



CNU

2013
CHARTER
AWARDS

THE GLOBAL AWARD FOR EXCELLENCE IN URBAN DESIGN

Administered by the Congress for the New Urbanism, the Charter Awards program rewards the best work of the new era of placemaking. Annually since 2001, CNU has convened a jury of the highest caliber to review submissions and select winning entries that best embody and advance the principles of the Charter of the New Urbanism.

The Charter identifies three major scales of geography for design and policy purposes. The largest scale is composed of regions. The middle scale is made up of neighborhood, districts, and corridors, and the smallest scale is composed of block, streets, and buildings. Charter Awards are given to projects at each scale, and a special recognition is reserved for the best projects at the professional and the student levels.

As the preeminent global award for excellence in urban design, CNU hopes the Charter Awards will set new benchmarks and new models for urbanism worldwide.



The Congress for the New Urbanism (CNU) is the leading organization promoting walkable, mixed-use neighborhood development, sustainable communities and healthier living conditions. CNU asserts its voice by pushing forward policy and design reform, and by reshaping communities into dynamic places.

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Letter from the Jury Chair

Letter from the Jury Chair February 23, 2013

This year's Charter Awards mark the beginning of what I think of as a new era for the CNU and our beloved Charter.

Some history is in order: Nineteen years ago the visually-lush *The New Urbanism* was published, giving our movement its name and giving the world, for better or worse, its lasting first impression of sun-dappled streets, rocked-porches, and traditional architecture. Seventeen years ago at the 4th Congress in Charleston, South Carolina the CNU Charter was debated, ratified and signed. In 1998, two years later, the *Charter of the New Urbanism* was published, expanding on the Charter principles with images and short essays. Two years after that the Charter Awards were launched to exemplify the Charter's Principles and shortly thereafter the Charter book went out of print. In 2013 a long overdue second edition of the *Charter of the New Urbanism* is being reissued, offering a chance to reboot that indelible first impression. The book's message? New Urbanism is a thriving, global and evolving movement that is even more relevant today than when it began.

Similarly this year's Charter Award winners are a world apart from any narrow impression of New Urbanism. The winners are global, sustainable and tactical,

visionary and incremental, and are tackling the issues of today's world. The diversity of projects mirrors the jury of leaders I was honored to chair and expose to a cold Chicago February. Consider this: for the second year in a row the top professional honoree is a project from Africa, specifically Kigali in Rwanda. This plan deployed the Charter principles to incrementally retrofit public space and infrastructure into an informal hillside settlement. This proposal to transform an inhumane situation into a healthy and habitable urban place captured the jury's imagination. Similarly the top student honoree developed an incredibly clever scheme to transform towers-in-the-park public housing on Manhattan's Lower East Side without demolition or displacement. This fresh approach to one of the CNU's seminal achievements - the HOPE VI program - draws from the Suburban Retrofit movement and is further evidence of a generational shift on how leading CNU practice addresses urban-oblivious form.

Two impressive Charter Award-winning regional projects from the US and China respectively address the challenges of shrinkage and growth. Inspired by the centenary of Daniel Burnham's 1909 plan of Chicago, the Great Lakes Vision Plan is the larger and more visionary of the two and, having been unanimously approved by Great Lakes Mayors, has some political momentum.

This enormous bi-national plan—essentially a region of regions—translates the urgency of preserving the water quality of the Great Lakes, which represents 20% of the earth's surface fresh water, into a strategy to reurbanize the depopulating upper Midwest. The robust Chongqing New District TOD Plan tackles the issue of growth in China by developing prototypical urban form and systems based on the Charter. The challenge of creating great urban street design at the base of high rises—what the jurors called the issue of “density in China”—is far from solved. Nonetheless this inspiring plan demonstrates the effectiveness of the simultaneous and precise application of Charter-informed urbanism at the regional, neighborhood and block scales.

Two neighborhood scale projects won Charter Awards. With urbanist tools such as form-based coding a political non-starter, the Main Street Arts District in Little Rock project used a hybrid of tactical infill, art and media, and ecological streetscape to revitalize a four-block stretch of a once-robust Main Street. Envisioning a Flourishing Gowanus Neighborhood, a student project proposed to transform Brooklyn's Gowanus Canal from a toxic liability into a beautiful I-want-to-be-there “workshop district” by using riverside promenades and deft placement of civic buildings along the cleaned-up waterway.

This year's Charter Award winners are a world apart from any narrow impression of New Urbanism. The winners are global, sustainable and tactical, visionary and incremental, and are tackling the issues of today's world.

Taken together, the three block-scale Charter Awards winners are a tour-de-force at creating and restoring fine-grain urban fabric. Clarendon Center in Arlington, VA blends parcel-scale historic preservation with higher density infill to create a vibrant mixed-use TOD. Evergreen Brick Works in Toronto transforms the remains of a brickmaking factory into a transit-served regional draw featuring a farmers market, ice rink and historic displays. The Ellis Square Regeneration, on the site of a legacy Savannah park lost to an egregious parking deck is returned to park space, setting the stage for incremental infill and revitalization of Decker Ward with a contemporary look.

The five projects earning Honorable Mention are all exemplars of different aspects of new urbanist practice. Scottish Sustainable Communities features masterful infill, redevelopment and expansion planning, supporting sustainability studies for three separate sites across the region. Returning Philadelphia to Its Waterfront is an ambitious student project that assumes a teardown of the I-95 Highway and proposes a sophisticated street network: strong bones for an urban fabric. The East Franklinton Plan channels the pent-up demand for living next to downtown Columbus, Ohio into a mixed-use creative arts district. Richmond Livable Corridors proposes to transform low-value arterials into high value

public spaces through large and small-scale interventions. And the Mariposa Redevelopment Plan uses a Health Impact Assessment to amplify the health benefits inherent in new urbanism to create a food-growing stormwater-loving urban neighborhood.

This year's Charter Awards were shepherded by Ben Schulman, whom CNU lost to a wonderful new career opportunity. Abby Bouzan-Kaloustian took over, ably assisted by former intern Logan Nash. All were a delight to work with and the reason that the awards judging took place without a hitch. The CNU owes them a profound thanks.

In my closing act as Chair of the 13th Charter Awards jury, I am delighted to affirm that the Charter remains highly relevant in today's world and that the Charter Awards continue to exemplify urban design excellence globally.

Sincerely,

Doug Farr, Vice Chair of the CNU Board of Directors, Chair of the 2013 Charter Awards Jury



Front Row: Shelley Poticha, V. Fei Tsen, Mike Lydon, and Vanessa September
Back Row: Richard Bernhardt, Colleen Carey, Chris Koos, Jason McLennan, and Doug Farr

JURORS

Doug Farr
Jury Chair, CNU Board Vice-Chair and Founding Principal of Farr Associates

Mike Lydon
Principal of Street Plans Collaborative

Colleen Carey
Developer at The Cornerstone Group in Bloomington, MN and Trustee of Urban Land Institute

Chris Koos
Mayor of the Town of Normal, IL

Vanessa September
Architect and Board of Directors at Project for Public Spaces

Jason McLennan
Director of Cascadia Green Building Council and Director of Living Futures Institute

Shelley Poticha
Director of the Office of Sustainable Housing and Communities, Department of Housing and Urban Development

V. Fei Tsen
Chairperson of Chinatown Community Development Center and Board Member on the Executive Committees of SPUR

Richard Bernhardt
Executive Director, Metropolitan Nashville-Davidson County Planning Department

GRAND PRIZE

CATEGORY

Professional Winner

FIRM NAME

University of Arkansas
Community Design Center

SITE

Kigali, Rwanda

Building Neighborhoods That Build Social and Economic Prosperity

Kigali is the hilly capital city of Rwanda, a central African country that is one of the world's poorest nations. Kigali and the country as a whole are known for their rugged terrain, and the majority of the capital's inhabitants live in informal hillside settlements. Past urban development efforts in Kigali have imported single-use development patterns, creating formal settlements that, while served by infrastructure, are unsympathetic to local lifestyles, disruptive of the natural environment, and fail to serve low-income populations due to their capital-intensive development process.

This project by the University of Arkansas Community Design Center (UACDC) is a cooperation with private, governmental, and non-governmental stakeholders that seeks to integrate lessons from informal hillside settlements into resilient formal development patterns. Jurors appreciated that the project doesn't just create a neighborhood plan for 2,000 new housing units – it also provides general tactics for hillside development applicable to the city as a whole.

Very limited access to credit and mortgages in Rwanda makes financing home construction difficult, and the government lacks the resources to build finished units for the country's low-income population. However, this project takes advantage of an established "site-and-services" practice in Rwanda where the government provides services such as roads, utilities and a basic building framework.

Through cooperative arrangements, residents finish and outfit dwellings, shops, and surrounding communal spaces on these frames.

UACDC grounded their project in careful research on housing typologies and environmental strategies in Rwanda. This included observation of urban life in informal settlements and interviews with members of resident cooperatives. Based on formal and informal urban settlement patterns as well as Rwandan hillside farming communities, the project sets out six tactics for creating socially vibrant and environmentally resilient hillside spaces.

While engaging in thoughtful site planning, the proposal uses the flexibility inherent in the site-and-services approach to housing provision as an asset for creating diverse urban environments. The first step is the creation of a block pattern that is aligned perpendicularly to hill contours. Embankments act as sites of socialization, storm water management and erosion control. A street network is then created that connects semi-private courtyards, main roads and service roads that run diagonally across the hill contours. The interaction of these multi-use streets with the contours of the land creates a vertical urbanism that accommodates a mix of informal and formal social activities through varied space sizes and types.

The frames of the buildings themselves are designed to be modular, with modules that can be arranged and modified to fit the needs of the building

users. Even given this approach, the possibilities of additions, stacking, and site orientations fosters built diversity rather than homogeneity. The buildings created through these modular arrangements can themselves be arranged to create different configurations including courtyards, duplexes, triplexes, and galleries. Juror Vanessa September stated that she appreciated the diverse pedestrian gathering spaces created by the interactions between public streets and these semi-private spaces formed by dwelling unit configurations.

Juror Jason McLennon noted the project's sophisticated treatment of infrastructure such as transportation and water. Careful project siting and features such vertical gardens and solar chimneys are elements of an approach that emphasizes distributed, multi-use infrastructure. For example, twenty-five-year storm events can be handled within each block while fifty-year events are treated by embankment landscapes and hundred-year events are conveyed to the adjacent wetland system.

This proposal for Kigali exemplifies how developing countries can transition from informal to formal settlement patterns with an eye towards resiliency, sustainability, and local social vitality. UACDC is working with both with national housing authorities and supranational assistance organizations such as the United Nations to implement the project's strategies as an alternative to single-use redevelopment in Kigali.

While engaging in thoughtful site planning, the proposal uses the flexibility inherent in the site-and-services approach to housing provision as an asset for creating diverse urban environments.



GRAND PRIZE

CATEGORY
Student Winner

SCHOOL NAME
University of California,
Berkeley

SITE
New York, NY

From 'the Projects' to a Sustainable Community: Re-envisioning Public Housing in Lower East Side Manhattan

A plan for socially and environmentally sensitive infill of underused green space around existing public housing structures, resulting in zero displacement, improved urban design and an increase in affordable housing stock.

The rapid growth of New York City in recent years has spurred an economic revival, but poses a challenge to continued affordability as increased demand for urban living drives up rents in central areas. In this context, public housing managed by the New York City Housing Authority (NYCHA) is a key bulwark against the displacement of low-income residents from New York neighborhoods. Although demand for affordable housing is high – NYCHA's waiting list is currently 143,000 applications long – there is very little land for the creation of new affordable housing and diminishing funds for maintenance of the existing stock.

This proposal by Momin Mohammad, which is based on his Master of Urban Design thesis at the University of California, Berkeley, seeks to address this situation by taking advantage of unused development rights on existing NYCHA properties. But rather than fully tearing down and redeveloping the existing buildings, Mohammad's approach readapts dysfunctional mid-century modern public housing sites into the urban fabric, resulting in no displacement and an increase in the overall housing stock.

The project focuses on three public housing sites on the Lower East Side of

Manhattan, which were built between 1949 and 1959. Once part of the fine-grained urban fabric of the surrounding area, the sites were completely razed to build tower-in-the-park style buildings that are physically disconnected from their environment. Ostensibly rich in open space, Mohammad performed a site analysis that identifies much of it as too bare, unwelcoming or windswept to be accessible or usable for residents or visitors. While almost 82% of the project area is currently covered with open space, just under 10% is functional.

This proposal targets the underused land for redevelopment, largely protecting the NYCHA buildings that currently provide much-needed affordable housing for the neighborhood. The current configuration of this open space allows for the New York street grid to be re-extended onto the site, leaving room for new buildings and additions that engage the street. This reinstatement of the grid is not only physical but also programmatic; the plan proposes extending the East Village commercial overlay code into the site to create a continuous active retail frontage.

While the new buildings would enhance the density of uses and users on the site, the plan provides for a variety of built typologies, from multifamily row-houses to Vancouver-style towers, to respond to the existing built environment and natural systems. Buildings are thoughtfully designed and oriented to take advantage of solar and wind energy as well as natural lighting and shading.

In addition, the proposal sets out a network of green spaces that, in contrast to the dysfunctional spaces currently provided, are both ecologically and recreationally valuable for the neighborhood. Urban farms, retention ponds, and bio-swales help accommodate more storm water on site and are situated in active green spaces designed to interact with new and existing buildings as well as the surrounding network of well-used parks.

The proposal is well attuned to the realities of implementation. Recognizing the importance of New York's zoning code to the reinvigoration of NYCHA housing, Mohammad identifies specific exemptions and designation changes that would be required to carry out the Lower East Side project. Further, while the plan dedicates a majority of its 3,200 new units to affordable housing—in the form of senior units, income-restricted units, and new public housing—1,120 units are designated as market-rate units to cross-subsidize the new affordable stock.

Juror Mike Lydon praised the project for its careful analysis and design as well as its implications for other NYCHA sites, stating that Mohammad "brings forward an idea of leveraging an incredible amount of wasted land that could be made productive and livable for the city." The plan demonstrates how targeted but visionary interventions can reintegrate key urban assets such as affordable housing into the urban fabric.

Urban farms, retention ponds, and bio-swales are situated in active green spaces designed to interact with new and existing buildings as well as the surrounding network of well-used parks.



CHARTER AWARD
Professional Submission

CATEGORY
Region: Metropolis,
City and Town

FIRM NAME
Calthorpe Associates

SITE
Chongqing, China

Liangjiang New District Transit Oriented Districts Plan

A regional plan for 6.8 million people that fosters dense, human-scale growth through urban design strategies, a smart transportation network, and a jobs/housing balance

Chongqing, in the interior of China, is a large and growing metropolitan area with over 30 million people. By 2020, the area is expected to add between 2 and 3 million more amid increasing automobile use and an expanding autocentric infrastructure. The resulting congestion, air quality, and infrastructure spending challenges in cities like Chongqing have serious implications for regional and global sustainability.

This project by Calthorpe Associates is an alternative proposal for an urban extension currently being planned by the regional government of Chongqing. The existing plan for the extension coincides with a major expansion of the city's metro system which fails to fully leverage this investment to create transit-oriented growth. "It is not enough that the cities are being built with density and transit," explain the plan's authors. "The result is a kind of dense sprawl with uncoordinated transportation and land use decisions and auto-dominated public spaces." Calthorpe Associates estimates that the planned and existing development pattern would result in roughly 2 million workers being required to commute long distances to reach their place of employment.

Given that many of the problems associated with high density, automobile-oriented growth have roots in design decisions, Calthorpe Associates have taken the focus of the project away from the policy level and into outlining specific design standards. The proposal thus demonstrates the value of considering implications for all urban scales when planning on the regional level.

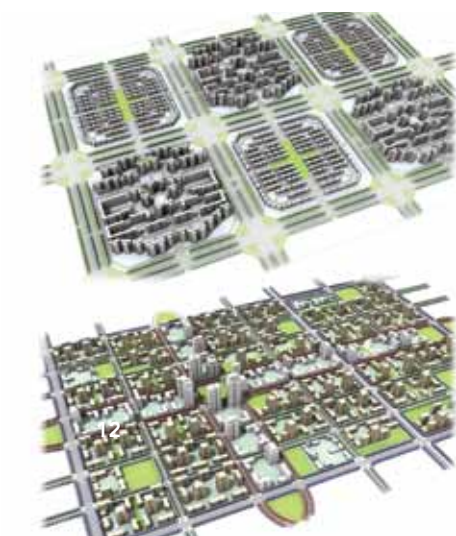
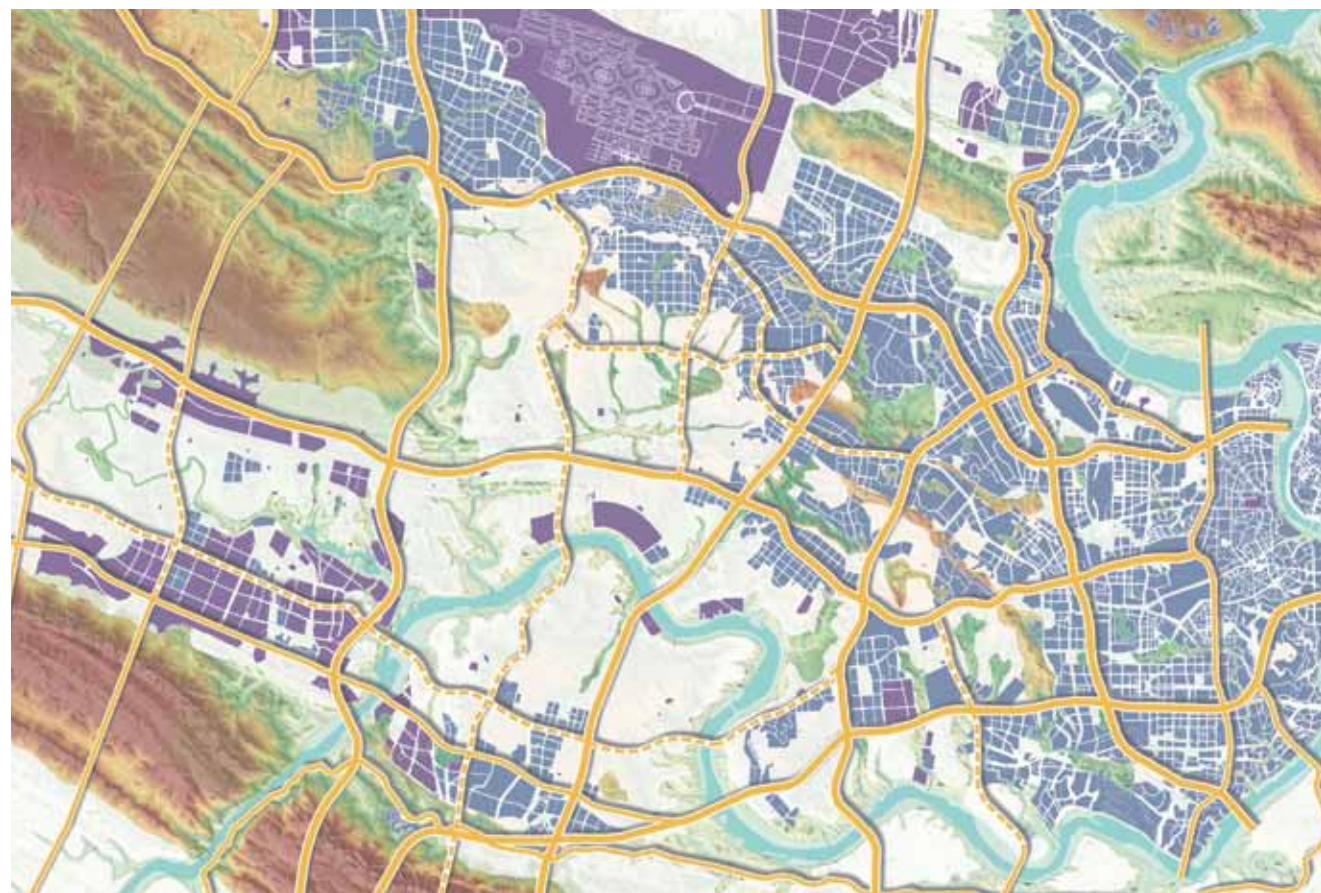
While the base proposal calls for 5.4 million people in the extension and 4.7 million jobs, the alternative plan notes the potential consequences of this jobs/housing imbalance, such as increased congestion and air pollution. It therefore calls for a denser development of 6.8 million residents that brings the project to a level of density and jobs/housing balance similar to Chongqing's existing, walkable center.

Jury Chair Doug Farr noted how the plan carefully addresses environmental concerns in regional planning. The proposal sets out eight steps for analyzing the layout and structure of a regional plan, beginning with natural topography, features, and environmental constraints and moving on to consider the placement of major roads, metro stations, and TOD districts. By mapping environmental constraints, the authors propose that it is possible to provide for extensive population growth while still avoiding the disruption of ecological systems throughout the area. The plan also scales to address specific

urban design standards such as block size, visual variation, green space coverage, maximum parking ratios and street frontages. Each standard is justified in terms of the plan's larger regional goal to create human-scaled, transit-oriented space.

Juror Rick Bernhardt emphasized his appreciation for the careful transportation planning in Calthorpe Associates's regional plan, which considers transit service and the roadway network as well as the interaction between the two. Rather than six-lane arterial roads, the plan calls for couplets – pairs of one-way parallel streets that accommodate the same amount of traffic but are separated by a city block. This setup creates a more walkable pedestrian environment and efficient intersections for drivers. Shorter light cycles at intersections allow for improved headway regularity on planned high-frequency bus service along these routes.

Jurors agreed that the plan is a strong model for good urbanism in one of the most rapidly developing parts of the world. The Liangjiang New District plan by Calthorpe Associates suggests how regional planners can use Charter principles at all scales to address the challenge of creating truly transit-oriented, walkable, and human scale development in the context of rapid regional urbanization and environmental challenges.



Great Lakes Vision Plan

CHARTER AWARD
Professional Submission

CATEGORY
Region: Metropolis,
City and Town

FIRM NAME
Skidmore, Owings &
Merrill LLP (SOM)

SITE
Great Lakes Region



A 100-year vision inspired by the Plan of Chicago

By 2050, forty-percent of the world is expected to face water shortages. The Great Lakes account for one-fifth of the world's fresh water and serve a regional population of over 50 million. This region and watershed are currently threatened by a number of factors, including mercury leaks from coal-fired power plants; pesticide and high nutrient runoffs from agriculture and farming; sewer outflows and pharmaceutical wastes from cities; and carbon dioxide released into the atmosphere from fossil fuel consumption. Authors of the Great Lakes Vision Plan, Skidmore, Owings & Merrill LLP (SOM), sought to unite cities and towns within the vast Great Lakes region by focusing on these common challenges and the opportunities that lay within.

The Great Lakes Vision Plan was adopted in 2010 and unanimously approved by 74 U.S. and Canadian mayors in the Basin. Inspired by Daniel Burnham's historic "Plan of Chicago" from 1909, the project aimed to engage the broader public and regional leaders in meaningful and thoughtful discussion about the next 100 years of development in the Great Lakes and Saint Lawrence River region.

Skidmore, Owings & Merrill LLP sought to redefine the design scale

by strategizing at the watershed level of development and leveraging the synergistic relationship between multiple metropolitan areas. While planning at a large scale can be tricky, juror Shelley Poticha commented that urbanism is "more than just the individual neighborhood," and commended the Plan for "setting a vision that is broader than the desires of any one community." To think effectively on this larger scale, authors created common measures for cities, industries and agriculture within the watershed. These reference points helped establish buy-in from potential participants by allowing them to identify how and where they fit within the larger picture.

With water as the regional connector, the Plan describes strategies to maximize and enhance the potential of this natural resource and the surrounding communities. Expansion of urban development directly correlates to the availability of fresh water; therefore, the Plan advocates for limiting the urbanization of currently undeveloped land to protect existing watersheds. Additionally, demographic and housing shifts in many Great Lakes cities over the past few decades have led to a sharp disinvestment in inner cities and an overabundance of underutilized urban land. The Plan's goal is to serve future generations and population growth by encouraging infill and redevelopment of these available lands.

The Plan challenges individuals to look at the current situation with a critical eye and consider opportunities that will increase the longevity of life and the environment, such as smarter farming strategies and investment in organic farming. It looks to capitalize on the education and intelligence of regional residents through the creation of a forum and "global classroom" focused on a green vision for the region. It asks individuals and communities to look beyond their walls and city limits to consider how to best connect with others in the region, and includes a proposed rapid transit corridor that would connect Chicago and Toronto.

In the first four years since adoption, the project has engaged scientists, politicians, environmentalists, businesses, and public policy advocates. Forging consensus across several levels of government and political boundaries including state/provincial, municipal and Indian/First Nation has proved challenging, but a partnership with a nonprofit focused on convening elected officials across the basin has given the design team the ability to engage key political stakeholders. Moving forward, outreach and education efforts will continue, supplemented by the creation of a regional design toolkit for Great Lakes mayors.



From Cleanup to Community: Envisioning a Flourishing Gowanus Neighborhood



Proposed vision of a healthy future for the Gowanus Canal and community

Situated in southwest Brooklyn, Gowanus is bordered by three vibrant neighborhoods – Boerum Hill, Carroll Gardens and Park Slope – and the elevated Gowanus Expressway. The neighborhood covers an area approximately one mile by one-half mile, and is bisected by the Gowanus Canal.

Once a freight transportation hub, the Gowanus Canal was named an EPA federal Superfund site in March 2010. The combination of unmanaged industrial runoff, raw sewage and a malfunctioning pump station – combined with the departure of most of the industry that brought life to this neighborhood – left Gowanus desolate and forgotten. The formerly dynamic, mixed-use community now contains some light-to-medium industry and a few artists' workshops and lofts. Despite years of neglect, current cleanup work and interest from private developers suggest great potential.

The Gowanus Neighborhood Proposal, submitted by University of Notre Dame Students Jennifer Griffin and John Griffin, is the product of an academic exercise that transforms a once derelict area into a healthy and vibrant community. Described as the "most beautiful project submitted out of all the projects reviewed" by juror Mike Lydon, the Gowanus Neighborhood Proposal illustrates a series of strategies and guidelines for future development that consider health, ecology, connectivity, safety, diversity, and preservation. In addressing the concerns of the neighborhood and community, Griffin and Griffin suggest creative solutions to common issues, including the use of warehouse roofs for urban farms and community gardens; ferry routes for the transportation of goods and people; and adaptive reuse of historic and culturally significant buildings, such as transforming the former MTA Power Station into a community center and YMCA.

In addition to the challenge of cleaning up the Superfund site, the

Gowanus Neighborhood is currently designated as single-use zoning. To achieve the proposed mixed-use walkable neighborhood, the Proposal includes a study of how adaptive industrial buildings types, such as those in the neighborhood, can be successfully integrated into a mixed-use neighborhood over time. Griffin and Griffin demonstrate sensitivity to the policies and fabric of the surrounding community, and develop "at a scale that's appropriate to the area," says Mike Lydon. Visual depictions of the revitalized area show a cohesive and complete community that could have existed for the last 100 years.

As described in the project submission, the Proposal seeks to offer a "comprehensive vision, not a rigid solution" for overcoming the challenges and capitalizing on the existing assets of Gowanus. The illustration of strategies and guidelines for future development paint an attractive picture of a community that could be described as a "new urbanist dream".

Main Street Arts District in Little Rock Arkansas

A plan to transition the downtown center from a commercial monoculture to a cultural and residential center through coordinated enhancements to the public realm

Little Rock's downtown, like many centers in similarly sized American cities, has struggled to remain vibrant through changing regional and national urban growth patterns. It remains a commercial center, but faces a dwindling retail base and the need to reconcile its historic character with potential future growth.

This plan by the University of Arkansas Community Design Center (UACDC) focuses on the four blocks at the heart of downtown Little Rock and sets out strategies for the area's transition from a commercial monoculture to a combination of residences, commerce, culture and tourism. Juror Colleen Carey praised the project for exemplifying how urbanists can work with areas larger than a block but smaller than an entire neighborhood. While focused on particular public realm enhancements, each is rooted in this larger transformation of the area's function in the city.

In developing the plan, which was publicly commissioned and supported by federal planning grants, UACDC worked with over 30 organizations including real estate developers, art institutions, local businesses and public agencies. Though the downtown features many finely detailed historic

buildings, developers in the area are seeking to create large infill structures featuring contemporary designs. In its plan, UACDC seeks to foster compatibility between these assets, but had to work within the larger culture of property rights in Arkansas that precluded the use of tools such as form-based codes or strict historical guidelines.

The plan's recommendations hence focus on public infrastructure that guides development and shapes the character of the downtown area. For example, the project seeks to intensify non-traffic social functions through complete streets that accommodate pedestrians, cyclists, motorists, and transit vehicles in a mixed-traffic environment that integrates public and private outdoor spaces.

These streets are made even more complete through the inclusion of a Low-Impact Development (LID) storm water treatment network. Natural features such as bio-swales and infiltration basins transform the street network into a multi-purpose infrastructure, accommodating storm water runoff on-site or filtering it before it is discharged into the Arkansas River.

Jurors appreciated that the plan focused on incrementalism, acknowledging the complex community and market realities of fostering change in an existing neighborhood. The proposal provides for discrete phases, each of which brings positive benefits to the area.

The first phase focuses on demarcating the boundaries of the district. The plan proposes design strategies such as lighting effects triggered by weight-bearing sensors in the ground and digital screens on buildings that project the images of famous figures with roots in Little Rock.

The next phase develops a center for the area at the key intersection of Capitol Avenue and Main Street, which serves as a transition point to the important state capitol complex to the west. Existing public right-of-ways will be integrated into a continuous mixed-use plaza that can accommodate public events as well as daily amenities such as food trucks for downtown office workers.

Finally, connections between this center and the gateways will be emphasized through an expansion of the current sidewalk into a pedestrian promenade with LID features, outdoor dining areas and public art. The enhanced streets are designed to accommodate the planned expansion of the regional streetcar through the center of the district, with bicycle lanes being moved to parallel streets to create cycling boulevards.

The Charter Awards jury praised the proposal's thoughtful and timely expression of Charter ideas tailored to the needs of the downtown Little Rock community.



Ellis Square Revitalization

A public investment in restoring a valuable historic green space leveraged to attract private growth and reconnect a prized Savannah neighborhood

Ellis Square was one of the original four squares laid out in 1733 by General James Oglethorpe in Savannah's visionary City Plan. As the city expanded, it served as an open marketplace and the heart of the surrounding Decker Ward. However, with urban renewal in the twentieth century, city leaders began to chip away at Savannah's historic public squares and spaces. In 1935, adjacent squares were paved over to make way for an early highway through the center of the city. In 1953, the marketplace at Ellis Square itself was demolished and replaced with a parking structure, eviscerating the ward and disrupting its established patterns of urban activity.

As part of a collaborative effort with intensive community involvement, this project restored Ellis Square as a public space and brought new activities and investment into the Decker Ward. The central parking structure and other surrounding garages were removed and replaced with an underground facility that allowed for the construction of a new park in the square, spurring private

development on adjacent former parking lots.

The restoration of Ellis Square included the most comprehensive public process in the city's history. It involved over 20 public meetings and a three-day public design charrette informed by thorough research into the history of the neighborhood's built fabric and culture. Juror Jason McLennan was impressed with this thoughtful and sensitive approach to "one of the most important planned cities in America."

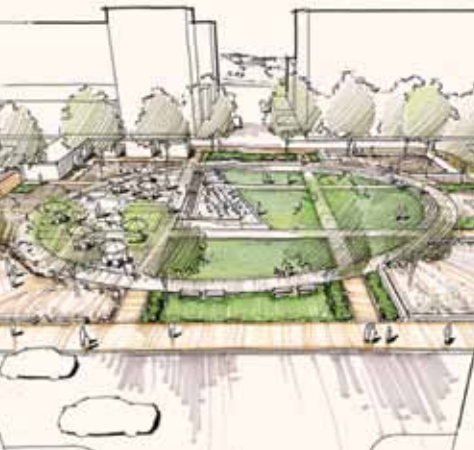
In studying Ellis Square's historic conditions, the project team contrasted the role of the old public market garage. The market had served both as a destination and as a permeable connection between adjacent uses and neighborhoods. In contrast, the parking garage was only a utilitarian destination, and was impermeable and unpleasant for those seeking to move across the ward.

The replacement park restores the historic continuity between the two key public spaces of street and square while acknowledging their intricate connection to adjoining private property. The square's design actively

engages the streets that converge on the site, and provides for amenities such as fountains that complement the more traditional uses found at other Savannah squares.

The project's key contribution was to provide a basis for a long-term revival and evolution of this historic urban neighborhood. Rather than dictate a large-scale repurposing through a single developer, the plan builds from the thesis of Savannah's original visionary plan, which sought to foster a vital private realm through the generous and thoughtful planning of public space. The \$34 million public investment in redeveloping Ellis Square has already attracted the creation of 50 new private homes, 35,000 square feet of retail space, 80,000 square feet of office space, and 150 new hotel rooms.

The lasting influence of Savannah's 1733 City Plan demonstrates the value that can be created through long-term planning and investment. The Ellis Square redevelopment similarly seeks to not only replace an eyesore for current residents, but also spark a process of reinvestment and restoration that will enhance Savannah for many years to come.



Evergreen Brick Works



Adaptive reuse of existing brickwork buildings to serve as a community and recreational space that celebrates the site's rich history

Established in the 1880s, Toronto's Don Valley Brick Works was one of the largest producers of brick in North America. The facility closed in the 1980s, and the site, which is situated on a podium within Toronto's distinctive system of ravines, was sold to a housing developer. A proposal to create a housing development faced opposition from environmentalists and community activists, and in 1989 the provincial government purchased the site through expropriation, creating a garden on the fill of the former quarry.

Despite being designated a heritage site in 2002, the fate of the former brick works buildings remained in question until the environmental non-profit Evergreen, the Toronto and Region Conservation Authority, and the City of Toronto partnered with a multidisciplinary team including DTAH architects to sensitively redevelop the site as a community hub. The project, finished in 2010, is the result of the adaptive reuse of all 16 brick works buildings.

Jurors noted how the project carefully programs the brickworks site to create a civic space that brings together visitors from disparate surrounding

communities. New uses include a year-round farmers market, a native plant nursery, a non-profit bike repair shop and ample recreation such as a climbing tower and a nature-based children's playground. Juror Vivian Fei Tsen appreciated the seasonally responsive programming of the project's space, such as ice-skating in the community garden during the winter. The only new building on site is Evergreen's office headquarters, which also serves as an incubator for other socially minded non-profit organizations.

The design team appreciated the beauty and utility of the flexibility that characterizes the brick works buildings, the result of almost 100 years of adaptation and transformation. They adopted a "light touch and loose fit" approach to programming that leaves as much of the site's gritty charm as possible in place and minimizes interventions that would preclude future generations from continuing the valuable process of built adaptation and revision.

The design respects the historic character and use of the site through the retention, public documentation, and reuse of remaining industrial equipment and artifacts. History is thus allowed to permeate the site, bringing Toronto residents into intimate contact with their heritage as they make use of the project's community facilities.

Given the environmental mission of its proponents and the site's location on a contaminated site in a flood plain, sustainability was both a key goal and challenge. The design team paid careful attention to details such as window-to-wall ratios, insulation, operable windows and water management. Extensive rooftop landscaping allows for reuse of rainwater as grey water and mechanical cooling.

The design team also addressed the site's challenging location within Toronto's ravines. The podium on which the historic buildings are located originally isolated the project from adjacent park space. The redevelopment connects the site with parkland through pedestrian flows that move through buildings and open space, responding to existing natural and built conditions. The project enhances access through the inclusion of a car share program and the operation of a regular shuttle bus to the nearest subway station.

Jurors praised the Evergreen Brick Works project for its innovative reuse of a challenging – but historic – built fabric. The project respects the enterprising spirit and built legacy of the original industrial use while responding to environmental considerations and the need for gathering space within the larger community.

CHARTER AWARD
Professional Submission

CATEGORY
Block, Street and Building

FIRM NAME
Torti Gallas & Partners, Inc.

SITE
Clarendon, Arlington, VA

Clarendon Center

A set of mixed-use buildings that incorporate existing historic buildings and facades

Designing walkable urban density is a key goal for New Urbanists, and this is often challenging when working in built-out suburban environments. Though there is a great need to retrofit isolated and unsustainable suburban spaces, existing conditions, space constraints, zoning restrictions and long approval processes are often key challenges.

Clarendon Center, designed by Torti Gallas and Partners, is a strong example of the positive results that can be achieved in this context. The two-block project is located adjacent to a Washington Metro station and incorporates 244 residential units, 181,000 square feet of office space and a grocery store. Jurors noted that this diverse array of uses works with the Art Deco styling to anchor a dense, mixed-use suburban center that fully leverages its position as a transit-oriented development. Extensive community involvement throughout the planning and design process helped build local support for the project and that is attractive to neighbors.

Jurors also appreciated the long-term planning process that enabled this level

of density and urbanity in a former low-density suburban area. Clarendon Center is the outcome of a strategic planning process at stations along the Rosslyn-Balston corridor that greatly intensified permitted density close to transit stations while retaining adjacent residential neighborhoods as low-density areas.

The project site features a number of low-rise buildings, some with historic significance from the Clarendon area's initial commercial development in the 1930s. Following a historic preservation scoping report and plan, one building and two sets of block facades were selected for preservation. The preserved facades were disassembled, stored, cleaned, and eventually reassembled into the new buildings.

Responding to the Deco tradition prevalent in on-site historic buildings and the surrounding neighborhood, Torti Gallas and Partners developed a design language that draws heavily from this tradition. This styling reinforces the pedestrian-scale orientation of the suburban center and helps define intimate public gathering space around the project. In particular, the site's dominant building steps back from the area's main intersection to frame a crescent-shaped plaza with an outdoor

restaurant and public art, which is also clearly visible from the public streets converging on the site.

In addition to its proximity to the Washington Metro, the project is also close to Capital Bikeshare stations, a car sharing facility, and multiple bus lines. The design encourages alternative transportation through streetscaping that emphasizes pedestrian-scale features and residential parking that is located underground, despite constraints of existing on-site buildings and the need to build around Metro infrastructure. Bicycle parking is located both on the sidewalk and on each level in the underground parking garage. The completion of the project also enhances the streetscape connecting the Metro station to an adjacent existing urban retail center.

Juror Vivian Fei Tsen observed that Clarendon Center clearly demonstrates the mixed-use, transit-oriented development called for by the Charter. Through extensive community involvement, sensitive design, and attention to detail, Torti Gallas and Partners created an effective center of dense urban activity at a key transit node in a growing suburb.



Richmond Livable Corridors



HONORABLE MENTION
Professional Submission

CATEGORY
Block, Street and Building

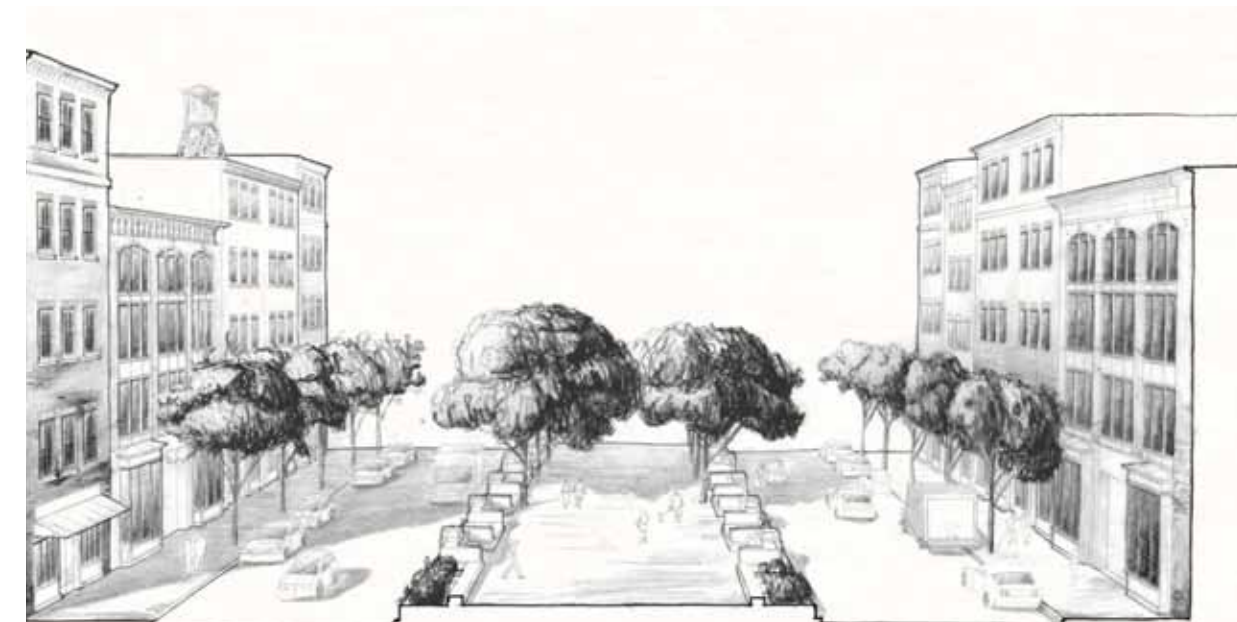
FIRM NAME
Opticos Design, Inc.

SITE
Richmond, CA

Comprehensive revitalization of three commercial corridors in accordance with a newly-created Master Plan, Form-Based Code, and health impact assessment

This comprehensive revitalization plan, drafted by Opticos Design, Inc. prioritizes large scale, catalyst projects along the corridors; reinforces the existing character of neighborhoods and small, local businesses; and incentivizes incremental improvements to gradually increase density. The project phases in a decline in auto-dependency, planning for future road diets and natural increases in pedestrian, bike and transit transportation. Most importantly, it aims to rebrand the downtown and maximize opportunities near transit. Adding a market hall to the downtown reinforces the City's urban agriculture efforts, and placing a new civic space at the gateway of the BART/Amtrak connection creates a sense of place and a formal entry to the City.

Connectivity and Continuity: Returning Philadelphia to its Waterfront



HONORABLE MENTION
Student Submission

CATEGORY
Block, Street and Building

SCHOOL GROUP NAME
Students for New Urbanism:
Notre Dame

SITE
Philadelphia, PA

503-acre transit-oriented development and infill site near Philadelphia waterfront

Submitted by the Students for New Urbanism: Notre Dame, the Project replaces a vast stretch of urban highway—which acts as a physical barrier to Philadelphia residents and their waterfront—with more context-sensitive solutions. The elimination of this impediment proves symbolic and a catalyst for the strengthening and the restoration of once vibrant neighborhoods. Extending the traditional grid via a dispersed network of streets and boulevards solves the problem of safe and efficient automobile and pedestrian travel. Establishing a neighborhood-development phasing program, the Project provides a model for sustainable future growth while leveraging Philly's waterfront as a public asset.

HONORABLE MENTION

Professional Submission

CATEGORY

Block, Street and Building

FIRM NAME

Goody Clancy

SITE

Columbus, OH

East Franklin Creative Community District Plan



A 200-acre infill mixed-use project in Columbus, Ohio

Officially adopted in the fall of 2012 and immediately implemented, this 20-year neighborhood revitalization plan focuses on developing stronger, multimodal connections to surrounding neighborhoods and promotes the preservation and rehabilitation of existing infrastructure, steering new construction to infill sites.

Plan authors Goody Clancy seek to address the needs of a creative community, including the desire for a wide variety of housing types, high-density affordable housing, and an authentic, collaborative community atmosphere personified in reconstructed, arts-oriented neighborhood gateways. Collaboration between public and private entities is vital to the plan's success, as is the ongoing support and leadership of mayor and the city council.

HONORABLE MENTION

Professional Submission

CATEGORY

Block, Street and Building

FIRM NAME

Duany Plater-Zyberk & Turnberry Consulting Limited

SITE

Greater Scotland, UK

Scottish Sustainable Communities: Studies & Prototypical Lessons



A 1,850-acre regional town plan in Greater Scotland

A series of design charrettes activated the public in the development process and determined the fate of three distinct projects: an urban infill site adjacent to a historic campus; a downtown revitalization project that includes a future greenfield extension; and large-scale, mixed-use city expansion. Led by the Scottish government, the initiative encouraged high-quality, sustainable urban design and public participation. Development teams for all three sites—including a municipal body, a public/private partnership and a private entity—shared the goal of delivering attractive, healthy and accessible environments in which people can live, work and enjoy a high quality of life.

Mariposa Redevelopment Plan



HONORABLE MENTION

Professional Submission

CATEGORY

Block, Street and Building

FIRM NAME

Mithun

SITE

Denver, CO

Redevelopment of 270 existing public housing units on a 17.5-acre site in the historic La Alma/Lincoln Park Neighborhood of Denver

Drafted by Mithun, this plan seeks to develop a health- and transit-oriented neighborhood with a spectrum of affordable housing and mixed uses. Primary goals include tripling housing density; enabling walkable and bikable connections to adjacent neighborhoods, building a new community-focused bike-sharing station; and authentically engaging all community stakeholders. Open spaces are provided in each block of redevelopment, increasing pedestrian access to nature and complementing green infrastructure improvements. The 8-phase redevelopment plan has attracted \$40 million in federal funds and demonstrated local leadership and innovation through a health impact assessment, pilot greywater system and low impact design for stormwater management.



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P6
BUILDING NEIGHBORHOODS THAT BUILD SOCIAL AND ECONOMIC PROSPERITY
 Kigali, Rwanda | University of Arkansas Community Design Center

Design Team: University of Arkansas Community Design Center
 Architect: Peter Rich Architects, CANO | VERA Arquitectura
 Research and Preliminary Design: University of Arkansas Fay Jones School of Architecture and Kigali Institute of Science and Technology



P10
LIANGJIANG NEW DISTRICT TRANSIT ORIENTED DISTRICTS PLAN
 Chongqing, China | Calthorpe Associates

Client: The China Sustainable Energy Program



P13
MAIN STREET ARTS DISTRICT IN LITTLE ROCK ARKANSAS
 Little Rock, Arkansas | University of Arkansas Community Design Center and Marlon Blackwell Architects

Client: City of Little Rock, Arkansas
 Design Team: University of Arkansas Community Design Center and Marlon Blackwell Architects
 Sponsor: National Endowment for the Arts



P15
EVERGREEN BRICK WORKS
 Toronto, Canada | DTAH

Client: Evergreen
 Architect: Centre for Green Cities: Diamond and Schmitt Architects
 Landscape Architect/Designer: DTAH and Claude Cormier & Associates
 Heritage Architect: ERA Architects
 Mechanical/Electrical Engineering: Stantec Consulting
 Civil Engineering: AECOM
 Structural Engineering/Sustainable and LEED: Halsall Associates Limited
 Traffic Demand Management: BA Group
 Construction: Eastern Construction



P17
RICHMOND LIVABLE CORRIDORS
 Richmond, California | Opticos Design, Inc.

Client: City of Richmond
 Planning and Form-Based Coding Integration: Opticos Design, Inc. and Lisa Wise Consulting, Inc.
 Public Outreach and Logistics: Local Government Commission
 Circulation, Parking and Transportation: Fehr & Peers
 Sustainability and Infrastructure: Sherwood Design Engineers
 Market and Fiscal Analysis: Urban Advisors Ltd.
 Health Impact Assessment: Contra Costa Health Services



P18
SCOTTISH SUSTAINABLE COMMUNITIES
 Greater Scotland, United Kingdom | Duany Plater-Zyberk & Company and Turnberry Consulting Inc.

Client: Crichton Development Company, Crichton Trust, Fife Council and The Grandhome Trust
 Sponsor: The Scottish Government, Directorate of the Built Environment
 Master Planner: Duany Plater-Zyberk & Company
 Lead Development Advisor: Turnberry Consulting Limited
 Engineering Advisors: Asher Associates and W A Fairhurst & Partners
 Environmental Advisors: Building Research Establishment, Center for Sustainable Communities, University of Hertfordshire and Crichton Carbon Centre
 Design Advisors: Brooks/Murray Architects, Jas Atwal Associates, Kevin Murray Associates and Turley Associates
 Landscape Advisors: Janet Benton Landscape + Urban Design
 Legal Advisors: Paull & Williamsons
 PR Advisors: The Big Partnership
 Special Contributors: Dumfries & Galloway Council, Adam Smith College and Aberdeen City Council



P8
FROM 'THE PROJECTS' TO A SUSTAINABLE COMMUNITY: RE-ENVISIONING PUBLIC HOUSING IN LOWER EAST-SIDE MANHATTAN

Lower East-side Manhattan, New York City, New York | University of California, Berkeley

Author/Designer: Mahammad Momin
 Thesis Advisory Committee: Professor Peter Bosselmann (Chair), Professor John Kriken and Professor Malo Hutson
 Instructor: Stefan Pellegrini
 External Advisor: John G. Ellis, Partner, Mithun|Solomon



P11
GREAT LAKES VISION PLAN
 Great Lakes Region, North America | Skidmore, Owings & Merrill LLP

Client: Great Lakes and St. Lawrence Cities Initiative
 Partner: National Parks Conservation Association
 Video Production: Thirst Design



P14
ELLIS SQUARE REVITALIZATION
 Savannah, Georgia | Sottile & Sottile

Owners/Development Team: City of Savannah, Baston-Cook, The Cay Family, London Properties, Holder Properties
 Urban Design and Architecture: Sottile & Sottile, Cooper Carry, Lominack Kolman Smith, AECOM, Dawson Architects, Krehbiel Architecture, Smallwood Reynolds Stewart Stewart
 Construction: Baston-Cook, New South Construction, Dabbs Williams, DMS Construction Services, Carson Company



P16
CLARENDON CENTER
 Clarendon, Arlington, Virginia | Torti Gallas and Partners, Inc.

Developer: Saul Centers, Inc.
 Landscape Architect/Designer: Michael V. Bartlett, Inc.
 Interior Designer: RD Jones + Associates
 Photographer: Bob Narod, Photographer, LLC + Torti Gallas and Partners, Inc.



P17
CONNECTIVITY & CONTINUITY: RETURNING PHILADELPHIA TO ITS WATERFRONT

Philadelphia, Pennsylvania | Students for New Urbanism: Notre Dame

Lead Designers: Sylvester J. Bartos, Jr and Christopher G. Whelan
 Students: Gabriella Stroik, Meeghan Miller and Brenda Hart
 Advisors: Douglas Duany



P12
FROM CLEANUP TO COMMUNITY: ENVISIONING A FLOURISHING GOWANUS NEIGHBORHOOD

Gowanus, Brooklyn, New York | University of Notre Dame

Students: Jennifer Griffin and John Griffin
 Advisors: Samir Younes and Phillip Bess
 Community Liaison: The Gowanus Canal Development Corporation



P19
MARIPOSA REDEVELOPMENT PLAN
 Denver, Colorado | Mithun

Client/Developer: Denver Housing Authority
 Master Planner and Urban Designer - Prime Consultant and Team Lead: Mithun
 Outreach and Engagement Consultant: Perspective 3
 Real Estate Advisor: Urban Ventures
 Landscape Architect: Wenk and Associates
 Transportation Planner: Nelson Nygaard
 Civil Engineering: Vision Land Consulting
 MEP Engineers: ME Engineers
 Public Health Consultant: EnviroHealth



P18
EAST FRANKLINTON CREATIVE COMMUNITY DISTRICT PLAN

Columbus, Ohio | Goody Clancy

Outreach: ACP Visioning and Planning
 Zoning: McBride Dale Clarion
 Retail: MJB Consulting
 Civil Engineering: Moody Nolan
 Transportation Strategy and Design: Nelson Nygaard Consulting
 Residential Market Analysis: Zimmerman/Volk Associates
 Finance and Economic Development: W-ZHA

CNU

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