

“HOPEVI and the New Urbanists created a new fusion of social policy and physical design, one that involved—symbolically and literally—a shift from the anonymity of high-rise flats to the human scale of town houses, from the fear of stairwells to the comfort of front porches, from dangerous open spaces to tree-lined sidewalks—and ultimately, from projects to neighborhoods.”

PETER CALTHORPE

*From Despair to Hope: HOPEVI and the New Promise of Public Housing in America's Cities*

The Clinton Administration in the 1990s, led by Housing and Urban Development Secretary Henry Cisneros and his successor, Andrew Cuomo, took up the challenge of generating greater metropolitan diversity and investing in urban regeneration.<sup>36</sup> To accomplish these aims, HUD drew on the expertise and vision of the Congress for the New Urbanism. I served as HUD's New Urbanism liaison, reaching out to CNU members and involving them in creating and implementing successful new national programs and local development strategies.

Two HUD publications provided the basic philosophy for the Clinton Administration's work with CNU—HOPEVI Planning and Design: Transforming Severely Distressed Public Housing into Livable Communities and New American Neighborhoods: Building Homeownership Zones to Revitalize Our Nation's Communities. HUD's innovative collaboration with CNU is best described in a detailed *Preservation* magazine article from March/April 1998, “New Hope for Failed Housing.”

To pursue these vital objectives, HUD developed the HOPEVI program to transform public housing communities by demolishing vacant high-rise buildings and reconnecting low-income residents to their surrounding neighborhoods; attracting mixed-income populations through a combination of new public and private housing, both rental and homeownership; and building genuine community improvement through economic and employment development, education and health services, and good planning and design. CNU members advised HUD and local govern-

ments on redeveloping low-income communities in Atlanta, Baltimore, Boston, Charlotte, Chicago, Cleveland, Detroit, Los Angeles, Louisville, Norfolk, Philadelphia, Pittsburgh, San Francisco, Seattle, Washington, DC, and many other cities.

When the Clinton Administration embarked on its ambitious Empowerment Zones, Homeownership Zones, and Enterprise Communities initiatives, HUD turned to CNU for advice on developing innovative concepts and methods of community planning and design. Secretary Cisneros asked CNU to form an Inner City Task Force, headed by John Norquist and Ray Gindroz, to work with HUD and local governments in applying the principles of New Urbanism to rebuild neighborhoods. The CNU leadership then asked Secretary Cisneros to sign the Charter of the New Urbanism, which he did after delivering the keynote address at CNU's Charleston congress in 1996.

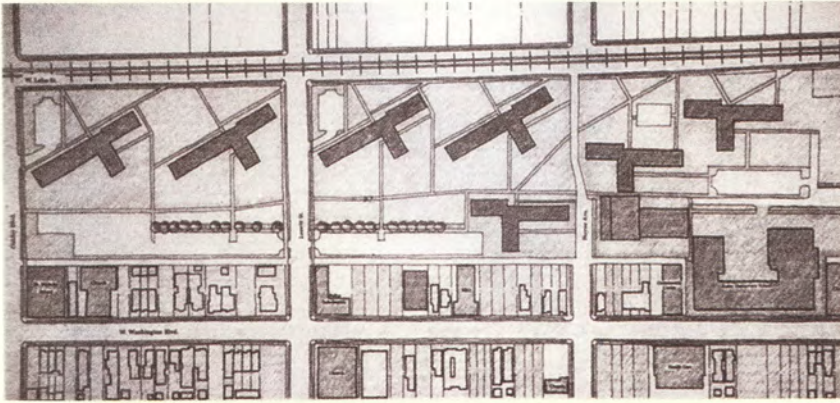
To help lay the groundwork for Secretary Cisneros's signing of CNU's new Charter, I spent a week in San Francisco during the spring of 1996 collaborating with Peter Calthorpe, Dan Solomon, Andrés Duany (on the phone from Miami), and Peter Katz to write the final draft of the Charter of the New Urbanism.

CNU leaders, coordinated by Shelley Poticha, produced a landmark 1996 HUD guidebook, *Principles for Planning and Designing Homeownership Zones*, based on key ideas from the Charter. More than 100 local government applicants used this guidebook to prepare development proposals incorporating “innovative and creative commu-

## CNU and HUD

MARC A. WEISS

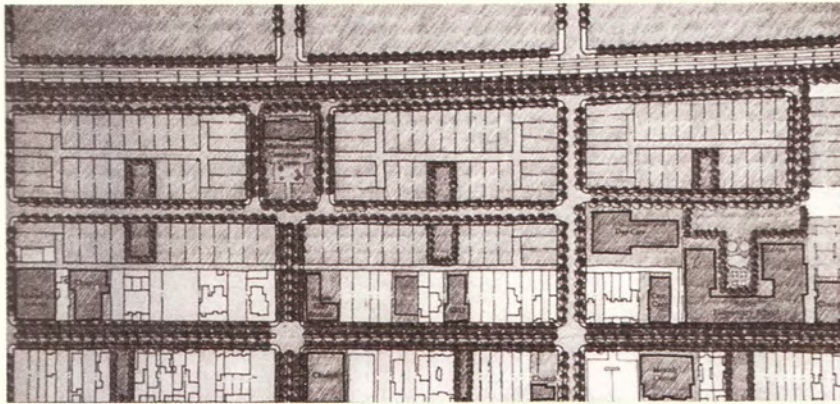




Before



Before



After



After

**FORMER HENRY HORNER HOMES, NOW WEST HAVEN**, is part of the Chicago Housing Authority's "Plan for Transformation." The 1960s-era high-rise public housing has been replaced with mixed-income town houses, duplexes, and small apartment buildings. Intimate, tree-lined streets supplant the inhumane, unsafe "superblocks."

nity planning and design strategies" using New Urbanism principles.

CNU's Inner City Task Force played a major role in HOPE VI and Homeownership Zones efforts, serving as senior faculty in a

HUD-sponsored course at Harvard University to educate and train local government officials about using New Urbanism ideas for improving design and planning, and for developing better communities.



Handwritten signatures of 266 attendees, including names like Douglas Soirs, Thomas J. Comitt, and many others, arranged in a grid-like fashion.

THE CHARTER OF THE NEW URBANISM as signed by 266 attendees of the fourth Congress for the New Urbanism (CNU IV), Charleston, South Carolina, 1996.



# CHARTER OF THE NEW URBANISM

## *Preamble*

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

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

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







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The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.	
ESSAY BY PETER CALTHORPE COMMENTARY BY PATRICK CONDON	
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Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.	
ESSAY BY ROBERT D. YARO COMMENTARY BY F. KAID BENFIELD	
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The metropolis has a fragile and complex relationship with its agrarian hinterland and surrounding natural landscapes, involving environmental, economic, and cultural elements. Farmland and nature are as important to the metropolis as the garden is to the house.	
ESSAY BY RANDALL ARENDT COMMENTARY BY DAN SLONE	
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Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.	
ESSAY BY JACKY GRIMSHAW COMMENTARY BY RUSSELL S. PRESTON	

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

ESSAY BY WENDY MORRIS  
COMMENTARY BY PAUL MURRAIN

*Six* 67

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

ESSAY BY STEPHANIE BOTHWELL  
COMMENTARY BY MICHAEL MEHAFFY

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

ESSAY BY SHELLEY POTICHA  
COMMENTARIES BY EMILY TALEN AND HENRY R. RICHMOND

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

ESSAY BY G. B. ARRINGTON  
COMMENTARY BY RICHARD ALLEN HALL

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Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

ESSAY BY MYRON ORFIELD  
COMMENTARY BY ANN DAIGLE

## NEIGHBORHOOD, DISTRICT, AND CORRIDOR 97

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

ESSAY BY JONATHAN BARNETT  
COMMENTARY BY SANDY SORLIEN

*Eleven*

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

ESSAY BY ELIZABETH PLATER-ZYBERK  
COMMENTARY BY ROBERT STEUTEVILLE

*Twelve*

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

ESSAY BY WALTER KULASH  
COMMENTARY BY ANNE VERNEZ MOUDON

*Thirteen*

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

ESSAY BY LAURIE VOLK AND TODD ZIMMERMAN  
COMMENTARIES BY GIANNI LONGO, MARC A. WEISS, AND ETHAN GOFFMAN

*Fourteen*

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

ESSAY BY JOHN NORQUIST  
COMMENTARY BY ELLEN DUNHAM-JONES AND JUNE WILLIAMSON

*Fifteen*

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

ESSAY BY WILLIAM LIEBERMAN  
COMMENTARY BY MIKE LYDON

*Sixteen*

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

ESSAY BY ELIZABETH MOULE  
COMMENTARY BY NATHAN R. NORRIS



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 The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.  
 ESSAY BY BILL LENNERTZ AND GEOFFREY FERRELL  
 COMMENTARIES BY HAZEL BORYS AND JENNIFER HURLEY
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 A range of parks, from tot lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.  
 ESSAY BY THOMAS J. COMITTA  
 COMMENTARY BY THOMAS E. LOW
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 A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.  
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 Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.  
 ESSAY BY STEFANOS POLYZOIDES  
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 The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.  
 ESSAY BY RAY GINDROZ  
 COMMENTARY BY TONY HISS
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 In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.  
 ESSAY BY DOUG FARR  
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 Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.  
 ESSAY BY VICTOR DOVER  
 COMMENTARY BY JOHN MASSENGALE



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Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.	
ESSAY BY ANDRÉS DUANY COMMENTARY BY PHILIP BESS	
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All buildings should provide their inhabitants with a clear sense of location, weather, and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.	
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