ONE** The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness. **TWENTY-TWO** In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space. **TWENTY-THREE** Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities. **TWENTY-FOUR** Architecture and landscape design should grow from local climate, topography, history, and building practice. **TWENTY-FIVE** Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city. **TWENTY-SIX** All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems. **TWENTY-SEVEN** Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

CONGRESS FOR THE NEW URBANISM (CNU) is a nonprofit organization aimed at stopping sprawl and re-establishing compact, walkable and environmentally sustainable neighborhoods, cities, and towns. We are an international network of over 2,000 individual members from a diverse set of disciplines, including design, development, finance, environment, social equity, and elected office. In our short ten-year history, we have helped shape a national conversation about the consequences of growth and helped bring to life an alternative vision for community development and regional sustainability based on the Charter of the New Urbanism. CNU sponsors annual conferences, known as Congresses, for the sharing and discussion of best practices in New Urbanism. We also work with like-minded leaders and practitioners to remove barriers to building places that create lasting value and treasured community assets.

The logo for Congress for the New Urbanism, featuring the text "CONGRESS FOR THE NEW URBANISM" in white, uppercase letters on a dark teal square background.

CONGRESS
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