

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

CONGRESS
FOR THE
NEW
URBANISM

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CHARTER AWARDS



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



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

- I. The Region: Metropolis, City, and Town
- II. Neighborhood, District, and Corridor
- III. Block, Street, and Building

CNU 2002 Awards Jury

JONATHAN BARNETT, Jury

Chair, has been an urban advisor to many U.S. cities and government agencies. He is a professor of city and regional planning at the University of Pennsylvania and a member of CNU's Board of Directors. This is his second year as a CNU Charter Awards juror.

ELINOR BACON is the former President and CEO of the National Capital Revitalization Corporation, as well as the former Deputy Assistant Secretary of the Office of Public Housing Investment of HUD, where she administered the HOPE VI Program.

BONNIE FISHER is a Principal and Director of Landscape Architecture at ROMA Design Group in San Francisco. ROMA recently won a national competition to design the Martin Luther King Memorial in Washington, D.C.

KENNETH GREENBERG is a Principal at Toronto-based Greenberg Consultants Ltd. He is the Former Director of Urban Design and Architecture for the City of Toronto.

ALEX KRIEGER is Chairman of the Department of Urban Planning and Design at the Harvard Graduate School of Design and a principal of Chan Krieger & Associates.

JOHN NORQUIST is the Mayor of Milwaukee, Wisconsin and the current President of the CNU Board of Directors.

RICHARD ROSAN is the President of the Urban Land Institute in Washington, D.C. He is the former Economic Development Director for the City of New York.



CNU 2002 Awards Program Jury (clockwise from left)
Kenneth Greenberg, John Norquist, Elinor Bacon, Jonathan Barnett,
Bonnie Fisher, Richard Rosan, and Alex Krieger.

The Charter of the New Urbanism contains 27 principles. This year's Charter Awards provide reassuring evidence that these principles are widely understood and are serving as the foundation for excellent work in all parts of the United States and in other countries as well. There were 216 projects submitted this year, an exceptionally high number for an awards program in urbanism, and the jury had great difficulty making its choices from among so many attractive options. Before the judging began, jury members agreed that 15 awards, the number given last year, was really too many. We ended up giving 18 this year.

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

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

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

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

Jonathan Barnett, Jury Chair

Smart Growth and Neighborhood Conservation Initiative Maryland

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

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

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

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

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

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

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

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



JUROR
JONATHAN BARNETT

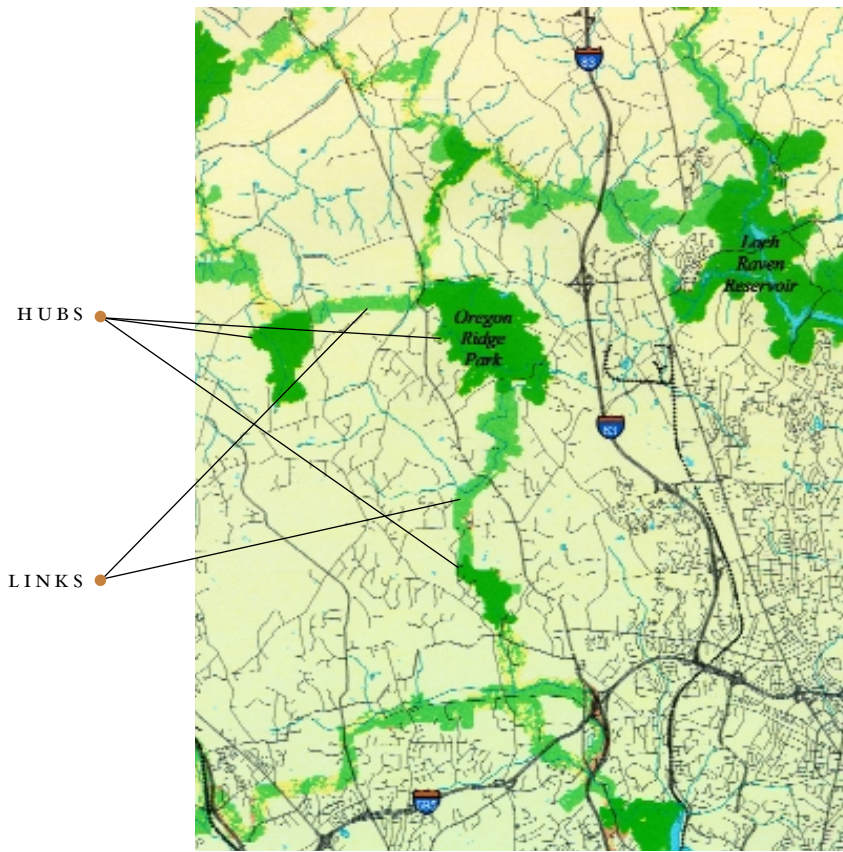
PROJECT
Smart Growth and Neighborhood
Conservation Initiative, Maryland

SITE
State of Maryland

PROGRAM
Collection of innovative policies to
refocus economic and population
growth to existing developed areas.

PUBLIC AGENCY
Office of Smart Growth,
State of Maryland

REGION



“Maryland is limiting growth at the edge and encouraging infill; but they never use the words *growth boundary*.”

— JONATHAN BARNETT

CHARTER PRINCIPLES

TWO

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

THREE

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

FIVE

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

The Confluence Master Plan St. Louis, Missouri

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

Bringing the rivers back to a central place in public life was not easy. They lacked adequate access points, due in part to old industrial sites along the shores, and habitats were gradually vanishing from the riverbanks. New conservation lands had been purchased haphazardly, and new regional trails were not well linked.

Even the unplanned work, however, was largely successful and popular. Best known efforts included the Great River Road with its parallel trail along the bluffs in Illinois and the cross-Missouri Katy trail. The Master Plan identifies the riverfront parks, open space conservation areas and trails connecting the region's diverse resources. It overlays the industrial ruins of the working river with natural and built infrastructure, to promote the redevelopment of existing communities and provide proper placement of new communities.

The project traverses the region with habitat rights-of-way, reclaimed parcels, new trails, and rail-to-trail corridors. These routes branch out into neighboring districts with walking, biking, and hiking paths. Streets are being converted into pedestrian- and bike-friendly zones to invigorate the linkages. Although the plan does not call for major highway or street grid restructuring, other venues for mobility have been created within the project area, including a new rail system.

The plan accounts for varied intensities of land use. It respects existing industry in urban areas and agricultural land in rural areas. The plan also acknowledges that there are different appropriate levels of recreational intensity. While some urban centers offer opportunities to draw thousands of people to the river's edge, other sites need protection from large-scale human activities.

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

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



JUROR
BONNIE FISHER

PROJECT

The Confluence Master Plan:
A conservation, heritage, and
recreation corridor, St. Louis

SITE

Over 200 square miles in
metropolitan St. Louis, along the
Mississippi and Missouri Rivers.

PROGRAM

Increase the importance and role of
the Mississippi and Missouri Rivers
in the daily life of the metropolis,
enhancing the local quality of life
and enriching eco-tourism.

ARCHITECT

H3 Studio, Inc.

ASSOCIATE ARCHITECT

HOK Planning Group

DEVELOPER

The Confluence Company



“The most important thing about this plan is the cooperation of different states and local agencies to save a regional environment.” — BONNIE FISHER

REGION



CHARTER PRINCIPLES

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.

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.

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.

Development Plan for Sectors A & D Beirut, Lebanon

THE DEVELOPMENT PLAN provides urban planning and design for a new addition to Beirut's historic Central District. The vacant site, a garbage and rubble landfill in the sea, has grown since 1976. Soon, it will be a district of government and private offices, retail and commercial space, a new harbor, and residential neighborhoods. Its centerpiece will be the resurrection of the waterfront esplanade, the Corniche.

Civic space is a highlight of the plan. Absent at the current waterfront zone in the city center, the Corniche is the most-used public open space in Lebanese culture. The plan connects with the existing Corniche to the south and extends it along the entire seafront edge. An old seawall, now well inland due to continued landfilling, cuts a diagonal through the master plan zone. It will serve as a pedestrian walkway and public park zone linking the center of the project to public buildings, the new harbor, and the sea.

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

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

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

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

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

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

6



JUROR
RICHARD ROSAN

PROJECT
Development Plan for Sectors A & D,
Beirut, Lebanon

PLANNER
Skidmore, Owings & Merrill LLP

DEVELOPER
Solidere

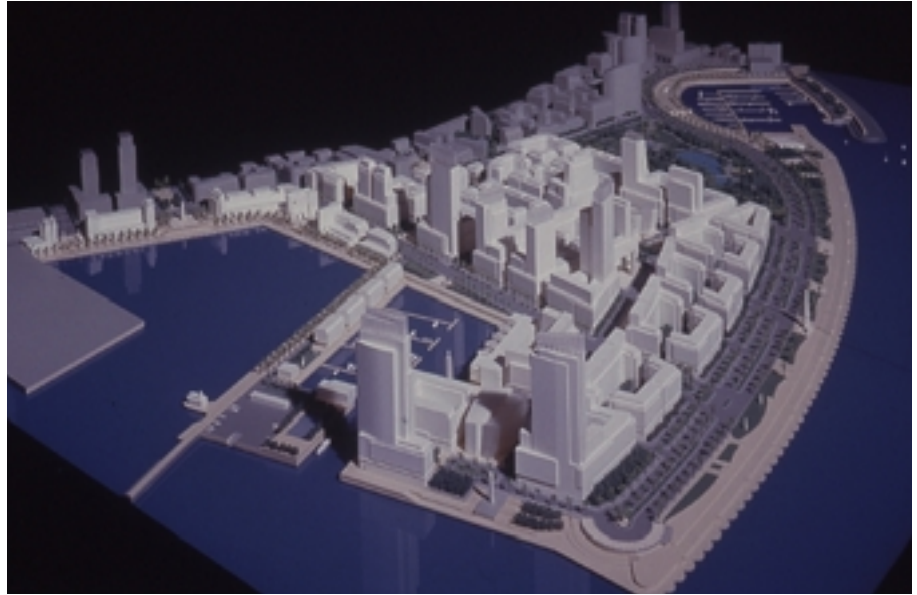
ENGINEER
International Design
Engineering & Architecture

LANDSCAPE ARCHITECT
Sasaki Associates, Inc.

TRAFFIC CONSULTANT
Parsons Brinckerhoff Ltd.

METROPOLIS

PLAN FOR THE
RECONSTRUCTION AND
DEVELOPMENT OF A
CENTRAL DISTRICT



“This is an inspiring plan that emerges after years of loss and destruction.” — RICHARD ROSAN

CHARTER PRINCIPLES

FOUR

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

SIX

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

TWENTY-FIVE

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

Initiative for a 20/20 Vision for Concord Concord, New Hampshire

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

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

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

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

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

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

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

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



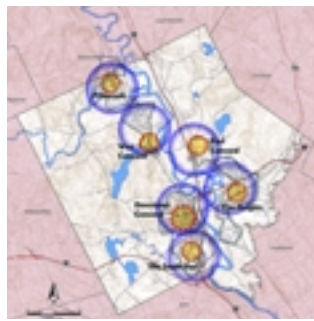
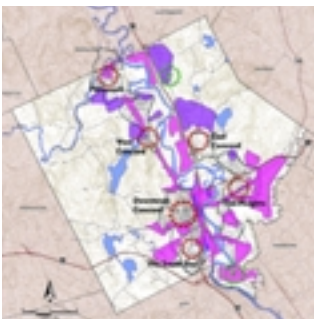
JUROR
ELINOR BACON

PROJECT
Initiative for a 20/20 Vision
for Concord, New Hampshire

ARCHITECT
Goody, Clancy & Associates

ENGINEER
Frederic R. Harris, Inc.

CONSULTANT
Economic Research Associates



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

— ELINOR BACON

CITY



CHARTER PRINCIPLES

ONE

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

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.

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.

NewHolly—Phase I Seattle, Washington

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



JUROR
ALEX KRIEGER

PROJECT
NewHolly—Phase I,
Seattle, Washington

SITE
48-acre parcel, formerly a World War II worker housing development with a garden apartment-style master plan.

PROGRAM
HOPE VI-funded redevelopment of mixed-income housing featuring 305 rental units and 153 for-sale units in a safe, attractive mixed-use environment.

PLANNER
Weinstein Copeland Architects

COMMUNITY FACILITIES ARCHITECT
ARC Architects

HOUSING ARCHITECTS
Lawrence Architecture,
Arellano/Christofides,
September Design Group

PUBLIC AGENCY
Seattle Housing Authority

DEVELOPER
Popkin Development

CIVIL ENGINEER
SVR Design Company

STRUCTURAL ENGINEER
SWMB

LANDSCAPE ARCHITECT (PARKS)
Nakano Associates

LANDSCAPE ARCHITECT (HOUSING)
Swift & Company

ELECTRICAL ENGINEER
Sparling Inc.

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

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

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

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

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



NEIGHBORHOOD

II



“The individual buildings are intentionally modest, while the neighborhood as a whole stands out for its walkable, integrated design.” — ALEX KRIEGER

CHARTER PRINCIPLES

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.

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.

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.

Stateway Gardens Redevelopment Plan Chicago, Illinois

LOCATED THREE MILES SOUTH OF THE LOOP in Chicago's South Side, the site of the Stateway Gardens Redevelopment Plan is one of five public housing projects that are part of the infamous "State Street Corridor." Interrupted only by the Illinois Institute of Technology, this corridor is one of the largest concentrations of public housing in the United States. Poverty levels in this area are high, and these high-rises exemplify public housing at its worst: dangerous, isolated, and unattractive.

The 60-percent vacant high-rises of Stateway Gardens are being replaced with 1,315 units of low- and mid-rise housing, 14,000 square feet of retail, 5,000 square feet of office space, seven acres of parks, and an elementary school. The site itself will hold 885 units, and 430 will be built on vacant parcels in the immediate surrounding area. The new units will be mixed-income, divided among affordable, publicly subsidized, and market-rate housing.

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

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

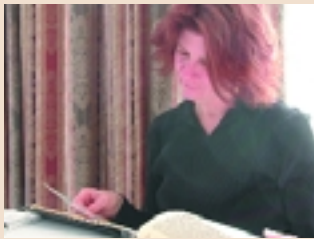
The new buildings will include single- and multi-family townhomes, stacked flats, three-flats, and three-story courtyard buildings. Higher-density buildings include four seven-story mid-rises with retail and office on the first floor. This variety provides a mix of housing choices that will attract a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

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

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

Residents were concerned that the new development be well maintained. A community association will be established to sustain community life, and conduct maintenance. Each building type will have its own sub-association.

A community foundation will be established to coordinate, leverage, monitor, and fund some social services. These services will be provided by a partnership between the community association and the community foundation. It will provide outreach and information on the redevelopment process and opportunity, case management, employment and training, education, child care, substance abuse, and recreation services.



12

JUROR
BONNIE FISHER

PROJECT
Stateway Gardens Redevelopment
Plan, Chicago, Illinois

SITE
38 acres on the South Side
of Chicago

PROGRAM
Replace a decrepit high-rise housing
project with city blocks of mixed-
income housing, retail, office, a
school, parks, and gardens. Include
maintenance and social service
provision in project delivery.

DESIGNERS
Skidmore Owings & Merrill and
Johnson & Lee, LTD

**ARCHITECT, PLANNER, AND
LANDSCAPE ARCHITECT**
Skidmore, Owings & Merrill LLP

ASSOCIATE ARCHITECT
Johnson & Lee, LTD

PUBLIC AGENCY
Chicago Housing Authority

DEVELOPER
Stateway Associates

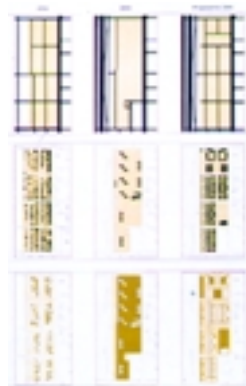
NEIGHBORHOOD



“The undesigned open fields of the old project made the housing project fail. Conversely, the new private park system will make the new development work.”

— BONNIE FISHER

13



CHARTER PRINCIPLES

TWELVE

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

THIRTEEN

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

TWENTY-THREE

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

Addison Circle Addison, Texas

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

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

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

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

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

Most residential buildings are four stories, with internal courtyards that increase the amount of functional space. The project will ultimately tally over 3,000 dwelling units, with up to 4 million square feet of office and commercial space. At about 55 net dwelling units per acre, the mostly rental project is more than twice as dense as a typical project. Approximately eight additional residential phases are planned, with an expected build-out from 2005 to 2010.

Parking at a ratio of one parking space per bedroom is in above-grade structures behind the residences. Secondary auto circulation is provided by mews—fire and access lanes located between buildings. Building entries face out onto the mews, bringing activity to these areas, which also serve as pick-up and drop-off points for building residents and vehicle loading.



14

JUROR
MAYOR JOHN NORQUIST

PROJECT
Addison Circle, Addison, Texas

SITE
80 acres in a first-ring suburb north of Dallas, one of the few remaining large undeveloped infill sites in the area. Located on a major toll-road, adjacent to an existing transit station.

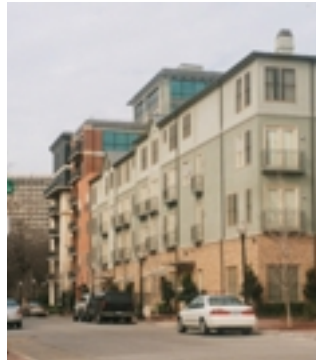
PROGRAM
A medium-density mixed-use community.

ARCHITECTS
RTKL Associates, Inc.

PUBLIC AGENCY
The Town of Addison

DEVELOPER
Post Properties, Inc.

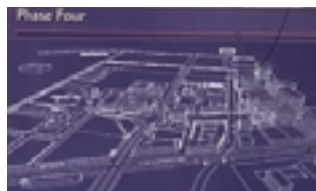
**CIVIL ENGINEER AND
LANDSCAPE ARCHITECT**
Huitt-Zollars Inc.



DISTRICT

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

— MAYOR JOHN NORQUIST



CHARTER PRINCIPLES

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.

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.

ReCentering and The Cannery Area Design Plan Hayward, California

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

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

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

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

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

Downtown Hayward and the Cannery Area are distinct, identifiable, transit-oriented neighborhoods. At 20 to 30 dwelling units per acre, the highest-density development in each is closest to the rail stations. Each plan has helped to create a pedestrian-friendly, mixed-use district.

16



JUROR
ALEX KRIEGER

PROJECT
ReCentering and The Cannery Area
Design Plan, Hayward, California

SITES
Two areas of Hayward, a first-ring
industrial suburb of San Francisco.
Plans cover 80 acres downtown, 73
in adjacent Cannery neighborhood

PROGRAM
Revitalization plans aimed at
converting low-value land in a transit-
served community into high-value
transit-oriented development. Plans
include new civic center, open space
network, and streetscapes.

ARCHITECT
Solomon E.T.C., A WRT Company

PUBLIC AGENCY
Hayward Redevelopment Agency

CONSULTANT
EPS



DISTRICT



“This simple orthogonal plan adds surprising richness to an older suburb.” — ALEX KRIEGER

CHARTER PRINCIPLES

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.

TWENTY-SEVEN

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

University of Washington, Tacoma Master Plan Tacoma, Washington

THIS UNIVERSITY OF WASHINGTON CAMPUS was established to provide higher education for southern Tacoma, but it is also the centerpiece of an urban renaissance. It is stimulating cultural, educational, and commercial revitalization with a program of new construction and historic preservation.



JUROR
RICHARD ROSAN

The university's master plan program calls for 500,000 gross square feet of development by 2010, expanding over several decades as enrollment increases. Phases one and two, completed in 1997, include classrooms, auditoriums, faculty offices, computer labs, and a library. In 2000, the university commissioned the submitting firm to revisit the original master plan. The new plan's long-term view of the campus provides a design for several decades of development of the whole site. To date, the university has purchased 53 of the 86 parcels allotted for the development.

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

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

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

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

PROJECT
University of Washington,
Tacoma Master Plan

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

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

DESIGN ARCHITECT AND PLANNER
Moore Ruble Yudell
Architects & Planners

EXECUTIVE ARCHITECTS
LMN Architects

DEVELOPER
University of Washington
Structural Engineer: Chalker
Putnam Collins & Scott

ENGINEER
Tres West Engineers, Inc.

LANDSCAPE ARCHITECTS
RM Hannah Landscape Architects



DISTRICT

“Replacing a brownfield with a campus sends a strong message. This project is a creative, adaptive reuse that offers everything a campus needs.” — RICHARD ROSAN



CHARTER PRINCIPLES

SIX

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

ELEVEN

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

TWENTY-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.

Riverview HOPE VI Redevelopment Cleveland, Ohio

ON A CRESCENT OF FORESTED BLUFF with views of downtown and Lake Erie, Cleveland's Cuyahoga Metropolitan Housing Authority is building a new neighborhood. Having demolished 135 units of subsidized housing, the agency is now fulfilling the plan for Riverview, bringing the traditional urbanism of the Ohio City neighborhood out to the dramatic bluff. The current work is the result of an intensive community process that exemplifies New Urbanism.

Despite an exceptional site, a historic neighborhood, and an \$8 million grant from the U.S. Department of Housing and Urban Development's HOPE VI program, this redevelopment was delayed three years by opposition from neighbors and residents, geotechnical difficulties, and a mandate to preserve two dated 15-story towers that provide 500 homes for low-income elderly tenants.

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

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

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

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

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



JUROR
KEN GREENBERG

PROJECT
Riverview HOPE VI Redevelopment,
Cleveland, Ohio

SITE
20 acres in Ohio City, a neighborhood
near downtown Cleveland

PROGRAM
Replace a shapeless subsidized
housing development, an open field,
and adjacent private land with a
vertically and horizontally mixed-use
urban neighborhood on pedestrian-
friendly streets. Preserve bluff and
riverbank as "urban wild."

DESIGNER
Goody, Clancy & Associates

ARCHITECT
Goody, Clancy & Associates

ASSOCIATE ARCHITECT
Michael Benjamin

DEVELOPER
Cuyahoga Metropolitan
Housing Authority

ENGINEER
David Lewin Corporation

CONSULTANT
Reese Fayde & Associates



CORRIDOR

21

“The plan adds a brilliant new sensibility to a difficult site. It adds density and diversity while incorporating the existing slab buildings.” — KEN GREENBERG



CHARTER PRINCIPLES

FOUR

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

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.

Bethesda Row Bethesda, Maryland

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

In 1993, Federal Realty Investment Trust acquired 13.5 acres in Bethesda. This real estate investment trust recognized the opportunity to redevelop this area to meet the lifestyle and needs of Bethesda's residents and office tenants. Today, it stands transformed into a vibrant urban gathering place.

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

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

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

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



JUROR
BONNIE FISHER

PROJECT
Bethesda Row,
Bethesda, Maryland

SITE
13.5 acres in downtown Bethesda,
a suburb of Washington, D.C.

PROGRAM
Office space over street-front retail.
The project is approximate to a major
transit line, and is located between
a central business district and a
residential neighborhood.

DEVELOPER
Federal Realty Investment Trust

ARCHITECT
Cooper Carry

ASSOCIATE ARCHITECT
Street-Works

PUBLIC AGENCY
Montgomery County, Maryland

GENERAL CONTRACTOR
Bovis LendLease

BLOCK



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



CHARTER PRINCIPLES

FIFTEEN

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

TWENTY-FOUR

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

TWENTY-SEVEN

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

Millennium Place Boston, Massachusetts

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



JUROR
ALEX KRIEGER

PROJECT
Millennium Place,
Boston, Massachusetts

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

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

DESIGN ARCHITECT
Gary Handel + Associates Architects

EXECUTIVE ARCHITECT
CBT Architects

PUBLIC AGENCY
Boston Redevelopment Agency

DEVELOPER
Millennium/MDA

HOTEL DEVELOPER
The Ritz-Carlton Hotel Company

STRUCTURAL ENGINEER
DeSimone Consulting Engineers PLLC

MEP ENGINEER
Consentini Associates LLP

CIVIL ENGINEER
Haley & Aldrich

ACOUSTIC ENGINEER
Shen Milsom & Wilke

HOTEL ARCHITECT
Culpepper, McAuliffe, & Meaders, Inc.

SPORTSCLUB ARCHITECT
Cannon

THEATER DESIGN
Rockwell Group

CONSTRUCTION MANAGER
Bovis LendLease

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

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

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

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

BLOCK



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

CHARTER PRINCIPLES

FOUR

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

FIFTEEN

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

TWENTY-TWO

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

Northeastern University West Campus Residence Halls Boston, Massachusetts

DESIGNERS OF NORTHEASTERN UNIVERSITY'S new West Campus make a bold claim. They believe they have developed a New Urbanist typology for the college campus. The design is based on other campus types, but relates to the city differently. This typology will surely be tested over time. What is already clear is that this campus does an extraordinary job of improving the street environment, creating physical connections between the city and the school, and giving the university a more distinctive public face.



JUROR
JONATHAN BARNETT

Like other schools that for years had turned their backs to the city, Northeastern University is now investing heavily in the areas around its campus. Northeastern recognizes that the health, vitality, and urbanity of the surrounding urban environment are critical to the school's long-term future. School leaders have committed themselves to the future of Boston, of Huntington Avenue (the major boulevard running through the university), and of the four surrounding neighborhoods.

The principles of campus design developed for this project are:

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

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

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

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

The buildings, despite curved facades, are designed to define a strong street edge. This is particularly evident on the Parker Street side, where the street is now a pleasant pedestrian link between the Mission Hill and Fenway neighborhoods.

PROJECT

Northeastern University
West Campus Residence Halls,
Boston, Massachusetts

SITE

Former surface parking lot on
urban college campus.

PROGRAM

430,000 square feet of campus
building, including 1,000 student
residence apartments, lounges,
mail room, study areas, classrooms,
and a public convenience store.

ARCHITECT

William Rawn Associates,
Architects, Inc.

DEVELOPER

Northeastern University

STRUCTURAL ENGINEER

Le Messurier Consultants

MECHANICAL/ELECTRICAL ENGINEER

TMP Consulting Engineers, Inc.

CIVIL ENGINEER

The BSC Group

LANDSCAPE ARCHITECT

Presley Associates, Inc.

GENERAL CONTRACTOR

Turner Construction Company



BLOCK

“Creating a secure, pleasant private green is hard enough. Making it visible and welcoming to the public adds another complexity. This project’s buildings and public space are excellent.” — JONATHAN BARNETT



CHARTER PRINCIPLES

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.

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-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.

Howard University—Le Droit Park, Revitalization Initiative Washington, D.C.

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



JUROR
RICHARD ROSAN

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

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

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

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

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

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

PROJECT
Howard University—Le Droit Park Revitalization Initiative, Washington, D.C.

SITE
150 blocks of historic neighborhood in Washington, D.C.

PROGRAM
Provide mixed-income housing while improving streetscapes, adding historic references, and restoring historic structures.

ARCHITECT, PLANNER, AND ENGINEER
Sorg & Associates, P.C.

DEVELOPER
Howard University

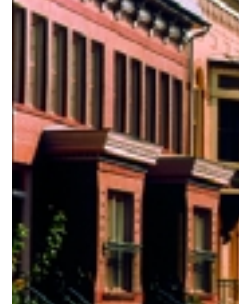
PUBLIC AGENCY
Fannie Mae Foundation

LANDSCAPE ARCHITECT
Oehme van Sweden & Associates, Inc.

CONSULTANT
Concord Partners

GENERAL CONTRACTOR
Clyde McHenry Construction, Inc.

GENERAL CONTRACTOR
Essex Construction, LLC



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

— RICHARD ROSAN

STREET



CHARTER PRINCIPLES

TWENTY

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

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.

101 San Fernando San Jose, California

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



JUROR
ELINOR BACON

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

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

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

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

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

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

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

PROJECT

101 San Fernando,
San Jose, California

SITE

Infill on downtown street in a
generally sprawling city.

PROGRAM

High-density multi-family housing
with semi-private courtyards, multiple
street entrances, street retail,
and below-grade parking.

DESIGN ARCHITECT

Solomon E.T.C., A WRT Company

EXECUTIVE ARCHITECT

Togawa & Smith

PUBLIC AGENCY

Redevelopment Agency of San Jose

DEVELOPER

City Development

LANDSCAPE ARCHITECT

Guzzardo & Associates

Harper Courtyard—Seven Fountains West Hollywood, California

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

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

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

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

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

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

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

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

For all the details, this building is not intended to be a grand monument. It intentionally constitutes what new urbanists call a background building, one that remains subservient to the more important civic monuments.



JUROR
KEN GREENBERG

PROJECT
Harper Courtyard—Seven Fountains,
West Hollywood, California

SITE
Single large lot in a small Southern
California city that is part of the
Los Angeles metropolitan area.

PROGRAM
Multifamily residence designed to
fit in with other historic buildings.

ARCHITECT
Moule & Polyzoïdes, Architects
and Urbanists

OWNER
Boyd Willat, Angel's Landing LLC

STRUCTURAL ENGINEER
David H. Lau & Associates

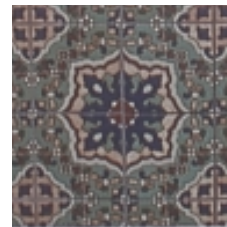
MEP ENGINEER
Creative Engineering Group

LANDSCAPE ARCHITECT
Nicholas Graham Garden Design

CONSULTANT
C.M. Peck Consulting

GENERAL CONTRACTOR
The Lefevre Corporation

BUILDING



“Courtyard housing is a very livable housing type that has been all but lost. This design rescues it and creates a replicable part of a neighborhood.” — KEN GREENBERG

CHARTER PRINCIPLES

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-FOUR

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

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.

Chelsea Grande, New York City New York

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



JUROR
MAYOR JOHN NORQUIST

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

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

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

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

PROJECT
Chelsea Grande, New York City,
New York

SITE
¼ acre in Manhattan's
Chelsea District

PROGRAM
A new mid-rise residential building
featuring some retail space and
71 market-rate units.

ARCHITECT
Richard Cook & Associates,
Architects

ASSOCIATE ARCHITECT
Architects Design Group, P.C.

DEVELOPER
The Hakimian Organization

ENGINEER
Gleit Engineering Group

ENGINEER
Abraham Joselow, P.E.

LAND USE ATTORNEY
Battle Fowler LLP

CONSULTANT
Higgins & Quasebarth Preservation
Consultants

GENERAL CONTACTOR
ESM Construction Corporation



BUILDING

“We can’t afford to abandon polluted sites in the center of the metropolis. This project serves as an example of how sensitively and attractively we can build on one of these sites.” — MAYOR JOHN NORQUIST

CHARTER PRINCIPLES

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

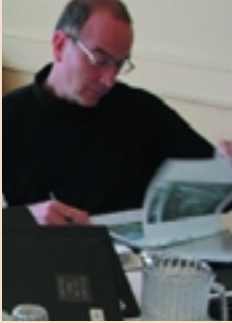
Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

TWENTY-FOUR

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

Addition to the Timothy Dwight Elementary School New Haven, Connecticut

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



JUROR
KEN GREENBERG

PROJECT
Addition to the Timothy Dwight Elementary School, New Haven, Connecticut

SITE
1.7 acres adjacent to an existing school in a residential neighborhood

PROGRAM
A 9,300 square foot annex to the school featuring a large multi-purpose room and spaces for after-school programs

DESIGN ARCHITECT AND PLANNER
Michael Haverland Architects & Yale Urban Design Workshop

ARCHITECT OF RECORD
Tams Consultants

PUBLIC AGENCY
Greater Dwight Development Corporation

DEVELOPER
New Haven Board of Education

ENGINEER
Salamone Associates

LANDSCAPE ARCHITECT
Balmori Associates

GENERAL CONTRACTOR
A Prete Construction

It originated at a community design charrette in 1995 with over 300 participants. It developed as a unique partnership between Yale University, the Greater Dwight Development Corporation, and the City of New Haven. Members of the design committee, including local residents, neighborhood parents, teachers, and the school principal, participated in every aspect of the design process. Contributors also include an interdisciplinary team of students from Yale University. Grants from the federal Department of Housing and Urban Development funded the planning process and 20 percent of the construction cost. The remainder of funding came from the State and City.

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

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

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

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

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

Since the project designer was also the neighborhood planner, it afforded a broader vision for many issues, including parking. A special exception was granted for parking for this project because the team was able to redesign some nearby parking lots, aggregate them and provide more than the required parking.



BUILDING

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



CHARTER PRINCIPLES

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.

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-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.

CHARTER OF THE NEW URBANISM

Preamble

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

38

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:

THE REGION: METROPOLIS,
CITY, AND TOWN

ONE

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

TWO

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

THREE

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

FOUR

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

FIVE

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

SIX

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

SEVEN

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

EIGHT

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

NINE

Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax 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.