

CONGRESS FOR THE NEW URBANISM

Charter Awards

2016



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Mixed-use, walkable neighborhood development, as defined by the Charter of the New Urbanism, promotes healthier people, places, and economies. The members of CNU and their allies create positive change in communities all over the world. They design and build places people love.

The Charter Awards, administered annually by CNU since 2001, celebrate the best work in this new era of placemaking. The winners not only embody and advance the principles of the Charter—they also make a difference in people's lives.

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 neighborhoods, districts, and corridors. The smallest scale is composed of blocks, streets, and buildings.

Charter Awards are given to projects at each scale, and special recognition is reserved for the best projects at the professional and student levels. Honored by the world's preeminent award for urban design, winners set new standards for placemaking and community building.

THE JURY

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LETTER FROM THE JURY CHAIR

Hank Dittmar

The Congress for the New Urbanism promotes good design, and our Charter Awards are our main way of doing that. Unlike most design awards, which reflect the taste of the jury or the fashion of the moment, we stand for principles embodied in the Charter of the New Urbanism, and they provide cogent guidance to each jury. I was blessed to Chair a great jury this year—diverse in background and profession, but unfailingly collegial and insightful.

Early in our deliberations, one juror remarked that no single project this year stood out as being exceptional. This led us to the realization that projects today, which might have merited a grand prize award in past years, simply represent good practice. The high standard of the honorees this year proves this point, and in turn reflects the maturity of the New Urbanism.

One goal I set for this year's awards was to reward implementation and completion, as great design means little if it is not

built well. This also led to the creation of a special Chairman's Test of Time Award, for projects that have proved themselves over many years. The Test of Time Award winner was the Rosslyn-Ballston Corridor, a successful decades-long effort to urbanize a suburban Metrorail corridor in Arlington County, Virginia.

As usual, urban infill and mixed income housing dominated the entries, and this year's Grand Prize Award winner is a hugely significant infill project along the M1 transit corridor in Detroit, Michigan. Under construction during this year's Congress in Detroit, Brush Park is not only an ambitious effort in a challenging environment, but also a sensitive blend of historic preservation, new housing typologies, and a design approach that moves tradition forward.

The jurors were also very taken with Nanhu New Country Village Master Plan, which sought to define a sustainable future for rural life and agriculture in China. The jury hoped that this excellent

plan could be influential nationally, as there are signs that China's approach to urbanisation is changing for the better, under the influence of the New Urbanism.

Our Student Grand Prize winner is the Master Plan for Revitalization of the Canal System in Lowell, Massachusetts, a comprehensive reimagining of the public realm in the city which hosts the first urban national park. Using the canal system to open up new squares, parks, and sites, the project creates an entirely new way of experiencing Lowell, and does so with exquisite detail.

This year's winners demonstrate that excellence in New Urbanist design is becoming standard. In my opinion, this is happening in a way that reflects our Charter: contextual, reflecting local traditions, climate, and setting, while moving tradition forward to reflect contemporary demands. To reframe a recent critique of the Congress, in design terms, CNU is on fire. And that is a good thing!





GRAND PRIZE

Brush Park Parcels

A Brush with Destiny in Detroit

NEIGHBORHOOD, DISTRICT, AND CORRIDOR – DETROIT, MI
BRUSH PARK DEVELOPMENT COMPANY

In Detroit, the neighborhood of Brush Park stands between three of the city's fastest-revitalizing areas: Midtown, Eastern Market, and the Central Business District. All three have roared back to life in recent years, but Brush Park—just a five-minute walk from major cultural assets, pro sports stadiums, and a new streetcar line—sits almost 40% vacant.

In the 8.4-acre Brush Park Parcels project, this year's Grand Prize winner, Detroit can see a preview of the neighborhood's future. Brush Park Parcels is diverse, stays architecturally eclectic while respecting the past, and offers living options for many households. In a city with so many struggling neighborhoods and so much vacant land, the sight is uplifting. "Brush Park now has a vision for our future after sitting dormant for nearly 60 years," says Mona Ross Gardner, Board Chair for the Brush Park Community Development Corporation.

To create the project, a nonprofit housing developer and team of local builders joined forces with a deep-pocketed developer: Bedrock Real Estate, led by Detroit civic leader Dan Gilbert. Compared to Detroit's well-publicized downtown resurgence, Brush Park Parcels is built on a smaller scale, starting with the restoration of existing historic houses that

would have otherwise fallen down. "Each of these homes has its own incredible story and plays an important role in our city's history," says Mayor Mike Duggan.

The project gracefully incorporates about 400 residences, including duplexes, townhouses, carriage homes, and mixed-use apartment buildings—in addition to the renovated housing—in the space of a few city blocks. Neighborhood shops are also included.

"As a residential builder and developer of single family and multi-family homes in Southeast Michigan for the past 17 years, I am blown away by the current opportunity in Detroit," says Randy Wertheimer of Hunter Pasteur Homes, a development partner. "If you would have told me 3 to 4 years ago that I would be building dense, contemporary housing with a one-car garage in Detroit and selling for more on a per square foot basis than the suburbs, I would have thought that was a crazy concept."

From a design perspective, Brush Park Parcels demonstrates sophistication of streets, elevations, and urban composition. Contemporary architecture blends with historic buildings and new traditional buildings. "It brings a diversity that feels authentic," says Jury Chair Hank Dittmar.



CHARTER AWARD

Beaufort Civic Master Plan

State-of-the-Art Implementation in a Small Town

REGION, CITY, AND TOWN — BEAUFORT, SC
CITY OF BEAUFORT

Developed in the small South Carolina city of Beaufort, population 12,300, the Beaufort Civic Master Plan has a no-nonsense Southern sensibility befitting of its historic hometown. Rather than line up decades of red tape and public relations battles, this exceptional plan moves seamlessly from grand vision to implementation—identifying 110 specific projects to improve quality of life and sustainability, and offering toolkits for moving each one forward.

A small city with diverse neighborhoods, Beaufort does not rely on “silver bullets” or massive investments for its future. Instead, many small projects broke ground almost immediately after the plan’s adoption, aided by the Beaufort Office of Civic Investment.

From crosswalks to complete streets, from historic renovation to new buildings, parks, and neighborhoods, the goals of the Beaufort Master Plan are being realized all over the city. The first project was a 15-unit residential infill development along with mixed-use buildings on a primary corridor.

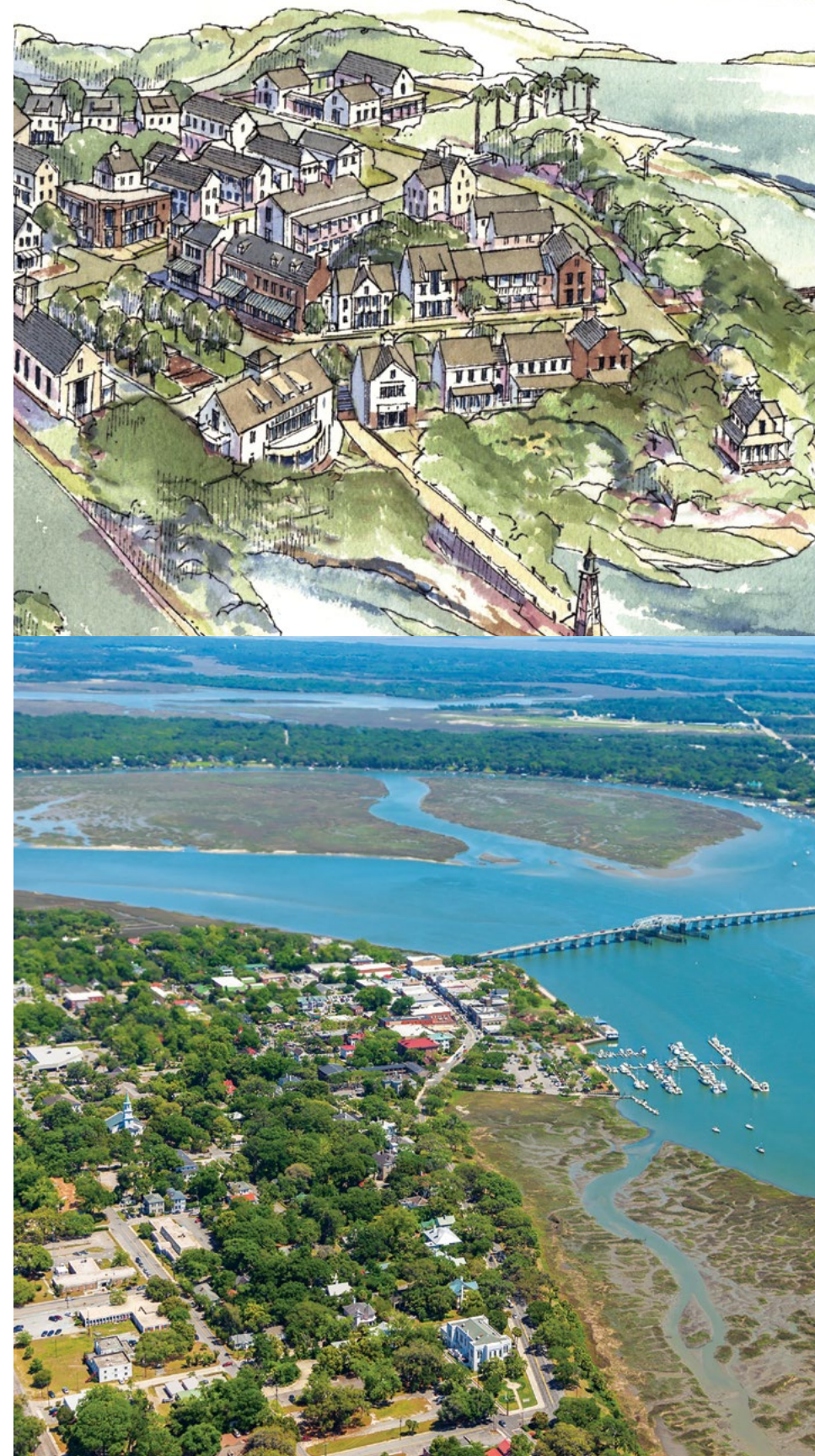
The plan addresses all of the scales of the Charter. “The Civic Master Plan and the

Office of Civic Investment were created to translate the principles of the Charter into public policy and municipal administration, bridging planning with city budgeting and operation. Department heads took the unprecedented step of receiving CNU-A training to ensure they could integrate the principles of New Urbanism into departmental operations, such as the Fire Department’s purchase of smaller fire equipment to better navigate new and historic narrow streets.”

“The Civic Master Plan is, by far, the most comprehensive, progressive planning instrument that has ever been implemented in my 30 years working in the city,” notes Michael McFee, real estate broker and councilman in Beaufort.

Before the plan, the 300-year-old city was at a crossroads. “Desires to protect its history and improve its economy often conflicted,” note the planners, “and the City of Beaufort faced difficulty in providing growth options acceptable to its residents. The community was in need of a comprehensive vision for its future.”

Today, with its sleeves rolled up and its work guided by the Beaufort Civic Master Plan, the city is welcoming the future.



CHARTER AWARD

South Main

An Awe-Inspiring Town Extension

NEIGHBORHOOD, DISTRICT, AND CORRIDOR — BUENA VISTA, CO
DOVER, KOHL & PARTNERS

Outside Buena Vista, Colorado, on the site of a former garbage dump, forty acres of riverfront land sat vacant for years. It took two nature-loving developers—risk-takers with a background as competitive kayakers—to see what it could become.

Following a public design charrette run by Dover, Kohl & Partners, construction began on South Main—a New Urbanist town extension that reconnects the small mountain town to the Arkansas River. Today, its central South Main Square is surrounded by mixed-use buildings and provides a gathering space for residents and visitors. Neighborhood streets are oriented to allow views to the mountains and riverfront.

“As someone who has lived here for some time, I’m just in awe at all of it,” says Dennis Giese, Chairman of the Chaffee County Commissioners. “I just stopped by the Buena Vista Roastery coffee shop, and I looked up and down Main Street and there were people everywhere. Young people, young families. And that’s what South Main has brought.”

The developers have delivered on key principles established by residents during

the charrette: maintaining public access to the river; creating a high-quality riverfront space; establishing visual and physical connections with Main Street and downtown Buena Vista including a dramatic view of a historic cupola with background mountains; and creating a walkable neighborhood through a mixture of uses, network of pedestrian connections, and human-scale streets.

“We love to walk, and living in South Main allows us to walk most anywhere—for work, errands, and just for fun,” say residents Wil and Christine Franz. “Everything is so accessible—local businesses, great hiking and mountain biking trails, and the river, of course.”

South Main feels like a natural extension to the town because the architecture draws from the local vernacular. By providing a connection to the river, South Main helps to complete the town. When Buena Vista residents come for events, they get to walk South Main’s streets, learn about the vision for the neighborhood, and experience first-hand the qualities that make it a great place to live.





CHARTER AWARD

Peoples Health New Orleans Jazz Market

Trumpeting a Cultural Revival

BLOCK, STREET, AND BUILDING — NEW ORLEANS, LA
KRONBERG WALL ARCHITECTS

Even a plain, vacant, late-20th Century discount department store building can be renovated into a compelling urban art space that celebrates the history of a neighborhood. That's the lesson and achievement of the New Orleans Jazz Market.

The 14,000 square foot former Gator's store stood empty for years, inflicting blight on the struggling Central City neighborhood that had once played home to many jazz greats. When the neighborhood needed a place to celebrate that heritage, the lofty goal was set to create a performance room that sounds "as warm as Louis Armstrong's horn," says Irvin Mayfield, a Grammy winner and the Jazz Market director.

The Jazz Market delivers that dream. It includes a 350-seat auditorium—home to the New Orleans Jazz Orchestra—plus a café and bar, a classroom, and a digital archive of jazz music, all of which opened in 2015.

"Outside of music, we're talking to partners about getting people in to do things like job fairs and a homework help center," says Mayfield. The Jazz Market's

sponsor, Peoples Health, is helping to bring a mobile health unit into the center. "The Jazz Market for us is a physical representation of the real power of this music to be a door opener."

The building connects to the street with large openings and awnings; the corner entry creates an exterior public space—and when the doors are open, pedestrians can see the stage. The lobby serves as an extension of the public realm, offering many uses for the community.

The retrofit could not accommodate a sloping floor, so creative use of collapsible stadium seating offered flexibility to expand the listening area to the hall—putting musicians in full view of passersby. The site has no parking, so the team skillfully navigated the grandfathering provisions of city zoning to avoid this requirement.

Convex stage sound projectors made out of reclaimed wood help provide excellent acoustics. "It was the first time we were able to hear ourselves acoustically," said marveled trombonist Emily Fredrickson. "We weren't used to hearing our own sound, which is strange and beautiful."

CHARTER AWARD

Sansome and Broadway

Timeless, Graceful Affordability

BLOCK, STREET, AND BUILDING — SAN FRANCISCO, CA
MITHUN | SOLOMON

In the middle of the last century, a new network of elevated highways slashed through San Francisco's delicate historic neighborhoods. The most harmful of those was the Embarcadero Freeway, which careened along the city's waterfront before landing gracefully in the beloved North Beach.

After the Loma Prieta earthquake, the Embarcadero was demolished—reconnecting the city to the water and opening new areas for development. Sansome and Broadway, a four-building project with 156 affordable residences on opposite sides of an urban thoroughfare, completes the neighborhood's rebirth.

"They are timeless, graceful buildings that provide low-income residents, many of whom came from very unstable living conditions, with stable and beautiful homes in the heart of the city," says Kim Piechota, Development Manager, Chinatown Community Development Center (CCDC).

The project incorporates first-floor shops, community rooms, administrative and social services, neighborhood child-care, internal courtyards, and a roof deck to make life more comfortable for low-income residents.

Many urban poor suffer not only from economic hardship but also isolation and the stigma of squalid housing—Sansome and Broadway offers a pride of place. "It is a most wonderful example of good design applied to housing for people of modest means—demonstrating that thoughtful, not necessarily expensive, design, can uplift people's everyday lives," says the former chair of the CCDC.

Sansome and Broadway inserts affordable residences, with flair, into an area dominated by office, converted warehouse, and industrial buildings. The buildings are clearly places to live, but they are similar in massing to nearby commercial structures. The well-detailed, budget-constrained buildings are contemporary—yet they fit comfortably with the San Francisco vernacular style and geography.

Neighbors at first reacted negatively to affordable housing, but they wound up welcoming the development. This project began facing hostile neighborhood groups "and ended as a complete love-fest with neighbors, public officials, tenants, and project sponsors celebrating the opening of Phase II with the Mayor and Chinese lion-dancers," according to Mithun | Solomon, the designers.





CHARTER AWARD

Playhouse Plaza

An Architectural Triumph Adds to a City's Legacy

BLOCK, STREET, AND BUILDING — PASADENA, CA
MOULE & POLYZOIDES, ARCHITECTS AND URBANISTS

In Pasadena, California, the Playhouse Plaza has replaced a single-story furniture store with “an architectural triumph that has added to Pasadena’s legacy of well-designed, beautiful buildings,” says Susan Mossman, Executive Director of Pasadena Heritage.

Located in the city’s revitalizing 32-block Playhouse District, the 155,000-square foot mixed-use development includes office space with ground floor shops and restaurants organized around courtyards and paseos and fronting two important commercial thoroughfares. The building’s open spaces and architecture celebrate the Pasadena Playhouse, an early 20th Century theater with a unique and unusual history that stands across the street.

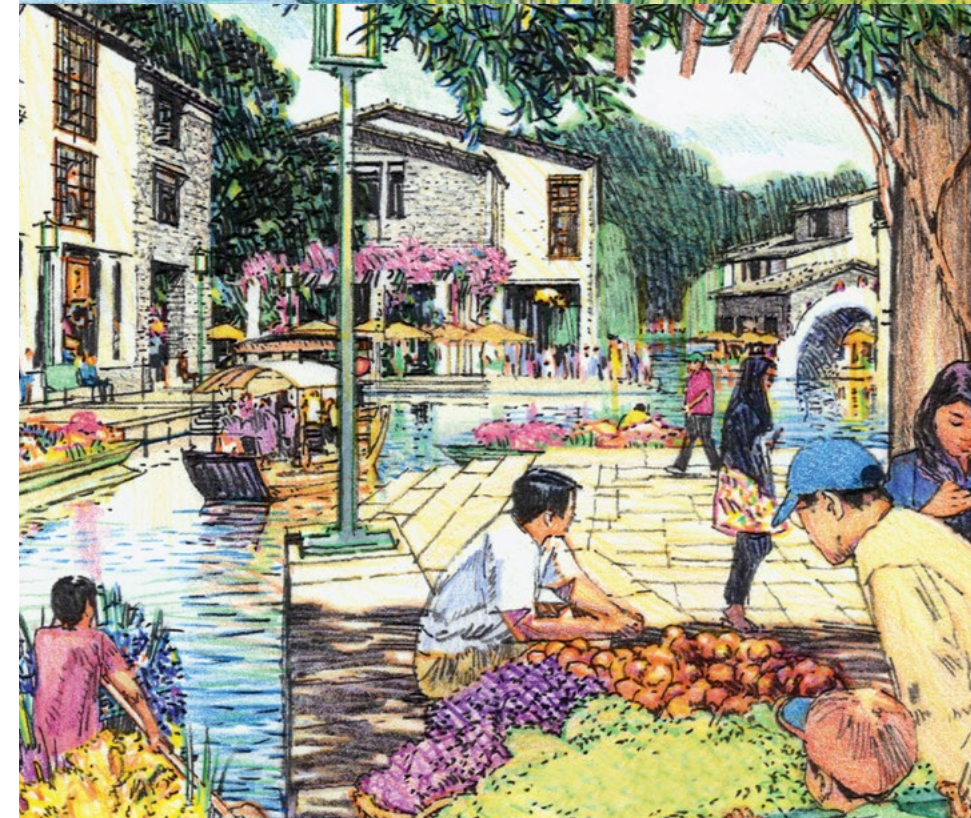
Because of the historical importance of the playhouse, the development of the site was embroiled in a multiyear battle. The dispute was settled by a series of charrettes that led to the current design. The developer wanted a building that met 21st Century functional and constructional requirements. The community wanted a building that would relate seamlessly to its historic setting and sit comfortably with the scale of existing buildings.

“The final project is a lesson in listening to the concerns of the community up front, so that stakeholder consensus, including community perspectives, can be achieved and successfully implemented early on,” notes Nina Chomsky, Community Activist.

The site fronts Colorado Boulevard, famous for the Rose Bowl Parade, a formerly automobile-dominated thoroughfare that is transitioning to an urban place. The six-story Art Deco-style façade, inspired by the rich Deco traditions of Los Angeles, reflects the scale of commercial structures on that street.

To the west, along El Molino Avenue, the building faces the historic two-story playhouse with its courtyard opening on to the street. Playhouse Plaza echoes this gesture on the opposite side of the street, forming a joint mid-block quad framed by two-story buildings. The retail buildings facing the historic Playhouse reuse the historic brick of the former demolished retail building on the site—using material to express memory.

Resolving the new building’s relationship with the historic playhouse was instrumental in reaching political consensus, demonstrating the power of New Urbanism to bring communities together.



CHARTER AWARD

Nanhu New Country Village

Breaking the Mold of Chinese Development

REGION, CITY, AND TOWN — NANHU, NEAR SHANGHAI, CHINA
SKIDMORE, OWINGS & MERRILL

All over China, scarce farmland is being developed as rural families flee their farms for better-paying jobs in cities. The farms that remain are inefficient and fragmented. Nanhu New Country Village breaks the mold by retaining the connection to farmland and nature, restoring a polluted water network, and creating a new village that is large enough to survive economically. The plan applies the urban to rural transect to China.

The project boldly restores a stagnant, fragmented, historic canal system that extends throughout the site. The canals are re-dug and reconnected so that polluted water can flow cleanly again, creating an urban amenity for the new town and forming a clean water network throughout the district—enabling the surrounding farmland to be certified organic.

The new town of 40,000 people will be surrounded by 1,350 acres of organic farms, 250 acres of eco-tourist farms, and more than 100 acres of restored wetlands. It will be connected by high-speed rail to

Shanghai, providing a way for residents not employed in agriculture to get jobs in the city, and offer a way for city residents to vacation in the town. Most of the new village will be a 5 or 10 minute walk from the center.

“A compact, transit-served village will serve as a benchmark for ecological, agricultural development throughout China,” according to the planners. “At the heart of the village, a mixed-use commercial core is wrapped around 450 meters of revitalized canals, with waterways ranging from 10-40 meters in width, creating a unique network and modern identity from the area’s historic regional culture.”

The system allows for larger farms, using new technology, all within walking distance of homes. The entire village is connected by modern transportation to one of the world’s great 21st Century metropolises. A large and growing emitter of greenhouse gas emissions, China desperately needs new and sustainable models like Nanhu New Country Village.

Pollin Memorial

Affordable Housing Through Philanthropy

BLOCK, STREET, AND BUILDING — WASHINGTON, DC
TORTI GALLAS AND PARTNERS

On the East bank of the Anacostia River, just a few miles from the United States Capitol, Pollin Memorial brings a historically sensitive approach to new affordable development in Washington, DC. Serving one of the country's most challenged urban neighborhoods, the project has provided 83 for-sale townhouses to District employees, emergency response professionals, teachers, and nurses—in addition to 42 flats for public housing residents.

"It has been transformative for the neighborhood and meets a real need for the city," says Christine Madigan, Executive Vice President of Enterprise Homes.

The \$34 million project was made possible by a donation from affordable housing pioneer Abe Pollin, a long-time champion of underprivileged D.C. residents, in memory of two of his children. "I've had people come into the sales office crying, saying, 'Oh, Abe is still doing it.' He was so great to the community," notes sales manager Tawnya Brown.

The buildings' style consciously derives from the "Wardman townhouse," a type built all over Washington, DC, by a prolific developer at the turn of the 20th Century.

The architects carefully studied the context, including the key architectural features of porch-and-stoop townhouses, the block and street patterns, and the disruptions caused by a 1960s highway. Homes can be purchased by eligible residents for as little as \$500 down.

Saving existing trees was an important goal, and the framework of blocks integrates Pollin Memorial into the city. Residents are just a five-minute walk to the Metro, accessible urban shops, and an adjacent public elementary school and charter.

The public, semi-public, and private realms are carefully designed, and a nature path connects the homes to the nearby Anacostia River Park, a regional open space amenity. Part of the 9-acre site is preserved as open space and wetlands.

The team synthesized the input of stakeholders, city and federal agencies, and the various professions involved in design to improve the project. Countless challenges—including issues of land title, previously undiscovered soil pollution, and multiple layers of complex financing—were overcome to bring this affordable, sustainable, outstanding development to fruition.



Southern Farms

Uniting a Segregated City

REGION, CITY, AND TOWN — JOHANNESBURG, SOUTH AFRICA
GARY WHITE & ASSOCIATES

Southern Farms is a mixed-use development designed to reconnect a city that has a history of racial apartheid. "The site is located on a piece of land that holds the potential to integrate the previously segregated Soweto into the rest of the Johannesburg metropolis," note the designers.

This ambitious urban extension to Johannesburg aspires to be a mixed-income community, with well-designed public spaces and community facilities that bring separate places and people together. The 6.3-square-mile project is designed for 45,000 dwellings, with 20,000 of them affordable.

Southern Farms includes an open space network that is useful for food production, recreation, transportation, and environmental protection. Not many New Urbanist projects include both livestock production and solar farms. "The goal was to create an Urban Design Vision which would satisfy both the needs of future inhabitants and the developers while protecting and

integrating the management of sensitive natural areas."

The images and plans present a vision for a vernacular architecture that is unique to South Africa—neither traditional, nor entirely modern.

Currently, a number of existing, unwalkable transportation corridors divide the site. The proposed solution to unite the district is to design semi-autonomous village settlements. "While these satellite villages are connected by means of primary routes, each is of sufficient size to support a range of residents as well as necessary amenities and communal places with an individual identity of its own." Each village includes high, medium, and low-density blocks and streets, organized around pedestrian sheds.

The planners use a balanced combination of public buildings, private buildings, and nature to design each village as a complete urban place.

CHARTER AWARD

The Lofts of Washington University

Town Meets Gown on Historic Street

BLOCK, STREET, AND BUILDING — ST. LOUIS, MO
WILLIAM RAWN ASSOCIATES, ARCHITECTS, INC.

Five blocks away from the main campus, on a brownfield site along a bustling commercial strip, The Lofts of Washington University create an environmentally sound student-housing center integrated flawlessly into the fabric of St. Louis. The project reinvigorates a former gas station site on the Delmar Loop, which was named one of one of 10 Great Streets in America by the American Planning Association.

“The Lofts helps to educate students and the greater public about sustainable practices, while furthering the goals of the university and providing an example of design excellence and sustainable leadership,” says Jamie Kolker, Assistant Vice Chancellor of Campus Planning.

The Lofts includes five buildings with 231 residences for as many as 600 students, plus a roof terrace, a green, courtyards, and several retail stores facing a primary commercial street. A network of public spaces includes a pedestrian mews that connects the buildings to each other and to the neighborhood.

Contemporary south-facing glass-fronted buildings on the Delmar Loop provide thermal solar heating while echoing the shape and scale of nearby

historic buildings. The facades promote transparency and connection to the street, shaded by perforated metal sunshades—a visible indicator of the project’s commitment to sustainability. These buildings transition from glass to masonry on the block interior, using a transect of architecture. The residential portions are contemporary, but stoops provide an intimate, traditional feel that connects with surrounding historic neighborhoods.

The second-floor terrace serves as a center for student community that allows residents to view the activity on the street. Along with outdoor courtyard spaces located on the north side of the project, the terrace also acts as a green roof to control storm-water run-off and reduce the ‘urban heat island’ effect. The project makes use of photovoltaic panels, a rainwater harvesting cistern, and a series of densely planted bioswales—all of which contribute to its LEED-Platinum rating.

The Lofts are located in the Delmar Loop’s middle section, which lacked adequate foot traffic, and the pre-existing block structure discouraged pedestrian activity. The new mews opens up the block to neighborhoods to the north, improving the site’s connection to St. Louis’s street life.



MERIT AWARD

Ponce City Market

From White Elephant to Game-Changer

BLOCK, STREET, AND BUILDING — ATLANTA, GA
JAMESTOWN

Located at a crossroads of greater Atlanta—where the world-renowned Atlanta Beltline crosses historic Ponce de Leon Avenue—a former Sears warehouse has been reborn as one of the most striking urban redevelopments in the nation.

“Ponce City Market is taking an eyesore and transforming it into something that is aesthetically pleasing,” notes Jarred Schenke, editor of *Bisnow Atlanta*, “and making it into what Atlanta should stand for as the capital of the South, which is revitalization and renewal.”

Today, Ponce City Market is a hub for high-tech industry growth in the city—and the retail center for four historic neighborhoods. “At a big picture level, this building has become the crossroads, the central gathering point, of this part of the city,” says Katharine Kelley of Green Street Properties, whose team developed the project as part of Jamestown Properties.

Athena Health, MailChimp, and Cardlytics are just three of the high-tech firms that call Ponce City Market home. The largest

brick building in the Southeast, Ponce City Market features a “food hall” modeled on the Chelsea Market in New York City, plus 259 new loft apartments—20 percent of which are affordable.

A former rail line, now converted into the famous Atlanta Beltline, serves as linear park, transit right-of-way, and development opportunity par excellence. The old warehouse, part of which housed city fire and police administration, was among the Beltline’s best opportunities.

The food hall gives Ponce City Market its branding and name. This regional draw offers table service, take-out, raw foods, and specialty items. The building also includes a broad range of stores selling clothing, furnishings, and other goods.

The refurbished building, which opened in 2014, has 1.1 million square feet of rentable space, now almost all occupied. “It is clearly the dawning of a new day,” notes Arts Atlanta, “in a city long disparaged for its car-dependent culture and lack of defining character.”



MERIT AWARD

Seven50: Southeast Florida Prosperity Plan

Graceful Growth for Challenging Times

REGION, CITY, AND TOWN — SOUTHEAST FLORIDA
DOVER, KOHL & PARTNERS

One of the largest and most ambitious regional plans in history, the Seven50: Southeast Florida Prosperity Plan was born out of a grand federal vision—the Partnership for Sustainable Communities between US HUD, DOT, and EPA.

The plan takes its name from its seven-county focus and 50-year duration, covering a wide range of places from intensely urban Miami to the rural and natural Florida Keys. This \$4.25 million project involved four regional planning organizations and a population of 6.2 million—building an unprecedented level of public engagement in the planning process.

Mobile charrette teams, virtual meetings, and strong social media presence boosted citizen input. More than 8,000 hands-on participants and a million online visitors contributed to Seven50. A seven-county transportation model was developed, enabling the first comprehensive long-range transportation plan for the region.

The plan addresses design at all scales, moving from the region as a whole, to each individual county, to cities, down to the street and block, providing strategies for individuals, guidance for larger movements, and specific policies for municipalities. Urban design plans, including affordable housing, were created for individual sites

at key spots like transit hubs. Participants were able to choose from four scenarios for the region's future.

Climate change, a taboo subject in Florida state government, was modeled for all seven counties. The planners considered a sea level rise of 6–8 feet—a tough scenario for Southeastern Florida, with its perpetual hurricane threats and water quality issues.

Seven50 found that the hearts of neighborhoods and key transportation corridors tend to be located at higher elevations. “Focusing any new development along these main roadways makes more sense for long-term resilience,” the planners report.

Implementation began during the planning phase, and the region has already begun to see tangible results from projects that address the needs and concerns emphasized throughout the process.

“The new and lasting relationships Seven50 created throughout the region and the conversations about the future, which continue to this day, will greatly improve the chances that our region will grow gracefully and sustainably through this century and beyond,” says Michael Busha, Executive Director of the Treasure Coast Regional Planning Council.



KEY LARGO -
EXISTING CONDITIONS



KEY LARGO -
4' SEA LEVEL RISE



KEY LARGO -
8' SEA LEVEL RISE



KEY LARGO -
8' SEA LEVEL RISE WITH
COASTAL REINFORCEMENT



BEFORE



AFTER



MERIT AWARD

East End Transformation

Bringing Health to an Ailing Corridor

NEIGHBORHOOD, DISTRICT, AND CORRIDOR — RICHMOND, VA
DPZ PARTNERS

Richmond, Virginia's two-mile East End Transformation corridor plan, a 350-acre vision for a hospital campus-centered development in an economically challenged area, brought together residents, business owners, nonprofit leaders, and public officials around the common cause of health.

"The East End Transformation charrette set forth a vision to bring new jobs, physical and social investment, and prosperity to an area of Richmond that had long been forgotten," says Ashley Peace, a former senior planner for the city.

"That hope has translated into new businesses on 25th Street, a booming and well-designed affordable infill housing market, hospital and related office expansion, and infrastructure investment—all standing on the foundation of the concepts drawn up at the charrette," according to city policy advisor and neighborhood resident Mark Kronenthal.

The design session attracted 400 people to the opening presentation and strong participation throughout. That energy convinced health leaders to invest in the Richmond Community Hospital, the neighborhood's largest employer—a facility that had recently been considered for closure. Thus the East End Medical Village was born, a modest and dispersed

hospital expansion plan that reinforces the streetscape on Nine Mile Road, the primary commercial street.

The plan calls for 300-500 units of new housing. The charrette also created momentum for community leaders to pursue the redevelopment of the troubled 504-unit Creighton Court public housing project. The corridor improvements and traffic roundabout are under construction.

The 2-mile corridor is recognized as a necklace of civic, institutional, and commercial establishments. At one end is the renovated Armstrong High School, potentially converted into a health, wellness, and community-gathering center. At the center is the East End Square with the library and new grocery store. The 25th Street area receives a major plaza celebrating an important grouping of structures: a beloved gas station, a church, and the police station expansion sitting alongside a former grocery store re-imagined as an arts and learning center.

The East End Transformation combines individual projects—a medical village, public housing redevelopment, street improvements, public spaces, and more—to create something that is much greater than all of the pieces.

MERIT AWARD

Orleans Landing

Building on Detroit's Assets

BLOCK, STREET, AND BUILDING — DETROIT, MI
URBAN DESIGN ASSOCIATES



In a sector of Detroit with diverse assets—waterfront land, brick industrial buildings, greenways, and historic streets—but little economic activity, the Orleans Landing project creates top-of-the-line urbanism.

"Orleans Landing will reactivate a major piece of Detroit's riverfront and create a new, vibrant community there," says Mayor Mike Duggan. "This investment is further proof that, increasingly, people are wanting to live in Detroit and be a part of its ongoing revitalization."

Orleans Landing is a remediated brownfield site on the left bank of the East Riverfront District, just east of Renaissance Center and adjacent to the unique 1.15-mile-long Dequindre Cut Greenway. The project is close to downtown, Belle Isle, the Lafayette Park neighborhood, and Windsor, Ontario.

Buildings are placed at the perimeter of blocks to define public space and take their cues from historic industrial architecture of the area. All units face streets or greenways, and apartment windows are operable. Many units have modest balconies and operable French

doors to allow residents to participate in the street scene.

Three building types are used in Orleans Landing—lofts, townhouses, and walk-ups—but further variety was not possible given the budget, so the team mixed these types in different ways to create unique streetscapes throughout at minimal cost. The designers also modified a corridor building to create a new loft type designed to wrap blocks, integrate ground floor retail, and meet zoning requirements for parking.

The 3- and 4-story loft buildings reflect the industrial heritage of the site. Of the 278 units, 20 percent are affordable. The estimated completion of the \$62 million project is 2016.

Adjacent blocks are dominated by parking lots, vacant sites, and underutilized buildings. New initiatives, such as the recent conversion of the historic Globe Building into an Outdoor Adventure Center, signal the city's future. The East Riverfront Park, built and maintained by the Detroit Riverfront Conservancy, acts as a front porch to the Detroit River.



STUDENT GRAND PRIZE

Master Plan for Revitalization of the Canal System

Canals as Vital Arteries for a Fabled Mill District

LOWELL, MA
YALE SCHOOL OF ARCHITECTURE

The famous historic mill buildings of Lowell, Massachusetts have formed the basis for the city's resurgence—but these assets are sometimes difficult to find among the city's grid, and public spaces are lacking.

In the Master Plan for Revitalization of the Canal System, three students propose using a long-ignored, partially filled-in historic canal system as a series of public spaces weaving through the old mills. Their proposed canal-walk—a back-channel promenade through Lowell's historic core—serves as a whole new way to experience the city.

Throughout the plan, the canals become the framework for a network of pedestrian and bicycle connections linking neighborhoods and downtown. A market complex near the train station is linked to downtown via a new canal, while extended street grids and consolidated surface parking lots open up land for development.

The project also envisions three new urban outdoor rooms. The first, the market complex, receives travelers from the train station, repurposing the underutilized South Commons into a community garden.

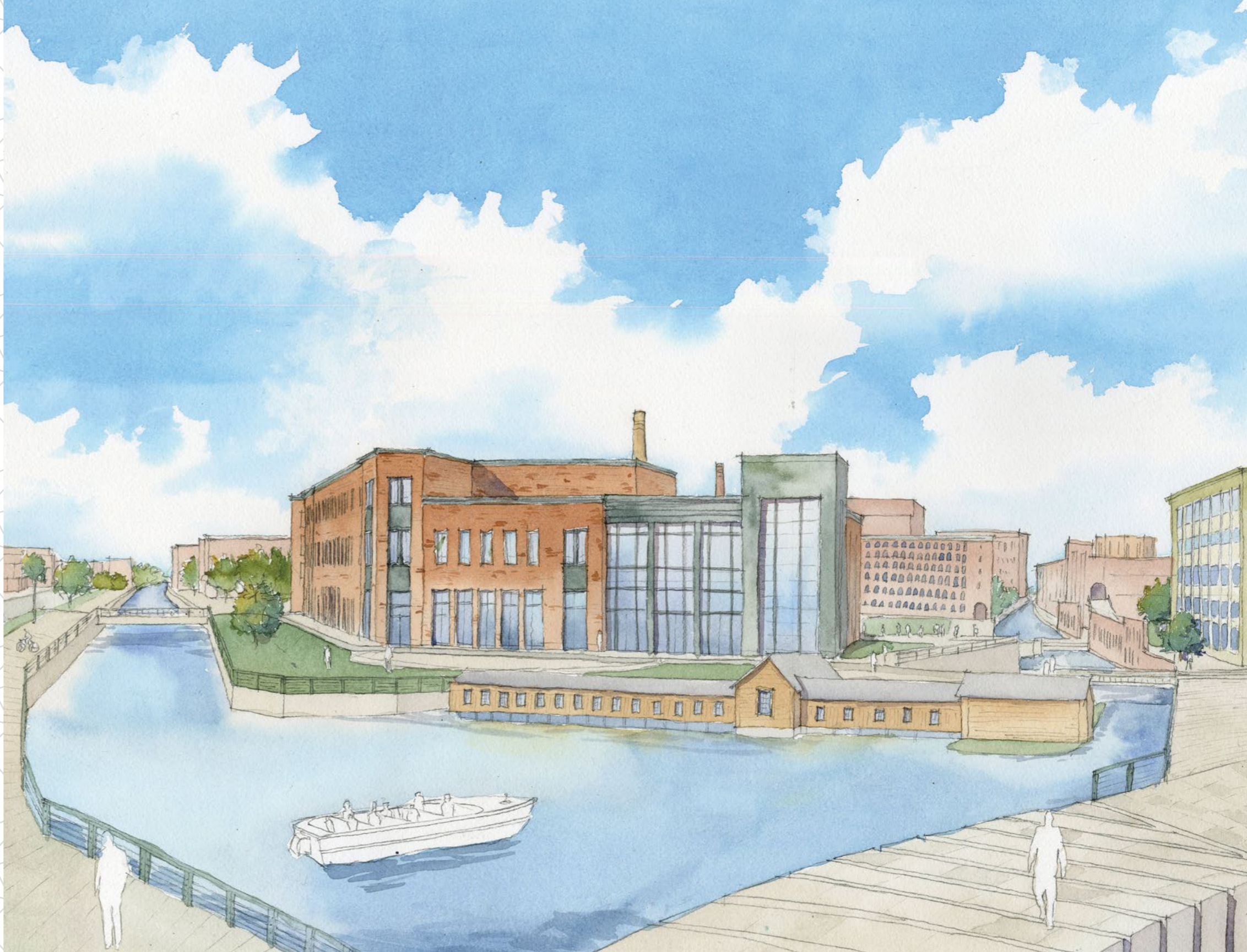
The second, a courthouse plaza, guides people towards the city's main public

park. The ground floor of the courthouse is opened to the public, increasing the permeability of the building. A bridge connecting the courthouse and the lawyers' office building spans the newly created canal and road, guiding people on their journey to the heart of the city.

The theater, the last of the three urban rooms, aims to capture the space already created by the existing historic mill buildings. The outdoor stage is a bridge over the canal that utilizes a facade of an old mill as a backdrop. The theater establishes a prominent corner to create a new architectural marker, completing the downtown link.

Each major space is anchored by a public building and associated function. The proposal includes a community theater with an outdoor amphitheater, a municipal courthouse and civic plaza, and a market complex supported by an agricultural commons.

New public spaces generate sites for infill development, for which the designers propose sturdy brick buildings to fit with the fabric of Lowell's history—a story given a bright new chapter by this outstanding student project.



STUDENT MERIT AWARD

Twin Cities Harbor

Lifting All Boats on a Great Lakes Port

ST. JOSEPH AND BENTON HARBOR, MI
ANDREWS UNIVERSITY SCHOOL OF ARCHITECTURE, ART, & DESIGN

In the Twin Cities Harbor student project, New Urbanist principles are applied to two small Michigan cities—piercing to the heart of the challenges and opportunities that face urban America today.

The Twin Cities are among the most segregated in the US—Benton Harbor is 89 percent African-American and poor, while St. Joseph is 88 percent white and middle class. Both have lost significant population to the suburbs since 1960.

Commissioned by public-private stakeholders that include both cities, Berrien County, and local Whirlpool Corporation, the world's largest home appliance maker, the student team proposes practical ideas to unite the cities around the port and harbor.

The Twin Cities are part of the Great Lakes port system and their harbor supplies commodities to Southwestern Michigan. The team explores opportunities and strategies to build infill development along the industrial waterfront.

A proposed green infrastructure network includes renovating the abandoned Old Ship Canal into a storm-water park

and "living street" fronted by lofts and commerce serving Whirlpool employees and other young professionals who work in downtown Benton Harbor.

The project directly challenges a long-term county plan to move the courthouse and jail from downtown St. Joseph into a consolidated suburban campus at the periphery of the city. Instead, it proposes to maintain these vital civic institutions in their current location and to preserve pedestrian and bicycle access to a large population and surround these facilities with infill development.

Wayne Street, a key artery between the two cities, is not pedestrian-friendly. The plan recommends a makeover and infill development that would connect strategic land in both communities. A new pedestrian bridge would connect downtown St. Joseph to a mixed-use development site on Marina Island, between two channels on the port.

These twins need not be so separated. The plan highlights ways to bring low- and middle-income cities closer together to strengthen both—economically and socially.



CHAIRMAN'S TEST OF TIME AWARD

Rosslyn-Ballston Corridor

ARLINGTON, VA

The Jury Chairman's Test of Time Award is given to the Rosslyn-Ballston Corridor, a highly successful integration of transit-oriented development and neighborhood preservation along the MetroRail corridor serving the heart of Arlington County, VA.

Early Charter Awards leaned heavily toward designed rather than built projects, reflecting the growing pains of a new movement without much built legacy. Over time, the proportion has shifted towards completed projects. The merits and lessons of many early New Urbanist projects are now apparent.

With support of the CNU Board, staff, and 2016 Charter Awards jury, this special award selected by the Jury Chair honors an enduring project that has substantially improved quality of life and prosperity.

The following criteria were applied: The project or some part of it must have been recognized in a previous Charter Award, it

must be of a substantial duration, and it must have had a significant positive impact.

The Rosslyn-Ballston Corridor has all the right elements in outstanding colors: sustained political consensus over decades, benefits shared and adjacent neighborhoods protected, clear planning and design guidance creating a market for higher density and street-based urbanism around transit, an impressive improvement in the County's tax base, a shift to transit and walking, and improved quality of life.

Clarendon Center, a project in the corridor, received a Charter Award in 2013 for its mix of new and historic buildings, the extensive community involvement, and the way that it leveraged its location next to MetroRail on the Rosslyn-Ballston Corridor.

Since 1996, Arlington has added more than 45,000 new residents and millions of square feet of commercial and office space. "Today, Arlington has more office

space than Downtown Dallas, and the highest concentration of 24-to-34 year olds in the country," The Washingtonian writes. Because most development has been walkable to Metro stations or along high-volume bus corridors, traffic has remained steady or declined. Wilson Boulevard, Arlington's busiest, densest corridor and Clarendon's main drag, saw a 23 percent decline in motor vehicles from 1996 to 2012, according to the county.

A case study by Dennis Leach for the 2005 book *New Transit Town*, edited by Jury Chair Hank Dittmar and Gloria Ohland, found a non-automobile mode share of 47 percent, broad community acceptance, and that the corridor generated 33 percent of the county tax base on only 8 percent of its land.

For its innovation, enduring consensus, and positive outcomes, the Rosslyn-Ballston Corridor deserves a Test of Time Award.



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Landscape Architect

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