

CONGRESS FOR THE NEW URBANISM



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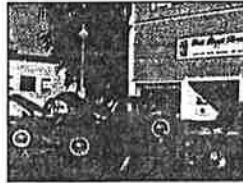
REDESIGNING SUBURBAN ARTERIALS

By Gregory Tung

12/20/01

The Task Force Report is a quarterly newsletter written by and for CNU members. It reports on the activities of the organization's six Task Forces.

Task Forces are groups of active CNU members who volunteer their time and professional experience to advance the state of the art in urbanism. Each group has one or more ongoing initiatives. Members interested in getting involved should check out the Task Force pages at CNU.org or contact Sarah Pulleyblank, CNU's Task Force and Program Manager at sarahp@cnu.org.



Many of us who grew up near famous state highways such as Route 66 or the Boston Post Road (US 1 between New York and Boston) look back on their old photos with nostalgia. Images of roadside diners and signs of the early motoring era have a homey aura. This is due, in part, to scale. The two-lane highways of the time ran through farmland and forest. As those country roads entered town they easily assumed an urban character, with small-scale stores and offices fronting closely and comfortably upon sidewalks and relatively low-speed traffic lanes.

This is not the case for the four-, six-, and more-lane progeny of those bygone roads. Many suburban arterial streetscapes are lined with repetitive, placeless big boxes and fast food outlets. Where there are sidewalks, pedestrians are often forced to walk within inches of traffic moving over forty miles an hour. In some places, municipalities have attempted to beautify these corridors with tufts of shrubbery and a few square yards of stamped simulated brick median paving, but these have little impact. Suburban arterial roads are some of the most depressingly look-alike and mediocre public spaces in the United States.

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THE FUTURE OF FIRST RING SUBURBS

By William R. Morrish

FAMILY PICTURES

The first-ring suburbs, built between 1945 and 1965, have grown old. Politicians, policy experts, and design professionals still associate them with black and white snapshots of new Levitt and Sons tract homes, barren yards, empty garages, and housewives sipping coffee at Tupperware parties. The caption reads—"To escape city evils, Americans move to new suburbs served by gleaming new highways. Returning World War II veterans get Federal money to buy their own Cape Cod-style homes. These idyllic towns of shopping malls, schools, churches, and back yards are havens for raising children." These suburbs, built at the metropolitan edge as bedroom communities and small towns, supported and relied upon the economic prosperity and cultural amenities of central cities. They were built to make real an ideal—one that persists today—of a high quality of life in a small town. Much of this has changed, but policy makers today are sometimes blinded by their nostalgic images. This article describes what has happened to these American idylls and provides some insights on how we can move them into the twenty-first century.

THE SHIFTING METROPOLITAN GEOGRAPHY

Fifty years later, first-ring suburbs are buried in the inner rings of sprawling metropolitan regions. Ethnic minorities and lower-income workers live in the remaining houses isolated from regional economic growth. These neighborhoods were built in prime locations to supply workers' housing near downtowns but changing development patterns have removed them from the urban mainstream. Inner-ring suburbs are no longer associated with employment and commerce. In one generation, the current of progress flushed first-ring suburbs into an economic and cultural backwater.

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CHANGING FACES, CHANGING LIVES

Changes are evident in many older suburbs, which make up 25 percent of a typical metropolitan region's land area and population. These neighborhoods are increasingly populated with retirees and families with children living on fixed incomes or in poverty. Many come from underprivileged minority groups. These new residents rely on aging and undersized roads, sewer systems, and civic buildings though they have higher human services needs than the original inhabitants. The physical and social infrastructure is often supported by a stagnant or declining tax base and low property values from under utilized owner-occupied housing and commercial property. Residents must contend with county and state agencies that are unresponsive to changing demographics and who skew regional investments towards suburban edges or central cities.

METROPOLITAN TOWNS

Metropolitan because inner-ring suburbs are unmistakably interdependent with their regions. People and goods flow across municipal boundaries making partnerships between communities necessary to maintain local economies and protect quality of life.

Towns because older suburbs are small scale, have accessible government and provide a safe, supportive environment. Towns are holistic civic entities that provide diverse economic opportunities and a lifestyle evoking the American ideal. Calling a place a town also implies a degree of self-sufficiency and identity, qualities not evoked by the term "suburb."

EMERGING METROPOLITAN TOWNS

These misunderstood communities are increasingly integrated by income and ethnicity. Civic leaders are engaging voters and politicians in discussions about new policy and design models for the emerging urban landscape. At the Design Center for American Urban Landscape at the University of Minnesota, we researched current trends to develop policies and urban design principles for these new places we called "metropolitan towns."

ENRICH THE CULTURAL AND ENVIRONMENTAL ECOLOGY

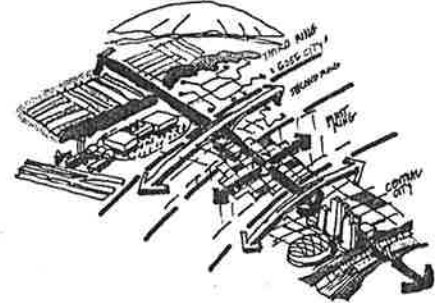
Since 1945, culture has changed significantly in metropolitan towns. The houses, streets, and parks may look the same, but the activities—even the basic function of raising a family—are different. Now, diverse family types mix together creating cultural variations in the seemingly uniform suburban block. Real estate activity and our interviews show that residents are interested in rebuilding their remaining neighborhood assets. Local representatives should take advantage of these opportunities to build a new foundation for community.

Nature, the basic attraction of the suburbs, has also changed. Many inner-ring communities now are surrounded by ecological monocultures; animal and plant habitat is fractured; groundwater, streams and lakes are polluted with garden pesticides; the original diversity of the landscape has been fragmented, neglected, and engineered, leaving small neighborhood parks and recreation areas. The redesign and infill of these older neighborhoods should begin with reclaiming their ecology.

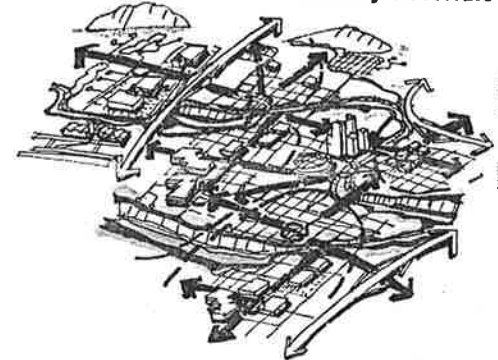
BUILD FOR A DIVERSE RESIDENTIAL MARKET

Efforts to revitalize older suburbs must acknowledge their ethnic and economic diversity. They no longer cater exclusively to nuclear families; they house a rich mosaic of new family formations and a trained work force. Older

Old City/Suburb



New Metropolitan Community Arterials



Inner-ring suburbs were built based on a central city model of development. This pattern has been replaced with a multi-nodal pattern as businesses and people have spread out in search of space, new jobs, and the ever more distant suburban ideal.

districts need new regional transportation and economic models to further integrate into metropolitan areas. Civic leaders in older suburbs must meet the needs of changing families and aging physical infrastructure.

Some residents are fearful of redevelopment because they are uncomfortable with the new people moving into their neighborhoods. However, those looking to the future recognize that a socially and economically diverse population attracts a broad base of business interests and generates a richer tax-base and lower human service costs.

TRANSFORM STRIP MALLS INTO COMMUNITY CORRIDORS

Arterial roads and highways, designed for high speeds and traffic volumes, have cut off residential neighborhoods from churches, parks, schools, and job sites. Local governments typically have little control over these roads, which are often built and managed by county and state agencies. Yet the obsolete strip malls, apartment complexes, and service zones—com-

monly referred to as “greyfields”—that line these corridors have enormous potential to provide land for new uses including commercial, multi-family housing, incubator technology, and service offices. Greyfields, because of their history and location, might offer greater potential than brownfields for generating development with access to metropolitan jobs, retail centers, cultural activities, natural amenities, and adjacent neighborhoods. Corridor redevelopment requires coordinated transportation planning, multi-jurisdictional partnerships, and public and private sector collaboration and are important avenue to reinventing the suburbs.

RE-FILL THE FIRST-RING URBAN LANDSCAPE

Revitalizing existing neighborhoods can play a pivotal role in curbing urban sprawl and reclaiming natural resources. Many people believe that older suburbs are built out. This is not the case. Most first-ring suburbs were built by small home builders in tracts and additions of 20 to 30 homes per year. These older developments have considerable diversity in home styles, including 1950s and 1960s Cape Cod homes, ramblers, and variations in floor plans within types. This diversity of stock plans makes it difficult to find standard solutions but affords a greater range of options to support differing family needs and tastes.

“Refill” development in older suburban neighborhoods poses two challenges: (1) How to reposition existing housing to attract mixed income residents and (2) How to reestablish connections to jobs, goods, services, and amenities. We can overcome these challenges by coordinating renovation of housing stock with new housing, mixed commercial, and transportation projects appropriately scaled and run by small homeowners and homebuilders.

BUILD COMMUNITY PARTNERSHIPS

First-ring suburbs are not self-reliant villages. Boxed between big city governments and powerful county offices, they are often too small and economically homogeneous to generate enough taxes to face economic, social, and physical problems alone. These jurisdictions need new investments to meet the demands of global markets, the social consequences of the new economy, and the physical realities of expanding metropolitan regions. A handful of first-ring communities—such as the communities that form the I-35W Corridor Coalition in Minneapolis/Saint Paul, Minnesota; the First Suburb Consortium in Cleveland, Ohio; and



Callhorpe Associates



Design Center for Am. Urban Landscape

Greyfield malls, such as the above, built separated from communities by large parking lots and intimidating arterials, can be reintegrated into suburban communities by turning them into mixed-use neighborhoods. For instance, Lino Lakes Town Center, Lino Lakes, MN (left).

the Treasure Valley Partnership of Boise, Idaho—are poised to redesign traditional models of planning and service delivery. These groups recognize the need for new ways to encourage interdisciplinary collaboration on complex projects such as brownfields, greyfields, and regional affordable housing. The old tools, developed for urban renewal projects, are not inclusive enough to bring together necessary professional expertise.

Innovative community leaders in metropolitan towns have found new funding mechanisms to support housing renovation and started resource centers to help plan for home expansions. They have developed new political alli-

“If we are successful in leveraging the first-ring suburbs’ central regional location, its emerging mixed social demographics and existing lightweight housing and commercial fabric, we could produce the first true economically, socially and ethnically mixed “mainstream” American neighborhoods.”

—Robert Fishman,

Bourgeois Utopias: The Rise and Fall of Suburbia

ances to lobby for infrastructure spending, new roadway design standards, and funding for digital information systems that provide tools to envision housing and transit needs.

These new approaches are helping innovators paint a picture of the future for these metropolitan towns that includes a civic foundation from which to build a richer, more diverse community. If you were to make a collage of their community vision it would contain one part modern metropolis filled with the activities of the new economy, one part town built from the transportation and mixed density housing principles of New Urbanism, and one part landscape, where the intensity of development is defined and surrounded by the richness and sustainability of its ecological systems. ■

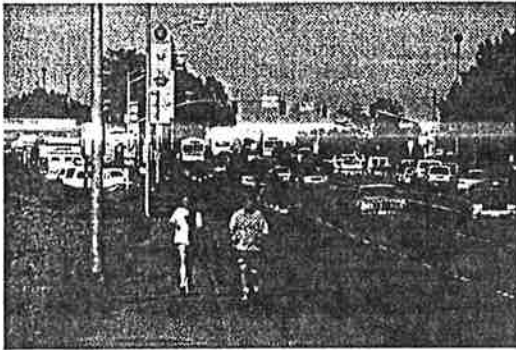
ADAPTIVE REUSE

Researchers at the Design Center for American Urban Landscape discovered that the remaining buildings in older suburbs are quite flexible. In interviews, existing residents and prospective homebuyers expressed interest in expanding affordable, compact homes and redesigning their yards to enrich the existing habitat. They wanted new performance zoning and planning or inspection processes that would allow for a variety of family building forms and site layouts.

William Morrish is Elwood R. Quesada Professor of Architecture at the University of Virginia, in Charlottesville. With this article he continues research he started as director of the Design Center for American Urban Landscape at the University of Minnesota. He was a member of CNU’s Board of Directors from 1997 until 2000.

ARTERIALS continued from Page 1

Yet, suburban arterials are also some of the most intensely used public spaces in America. They are a missed opportunity for communities to retain investment and build neighborhood character.



Freedman Tung & Bottomley

Typical suburban arterials have poor or no space for pedestrians. People, like these unfortunate runners, who use these ugly, inadequate sidewalks must make their way next to cars speeding along at 45 m.p.h.

Gregory Tung is a partner of Freedman Tung & Bottomley, a San Francisco based urban design firm specializing in revitalization strategies that include district and corridor specific plans. He has written articles on street design for *Western City* and *Places* and has taught urban design at University of California, Berkeley and abroad. Mr. Tung studied architecture at Yale University and the University of California at Berkeley. He has been a member of CNU since 1999.

In our practice, we see cities around the country that are trying to revitalize their communities and strengthen identity by transforming their arterials.

For ideas about how to treat arterial roads, designers and planners can refer to wonderful historic and international street design examples, which are adaptable to modern American conditions. The parkway and the boulevard are two such examples. In rural environments, the parkway uses naturalistic landscaping to hide or subordinate buildings. In urban areas, boulevards contain and define the arterial corridor. Buildings are placed close to and facing sidewalks and paving, trees. Street furnishings are formally composed to shape a grand public space. Both boulevards and parkways usually subdivide the cross-section of the street into smaller portions, or "rooms," with medians, lines of trees, and other design elements. These rooms make space for different street users such as traffic moving at varying speeds, pedestrians, disabled individuals, and bicycles. This design is an alternative to the freeway model that produces one undifferentiated car-dominated cross section.

Real enhancement of arterials is meaningfully implemented through publicly funded capital improvements and re-tuning of policies that shape private development. Regulations working in concert, can shape the public right-of-way and the private properties along it into a corridor where all the parts relate to each other, creating a unified whole. The corridor can be developed with a unique identity rather than being left as a wide, ugly strip of asphalt. It can be made into a "piece of city" that serves as an armature for connecting adjacent neighborhoods and districts rather than being an unpleasant necessity. Well designed boulevards and parkways can help to make the experience of moving through the city understandable and memorable. The alternative is to hold these corridors hostage to a one-sided widening approach that while increasing capacity, often scrapes away curbside parking, harms front-

age businesses, and can lead to disinvestment and blight.

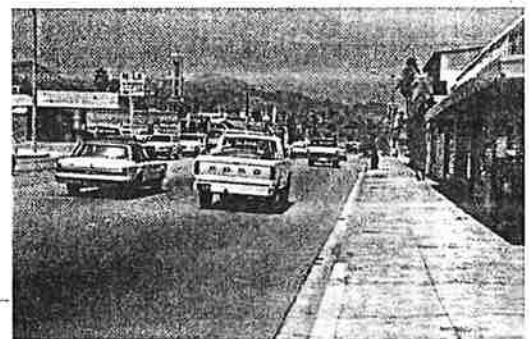
Tips for redesigning suburban arterials:

- The public right-of-way of the arterial and the private properties along it should be treated as a unit—an arterial corridor. It is essential to understand the relationship between the buildings and the street, even if you are only designing one of these streetscape components.

- Most corridors have been over-zoned for retail. Organizations such as the Urban Land Institute (ULI) now recognize that commercial zoning into strip corridors with no endpoints has become an outmoded and economically unsupported practice. ULI now recommends focusing retail into clustered nodes and transitioning remaining corridor segments into a mix of uses, with an emphasis on housing. We are pursuing this strategy in corridor revitalization projects on Whittier Boulevard in Montebello and Whittier, California.

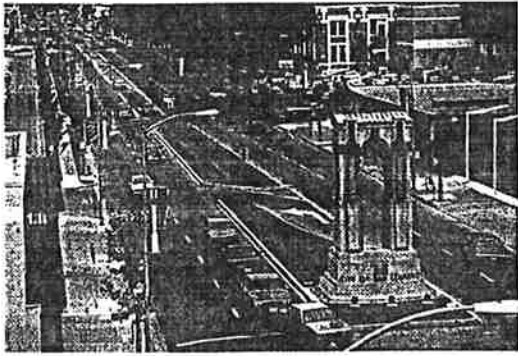
- The street type should serve the development type. To ensure economic and community vitality, streets must be configured to support the kind of district they run through and the abutting land uses. For example, convenient curbside parking should be provided at retail clusters, in protected side lanes, if necessary. Appropriate species of corridor trees should also be selected and spaced to allow businesses to be visible as well as to provide shade and greenery. We combined these treatments on Palm Canyon Drive in Cathedral City, California to convert the unappealing highway into a grand boulevard.

- Hierarchy and sequence create recognizable structure and visual order. People are most attracted to places with a sense of approach, arrival, and departure. Segments of arterials need to be defined by regularly spaced elements repeated to



Freedman Tung & Bottomley

Conditions on Palm Canyon Drive (State Route 111), Cathedral City (circa 1996), prior to revitalization. Disinvestment and automobiles dominate the strip.

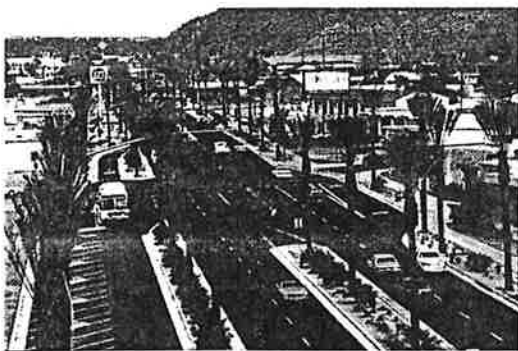


Freedman Tung & Borromley

Residents involved in our North Area corridor revitalization program in San Leandro, California wanted to distinguish their segment of East 14th Street. A gateway arch now marks the San Leandro-Oakland border, terminating a view corridor sequence that begins at the civic center. Arch design was drawn from local WPA-era public buildings including City Hall and the Veterans' Memorial Building.

become a rhythm. There are many ways to accomplish this but one example is to line a street with trees spaced a car length apart (perceivable both at walking and driving speed) to create a staccato repetition. A break in the rhythm, such as a gap, a landmark, or a new pattern—for instance different types of trees—creates a noticeable and memorable feature on a long arterial. These patterns of organization are the urban designer's tools. The sequencing of segments, breaks, and more segments arranged hierarchically over the length of an arterial can emphasize focal points such as downtown districts, neighborhood clusters, and city borders. These "design moves" help to build district form and identity at the large scale. An example of this technique is the Gateway Arch we designed on East 14th Street in North San Leandro at its border with Oakland. The arch interrupted a three-mile stretch of straight arterial street and helped the city refocus revitalization efforts.

Streets must have spaces and elements designed for both automobiles and pedestrians. For example,



Freedman Tung & Borromley

Palm Canyon Drive after revitalization. Note new side lanes, angled parking, and palm trees between parking stalls and medians. Capacity and width were maximized at intersections. Elsewhere, the street was kept narrow and subdivided with medians to maintain pedestrian scale.

a tall "cobra head" style street light is scaled for high-speed automobiles but offers no acknowledgment of or comfort to a pedestrian. Lighting that caters to both might involve alternating tall street light poles and shorter decorative poles (approximately 13 feet high), or tall poles that have pedestrian-height luminaire heads attached to them. We took this approach in our Hegenberger Road streetscape concept near Oakland Airport, Oakland, California.

Pedestrians need to be buffered from speeding vehicles. A six-foot wide monolithic curb and gutter sidewalk with no trees immediately adjacent to arterial traffic is a hostile pedestrian environment. Vertical elements such as a line of parked cars, a row of trees, street lights, or all of these should be located between pedestrians and moving traffic to buffer pedestrians. Additional sidewalk or planting strips are also desirable. Where right-of-way width is limited, vertical elements and decorative or pedestrian spaces can be combined (such as street trees planted between parked cars) and some parking traded away to provide space for the desired amenity. We made this trade-off in our Palm Canyon Drive streetscape by planting trees within bulb-outs defining curbside parking.

- Build on the place's existing character by integrating the best features into both frontage and streetscape design. Rather than imposing a design theme from elsewhere, build on community memory and pride by distilling architectural forms, color, scale, and other characteristics from existing and historic corridor features. These should be embodied in new design guidelines for frontage development and streetscape. Though Cathedral City was lacking in architectural models, the resort history of the surrounding Coachella Valley became the source for townscape form for the streetscape project and new development.

The arterial corridor, like much of suburbia, is a recent iteration of a settlement pattern that originated less than 100 years ago. Hopefully, we are beginning to reshape our suburban towns and cities into communities with an increased focus on livability and improved understanding of town form. ■



Freedman Tung & Borromley



Freedman Tung & Borromley

Top: Hegenberger Road, Oakland, California. Between I-880 and Oakland Airport, prior to the Airport Area Gateways program developed for the Port of Oakland, and the cities of San Leandro and Oakland. Planter strips with trees and streetlights were added to buffer walkers from traffic; pedestrian-scale ornamental street lights were added to the boulevard.
Bottom: This artist's rendering shows FTB's boulevard streetscape treatment concept for Hegenberger Road. The project is under construction.

SAVING A WATERSHED TO BUILD A TOWN

By Robert Turner

New Urban Jungle is about your battles to build and promote New Urbanism. Send us your stories so other members can follow in your footsteps.

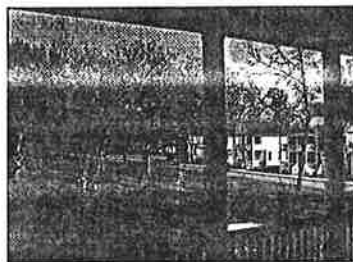
Submissions should be limited to 500 words and include images.

Deadline for Winter, 2002 submissions is December 12, 2001.

Send submissions to sarahp@cnu.org.

In 1998, my partner, Stephen Davis, and I purchased land in Beaufort, South Carolina because of its natural beauty and desirable zoning. We hoped to protect it while developing a neighborhood. Despite bureaucratic inertia, we are finally succeeding.

The property we called Habersham was zoned as a planned unit development (PUD) permitted for 650 single-family homes, 350 multi-family homes, and commercial uses on its 283 acres. The previous owners' plan included these uses, but conserved very little open space. The street network consisted of one arterial loop connecting about 50 cul-de-sacs.



Habersham Land Company Inc.

Habersham, Beaufort County, Georgia

With the help of Duany Plater-Zyberk we created a new footprint at Habersham that preserved the permitting from the previous owners but also conformed to new urbanist principles. In particular, we focused on an environmentally sound site plan that would sustain natural drainage to nearby marshes and conserve land through cluster development. To accomplish our goal we set back homes from water edges and included linear parks along waterways to buffer runoff, thus conserving 33 percent of the existing open space and preserving the pristine waterways of Habersham Creek and the Broad River. We made the design pencil out by making interior lots more attractive through access to views and waterways.

During the review process in Beaufort County we highlighted our sensitive treatment of environmental issues, a topic of great local concern, but didn't make a fuss about road widths, internal setbacks, and mixed uses. These normal hurdles were quietly approved, but we had to prove that building at a higher density would enable us to increase green spaces and storm water retention ponds and thus filter most runoff prior to its release into the estuaries.

Despite our best efforts, however, the county review council was concerned with the density, storm water runoff, and environmental impact of a project of this size. At our final public hearing, they requested we hire a third-party environmental engineer to review our storm water management plan. After exhaustive presentations about why our plan was top notch, we reluctantly agreed to proceed with the analysis after the council agreed that this third party's approval would guarantee all the entitlements we requested. The County appointed expert engineers, Camp Dresser & McKee, and we paid for the study. After a month of analysis and more than \$50,000 we got the verdict we wanted. Camp Dresser & McKee sanctioned Habersham and called our plan "state of the art" because of its pollution removal techniques. With this ringing endorsement, we finalized the approval process and received our permits.

It was a small victory to have Habersham's environmental aspects approved. However, developers in Beaufort have not won yet. We are now developing Habersham's third phase. Environmental preservation remains our main focus but now we face new hurdles. County planning officials are developing ordinance overlays that will more than double state required setbacks, reduce community dock construction, and weaken the integrity of PUDs. Also, while planning staff acknowledges New Urbanism as a legitimate and environmental method of planning, the elected officials often overrule them. They and the public still have a ways to go—but at least there is one project underway that can be used as an example of environmental preservation without sacrificing density. ■

Robert Turner and Stephen Davis jointly founded the town of Habersham, South Carolina. Before this partnership, Bob Turner gained national recognition for projects at Newport and an infill site for the Town of Port Royal. In 1996, the Congress for New Urbanism selected the master plan for the Village and Town of Port Royal as one of the top Ten Traditional Neighborhood designs in the country. Mr. Turner has been a member of CNU since 1994.

LETTERS TO THE EDITOR

STEPS STOP BABY STROLLERS TOO

At CNU IX in Manhattan, a group of protesters in wheelchairs gave me food for thought. They took issue with the new urbanist style that includes steps up to a front porch because it restricts their access and made them feel unwelcome. Perhaps people in wheelchairs are viewed as a minority with different requirements than mainstream society. However, as a mother of two small children, surely a mainstream residents in walkable communities, I walk a lot with my children but cannot get their double stroller up or down steps without help. The one step up to the front of my house has, at times, seemed like a significant barrier. Earlier this year, I had knee surgery, and had crutches and a knee brace for a month. Once again, stairs were a serious challenge. My mother-in-law is 80 years old. Though she is in generally good condition, six steps will become a real problem for her within the next year or two.

After carefully reconsidering stairs, I have concluded that while stairs are attractive, I'll toss my hat in with the people in wheelchairs because they only work for permanently healthy, childless people under 50. New urbanist architects and designers are an incredibly creative set, and I've no doubt they can find a workable solution to make house entrances friendly for everybody.

Linda C. Matthew

REGIONAL CHAPTERS

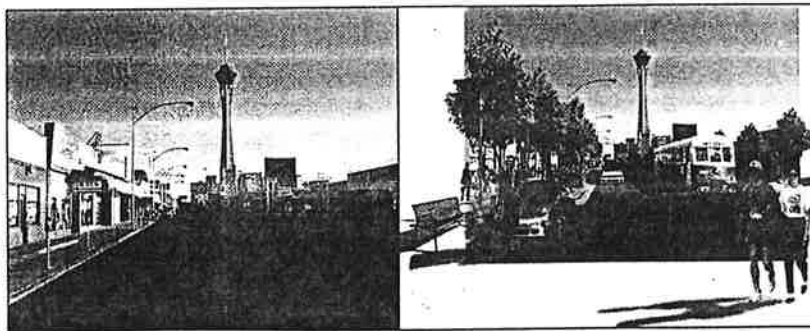
CNU is a largely academic organization that affects change almost exclusively through education of its disparate membership with limited spheres of influence. This approach greatly dilutes our impact and power. Disseminating information and ideas is an important part of changing minds and practices but we must also be a leadership organization. CNU must transform itself into a representative body that can exercise its collective influence on, and lend its considerable expertise to legislation on behalf of its membership and the broader world.

Perhaps the most important battles in this fight will be regional. Yet CNU has no regional representation. Members in each of the fifty states and in geographically or politically distinct regions must be organized to better support one another and our collective goals. By collecting diverse regional resources we will be better able to understand regional issues and respond to problems before they become crises. We will strengthen our task forces with greater knowledge and will create leaders and constituencies to effectively carry our message to state and local governments. I call upon the governing body of CNU to facilitate these regional or state delegations, upon the membership to reach out to one another to strengthen ties so we may be more effective, and to my colleagues in Ohio, I invite you to contact me so that we might lead CNU and the country to a more wide reaching urbanist future.

Kevin Bord

WORTH A THOUSAND WORDS . . .

Students are using new urbanist principles!



Lance Kirk is a recent graduate of the masters program at the University of Nevada, Las Vegas School of Architecture. For his masters thesis he reimagined Main Street in Las Vegas as a new urbanist district with trolleys and pedestrian amenities such as sidewalk extensions and new benches. He added trees to round out his boulevard concept. Lets hope his peers were paying attention!

CNU TASK FORCE UPDATES

SCHOOL SITING REQUIREMENTS

Educators Task Force members have identified site requirements for elementary and high schools as sprawl generators. Smart Growth America, a coalition group that includes CNU, is currently working on this issue. For more information contact: Kate Bicknell, at kbicknell@transact.org.

STUDENTS ON NEW URBANISM

Students can now get their work posted on CNU's Educator's Task Force Page. If you would like your project to be considered for more information, email cnuinfo@cnu.org.

ENVIRONMENT TASK FORCE

In the spring, CNU's Environment task force compiled a list of resources for members interested in integrating environmental techniques into their new urbanist practice. This bibliography is available on the task force's web pages on CNU.org. A group of dedicated members have recently identified a number of evaluation systems for green buildings that might be of interest to CNU members. For more information contact Sarah Pulleyblank, sarahp@cnu.org.

NEW TRANSPORTATION SERIES

If you're one of the many CNU members who has bemoaned the lack of quality transportation books that help implement the Charter principles, help is on the way! CNU is joining the Voorhees Transportation Institute at Rutgers University, the Surface Transportation Policy Project, the American Planning Association and others to publish a new series on issues including transit and pedestrian-friendly design, traffic calming, context-sensitive design. For details, contact Initiative Leader, Fred Schwartz, fred.Schwartz@kimley-horn.com, or Ellen Greenberg, egreenberg@cnu.org.

TASK FORCE LIST SERVES

CNU hosts seven list (six task forces plus a list for students) serves to help Task Force members communicate with each other about their shared areas of interest. Lists are available for each of the Task Force groups and for students interested in New Urbanism. If you would like to participate in these lists and are a member of CNU send an email to aharmon@cnu.org indicating your name, the list you would like to participate in, and the e-mail address you would like to use.

Members with comments or questions about the Task Force and initiative pages on the web should write to Sarah Pulleyblank at sarahp@cnu.org.

GETTING INVOLVED

CURRENT TASK FORCE INITIATIVES

Design

- CNU is building an image database on our new website. Send in examples of good innovative designs.
- Write a Design Tech Sheet describing new urbanist techniques. A list of topics is available on the web page.
- Create a Project Folio of your new urbanist development. Download the form from the Design Task Force Page of the website, fill it out, and send it in.

Development & Project Implementation

- The D&PI Task Force is collecting descriptions of policies or principles being used around the country to increase economic investment and development while mitigating displacement of existing neighborhood residents.

Educators

- A bibliography of academic work on New Urbanism is now available.
- Join the Educators Task Force e-mail list and find out about conferences, calls for papers, and funding sources for academic research.

Environment

- Submit a proposal for the new Environmental Urbanism Tech Sheets. Information is available from the CNU office.
- Join the Environment Task Force e-mail list and help us articulate methods and standards to assure that urban development practices contribute to reducing pollution and conserving natural resources.

Planners

- The Planners Task Force is currently preparing a primer of new urbanist codes that cities, regions, and states can use to encourage New Urbanism. Please share any examples you know of.

Transportation

- Submit a draft for a new Transportation Tech Sheet. Some ideas include: "Making the Argument: NU Transportation Practices for non-transportation professionals" and "Bicycles as Integral Elements of NU Community Networks". A complete list is available from the CNU office.

WE NEED YOUR HELP:

Are you presenting at the annual APA conference in Chicago this April? CNU would like to let other new urbanists know about all sessions by CNU members. If you are presenting, please e-mail to aharmon@cnu.org with the name of your session and the other panelists who will participate. Thanks!

If you are interested in participating in the initiatives listed above or have questions, please contact Sarah Pulleyblank at CNU; sarahp@cnu.org or (415) 495-4472. For a description of the Task Forces' missions, check out the Fall 2000 *Task Force Report*. Recently archived newsletters can be download from the Task Force pages at CNU.org.

PRIZE QUOTE

"Since the airline industry is suddenly in such dire trouble, they should be encouraged, beginning immediately, to invest in the reconstruction of an inter-city passenger rail network, with an emphasis on trips of 500 miles or less.

A lot of the infrastructure is there, waiting to be hooked up. The government would have to step in and clarify right-of-way issues. This could accomplish two things.

1. It could generate long-term regular profits for now-ailing companies.
2. It would remove the greatest source of congestion in the national air travel system.

Let's promote this idea instead of an industry bailout."

Jim Kunstler, Pro-Urb List Discussion

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