

SHARED VISION

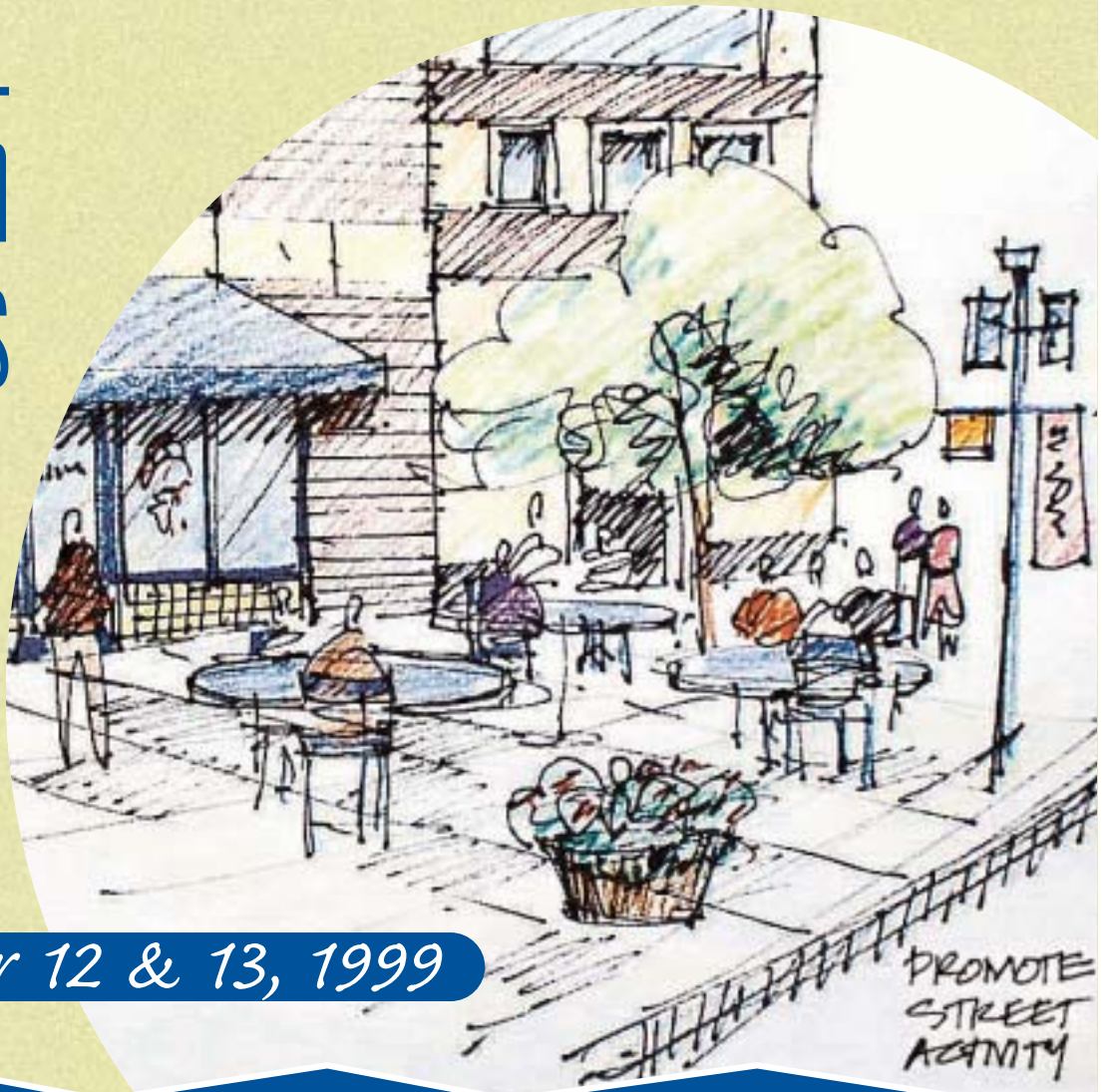
Report on

VISUALIZING OUR FUTURE

Infill & Redevelopment



TOWN HALL
and DESIGN
WORKSHOPS



November 12 & 13, 1999

ALBUQUERQUE, NEW MEXICO

Albuquerque is ready to debate its future-
what kind of city we're going to be. We
need to grow the city in a different way. It's
really important for neighborhoods and
developers and everyone to visualize in a
three-dimensional view how centers and
corridors will be done using Central Avenue
as a prototype.

...things will get done through a partnership
of neighborhoods, non-profits, the private
sector and the city to get a shared vision of
what is possible.

– *Mayor Jim Baca, Co-Chair*

shared vision

VISUALIZING OUR FUTURE

Infill & Redevelopment



Town Hall & Design Workshops

November 12 & 13, 1999

Albuquerque, New Mexico

Building A Great Community

This town hall responds to previous input from the community expressing the desire to visualize our future and focus on opportunities for infill and redevelopment. With each town hall we move our discussions forward. The greatest outcomes will be realized if we never stop talking about these issues. Through the diversity of this group and the input of the panels giving local and national examples, we hope to stimulate creativity, build consensus and foster better ways to communicate. In the years to come, hopefully we will look back and say that from our participation at this town hall, we were part of Albuquerque becoming a great city.

– Brian Burnett, Co-Chair, Shared Vision



ACKNOWLEDGEMENTS

TOWN HALL
CO-CHAIRS

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Cover: Desired street activity along Central Avenue as a “Great Street”, by Karin Pitman, Unser Team.
Central Lightrail System (computer image), by Fairgrounds Team.

I. EXECUTIVE SUMMARY

1. Introduction

On November 12 and 13, 1999 approximately 350 people came together to visualize Albuquerque's future. This town hall pioneered the use of both proven and innovative visual techniques—photographs, drawings, maps, diagrams, as well as computer enhanced images—to explore how infill and redevelopment can be done throughout the city in ways that make existing communities better. These visual materials expanded our understanding of great urban places, and provided a unique opportunity to members of the public to interact with twenty professional architectural, planning and design firms volunteering their time and talent to build Albuquerque's future.

A broad cross-section of the community was represented at the town hall. Of the almost 300 people attending, approximately 32% were from the civic element and general public (residents, neighborhood associations, non-profit organizations and interest groups); approximately 23% from the private sector (including services, banks, construction and engineering firms); approximately 15% were professionals in design fields; approximately 21% from government and 8% from educational institutions.

Those who participated were enthusiastic about the emphasis on design. In response to an evaluation questionnaire given at the end, twenty eight out of thirty three who wrote specific comments were very positive, saying, "It gives me hope from this town hall meeting in particular, which seems more inspirational, moving us to more creative thinking in designing the city's growth," and "Very good, valuable, the best town hall yet. I liked the design focus."

This emphasis on visualization grew out of the 1998 Shared Vision town hall on Quality

Growth, which called for more infill and revitalization within the existing urban area. But along with that support was a condition—that how infill was done would make a difference in its impact and acceptance by existing residents. How can the new investment that is needed benefit neighborhoods? This was the question of most concern coming out of the 1998 town hall, and the reason that people wanted to use visual tools to begin to set standards and to communicate constructively among neighborhoods, developers and community groups about design. The conference highlighted the following techniques.

- A video produced by the City Planning Department showed before and after computer enhanced images of what sites along Central Avenue and downtown could look like if developed using good urban design principles.
- Speakers showed slides of desirable infill projects from Albuquerque, Austin, Texas and Tempe, Arizona.
- Neighborhood residents and students took photographs of what they liked about Albuquerque.
- 2-day charettes or design workshops produced graphic development concepts on 4' by 8' panels for seven key sites along Central Avenue. Selected visuals from each site are featured in this report.

2. Major Themes

Centers and Corridors

One way of creating more livable communities is to focus more compact development within activity centers such as downtown and uptown, and along major transit corridors or streets to make public transportation more



Future image of Central and Tramway. By East Gateway Design Team, Dennis Holloway, AIA.

accessible and convenient. Both residential and commercial redevelopment would be encouraged along these streets, making it easier to walk to stores and employment to meet daily needs.

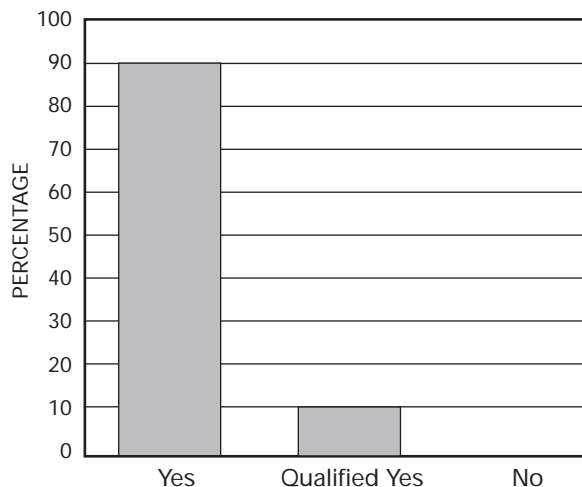
After viewing a video by Planning Director Bob McCabe, "Images of our Shared Vision", the town hall participants overwhelmingly supported the proposed policy of focusing development on centers and corridors as a framework for urban form. The video explained the approach of creating centers and corridors throughout the city, and gave examples of revitalization along Central Avenue, along with computer enhanced images of what various sites could look like if developed more compactly using good urban design principles. Immediately following the viewing, the audience was asked to fill out response cards.

Of 126 answers to the first question, *Do you favor promoting new development in Albuquerque within activity centers and along major transit corridors?* 90% wrote yes and 10% gave a qualified "yes." No one answered "no." Of the 129 answers to the second question, *Several development ideas for sites along Central Avenue were shown. Would you want to live on or near a major corridor developed in this way?* 68% answered yes, 11% indicated a qualified "yes" or possibly, and 21% indicated "no." The majority of those who answered "yes" gave reasons including access, location, convenience, walkability, urbanity and vitality. Most of those who answered "no" gave lifestyle preference as their reason.

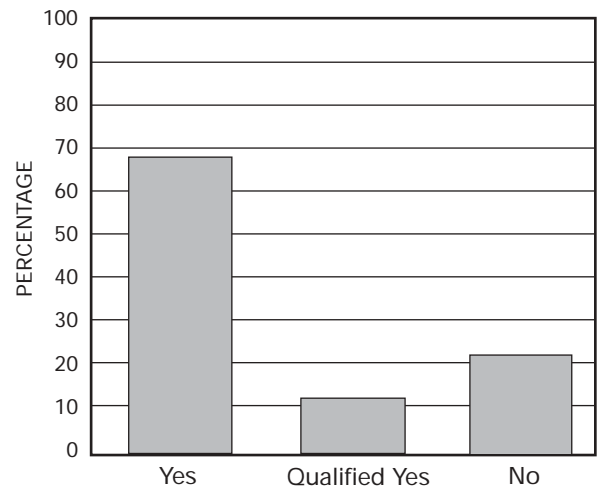
Central Avenue as a Great Street

The keynote speaker, Roger Schluntz, said

Town Hall: Support for New Development in Centers and along Corridors



Town Hall: Preference for Living on or near Major Corridor Developed in the Ways Shown



that "There are no great cities without great streets" and that great streets help make community, are physically comfortable and safe, encourage participation, and can be remembered. The town hall focused on Central Avenue because it has the highest potential for success as a major transit corridor and links neighborhoods to downtown and other key destinations. Along its street edge, are vast amounts of empty space and underutilized properties. According to City Councilor Adele Hundley, "We need to work on designs that will bring people back to Central Avenue as the heart of Albuquerque and what this city is all about."

The town hall workshops developed design concepts for seven key Central Avenue sites from the east to west gateways, showing how compact, mixed use development could take place along it in different types of settings. Borrowing a concept from Austin and from the day's keynote address, it is potentially our first Great Street.

The design workshops emphasized activating the street edge with sidewalk cafes, shops, and other uses that draw people, with such design elements as street lighting, widened sidewalks, landscaping, and plazas to make these areas, now dominated by the automobile, more friendly to pedestrians.

Each design team came up with ideas of how to capitalize on their site's uniqueness, differentiating one from another with projects as different as the sites themselves—a gateway sculpture at Tramway, an international marketplace at Louisiana and Central, a theater/ arts and neon district at the Highland theater district, a university-oriented residential complex at Girard, and a nature-oriented pedestrian bridge spanning the Rio Grande. The strategy would be to give key intersections a distinctive character as vibrant places, then gradually fill in between them over time.

The national Route 66 celebration in 2001 would bring in tourists from all over the coun-

try, enhancing the market for these innovative developments and providing opportunities for promoting the sites as destinations, both locally and state-wide for synergism between the sites.

Central Avenue can serve as a model for infill development elsewhere. The images produced at the design workshops illustrate a policy proposal for creating centers and corridors as an urban development framework and show the potential urban environment that exists on vacant or underutilized sites throughout the city.

Constructive Neighborhood Involvement

A third major theme coming out of the town hall was that of exploring new strategies and options for involving communities in development in their neighborhoods. Communities could initiate desired projects, as David Fackler, the redevelopment director for Tempe suggested, through neighborhood planning processes which identify types of development that would make the neighborhood better, and the city following through by assembling land and soliciting developers that do that type of project.

Or, as Debbie O'Malley, Executive Director of the Sawmill Community Land Trust described, development could be done by the community itself forming a development corporation. In Tempe, more and more neighborhood groups go through an extensive planning process and then go on to form their own non-profit community development corporation to provide the uses which they feel are appropriate and the scale they feel is appropriate to their neighborhood. This approach offers the most grassroots control by the individual community.

The town hall not only talked about, but demonstrated a new process of community collaboration in the design workshops with professional architects and urban designers. Each design team enlisted people from neighborhoods, local businesses and the finance and development professions. At the beginning of each workshop, participants in the town hall

offered their ideas for the site. The design teams then developed challenges, opportunities and next steps, with maps, photos, computerized images, and drawings illustrating the concepts. Each team produced ten to twenty images in less than twenty hours.

The results were mounted on large panels and presented to everyone in the afternoon of the second day.

Panelists and presenters confirmed the importance of neighborhood involvement in design.

Celebrations and events with food are effective ways of bringing people together. Tempe utilizes a design review board controlling architecture, landscape and signage with planning area advisory boards playing a key role.

The *Picture This* project, where local residents and students took photographs of what they liked about Albuquerque, showed how visual examples can enhance communication between developers and neighborhoods and provide a tool and a process for people to communicate what they would like to see.

Finally, local developers recommended changes to the infill process itself involving financial and regulatory incentives saving on costs and processing time and more flexibility in standards to accommodate different types of desired infill projects. Many talked about the importance of educating neighborhood groups on how infill development can benefit communities and the city as a whole, and of establishing good collaborative working relationships with neighborhoods.

3. Elements of our Vision

Our community's vision for the future consists of concepts developed over the years in succeeding town halls. Some key ideas are:

- A series of new and revitalized planned



Town Hall Design Workshops – Girard and Central Site

communities throughout the city that create high quality places for people to live in, not just subdivisions and projects.

- A city that matches the quality of our natural environment.
- Ten community identity areas throughout the metropolitan area, each with its own unique variety, diversity and richness.
- Focal points or centers of activity within each community that can satisfy daily needs for shopping, entertainment, or employment within walking distances.
- Community gathering places such as plazas and active streets.
- Transportation corridors that provide a network of roadways tying the city and region together.
- Development of major transit corridors along Central Avenue and Fourth Street with pedestrian environments, multi-story mixed use buildings, and easy access to public transportation.
- Access to nature through continuing to provide the highest amounts of open space per capita in the country.

These are concepts we've developed together through a series of town halls beginning in 1991. This town hall paints a picture of how to develop using these core concepts.

II. KEYNOTE ADDRESS

"HOW GOOD CITIES BECOME GREAT CITIES"

Roger Schluntz, Dean, University of New Mexico School of Architecture and Planning

Thank you. It is an honor to be asked to speak before this extraordinary assembly and landmark event.

In thinking about this somewhat daunting responsibility and topic, I have to confess a degree of uncertainty- and that being: what could I possibly present today that most of you don't already know, and in many instances, I am sure, know much better?

I accepted this invitation a number of weeks ago, naively believing that something of serious consequence would surely cross my mind before arriving at this time and place. As a recent newcomer to Albuquerque, I am perhaps blessed with the lack of knowledge of countless past efforts, good ideas and noble intentions and that have fallen short of expectations. And while I am otherwise delighted to be standing here today, alas; no silver bullet has yet creased my frontal lobes, and if you haven't already guessed, I am probably as mortal and as fallible as some of you.

So let me suggest this: rather than attempt to impart a new and burning insight, I will simply try to underscore a few perceptions that I have gleaned from my own experience and from several others whom I regard as mentors. If I can thus reinforce your ideas, my service here will perhaps be more in the role of a cheerleader than as a wise person.

You may be wondering why I chose the title: "good cities that want to become great ones". Beyond the obvious benefit of giving me plenty of latitude regarding what could be included in these remarks, I presumed that indeed most of you share my belief that Albuquerque is a good city; but, perhaps not quite yet a *great one*.

Obviously, what is "great" for me may not be "great" for you, so generalizations of this type are often treacherous. And of course, quality of life issues must first depend on basic assumptions of lifestyle that include economic well-being, health, safety, and individual freedoms.

I would also submit the following: essential to having good cities is having good citizens. This is hardly an original idea, but one espoused centuries ago by Aristotle. Having good, and thus knowledgeable, citizens translates into a steadfast need and rock-solid commitment to quality education in the community's public schools and institutions of higher learning. Architects and planners can accomplish little without an involved and caring public, and I'm afraid that so much of what is built in this country is simply a direct reflection of our societal values and its priorities. I might add, parenthetically, that this broader education is a service that the faculty of the School of Architecture and Planning take quite seriously.

But first, an essential issue, in my mind, is this: do the people of Albuquerque- and this would exclude all of you here today- really want this to be a great city? I'm not sure that most people, in most cities, have actually thought very hard about this fundamental question.

What exactly is a great city? What would it really be like to live in such a place? Until the public is committed to thinking about options for its future, it is difficult to engage the citizenry and diverse populations in a dialogue of what actions must be taken to achieve any desired outcome. And that is what **Shared Vision** and

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this design charette are about; and I think that is wonderful.

Let's review several aspects that I believe good cities, that also want to become great, have in common.

I have purposely chosen not to use slides for this discussion, in part because you have already seen excellent images but more so because I want you to visualize images that you think appropriate in your own mind. (Closing your eyes may help you create your own ideal city, which is what we want; so I won't be terribly offended).

From a design and livability perspective, I would suggest ten characteristics of great cities:

1. First, they are blessed with enlightened and committed leadership in both the private sector and elected office.

Continuity in that leadership base is also an imperative, in that the full implementation of most urban plans is both extremely complex as well as incremental, usually extending for years, and in some cases generations. The 1791 plan for our nation's capitol, for instance, the brilliant if borrowed vision developed by Pierre Charles L'Enfant, was criticized and demeaned for well over 100 years.

2. Second, great cities possess a tremendous civic pride and feeling of ownership in that community's public buildings, open spaces, and parks.

San Francisco's Golden Gate Park and Central Park in NYC are loved by citizens and known world-wide. But countless other examples abound.

For a number of years I lived in Lincoln, Nebraska. Its monumental and imposing Nebraska State Capitol is one the most significant public buildings of the 20th century. The genius of Bertram Goodhue and his collaborators have imbued the history of that state as well as civilization into a tapestry of art and architecture, an edifice loved by all living in

that state. Its location and physical prominence informs the planning and thus the character of much of the downtown.

3. Third, we find a strong sense of identity by the residents with "place," and knowing how their neighborhoods and city are both special and distinct.

Since World War II we have witnessed a decline in our sense of civic interest, pride, and responsibility. No doubt television contributed to this loss of community. And low-density sprawl, precipitated in part by the automobile, has also changed the nature of our communities as well as a loss of civitas. But that does not mean that the situation is at all hopeless. We can learn from the fine examples David Fackler and Sinclair Black have shared with us and throughout the country we can find precedents that should inspire our reasoning. And here I will also mention the efforts of the so-called new urbanists in seeking a sense of place.

4. Fourth, these cities often possess a unique visual character and/or setting— cultural or geographical or both— that provides a clear and distinguishable "imageability" or presence.

The remarkable geological settings of Hong Kong, Rio de Janeiro, and San Francisco give these world-class cities instant recognition. But others have created their own visual image and presence -London, Paris, Amsterdam are easily identified.

Albuquerque, imbued with centuries of culture, situated along the Rio Grande valley, and pinned by the mesas and Sandia Mountains, is a unique and wonderful setting. But how do we design the city to take full advantage of these historic and natural resources?

Urban design strategies cannot be easily imposed or imported, they must be derivative of the place and the social and physical "roots" that underpin its history. We shall look forward to the charette results to see how the

infill strategies respond to this place.

5. Fifth, cultural and economic diversity that is celebrated and supported— and a historic heritage that both reflects and respects the community's "soul" and traditions.

Again, ABQ has a potent diversity and an important heritage. But are we losing its center and soul?

My most potent example and one of my favorite cities is Sienna, Italy. With a population of less than 100,000, this remarkable town has withstood the ravages of both time and tourism in maintaining its neighborhoods and centuries old traditions.

6. A sixth characteristic: Sensitivity and compatibility with location and climate.

Major buildings in virtually every 20th century city have succumbed to technologies which typically ignore the forces of nature and unique amenities provided by specific location.

Commercial buildings in Atlanta are interchangeable with those in Portland and Minneapolis. This lack of sensitivity to local conditions and traditions deadens our senses and even our appreciation for civilization itself.

As pointed out in his book, *A City at the End of the World* (a work that provided me a very helpful insight of Albuquerque), V.B. Price states:

"Distinct local urban cultures today are similar to endangered species. They are everywhere threatened: by maelstroms of competing values, by corporate culture and its symbolism, by national and international building fads that undermine the psy-

chological potency of traditional building patterns, and by the defacing banalities of a universal consumer culture..."

7. Distinct edges, districts, and nodes.

Along with the obvious benefits of adding variety in one's life, how we read a city, navigate its many communities, and enjoy its specific streets and districts depend very much on celebrating differences, rather than encouraging bland uniformity. This is a matter of public policy and design: and I hope that the charette effort will also provide useful ideas of how we can strengthen ABQ in these important aspects.

8. A strong, vibrant downtown.

Each downtown results from a number of unique circumstances and past decisions. Everything we see has resulted from someone's decision; some of these are made wisely, others ill advised, and many without much consciousness of the consequence or alternatives. I don't think there are any easy solutions or quick fixes, here or elsewhere.

There are quite a number of success stories that we can

draw upon, however, and lessons from such places as Portland, Denver, San Diego, Seattle and Phoenix come quickly to mind and can be instructive. In most instances, the processes and strategies are as critical as the vision and the leadership; clearly each is essential. In that regard, I am heartened by the efforts of the Downtown Action Team, and the most recent charette for the nine-block area in the southeastern sector.

The proximity of the airport and the superb access provided by I-25 and I-40 should

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...the health of any downtown, the heart of the city, is very much related to the overall health of the city.

both serve downtown Albuquerque extremely well in the future. A critical key will be the creation of a substantial number of new housing units for a continuum of all income levels--from homeless shelters, to SROs, to high-end condominiums.

Intensity and diversity of land use are also fundamental to a vibrant downtown, along with increased opportunities for cultural and entertainment venues. Much can be done to enliven the public rights-of-way to enhance the pedestrian experience. Public-private investment strategies have worked elsewhere and will continue to be needed here.

But the health of any downtown, the heart of the city, is very much related to the overall health of the city. Planning considerations that balance as well as direct and guide future growth and development will most certainly impact the downtown. I hope it doesn't take the next energy crisis before we accept this reality.

9. Clearly understood and supported mechanisms/regulations for controlling that which may have a future impact on the public realm

or well being of the greater population.

Much of my own work and study has been related to processes for establishing urban design guidelines and processes for effective regulations that affect the built form. This includes a variety of ordinances and design review procedures.

Scottsdale, where I once lived, has managed to regulate off-site advertising and billboards into virtual non-existence. It does make a big difference of how you feel about civic space and the pride you have in your community. And I would strongly argue that all street corridors are civic spaces.

I think if I could do one thing tomorrow to enhance the visual quality of this fantastic urban landscape, it might well be the eradication of existing billboards. Given the great gift of sky and extraordinary vistas that have been so frequently sullied, what I see--through the eyes of a tourist and not quite yet a resident--is startling.

Tempe has also had a comprehensive design review process governing its commercial and multi-family residential construction



Roger Schluntz viewing results of design workshops

for a number of years, as has Scottsdale. Coral Gables, a somewhat historic suburb of Miami where I lived before coming here, has had a formal, city-wide architectural design review process since its founding in the 1920's.

These reflect the public's interest in the public realm, what I refer to as "good and bad manners in architecture", a phrase borrowed from the title of a book written by Tryston Edwards in the 1920s.

Phoenix, up until 15 years ago, was almost without moral conscience or compass regarding private development. But in 1989 the city enacted peer design review for all of its public buildings, an ordinance that later included all downtown development.

More astonishing, a year later, in 1990, with the exception of single family residences, all new buildings within the entire 440 square miles of incorporated city limits fell under the purview of city-wide design standards and review procedures. Coupled with the method of selecting consulting design professionals, the administration of "percent for the arts" programs, and the public processes used for the study of specific districts and streets, public expectations have dramatically shifted. This is not the same city that it was when I moved there in the 1980's.

10. Streets and public places that encourage and support pedestrian use and social interchange, coupled with transit systems that provide alternative means to the automobile for transportation.

This is much to the point of our activities this afternoon and tomorrow, so I am going to dwell on this for a few minutes. There are no

great cities without great streets, and all successful infill projects must be connected to this infrastructure and must directly contribute to the quality of this public realm.

Allan Jacobs, former director of planning for the City of San Francisco, recently wrote a book with the title "Great Streets." It is an excellent resource and I expect many of you know it. I would like to quote several excerpts from his introduction:

"The people of cities understand the symbolic, ceremonial, social, and political roles of streets, not just those of movement and access."

"The people of cities understand the symbolic, ceremonial, social, and political roles of streets, not just those of movement and access."

"...There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there. The best are as joyful as they are utilitarian. They are entertaining and they are open to all. They permit anonymity at the same time as individual recognition. They are symbols of a community and of its history; they represent a public memory. They are places for escape and for

romance, places to act and to dream. On a great street we are allowed to dream; to remember things that may never have happened and to look forward to things that, maybe, never will."

"In a very elemental way, streets allow people to be outside...streets are what constitute the outside for many urbanites. Place to be when they are not indoors. And streets are places of social and commercial encounter and exchange. They are where you meet people-which is a basic reason to have cities in any case... The street is movement: to watch, to pass, movement especially of people... Everyone can use the street. Being on the street and

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great cities
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streets

seeing people, it is possible to meet them, ones you know or new ones... (it is) to be part of something larger than oneself... ..sociability is a large part of why cities exist and streets are a major if not the only public place for that sociability to develop.

"...Some streets are for exchange of services or goods; places to do business. They are public showcases, meant to exhibit what a society has to offer, and to entice.

"...There have been times when streets were a primary focus of city building—streets rather than individual buildings. ...(but) Streets are almost always public: owned by the public, and when we speak of the public realm we are speaking in large measure of streets.

"...If we can develop and design streets so that they are wonderful, fulfilling places, to be, community-building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about one-third of the city directly and will have an immense impact on the rest."

So, if a great city must have great streets: what is a great street?

Again, I will rely directly on the insight afforded us by Allan Jacobs in making four fundamental points:

First and foremost, "a great street should help make community: (it) should facilitate people acting and interacting to achieve in concert what they might not achieve alone. Accordingly, streets that are accessible to all, easy to find and easy to get to, would be better than those that are not... A great street would be a most desirable place to be, to spend time, to live, to play, to work. Streets are settings for activities that bring people together."

Second, Jacobs submits: "A great street is physically comfortable and safe. A great street might be cooler, more shady than another street on a hot summer day and therefore more pleasant to be on... Physical safety is another matter, and it can mean many things; but the general concern is relatively straightforward. One shouldn't have to

worry about being hit by a car or truck or about tripping on the pavement or about some other physical thing built into the street."

Third: "The best streets encourage participation. People stop to talk or maybe they sit and watch, as passive participants, taking in what the street has to offer... Participation in the life of a street involves the ability of people who occupy buildings (including houses and stores) to add something to the street, individually or collectively, to be part of it. That contribution can take the form of signs or flowers or awnings or color, or in altering the buildings themselves. Responsibility, including maintenance, comes with participation."

And Fourth: "The best streets are those that can be remembered. They leave strong, long-continuing positive impressions. Thinking of a city, including one's own, one might well think of a particular street and have a desire to be there; such a street is memorable."

CONCLUSION

In the business of urban design and planning, it is easy to become cynical. But I have to say that I believe there is cause for considerable optimism in this unique and remarkable community. The sponsors of this activity, for instance, and your participation are strong and compelling indicators that Albuquerque will have a future as well as a past.

I would hope very much that the institution that I have recently joined, the UNM School of Architecture and Planning, can also play a pivotal role, by helping the community better visualize and understand the options that lie before us in making informed choices regarding our future physical environment. I would like to think that the architecture and planning programs will continue to have a role in raising the level of discussion about the physical environment, and thus I am pleased that we have been able to help Shared Vision in this and hopefully other activities.

III. CHARETTE RESULTS - Central Avenue Sites

Town hall participants met and worked with teams of design professionals, neighborhood and business people to develop concepts for seven sites along the length of the Central Avenue Corridor from the East to West gateways. The design workshop teams met from 1:30 p.m. Friday November 12 to noon on Saturday, November 13 when they gave presentations to all groups. Each team produced three 4'x8' panels for public display. What follows is a summary of their final presentations of each site, consisting of an overview and follow-up questions. Each site description also includes selected visuals from the panels. These conversations centered on what Shared Vision is all about: *What do we want to do with our city, our streets, our communities?*

EAST GATEWAY

Presenters:

Dennis Holloway, AIA Architect, Team Leader; and Patty Willson, AIA, Willson + Willson Architects

Working Team Members:

James White, Jane Wolfle, Phil York, neighborhoods
Dorothy Black, business
Stan Strickman, developer, Trails Management
Joe David Montano, City Transportation
Manjeet Tangri, City Planning Department
Phyllis Taylor, Planner, Sites Southwest
Leonard Davis and Rolfe Klint, UNM School of Architecture and Planning students
Moderator: Anita Miller, Shared Vision

Site Definition:

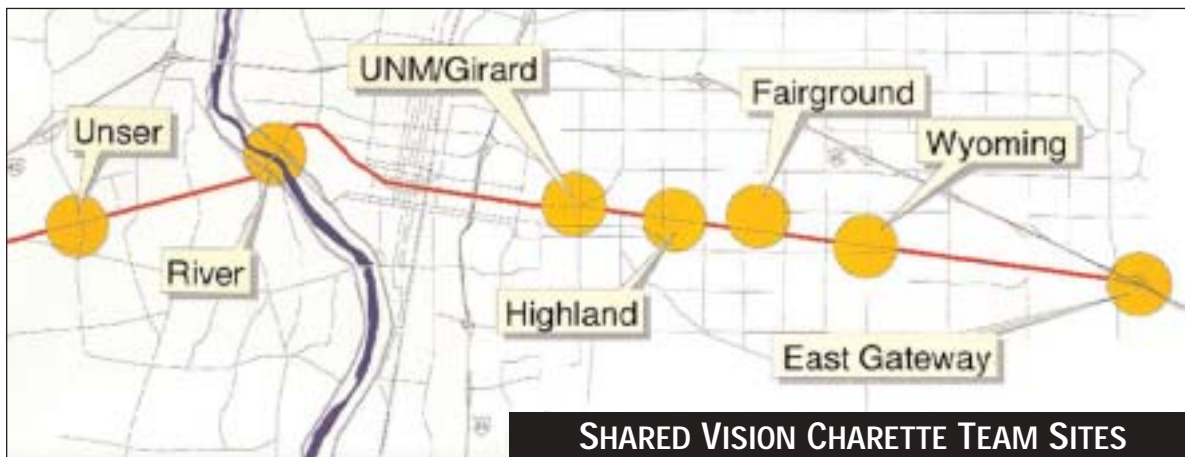
A radius of ten blocks around the intersection of Tramway and Central Avenue, including Central Avenue to the west.

Issues and Challenges

The neighborhood is problematic, full of intriguing potential for making Albuquerque a great city if certain changes can be made. Without seeming too "pie in the sky" the team made some bold assessments.

Image

There were two concerns: the image of this part of city (which is a standard professional



Courtesy: City Planning Department



East Central view. Existing (top) and future image (bottom), by Dennis Holloway, AIA, East Gateway Team Leader.

concern); and Central Avenue and how it serves the local community in the context of a monotonous, single use retail function. That is a big problem for the future of the city.

Lack of Gateway

The site has a hard edge on the east side. Albuquerque has grown 'up the hill' and it now stops at the mountains. As I-40 and Route 66 come together, a strong sense of arrival is possible. Currently there is no sense of a gateway, and we want to change that. Now when you come through the canyon, nothing happens, there is no sense of arrival. Looking from the Four Hills mountain island across the arroyo to the intersection of Tramway, Central Avenue slopes down toward the river with the mountain in the background. This is a spectacular site and very under-utilized.

Single use retail

On Central Avenue there is almost a 3-mile long strip on both sides consisting of single use retail servicing mobile homes and recreational vehicles. Pedestrian and bicycle movement is almost non-existent. This condition and the presence of I-40 totally bifurcate the neighborhoods in the East Gateway area and are detrimental to the sense of community and community identity.

Underutilized assets

A figure ground drawing shows a tremendous amount of open space and underutilized land. There are uses such as storage lockers, RVs, mobile homes, and a campground. The area contains the ruins of San Miguel de Carnue, the remains of an 18th century village and pit houses before that, which are an unused cultural asset. Uncapitalized open space spills out along the arroyo.

Confusing intersection

There is a major confluence of Central Avenue, I-40 alignment, and the Tijeras arroyo. If you are not familiar with this interchange, it is confusing to motorists and even terrifying if you are on foot or on a bicycle.

Faceless intersections

Down Central there are "faceless intersections." How do you remember the differences between Eubank, Juan Tabo, etc. as they intersect with Central? There are seven lanes of traffic. Typically, there is no planting strip, only sidewalk and a chain link fence.

Natural Environment

Similar to the river site, this area comes in close contact with natural environment and pristine mountainside. Yet the city has washed up there like a wave and wiped out all the native boulders and native species.

Strategies and Opportunities

We are trying to communicate by

metaphors what the city can become. Computer images with montage photos were a very useful tool in the charette, involving cutting and pasting from many sources.

Nodes

Central Avenue in this location will not develop into a "Great Street" overnight. A strategy over time is to develop nodes at the major intersections and then gradually infill from the nodes with a street wall over the next 50 years.

Each intersection could have a major identity. These could become the model for identifying major intersections throughout the city that become the hub for each neighborhood. For example, Tramway and Central could emphasize commercial, entertainment, and tourism. (see discussion of a Gateway Park and Route 66 visitor Center).

Mixed use

A photographic panorama shows the street scene along Central Avenue, with a sidewalk along the curb, a chain link fence and house trailers and recreational vehicles. Another panorama shows a proposal with new housing,

mixed use, mass transit, landscaping, and thousands of people enjoying outdoor cafes.

There was not clear consensus about residential and what to do with the mobile home and RV industries. Some wanted them to relocate and others wanted to create landscaped buffers to mitigate the inhospitable sidewalk. The concentration of mobile homes and recreational vehicles generated other ideas, such as creating a permanent, attractive showcase of mobile home parks. Between Juan Tabo and Elizabeth, a trade-out was suggested, to relocate them back off Central in an area that fronts on what will be the Gibson extension, thereby allowing Central Avenue properties to be redeveloped with mixed uses.

Both sides of Eubank are being developed as the Sandia technology park and a new elementary school is planned in the vicinity of Southern, Eubank, Juan Tabo and Tony Sanchez. An associated park could be extended northward two blocks to make contact with one or more blocks of Central. Here there is potential for development of mixed use with upscale residential, with



Route 66 Photo Montage. By Dennis Holloway, AIA. East Gateway Team Leader



Tramway and Central Gateway. Existing (top) and future image (bottom). By Dennis Holloway, AIA. East Gateway Team Leader

Elizabeth becoming a more pedestrian-oriented greenbelt connection from the elementary school with a multi-generational center across a pedestrian bridge to the mid-school located north of I-40.

Natural environment

A strategy is to re-introduce boulders and plant materials that re-create as much of the natural foothills environment as possible. The city should take action to get more trees in place, which save water and keep buildings cool.

Gateway

The team created four different images of the intersection with Tramway. Taking the dead island that exists, the different images show what could be done to that island to create a Gateway to a great city. The team visualized several concepts with gateway towers on the site. One of the towers was designed by an architect from Japan. The tower is always changing, always kinetic. Another idea is a huge statue that emphasizes our cultural identification, as illustrated by a statue of a Native American woman. A large feature such as this could also symbolize the city, the way the statue over Rio de Janeiro does.

A large scale image would create a sense of arriving at a "great city in the west." Along with the high visibility feature, the City needs

to have a welcome entrance sign. These kinds of elements make a great city.

Visitor Center

The original concrete pavement of Route 66 is adjacent to the highway. Currently, viewers can see this span of old roadway from the interchange, but they can't easily go there. There should be a new landscaped entrance here. It could be a roadside park with great neon signs from the Route 66 era. An Interpretive Visitor Center at the ruin of San Miguel de Carnue could be connected to a cultural park that would serve as a trailhead for bicycle paths and recreational trails, which would be linked to the existing trail system. There is a good interpretive story to show visitors at a new center.

Next steps:

- The city should start a tree nursery and make this a big program.
- The city should immediately institute a design competition for the Gateway that would coincide with the Route 66 celebration next year.
- The mobile home industry should be cooperatively engaged by the city to develop creative ideas for improving the image of this part of town.

Wyoming & Central

Presenters: Ross Small, Team Leader; and Mark Eshelman, Architects Studio LLC

Working Team Members:

Taffazul Hussain, Architect,

Holmes and Narver

Earl Hilchey, Architect, La Resolana

Richard Nordhaus, UNM School of Architecture and Planning

Paul Wymer, Planner, Bohannon Huston

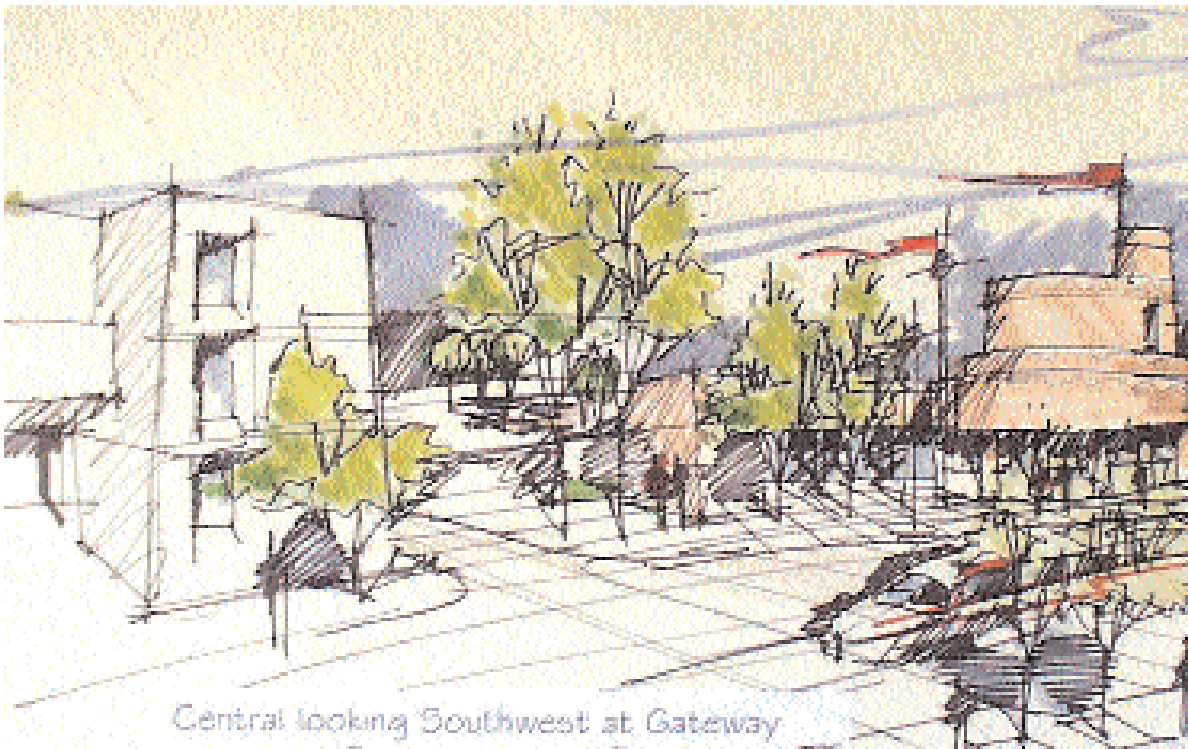
Key Issues and Challenges

- There are no distinguishing landmarks; the team would like to develop some distinguishing features that give the public a reason to come to the site.
- There were some bus riders as part of the public input session that are in need of public transportation; light rail would be a possibility.
- Undesirable businesses and activities are

located there; the retail area could be redeveloped and upgraded with different retail and higher density housing to get people to live and shop there.

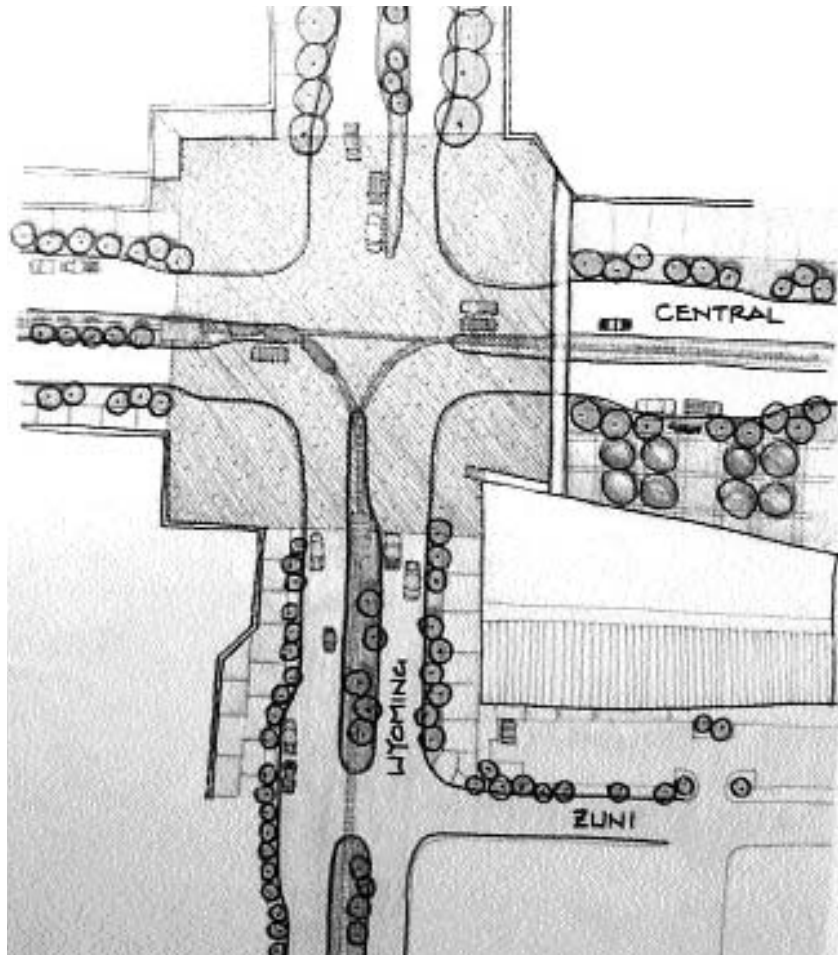
A challenge is how to get rid of undesirable businesses and activities.

- The neighborhood streets are traffic conduits used as through-fares. Currently, there is no reason for commuters to stop in the neighborhood. Techniques are needed to get people to slow down, stop, and see what is there. This relates to the landmark issue.
- There is no place to take a walk and feel safe. There is a need for a landscaped pedestrianway and windbreaks.
- Redevelopment of vacant and underutilized properties should be encouraged.
- There is a possible need for new schools to handle increased residential development.



Central looking Southwest at Gateway

By Mark Eshelman, AIA Wyoming and Central team



Intersection with Transit Hub

By Paul Wymer and Richard Nordhaus, Wyoming and Central Team

Albuquerque live in this vicinity, and the center would provide needed services, including medical assistance. A community center could be a focal point for people to come together. It could act as a gateway to areas west of the intersection. It would be pedestrian oriented and begin to start pulling retail to the forefront along Central.

Transportation and Museum

A new transportation hub could be created at Central and Wyoming. It could connect to a possible light rail system and could serve as a possible light rail headquarters. A major transit stop should be close to the intersection, serving a light rail line. A transportation or

transit museum could be located here as a landmark destination attraction that is exciting and fun. There could be park and ride activity associated with Kirtland Air Force Base. Interfaces between transit, auto and pedestrians should be incorporated in its design and in redevelopment activities.

The transportation museum could affiliate with UNM and have scientific educational value and could contain an outstanding landmark.

Retail and Mixed Uses

Retail activity should be combined residential uses, perhaps through adding a special mixed use zoning category (e.g. C2R) that would encourage residential to locate along with commercial uses. Sidewalk cafes and other retail activity associated with mixed uses should be encouraged. Infill projects could be

Opportunities

There are new opportunities that may come out of this. This community is searching for exciting ways to overcome these challenges.

- Widen green buffers along the streets
- Upgrade the physical appearance of the entire neighborhood
- Have a zoning requirement with specific landscaping for beautification
- Encourage outdoor cafes to help make people feel safer.
- Create visual buffers between the traffic and restaurants
- Have special sign requirements for the area
- Provide more parks and green open space

Multi-cultural Community Center

This is a multi-cultural community; some of the schools have 29 different languages spoken. Seventy percent of the Indians in

done through development of super blocks of higher density residential and commercial areas that pull the parking back from the street, along with buffering, landscaping and greenspace.

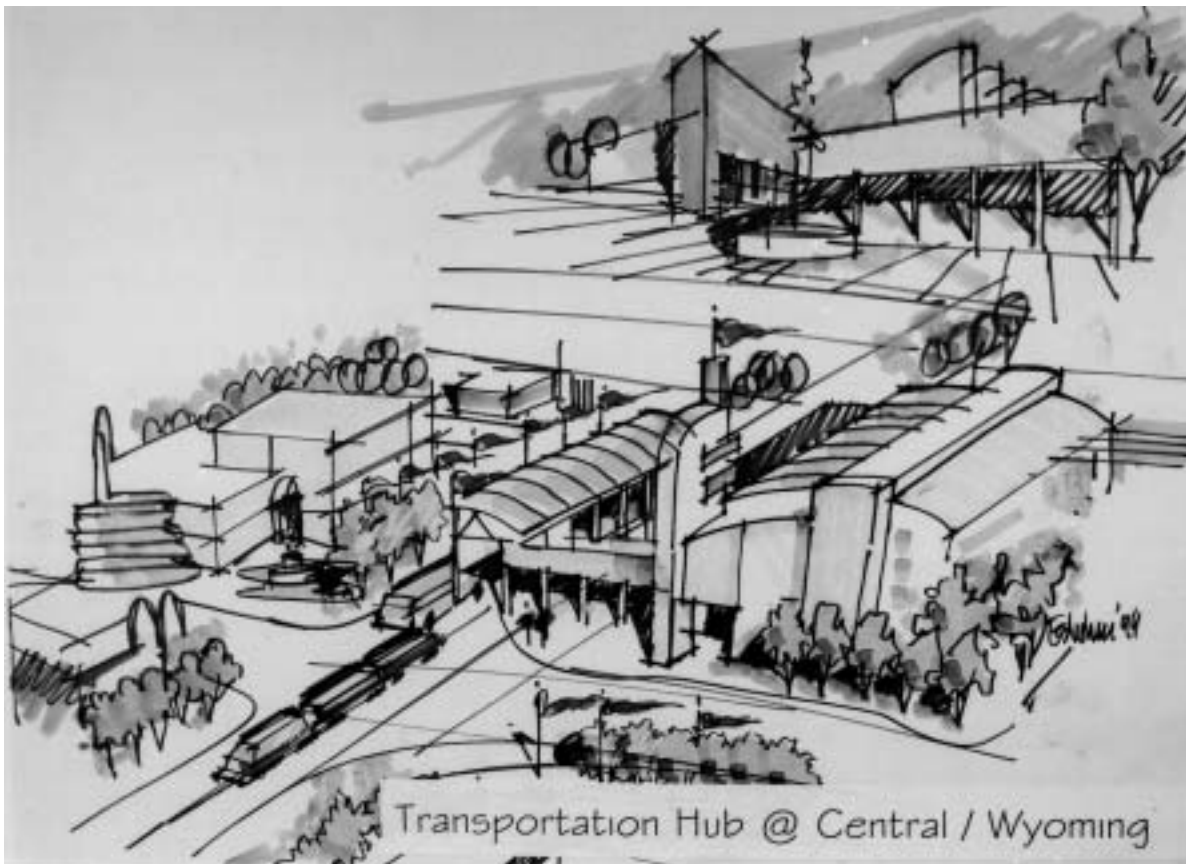
Traffic Calming

There was strong support for slowing down the traffic at the Central and Wyoming corridors. Traffic calming could be accomplished through narrowing of roadway widths, also creating opportunities for landscaping.

A more relaxed, interesting atmosphere on the sidewalk would also help to slow down the traffic. The intersection of Zuni and Central, where the two grids come together, creates a wedge and is an unusual intersection that might be partially closed off. Due to community involvement, it has been re-designed and is now less hazardous, but still has heavy vehicles that cut through onto Central.

Next steps:

- City consider purchase of properties for redevelopment
- Communities identify businesses that are focus of illegal activity; the community through the city purchases properties for redevelopment, clears it and returns it to future development
- Instigate public review of new development to meet a higher standard
- Introduce new commercial/ residential mixed use zoning without losing the C-2 zoning privileges
- Develop a new community center, incorporating a real project that is beginning—a Native American Cultural Center
- Create community/ planning task forces to keep the projects in focus
- Pursue the transportation museum idea
- Look at phasing improvements in 5-year increments



By Mark Eshelman, AIA Wyoming and Central team

Fairgrounds/ Louisiana

Presenters: George Sanders, Sanders Rogers Architects; Team Leader, and Chris Calott, Dekker/Perich/Sabatini

Working team members:

Steve Kells, Kathleen Kess, Rick Martinez, Kells & Craig Architects
Gary Holbrook, Amy Gerber, Dekker/Perich/Sabatini
Bouphom Limery, business and landowner
Bobbie Nobles, community liaison
Leslie Neal, Bank of America
Mick McMahon, neighborhood representative, La Mesa neighborhood
Will Gleason, Planner
Mark Vigil, Edgar Garcia, UNM School of Architecture and Planning students
Moderator: Nadyne Bicknell, Shared Vision

Site Definition:

The intersection of Central Avenue and Louisiana Boulevard includes the corner of the State Fairgrounds on the northwest, the edge of the La Mesa neighborhood on the northeast

corner, an emerging Asian marketplace on the southeast corner, and Asian businesses on the southwest corner.

Existing conditions:

The intersection is an Asian marketplace center for the entire city and region. There is an existing Buddhist temple, an Asian food market, and Asian restaurants in a flourishing business climate. Photos indicate that it is a sparsely populated corner, with open space particularly on the southeast and southwest corners.

Challenges and Opportunities:

The approach was direct and light touch, building on opportunities created by possible expansion of the existing Asian market. A compelling theme is that of an international marketplace. The team wanted to address the four corners as natural, inevitable development processes, and also wanted to address the southern face of the State Fairgrounds, based



International Marketplace (computer image) Southeast corner Louisiana and Central.
By Chris Callott, Gary Holbrook and Amy Gerber, courtesy: Fairgrounds Team



Treatment of Southwest corner (*computer image*). By Fairgrounds Team.

on the community's desire that the Fair rework its facade on Central.

The team created original drawings and used photographs to develop computer-based images of their concepts.

Southeast corner - Asian Marketplace

The Ta Lin Market serves the food needs of a very diverse series of ethnic communities: African American, Native American, Latino, Asian, and Cuban, and this is the strength of the site. The market is a generator of activity. The market's owner is now assembling land and has a desire to create an international marketplace open to all. The corner at Louisiana is visualized as a "heavy icon corner" with an

internal Pagoda Garden that could become a destination place.

The small north-south pass-through street Alcazar suggests creating a mews or small scale quasi pedestrian market street on the ground level with apartment flats on the upper level. Upscale townhomes or courtyard homes could locate on the back part of the site to create a mixed use environment and add to the activity.

Northeast and Southwest corners

In the spirit of the charette, they addressed these sites as two prototypical corners. The buildings and layouts of these corners are often found in Albuquerque: an empty, defunct gas station, now occupied by a carwash, and a strip



Central with Lightrail System (*computer image*)
By Fairgrounds Team



Treatment of Northwest corner with State Fair (*computer image*). By Fairgrounds Team.

center. A typical strip center on the northeast corner could invert the Nob Hill diagram, placing parking in back, and holding the street edge reasonably but allowing glimpses through to parking so people know it's available when they drive by the corner. It would be available and friendly to the car, but the edge of the street would be re-configured better.

The southwest corner is the current site of a Kentucky Fried Chicken fast-food restaurant and the large Paul Bunyan figure. A small strip mall with the May Cafe could be re-configured to front on Central, creating a corner similar to those in Nob Hill.

State Fair corner

On the State Fairground's corner, a large billboard hides views of the fair's livestock building. There was a demand for public art in the session, so the team suggested replacing the billboard with a sculpture. The image shows a fanciful super-scale sculpture of horses on the corner. The livestock building is now vacant, but it could become available for re-use by removing the fence around it. One gateway concept is to use a new type of gate which draws out the activity and spirit of the flea market, allowing street vendors to occasionally set up along the wall of Central, with the gate closed off at other times. The State Fair could be a hub of economic revitalization

for the whole area. If the Fair can expand its activities, that might enhance local businesses. The State Fair is a big player on this corner and the team wished to engage them in a synergistic manner. The Fair is considering adding a waterpark or a carnival area, opening up the parking, and making it a year round venue. If an arena is sited by the livestock building, it could help to create a Grand Entry to the fairgrounds along Central Avenue. As the State Fair expands its activities for evenings and weekends, it can create energy and help to build a lively pedestrian edge to attract people to the intersection.

Next steps:

The speed of development of the Asian marketplace could set the tone. If parking and infrastructure needs are taken care of, that type of image-based project could develop quickly and create another strong node on Central. This place had a direction and the team went with that direction.

Highland

Presenters: Tom Faturros, Holmes and Narver, Team Leader; and Roy Hertweck, Architect, Sandia National Laboratories

Working Team Members:

Joe Almers, Scott Anderson,
Holmes and Narver

Caroline English Hardison, Construction Administrator, and Stephen Fritz, Engineer, Sandia National Laboratories

Brian Conner O'Laughlin, Marc Schiff, Architects, DCSW

Dick Wimberly, Wimberly Studio

John Jarrard

Andrea Hart, Starlight Publishing Company

Pat Larson and Martin Martinez,

UNM School of Architecture and Planning

Participants: Kim Jew, Jack Clifford,

Tracy Johnston, Claude Lewis and others

Moderator: Barbara Grothus, Shared Vision

Site Definition:

Washington to the west, Copper to the north, San Mateo to the east, and Coal Avenue to the south in front of Highland High School.

Area Characteristics:

The area's major landmark is the Highland Theater, which was recently acquired by Musical Theater Southwest and is undergoing renovation. They have a healthy performance schedule planned of over 200 performances a year, which is a real boost to the area. Major features in the vicinity are restaurants; commercial retail; a concentration of antique businesses; commercial services along Central and side streets, particularly on the north; small businesses, mostly offices; and public institutions, including the Highland Senior Center, Albuquerque Public Schools resource center, Parks and Recreation soccer field, and



Existing Conditions Infill Opportunities. By Highland District Team



By Brian Conner O'Laughlin, Highland Team

Highland High School. Multi-family housing is developed on properties zoned C2, which is the predominant zone. There are four major motels in the area.

Challenges and Opportunities

- Challenges include undeveloped, under-utilized land, particularly on the south side of Central. There are plans for some development. The APS master plan prepared in 1993 offers an opportunity for the neighborhood to work with APS to perhaps develop some shared goals.
- There are a number of parking issues due to the large number of parking areas. Parking often divides up and isolates buildings. Unlike Nob Hill, the Highland area has more parking than it uses.
- Parking and roadways designs in some areas largely ignore the pedestrian. However, City sidewalk improvements pending on Central Avenue will be done soon.

- The blocks immediately adjacent to Central Avenue have "tough edge" conditions created by the motels that often occupy an entire block and have formidable walls on three sides.
- There are vacant land and vacant buildings that need to be redeveloped. Deteriorating buildings and sites are underutilized and run down and may have zoning violations.
- Some commercial signs are classic Route 66 examples, and some others need attention.
- Safety and security are real issues. This is an area that has a crime problem--prostitution and drugs and associated crimes are major issues.

Goals

- Preserve the existing district's mixed development-entertainment, senior activities, restaurants, commercial. Attract those businesses that complement what

is already there-music, the arts, and cultural activities in particular, and focus on Route 66 culture and history.

- Find adaptive re-uses for underutilized buildings and redevelop property.
- Improve the pedestrian environment.
- Provide more opportunities for families.
- Attract new investments in the following types of uses: multi-family residential living; restaurants and bars and associated coffee and ice cream; commercial services, particularly offices; smaller performance spaces such as nightclubs or small theaters that complement the Musical Theater Southwest; artists cooperatives that build on the large artist population in the area; small galleries; independent grocery store with gourmet food and wine outlet; and family oriented businesses.
- Create additional cultural opportunities. Create a cultural center with a focus on the culture and history of Route 66. It might accommodate outdoor theatrical events and might include an outdoor amphitheater.
- Gather together and display classic neon signs in an outdoor neon sign museum or ranch.
- In addition to sidewalk improvements along Central, develop Monroe as a pedestrian way, connecting Highland High School and the Senior Center to Central Avenue.
- Storefront improvements are recommended; they don't have to be expensive. The Highland district differs from Nob Hill because it has bigger retail buildings. Find new uses, perhaps multi-uses would be appropriate, such as artists' cooperatives. There is a need to address architectural elements in re-using the larger buildings.
- Increase on-street parking, including angle-style parking, reduce the

number of parking lots, and improve the appearance of parking. A parking garage should follow in a later phase, which would open up surface lots for development.

- Preserve some motels for modest income families and address some of their social needs, and develop other adaptive re-uses for motels.

Actions

- Developers should take advantage of the unique opportunity to work with the combined residential and business merchants' association that Highland has.
- Continue pursuing public investments in transit stops, sidewalk improvements, a cultural center, and neighborhood park.
- Transfer development rights from fringe development to redevelopment within the area.
- Develop a consortium to provide financing to make this viable
- Establish public/private partnerships that will be needed.
- Streamline the development process.
- Address compliance with the zoning code and building code issues with the older buildings.
- Establish joint use parking agreements among property owners,



By Highland District Design Team



Route 66 signs photo montage. By Highland District Team

- Create design guidelines and allow a period of time for compliance
- Provide economic incentives such as low interest business loans, deferred property taxes, development impact fee waivers, and types of industrial revenue bonds for commercial and residential development.
- Pursue funding for the development of neon signs and sign art, e.g. the City 1% for Arts program.
- Utilize the iconography of Route 66 and the arts as themes in creating new lighting, signage and street furniture.

Places where infill redevelopment could occur

There are many opportunities for infill throughout the district. Following are some specific opportunity sites. These possible projects build on and reinforce the identified themes for the district: theater/ entertainment, signs and arts.

Highland Theater district

Key opportunities for infill and redevelopment involve the space

in front of the Highland Theater and antique shops. The old Penny's building and other buildings could be renovated and given facelifts to make them work better. Using the space in front of the theater, a wider pedestrian area can be created and more urban intensity can be created by adding 1-4 story infill buildings with restaurants, shops, nightclubs, performance spaces and offices that would fortify the entertainment district, but avoid the "canyon" effect of crowding businesses too close.

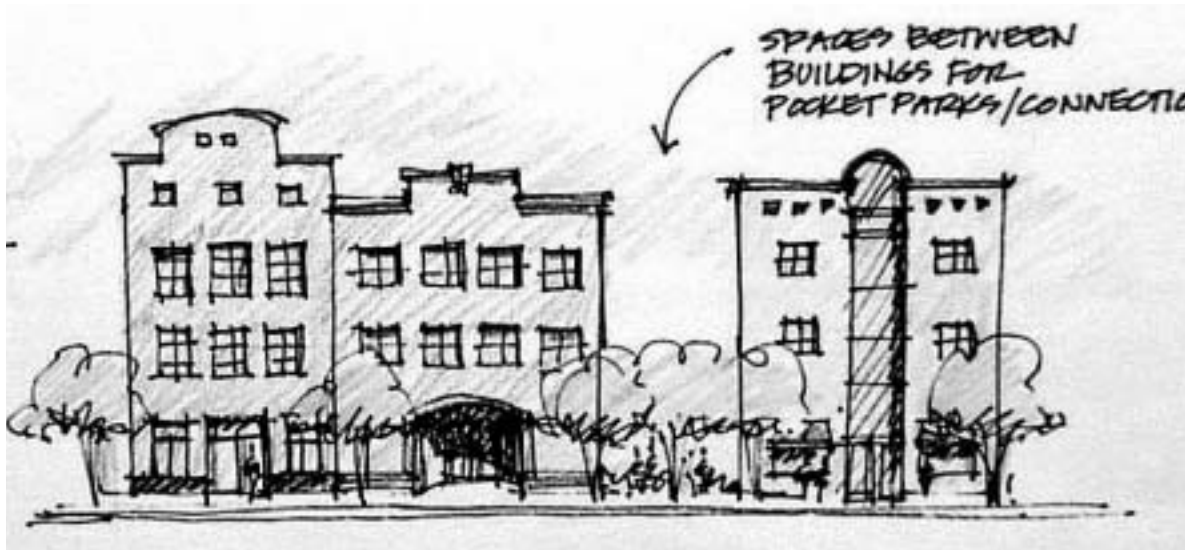
Between Silver and Coal, Copper and Central

Opportunities for developing more multi-family housing exist on vacant lands between Silver and Coal on the south and between Copper and Central on the north.



Motels

The Route 66 Cultural Center could be located in the Zia Motel with rooms converted to a circuit gallery for photographs and exhibits; the parking lot in the center could become an atrium for gatherings and exhibits, bringing some neon signs inside.



By Karin Pitman, Unser Design Team

The motel could include artists-in-residence and community meeting spaces, facing onto Central. The American Inn that opens onto Adams Street is a potential mixed use project, with shops and an antique mall on the ground floor and residential development above.

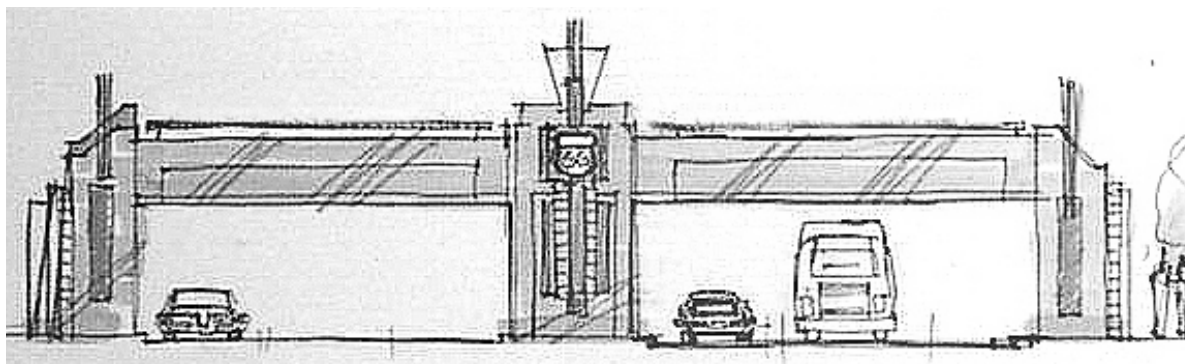
Monroe and Silver Outdoor Sign Ranch

A "museum of the sign" could be a national entity that exhibits the sign as a major icon of art and culture in the 20th century, creating a place for display of neon signs from Route 66 and other signs in our lives. Signs would be collected and arrayed along the street. A walk-

ing route circuit is suggested along Silver that would "T" off on Monroe. Streets could be narrowed for wider display areas, still allowing 2-way traffic. This proposal would strengthen Monroe and Silver as major pedestrianways.

Conclusion:

A development program for the area should show development proposals in three dimensions, to illustrate how to build up urban intensity but still make the area a people-oriented place to walk, shop and be, with parks, plazas and active streets.



District Entry Arch near San Mateo and Central. By Highland District Team

Design Workshops *November 12 & 13, 1999*

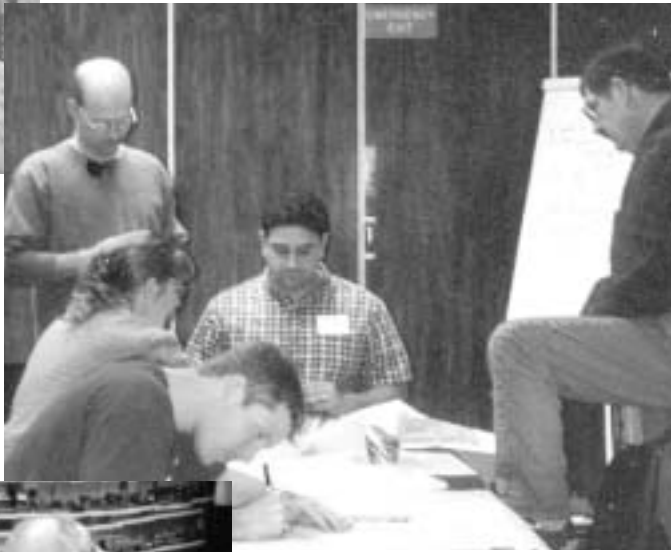
To understand and come to agreement, we must visualize what the city could look like in the future.



“What do we want to do with our city, our streets, our communities?”



DESIGN WORKSHOPS



*Participants
combined their
skills to visualize
the future*





University of New Mexico Gateway Concept. By Michel Pillet, UNM/Girard Team.

University of New Mexico - Girard, Central and Monte Vista

Presenters:

Steve Borbas, UNM Facility
Planning, Team Leader; and
Anthony Anella,
Anthony Anella Architects

Working Team Members:

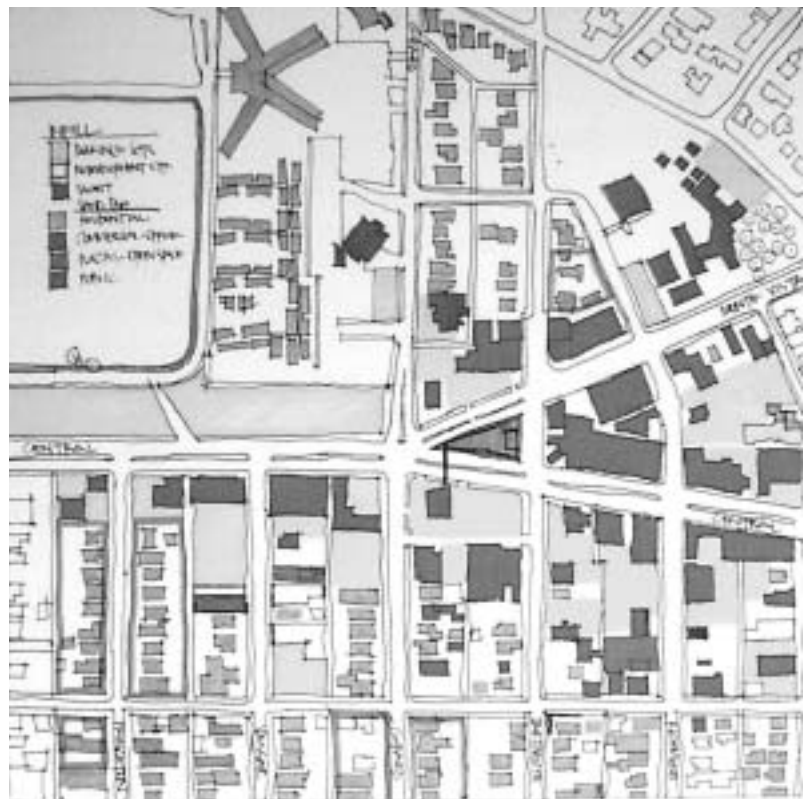
Jonathan Siegel, Siegel Design;
Michel Pillet, UNM School of
Architecture and Planning
George Radnovich,
Sites Southwest; Carolyn
Kinsman, Designer
Marianne Dickinson, Angela
Robbins, Joan Weissman,
local neighborhoods
Ann Knebel, UNM School of
Architecture and Planning
student
Moderator: Ric Richardson,
Shared Vision

Site Definition:

Girard, Monte Vista and
Central Intersection

Existing Conditions:

The team developed an existing land use
plan to identify infill and redevelopment
opportunities. UNM will place a residence hall



Infill opportunities and land use. By Steve Borbas, Tony Anella,
Jonathan Siegel & Ann Knabel, UNM/Girard Team.

on the university land near the corner, Central Avenue has commercial and office uses, Silver is a back-of-Central area, and the University Heights neighborhood has historic housing and varying densities, presenting other opportunities.

The character of the area is shown on Professor Pillet's drawings: it has a soft, pedestrian, big view feeling, that combines both pedestrian and car traffic. Both are realities and they tried to make each better.

Issues and Challenges:

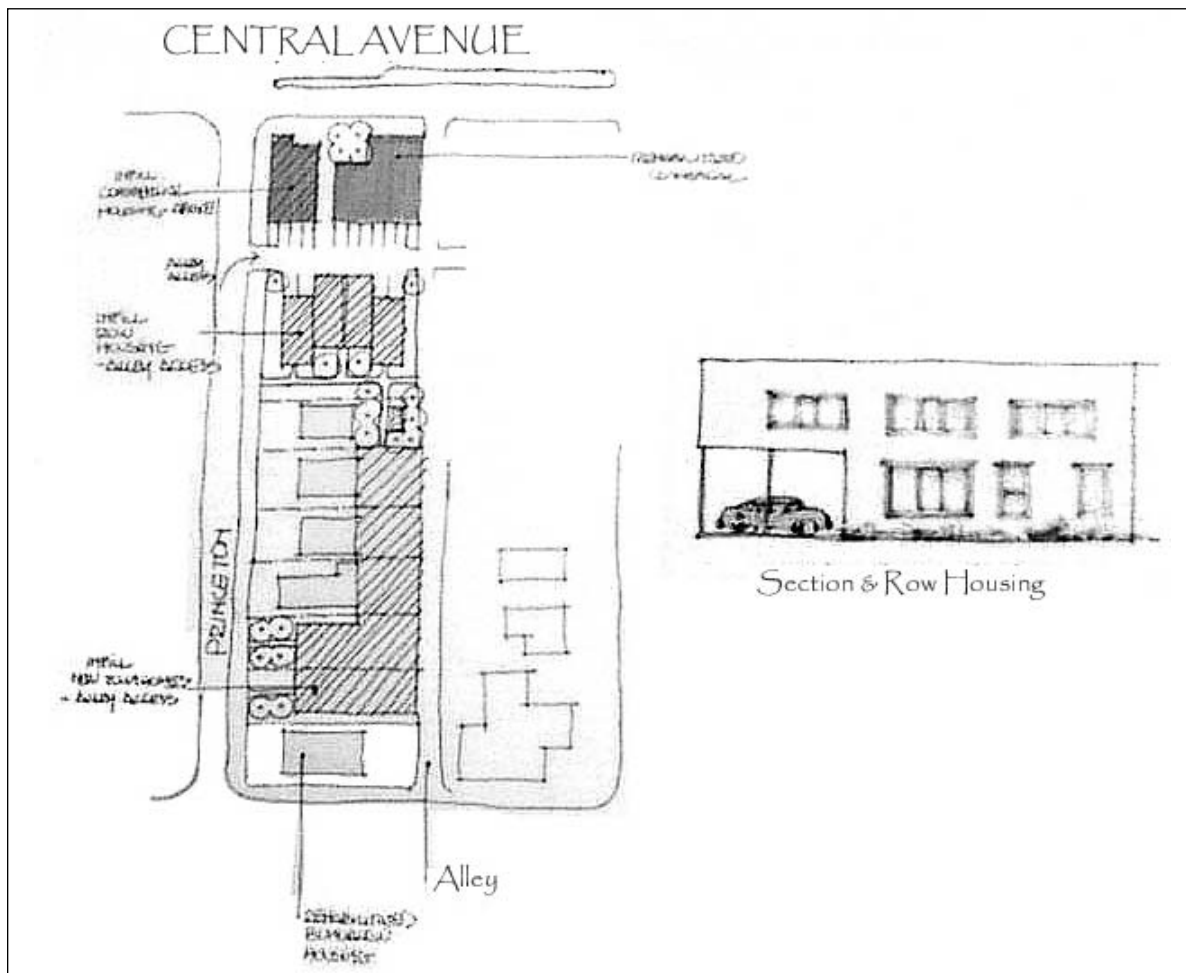
What can be done with the transportation system along Central Avenue? The trolley would connect from the fairgrounds to the west (Old Town, Atrisco), and stop at every block in Nob Hill as a quick circulator. One design shows it stopping at mid-block with a pedestrian "table" or walkway across the street

to the median, encouraging cars to slow down.

Another issue is how to build the character of the corner. A weaver in the group, Joan Weissman, developed designs that wove some beautiful patterns through the intersection. The roadway doesn't have to be black pavement; it could be much more exciting and pedestrian-friendly.

Lighting was a key issue. In order for the intersection to have a more pedestrian friendly, softer image, lighting that is downscaled should be added.

In the residential areas, can we keep some of the older buildings and at the same time increase densities and increase the quality of the place? Drawings show how this can be done by adding to existing buildings usually to the back and sides, and filling in behind the commercial buildings along Central Avenue



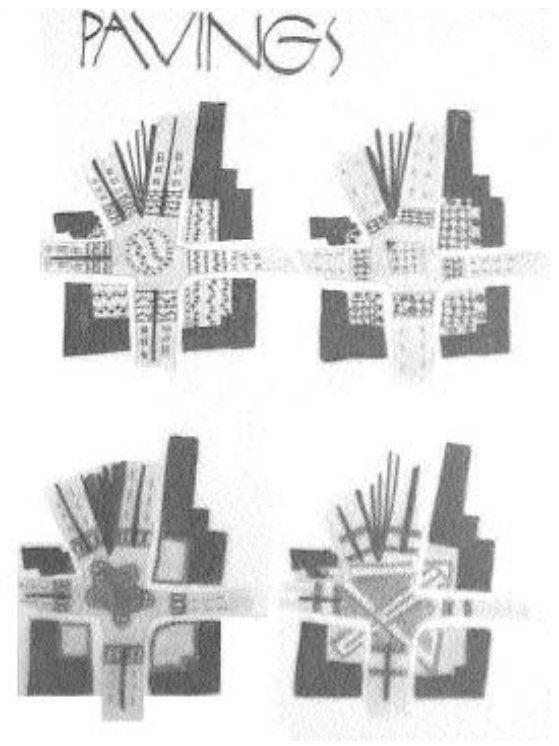
Parcel Assemblage Back-of Central. By George Radnovich and Carolyn Kinsman, UNM/Girard Team.

with townhouses and needed parking.

The need for parking is a reality. The team selected two sites at midblock for possible parking structures: one at Central Avenue and Richmond where parking would be done in combination with other uses. Examples (one with 250 and one with 180 spaces) show a 2 story structure on a slope with housing above, and another is more linear with shops on the ground floor and lofts and studios above at the two ends of the building. The parking would have street and alley frontage. These would fit in with the area and meet parking needs.

The University is building 150 units of 3-story 400 bed residence housing. The question is how can that increased density catalyze other development in the area? This intersection is complicated by the five legs.

A related issue is how to get people across Central, which now is a barrier, and make it more porous and pedestrian-friendly. The team suggested widening the sidewalk at the intersection to minimize the walking distance crossing the street; reducing lane widths from 12 ft to 11 ft. and reducing the number of Central Avenue lanes from three to two. This would make land available for parking along



Joan Weissman, a weaver in the group, developed designs that wove some beautiful patterns through the intersection.

the street. In exchange for that additional parking, they would ask the city to amend the zoning code to reduce the amount of off-street parking they require. This in turn could catalyze private investment.

Questions & Answers:

Would the administration be receptive to moving that new housing close to the street, creating a closer street wall? Could they set the example?

As of now, parking will define the corner. There is a window of opportunity to influence the University to move some of the housing around a corner plaza at Central and Girard. The University may be willing to explore other ideas, such as a conference center, hotel or institute to complete that corner.

What would be useful elsewhere in the city?

These are ideas for making these kinds of intersections more pedestrian-friendly. We are a grid city and this is Route 66. These kinds of solutions for intersections can help to give identities to the various communities.

River & Central

Team Leaders and Presenters:

Sam Lopez, FMSM Architects, Team Leader,
and Dan Jones, DCA Architects

Working Team Members:

Greg Miller, The Landscape Group

Todd McNall, James Lucero, FMSM Architects

Michael Mounts, Carlotta Garcia, Eddie Valley,
UNM School of Architecture and Planning
students

Moderator: Brian Burnett, Shared Vision

Site Definition:

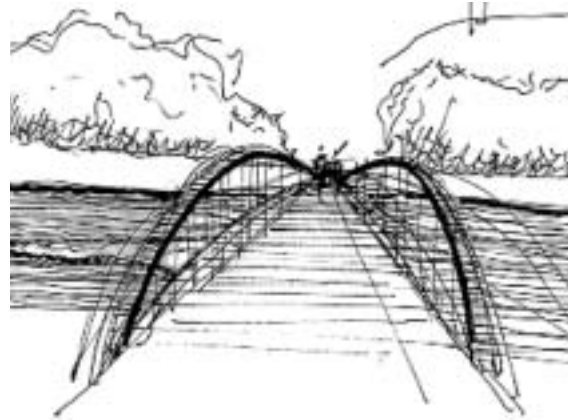
East from the BioPark, Aquarium and Tingley Beach, including the natural setting of the river, the Central Avenue bridge and the bosque; and west to Atrisco Plaza, including urban concepts of infill at the Plaza.

Goals

The natural setting, the bosque, that we have as the heart of our city, was an overriding concern and real passion for many people.

Initial Analysis based on community input:

- Integrate the concept of a mini-train that would connect the BioPark to the Zoo, Hispanic Cultural Center, and Tingley beach;
- Connect both sides of the river with architectural elements, mainly pavilions



Sketch of Pedestrian bridge. By James Lucero, River Team

on both west and east sides, which would house basic services for people on bikes, roller blades or just walking; services could include restrooms, water fountains, lockers, and information kiosks;

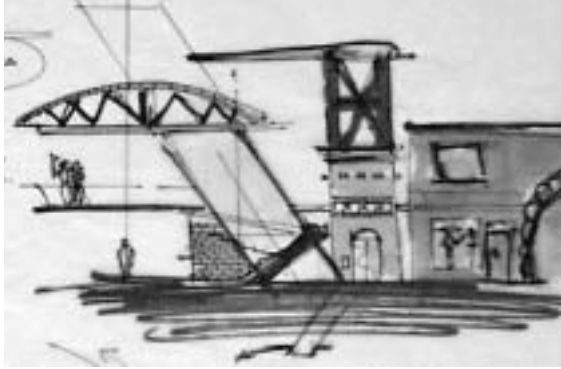
- Bring importance and study to the intersection of Central and Atrisco;
- Look at a minimal way of crossing the river with a pedestrian bridge. The team wanted to separate the pedestrian from the vehicular bridge;
- Start to localize use of the river - not with development within the boundaries of the levees on either side - but with a pedestrian bridge that localizes use of the river and begins to diminish haphazard use of the river on trails and biking elsewhere



Pedestrian bridge over the Rio Grande. By James Lucero, River Team.

Pavilions

Pavilions on each side of the river provide visual connections and strengthen the whole river area. The architectural studies show possibilities for creating a "dialogue" between the two sides, with viewing platforms overlooking the river.



Sketch of Pavillions,
by Carlotta Garcia and Eddie Valley, River Team

Pedestrian bridge for walking over the river

There is a prominent opening in the bosque on the west side of the river where the pedestrian bridge could connect. The bridge would be a minimal architectural statement. People could look north and south along the river, allowing people to use and experience the river in a new way.



Aerial View of Pedestrian bridge over the Rio Grande
by Sam Lopez, Dan Jones and Brian Burnett, River Design Team



Sketch of Atrisco Infill, by Sam Lopez, River Team

Atrisco Plaza

Street sections of Central and Atrisco show infill possibilities of bringing businesses and development closer to the street that could activate the street. The corners would be built out so that there is a reason for people to be there and use the intersection. It was suggested that the buildings would have mixed uses, with retail on the ground floor and housing above. The buildings on the corners could be as high as five stories, which are stepped back to allow for natural light and a scale compatible with the area.

Other

- The use of special lighting and banners could unite both sides of bridge as well as Central Avenue and this district as a whole, encouraging complementary uses

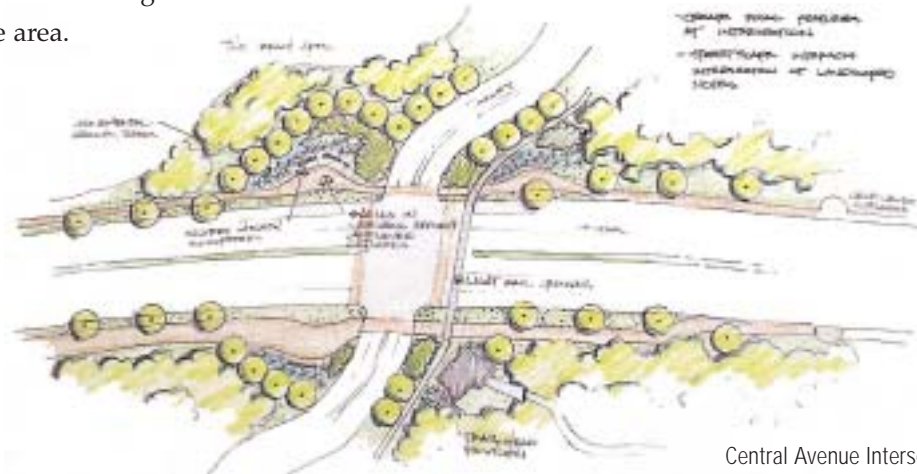
that might be located there.

- The intersection where the train coming up Tingley crosses and interacts with Central presents an opportunity to re-direct traffic along Tingley Beach, and create interesting nodes, e.g. a study area for the silvery minnow.

Next Steps:

Atrisco Plaza Intersection

- Obtain feedback on these proposals from residents and neighborhood associations of the area.



Central Avenue Intersection Features,
by Greg Miller, River Design Team

River

- Secure funding for what has been presented. These are small doable, realistic projects that could happen. The projects play off of and build on what is existing and happening now (e.g. they coordinated with George Radnovich working on the BioPark and Dan Jones working on the train) so that the next steps could be concrete and doable.

Questions & Answers

What about adding other types of development such as a hotel on the river?

This charette had a lot of participation from concerned citizens and from the public as a whole. The feedback from the public was that the Rio Grande is not like any other river that flows through a city. People wanted to reinforce the image of the river as a natural place and avoid major impacts on the site. Experiencing and enjoying the river may not necessarily mean creating your own trail or paddling down it. It may mean standing on a pavilion and being close enough to the river to see, smell and hear it. That in itself could be a rich experience of the river. The design of the pedestrian bridge is a "slender expression."

There will be public infrastructure costs for building a new pedestrian bridge. Did the team consider expanding the existing pedestrian/ bikepath on the current bridge, cutting down lanes to accommodate pedestrians?

The team did look at the idea of expanding the existing bikepath on the Central Avenue bridge, or cutting down on the number of traffic lanes. Even if these steps were taken, they thought that the experience of walking the bridge would still be uncomfortable and people would not feel safe due to the noise, and the amount and speed of the vehicular traffic. Forty thousand vehicles cross the bridge in morning traffic. They concluded that making one statement for the pedestrian would be preferable and doable. Then, the bike lane on the existing bridge might be expanded if pedestrians were directed elsewhere.

West Gateway – Unser & Central

Presenter:

Garrett Smith,
Garrett Smith Ltd.,
Team Leader

Working Team Members:

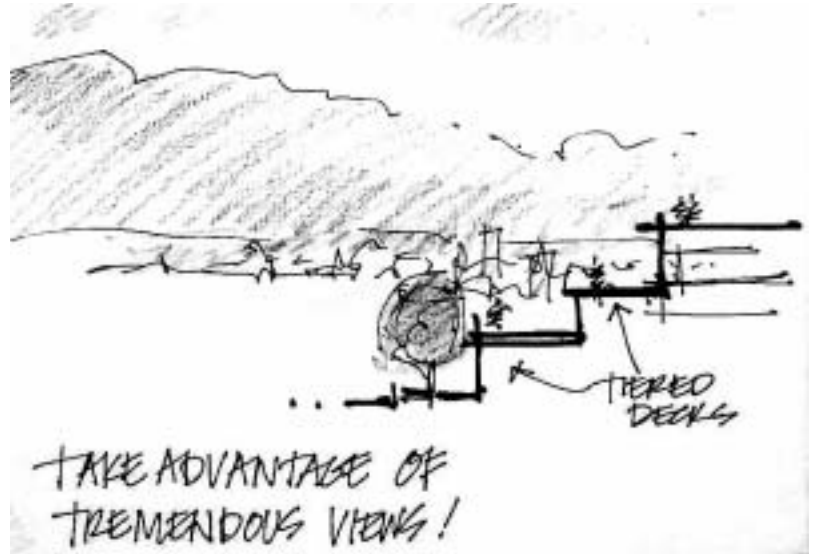
Karin Pitman,
James Strozier,
Consensus Planning
Patrick Gay,
Sites Southwest
James Topmiller,
Bohannon Huston
Leroy Orlando Felix,
Business

Greg Foltz, Las Colinas
Realty and Development
Fred Arfman, Isaacson & Arfman
Consulting Engineering
Pat Romo, Bank of Albuquerque
Anthony Turrieta,
Neighborhood Representative
Richard Dineen,
Albuquerque Planning Department
Tim Dusenbery,
UNM School of Architecture and Planning

Moderator: Christina Carrillo, Shared Vision

Issues and Challenges:

- The intersection of Central Avenue and Unser Boulevard is a tough and interesting site because there is nothing there now.
- The area is potentially a gateway to old Route 66, but the challenge is to entice tourists to drive down Central Avenue, rather than take the freeway through Albuquerque.
- In this area today, there are many expansive, beautiful views. Perhaps we should leave the desert alone and let the roads run through it but don't allow any construction. However, we should think



by Karin Pitman, Unser Design Team

about where Albuquerque will be 100 years from now. The challenge is to create an area that will develop differently than Uptown, which is vehicle oriented. Louisiana Blvd is 10 lanes, wider than a Los Angeles freeway.

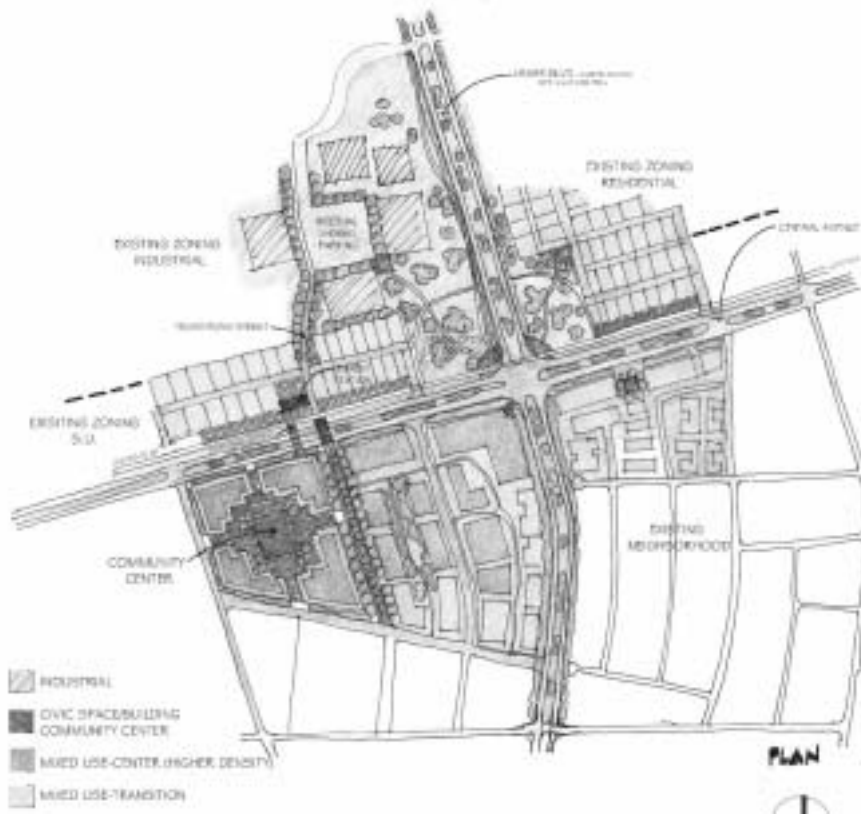
- Roadways, their impact, and how they should develop are the major issue. It is essential to deal with the roads in order to create city streetscapes with pedestrian amenities and narrowing and slowing of traffic. Unser is about 156 ft wide and is planned to connect with Rio Bravo as a limited access beltway road around the entire city. Do we maintain it as a beltway or change it?

Options for creating a node of activity

Along Central Avenue, the idea is to create higher density, pedestrian oriented nodes at the major intersections and to connect them in order to develop and reinforce the commercial uses.

How do we develop a node at this major intersection? One option assuming that Unser is a limited access beltway, is moving the node off the intersection. The second option is

CHARRETTE RESULTS



Off-set Node Option, by Garrett Smith, James Topmiller, Patrick Gay, Unser Design Team

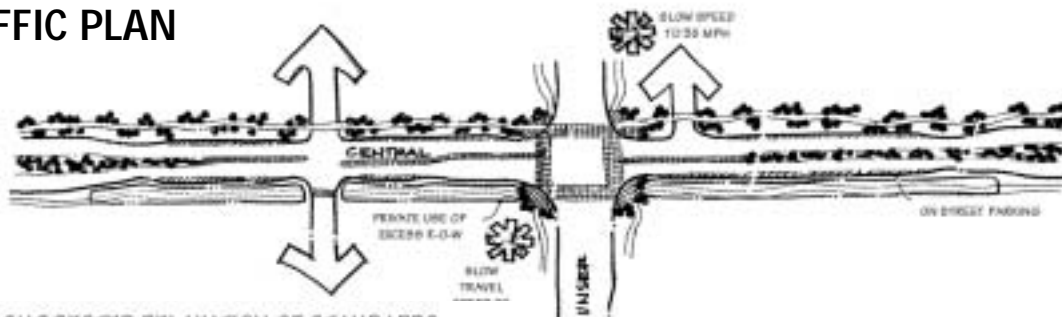
putting the node right at the intersection, implying the need to narrow the roads.

The third longer-term plan is to create a grid and overlay the grid on the intersection. This would be a mixed-use node with residences. The size is proposed as an 8 block grid of 400 sq ft blocks, which is bigger than downtown Albuquerque. This layout would develop

over time once it is in place. It might develop as a new center as development goes to the west. Private development would be controlled through the usual mechanisms such as the design of the roadway, zoning, density level requirements, and potentially design guidelines.

Parking would be located at the ground level or below ground level, with shops on the

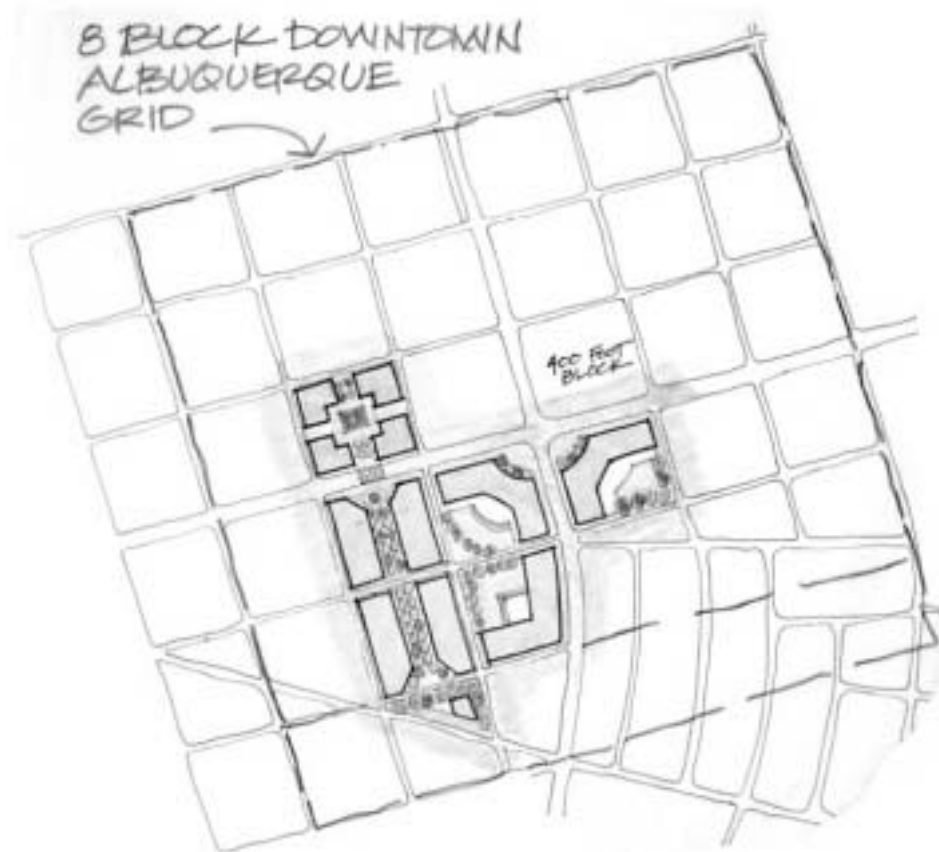
TRAFFIC PLAN



SUGGESTED RELAXATION OF STANDARDS:

- CENTRAL AVE.**
 - Reduce lane widths to 10'-11"
 - Reduce median widths
 - Introduce on-street parallel parking
 - Raised pedestrian walkways (2 intersections)
 - Reduce travel speeds by signage (35 MPH)
 - Permit private use of excess R-O-W
 - Signalization and lighting character/materials to fit node
- UNSER BLVD**
 - Possible reduction of lane width
 - Reduce travel speeds
 - Wider pedestrian-oriented parkways
 - Raised pedestrian walkways
 - Maintain future light rail corridor

By Jackie Fishman, Unser Design Team



The Grid Option, by Patrick Gay, Unser Design Team.

street. The street is not too wide and pedestrians can walk across it. There are walkways and shade structures, connections at the second level, and housing above the second level that adds to the density. It would develop as a grid the way the grid of downtown Albuquerque developed with increased densities over time.

These proposals require narrowing of the street. One idea is to reclaim the city right of way. If you narrow the roads and reclaim about 50 ft. of land, you can provide space for pedestrian or bicycle pathways or for building out into the reclaimed area.

Next steps:

- Take a holistic approach to the zoning in the area. The City and APS together should decide where the schools will go.
- Decide what the roadway will be in the future - cars or a pedestrian area?
- Let the grid develop as a new town center, the way Uptown is not.

Questions & Answers:

What from this site could apply elsewhere?

This is the perfect opportunity. Major intersections around Albuquerque in the northeast heights are based on the width of the streets.

If we want to change that on the West Side, we have to start thinking about it now. The roadways determine how things develop.

Now is the time to implement a different approach, in order to allow development to take place over the course of time and end up where we think we want it to be.

IV. SUMMARY OF PANELS AND PRESENTATIONS

Friday, November 12, 2000

BRIAN BURNETT, CO-CHAIR

We're excited about the turnout and your interest in this important subject. The sponsors believe in Shared Vision, in what they are addressing regarding important issues for our community, and how they are going about doing their work. Shared Vision is an effective and important organization. Its mission *"To stimulate community awareness, dialogue and action to realize the vision of a thriving high desert community of distinctive cultures, coming together to create a sustainable future"* must be supported to continue to challenge and engage the public on key issues.

Previous town hall participants have said that in order to move ahead in dealing with growth issues, we should better understand the words we use in talking about growth. Many of us define words such as "infill, redevelopment" and "urban design" differently, but there is agreement that we should find ways to clearly represent the impact of urban design on the surrounding communities. City Council Resolution R-70 lays out a framework to build upon for implementation to occur. This town hall responds to previous input from the community expressing the desire to visualize our future and focus on opportunities for infill and redevelopment.

What we will be doing over the next two days is an exciting adventure, a hands-on event turning your ideas into visuals that help us see and understand better. Through the diversity of this group and the input of the panels giving perspectives from local and national examples, we hope to stimulate creativity, build consensus and foster better ways to communicate.

Key outcomes will be to better understand the vision for the Albuquerque area through a focus on key centers and corridors and effective infill and redevelopment projects; and to explore what processes might help to implement good projects. We want to capture our collective thoughts and imaginations in considering infill and redevelopment opportunities along Central Avenue and find common ground that may lead to duplicating successful strategies around our community.

Why Central Avenue? It has a rich and significant history as Route 66. It is an important link to downtown, the botanical gardens, UNM, Old Town, Nob Hill and the list goes on. There are a number of private and public initiatives underway that will enhance the corridor and provide other opportunities. It may also be a prime candidate for improved mass transit.

With each town hall we move our discussions forward. The greatest outcomes will be realized if we never stop talking about these issues. This event is an important step making us optimistic and hopeful about the future. In the years to come, hopefully we will look back and say that from our participation at this town hall, we were part of Albuquerque becoming a great city.

I would like to introduce our Co-Chair, Mayor Baca. He is encouraging common sense development and sustainable growth for Albuquerque and believes in the preservation of our cultural and environmental resources.

MAYOR JIM BACA, CO-CHAIR

This is a great turnout and shows the continued good work of Shared Vision and com-

Albuquerque is ready to debate its future— what kind of city we're going to be and how we're going to reinvest in the core.

munity leaders and people who care a lot about this city. The fact that we can fill a room like this talking about the issues shows that Albuquerque is ready to debate its future—what kind of city we're going to be and how we're going to reinvest in the core. We need to grow the city in a different way. The discussions today fit right in with the need to reinvest in the core. It's not going to be easy to convince developers, neighborhoods and longtime city employees to do things a different way because change comes hard to everyone. But it is something that is absolutely necessary if we're going to turn over this city, which we're really just borrowing from our children, in good shape with great quality of life in the future.

I want you to see this video presentation to come, by Bob McCabe, because it's really important for neighborhoods and developers and everyone to visualize in a three-dimensional view how centers and corridors will be done using Central Avenue as a prototype. I hope that these ideas will motivate you to roll up your sleeves and participate in the design charettes for different parts of the city. This will be a first step in a shared vision. The process for downtown revitalization provides a good model of how things will get done, through a

partnership of neighborhoods, non-profits, the private sector and the city to get a shared vision of what is possible.

COUNCILLOR ADELE BACA HUNDLEY, CO-CHAIR

Central Avenue is a real labor of love for this session today. It's exciting to have a town hall that will give us the spirit of historic Route 66 again. Central Avenue today is not as pedestrian friendly as it should be. We need to work on designs that will bring people back to Central Avenue as the heart of Albuquerque and what the city is all about.

The Planning Department has been working on a design plan for 8th Street to 98th Street that includes zoning changes and a design overly zone. We will need more funds to really design Route 66. Today I'd like you to do a lot of work between 78th and 98th Street, a very desolate area that's been neglected for a long time.

I recognize that all of you are volunteers. Volunteers are priceless to the city. Many professional people—architects, planners and developers—are volunteering their time. I really appreciate your service. Let's come up with some great ideas. Thank you.



By Karin Pitman, Unser Design Team

Images of the Future

ROBERT MCCABE,
CITY PLANNING DIRECTOR

Today will be an opportunity to explore ideas and focus on what we've been thinking about for a number of years.

In October 1998, more than 350 residents of the city and county came together to discuss a growth strategy for the future.

A shared vision emerged from that meeting that focused on several important and insightful ideas. These are chronicled in the publication that was put together as a result of that town hall. I want to read a few things from it that capture the ideas that you and many others came up with at that meeting.

First of all, we said that whether in new or older neighborhoods, people want to see not just development, but the creation of communities. Participants favored a targeted, rather than unfocused approach to growth. They wanted to locate development strategically in centers and along high density transportation corridors, to create more choice in living opportunities and promote good access to transit. In general, people at the town

hall supported the creation of a more compact urban form, emphasizing infill within the existing city, and then extending step by step outward in planned communities.

They envisioned infill as being planned and targeted to specific centers and corridors rather than occurring in a blanket fashion throughout the city. They emphasized that they wanted to make the growth strategy visible by using visual techniques that illustrate ideas of mixed use, higher density, plazas, public meeting spaces, and other elements of our urban environment. The purpose of this presentation is to explore with you some images of this shared vision. What might our city look like in the future when we apply these ideas and concepts? We're going to begin with a look at the big picture and take the ideas expressed in our vision of community— centers, corridors, infill, planned communities—and apply it to our metropolitan area as an organizing concept for

... whether in
new or older
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but the creation
of communities.

future growth. Then we're going to focus on one area of the city, Central Avenue, as a prototype of a corridor and series of centers and explore ideas that could be exported to other parts of the city and region.



Computer renditions showing before and after images of Highland Theater, produced by the City of Albuquerque Planning Department, helped to express the vision of the future. (Video available 764-0222)

"We know that a place that's designed well feels right, and that's important."

Panel 1- Partnerships for Infill

Moderator Jim Baca introduced Debbie O'Malley. She will present an innovative and exciting development that is a combined use master planned community which is going to be built on 27 acres of vacant land in the center of the Sawmill neighborhood. The development will include 56 homes, 24 apartments, a community plaza, a public park, trails, a community orchard and commercial and retail space. Phase One is under construction. Ms. O'Malley will discuss the role of the community, project goals and partnerships formed.

DEBBIE O'MALLEY, EXECUTIVE DIRECTOR, SAWMILL COMMUNITY LAND TRUST

The Sawmill community is immediately north of Old Town and is one of the oldest in Albuquerque. It was named after the largest industry at the turn of the century that provided jobs for residents in the area. It has an interesting history and is very diverse. Typically, people who came from the east in the early 1800s, such as her great-great grandfather, married into Spanish speaking families and as a result there are many people with names like Werner and Newman whose first language in Spanish. The area remains close-knit. People have stayed in the area despite the problems with industry. People consider their property part of their history rather than looking at it as real estate. This is a very important distinction to be made in terms of the way historically New Mexicans have looked at the property they live on.

The Land Trust got going in 1986 because of a pollution problem with a particle board manufacturing company that dumped industrial waste into unlined pits and poisoned the

water for about a quarter of a mile and released uncontrolled emissions into the neighborhood. The pollution actions galvanized the community and they were successful in getting settlement agreements with the city and state.

Shortly afterwards in 1991, the Duke City 35 acre property went up for sale. The community was concerned because the land was zoned M-1 Industrial and they did not want more incompatible industrial uses. She told the city that they wanted to be involved in planning for the property and shortly thereafter the city decided to put resources into a sector plan. The process took five years. She became concerned about the growth of the city, seeing it getting uglier and losing a sense of community and history. A national non-profit group told them about other communities that had done their own planning and redevelopment. So they began to think, "Maybe we can do that too."

One of the first issues was to define their relationship with the City of Albuquerque. The City had agreed to acquire the Duke City property. The community thought that their volunteerism had improved the quality of the property and that economic value should be placed on that. They constructed a Memorandum of Understanding with the city that made the community a partner so that they could have a say. Although they did not have degrees in architecture and planning, they knew what was important to them as a community. She commented that, "Many of us have very basic skills as a consumer that we don't value enough. We know that a place that's designed well feels right, and that's important."

One of the most important things about our city... is its multiculturalism. We have to be purposeful and deliberate about making sure that we sustain that value we cherish so much.

The community decided to take action and did their first infill project. They wanted to demonstrate that you can build high quality

affordable housing without building a HUD box, and in 1996 they completed seven homes.

The City hired a competent architectural team to create a metropolitan strategic plan for the area, but the community didn't feel it was their plan and didn't have ownership of it. They decided to do their own plan through working with students from the University of New Mexico, holding charettes and community meetings. Food was a very important ingredient in bringing the neighborhood together. All the suggestions and ideas culminated in a community plan.

The community was then given a contract to plan for our community, the first of its kind in Albuquerque. We brought to the table our volunteerism, which had value, and also some private funds. The planning process cost about \$200,000, including our volunteer time, and it was finished in 1998 under the design team of Design Workshop as the lead planner. As part of the planning process, they had a lot of charettes.

It was very important to define the principles for development. They were concerned about what the community might look like in 20-30 years as a result of revitalization because historically when you revitalize a community, you create wealth. That's good, but often it excludes people. They wanted to ensure economic and cultural diversity. One of the most important things about our city, and the North

Valley in particular, is its multiculturalism. We have to be purposeful and deliberate about making sure that we sustain that value we cherish so much.

SLIDES SHOWN: celebrations, art shows, murals, meetings of community, schools, fiesta celebrating memorandum of understanding with city, groundbreaking for first project, housing for low to moderate income families, goals listed, places to come together, charette for four days at Natural History Museum, children's planning workshop. Site plan, neo-traditional concepts, community plaza, single family housing, garages in back to encourage interaction, park, senior housing, acequia,



Sawmill Plan

If the City wants to encourage infill, we have to deal with these problems before a developer spends thousands of dollars in the approval process, only to be turned down for reasons that we knew would be there when we started.

orchard, trails and other linkages.

MAYOR BACA: Debbie and the residents of Sawmill came into the effort with a positive can-do attitude and that's great. Out next presenter is developer Stan Strickman who will talk about Quail Point, 59 homes on 4.8 acres on the West Side, with a density of 12 DUs per acre. Based on his experiences in developing residential infill projects, he will discuss policy issues and steps the city could take to encourage infill by private developers on small parcels of land without public subsidy.

STAN STRICKMAN, DEVELOPER

Since the mid-1970's I've been involved in selling primarily single family lots to homebuilders in Albuquerque. About 2 to 3 years ago, we attempted to gain approval for two infill residential sites. We were fortunate to get one project approved but after spending a lot of time and money, had to drop the other project for reasons I will describe.

SLIDES: Quail Point is located at Atrisco and 57th. There are eight 1200-1300 square foot units to a building. The perimeter wall has breaks for architectural design and relief. Each unit has a private back yard. This is an entry-level project with the units sold for under \$90,000.

One of the problems with this type of project is a multi-step process requiring approval by the DRT, DRB, DRC, and EPC requiring many changes in plans costing time and money. Consolidating the process would be very helpful. This project went smoothly due to little neighborhood opposition. It fit well with the two-story townhouses that were adjacent to this area. It took about 15 months from submittal to EPC to construction, which is good for an infill project in Albuquerque. This contrasts to a single family project we're building on Juan Tabo south of Central called Mirabella. After they had a preliminary plat approved for 574 lots, it took 8 months for a 74 lot phase to be approved and ready for homebuilders.

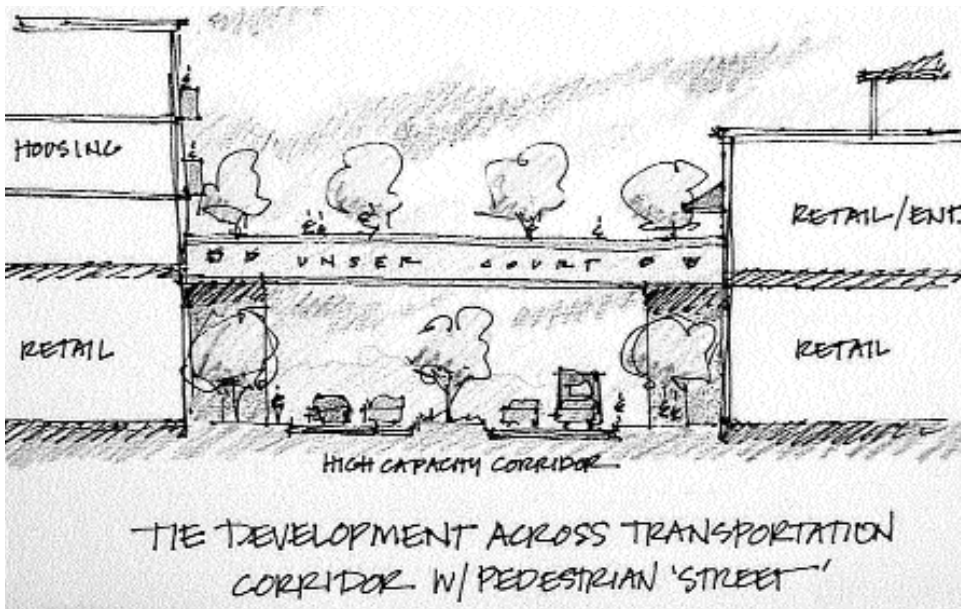
There are several concerns with infill that should be addressed. The first is the market. People in Albuquerque tend to "drive until they qualify," meaning that they go to the closest place to find the cheapest price home that they can afford. Quail Point took 12 months to sell. By comparison, the 74 units in Mirabella took 3 weeks (it took that long to write the contracts) and the subdivision sold 2 and 3 times with back-up buyers. For a developer this is very important.

Another issue is that smaller projects have a fixed upside. For a project of 50-60 lots or less, we know what the maximum revenue is, but not the maximum expense. After an expensive approval process, paying for the land and infrastructure, we hopefully have some money left over for our efforts. There are several thousand acres of residential land in the city's vacant land study. There is a big difference economically between a large scale infill project and something the size of Quail Point. It's much easier to spread costs and deal with inefficiencies in the infrastructure with a larger scale project over 60 lots.

Another issue is neighborhood opposition. We know ahead of time that building a new residential development in the community will increase traffic, noise and pollution, but ironically often these are used by neighborhoods as reasons for rejection. We can't have it both ways. If the City wants to encourage infill, we have to deal with these problems before a developer spends thousands of dollars in the approval process, only to be turned down for reasons that we knew would be there when we started.

The last issue is also obvious, the "last in theory" meaning that the last person to build in a subdivision fixes everything that wasn't built before them. Projects like Quail can't support fixing deficiencies in utilities, drainage, and streets. We need to have a better way to handle those when we bring our projects in for approval.

Infill is a definite possibility, but we need



Active uses for second-level connection, by Karin Pitman, Unser Design Team

financial incentives for a developer to take the risk. Incentives can include the city's participation in some of the deficiencies, waiving some of the fees that a developer and homebuilder is responsible for, and zoning. When there is a zone change, you can add several months to the process. Special Use zoning means that we have to go through more expense and more consultants. We need to look at whether or not we ought to revise the zoning code to accommodate infill. Issues such as setbacks, street widths, etc. can make an infill project more affordable and give us flexibility to make the project more livable. Processing time is also a very important issue. If it takes half as much time to build a single family subdivision, most developers will build those.

How do we get there? We need support from elected officials and city staff. We need to educate neighborhood groups on why this is good for the community as a whole and their neighborhoods. We need to eliminate or consolidate overlapping policies and plans so infill can happen. I support it, but it should not take the place of development on the fringe so that we can provide housing for the greater population.

MAYOR BACA: Our next presentation is by

David H. Facker. He will present three infill and mixed use projects in Tempe, Arizona.

DAVID FACKLER, Deputy Development Services Director, City of Tempe, Arizona.

Tempe is the home of Arizona State University, one of our great opportunities and also one of our greatest challenges. The City of Tempe has a population of 160,000 located right in the middle of 26 other communities. We are the geographic and demographic center of the Phoenix metropolitan area, which is the 5th largest by size in the nation, over 2,000 square miles of sprawl. The fact that we are surrounded by other communities forces us to focus on what we have rather than what we might be able to annex. We have to make sure that we don't allow any portion of our community to decay, so we are and have been for years, very focused on reinvestment. We are extremely aggressive in our economic approach.

We have two choices. Either we can continue to reinvest and continue to grow and renew ourselves, or we can become an inner city slum. We are a major employment hub, with over 25% of the electronic manufacturing for the state, and the focus of Arizona State University. This creates some real opportunities. We have markets that a typical city of

We have two choices. Either we can continue to reinvest and continue to grow and renew ourselves, or we can become an inner city slum.

160,000 people would never think of having. We also have the burden of everyone wanting to pass through our community to get to some other community where they work. Therefore, all our arterial streets are 6 and 8 lanes with traffic speeds of 45-55 mph. That creates challenges for our neighborhoods.

We are very neighborhood oriented, and all of our planning is done at a neighborhood level now. We are 94% built out with 65% vacant land, so everything we do is infill. We're no longer growing and developing on vacant fields, we're building near someone's back yard, someone else's universe. Interestingly, that creates a different type of developer for us. We have the developers who would just as soon go out into the desert, plop down single family homes, sell them off because we are growing so rapidly and move on the next cotton field, versus working on infill which is extremely messy.

With infill, you are working in somebody else's universe. It's built up and it may not be built up to the point where it can accommodate your development, so there's a lot of shoehorning and working with neighborhoods in order to accomplish the development.

Interestingly, we're starting to spawn a lot of non-profit community development corporations as developers; neighborhood groups who have gone through an extensive planning process with us and then gone on to form their own non-profit development corporation to develop within their neighborhood the uses and scale which are appropriate.

Our processes are extensive and hopefully most of that process is up front. As you heard the last speaker indicate, when you're working with development, you'd just as soon deal with as many known factors as possible. If you come into a neighborhood that knows what it wants, what it's looking for, then you can determine as a developer whether or not you fit that mix. If you don't, then you just move on to one that you do fit, start the dialogue,

and begin that development.

The City of Tempe is a renewal community. I hesitate to use redevelopment because to a lot of people that's a negative. Reinvestment and renewal is where we're at. We are cutting our community into 9 planning areas called super neighborhoods, in which a group of typically 10-14 neighborhoods work together to create a planning area advisory board which puts together a specific area plan, working with city planning staff. That plan indicates what the infill opportunities are, be they as simple as back house opportunities on existing lots, vacant lots, or older buildings that need to come down and be infilled with new development.

Rather than just use the planning area advisory board as a planning tool, we also use them as an initial review tool. We are a design review board community. We control all aspects of design, architecture, landscape, and signage. We like to get before the design review board with a project that has a planning area advisory board recommendation for approval so it slides right through on to the City Council for final approvals.

The planning area advisory board is the same people who put together the plan. They know what is wanted and needed in their communities and they can act themselves as developers through a non-profit corporation or bring in developers who are sympathetic to their needs and work directly with those people, typically through an RFP process. We're big on packaging land ourselves rather than waiting for developers to figure out their next opportunity. We go out and put the land packages together and then seek the development community to come in and build what we think is necessary.

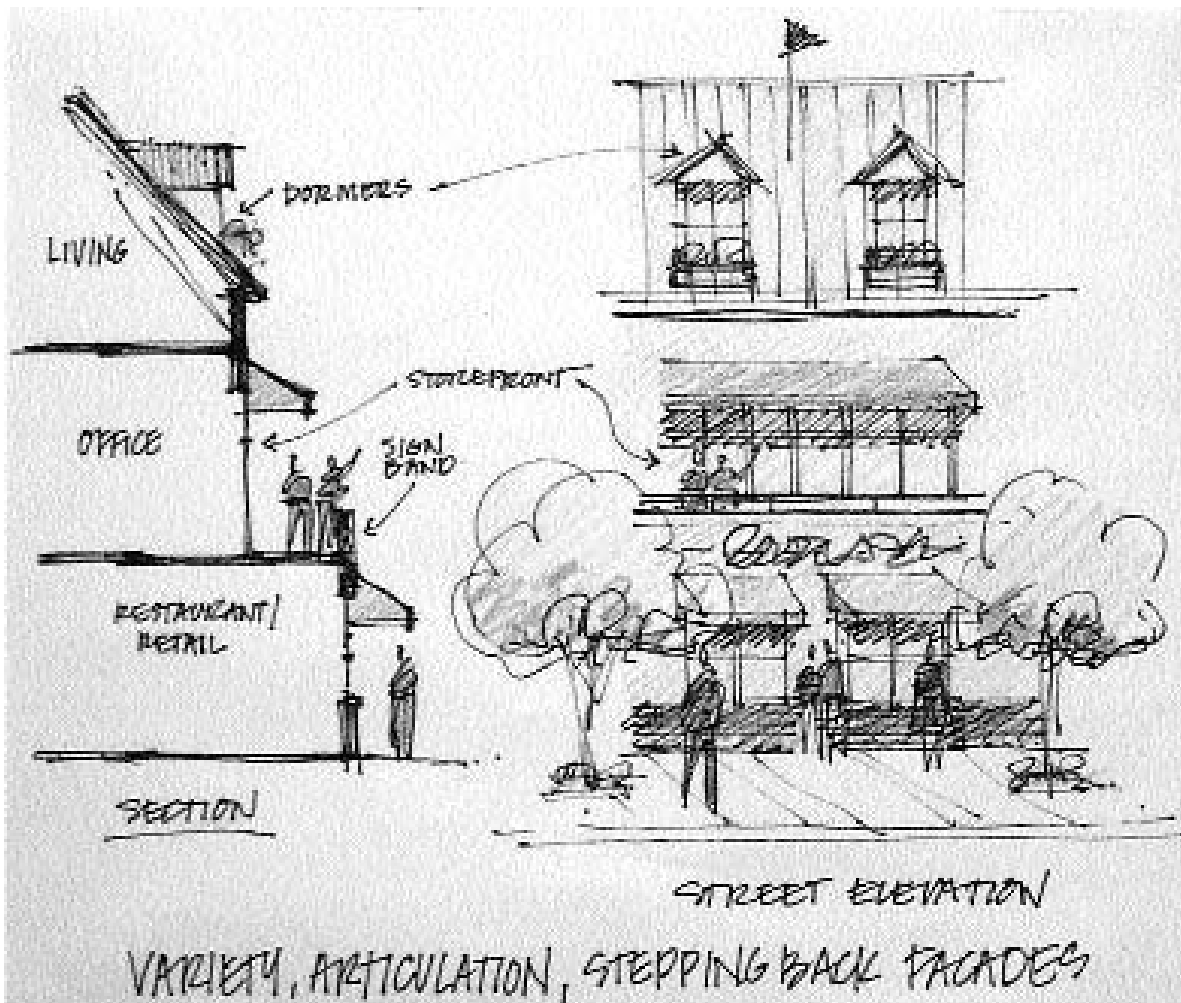
SLIDES OF THREE PROJECTS. The scale of two projects might be somewhat alarming to you because you're more suburban than we are. But we are in the middle of the demographic and geographic center. This is our downtown Tempe. When we first began 20

years ago, downtown Tempe was a half block wide strip commercial area along state highway 60. There was no downtown as such, so we aren't redeveloping downtown so much as creating one. However, this strip commercial area which has a historic core about 3 blocks long with 13 national registered historic buildings on it really was the heart of the city directly adjacent to Arizona State University.

On the map you see the Salt River which is typically dry as it runs through the metropolitan area. Last weekend we dedicated a two-mile long artificial lake which the city of Tempe has been trying to develop over the last 20 or 30 years called Rio Salado. It will have 850 acres of park land, from riparian habitats to green park and playfields, and around that about 6 million square feet of mixed use development. At the bottom of the slide is Arizona

State University, currently 48,000 students, 15,000 faculty and support staff. Unfortunately for the city of Tempe from an impact standpoint, ASU just took the cap off its enrollment and has decided to move to 60,000 because of the tremendous demand for education in the Phoenix metropolitan area. Downtown is roughly the size of a good regional shopping center, about 160 acres in size, 8 blocks long, 4-5 blocks wide. Our community is 40 square miles, and very intensely developed.

The first project is a mixed-use subdivision we developed about 15 years ago around a central plaza or amphitheater. It's a combination of residential, office, retail, nightclub buildings, a 24 hour place with the uses integrated horizontally not vertically. You don't have multiple uses in buildings, you have a conglomeration of single use buildings.



By Karin Pitman, Unser Design Team

“The key to mixed use is residential. I encourage you to move forward and build these types of urban centers where people can live, work and recreate all in the same area.”

In another case, a used car lot was replaced with retail development along Mill Avenue, which is our central corridor. Mill Avenue is 4-lanes wide with a landscaped median, formerly six lanes wide. They took out the outer lane and widened the sidewalks, varying in width from 16 to 24 feet, and allowed for outdoor cafes to encroach into the right of way. The development is mixed use, including small restaurants, coffee shops and sidewalk cafes.

Another development features a central amphitheater with an office building giving a backdrop for a performance stage that is used for community events. The site is 6 acres, with 118 condominiums, 80,000 sq. feet of office space, and 40,000 of retail and nightclub space. On-site shared parking works well with 50% of the standard ordinance amount that would be needed if you were to build these uses independently in the suburbs. Nighttime and daytime parking uses are almost a 50-50 mix. The condominiums are built on a podium over surface parking. This is a concept used in many places, similar to Larimer Square in Denver.

The condos have their own environment, with landscaping and pool on the podium. There is very little crime, and access to the living area is controlled .

The area's many historic buildings set the character for downtown Tempe and are very important to us. As developers work on the mixed use projects, the city identifies the historic resources they want the developers to rehabilitate. If there is little of the building's character left, a developer interprets the original character to work well with the surrounding architecture.

With the resurgence of downtown, the growth of Arizona State University, and the sprawl of multiple communities around Phoenix, there has been a renewed desire to live close in. Most of the housing market is high-end, and it is a struggle to have affordable housing in the close in neighborhoods. As soon as a project is announced, houses typically are sold out, even without announced sales prices. Our housing market close-in, live-in , and walk-in is very active.

Another development is in the Maple Ash



Hayden Square Festival. Courtesy, David Fackler.

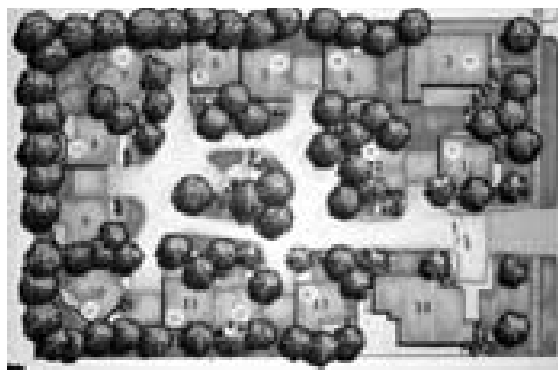
historic neighborhood directly adjacent to downtown. It is built on three lots on an acre and a half, with a density of 9 dwelling units per acre. Two historic houses were on site. The developer used the middle lot where a house had burned down as a central interior parking court and built freestanding condominiums around it. The land is maintained by a homeowners' association. The houses range in size from 1600 to 3000 square feet, and are built on three levels. Two historic houses were remodeled, and the new units have the character of the historic bungalow style neighborhood. Prices are \$250,000 to \$300,000. They are two blocks from downtown and three blocks from the ASU campus. They include outdoor patios typically with hardscape in these areas. They have one car garages with a second space tandem behind it. Typically, these houses are sold to one-car families, a trend in Tempe which has a good public transportation system.

In the downtown, parking lots around city hall are being turned into an urban park.



Brickyards mixed use. Courtesy, David Fackler

Part of that is a mixed use project directly to the south, called the Brickyard. The Brickyard includes three vertically integrated mixed use buildings. The ground floor is retail, the second floor is restaurants served by an escalator, and the third is Class A office space. We just went to construction, and the office space is 100% leased, retail is 50% leased, and the 88 condominiums are 60% pre-sold.



Maple Ash Neighborhood Site Plan. Courtesy, David Fackler

An older downtown bank has typical parking lots on both sides, which are considered to be holes in the retail fabric. They'd rather have shops and restaurants coming to the sidewalk than parking lots.

We are emerging as the internet software hub for the valley. Internet connections are being installed in the Brickyard in a wireless mode. Two levels of 802 parking spaces underground supply the parking for the development and also partly for city hall directly adjacent. Another building on site is primarily residential with mixed use ground floor restaurants that front out onto the park. The second floor is mostly city office space. The five levels above that are condo. Typical condo sales prices are about \$200 a square foot, ranging in size from 800 to 2900 sq. feet. Penthouses units on top currently sell for about \$750,000.

Albuquerque has a different market but key points to remember are:

- Find out what is best for your community on a mixed use basis.
- Try to make your key activity areas a 24-hour clock, and that means residential. You can't have mixed use without residential.
- Bring the people back to your core areas and give them pride of ownership, either in an urban village area like the downtown, or neighborhood centers that you want to make more pedestrian-oriented.

A great street should be a civilized place, pedestrian dominant, and more narrow than most streets.

- The key to mixed use is residential. I encourage you to move forward and build these types of urban centers where people can live, work and recreate all in the same area.

MAYOR BACA: Our next presenter, Sinclair Black, is an urban designer, planner, architect, educator, and author. His master plan for four city blocks included a 320,000 square foot municipal office complex.

SINCLAIR BLACK, FAIA, Principal, Sinclair Black & Andrew Vernooy, Architecture and Urban Design, Austin, Texas

Austin has intrinsic value with its hills, lakes and the water, a fortunate history, and the university as an economic and entertainment engine in the state. The decisions made could be a lot better. What we don't have is what you are talking about today – a shared vision. Don't take that just as the name of an organization, but as a seriously important concept. I'm here to talk about infill and streets.

The first project called Central Park is on a 150 tract of land north of the university and the downtown, that was owned by the state and was in the process of being abandoned. Forty acres of the tract were carved out for a 860,000 square foot mixed use development program under the state's asset management program. The master plan is conceptually a campus based on a central park, edge parks or buffer parks with a boulevard to tie it all together. A horizontal developer was hired that leased the land to vertical developers for a certain percentage of the leases. For the first time, under a planned unit development framework, we used a set of design guidelines covering street edge, building height, and view protection, and parking - a complex set.

The State redeveloped a strip center with parking in the front. We were able to save trees and make the buildings more interesting than a typical strip center. A 60,000 sq. ft. Central Market was created with a supermarket (part

of a family-owned Texas chain), a cafe and food court opening out to decks under a grove of trees. The Central Market has become a serious, important family-oriented community gathering place used on weekends and is quite wonderful. This infill development was in mid-town, not downtown.



Central Market, Austin, courtesy Sinclair Black

In downtown, an infill project used two early 20th century warehouses off Congress Avenue that is the organizing axis of the city. What emerged in this district in the last ten years in Austin is a tremendous demand for entertainment due to: the presence of surface parking lots where buildings were torn down to avoid taxes; the revitalization of the city's economy; and the generally young, active population. Entertainment has led in the redevelopment of this part of Austin. It was the "first in" and led to a new set of possibilities.

A courtyard between the two buildings became a music venue in the 1990's, along with the former basement. The venue, called Cedar Street, is now the music capital of Austin, which is known as the music capital of the world. The buildings also house new, successful, restaurants. They occupy the "brick box." Don't overlook the power of existing buildings. People react well to the unpretentious basic materials of a wood floor and brick walls.

A major downtown mixed use urban housing initiative was developed on city owned land next to Town Lake and some private land. At \$56 million, it consists of 404 housing units on two blocks, 750 parking

underground parking spaces, and 70,000 sq ft of retail at the street edge. It was part of a larger plan for a major civic center including city hall and museum that did not materialize. Six floors of housing are above the ground floor of retail and underground parking. The street edges will be heavily landscaped, promoted by the Downtown Alliance under a program called Great Streets.

Streets

We can't create a great city without great streets and significant residential development along with mixed use throughout the fabric of the city. A great street should be a civilized place, pedestrian dominant, and more narrow than most streets. Send your traffic engineers to Portland to learn about "Skinny Streets", a city program that works with neighborhoods to re-design streets. Other great streets are in Seattle, Charleston - a great walking place, and Philadelphia. Congress Avenue in Austin has been improved with landscaping. It is the spine of the downtown, city and the region, and the starting point of the Great Streets program.

Great streets lead to great places (e.g. Pioneer Square in Seattle). Great streets also lead out of downtown, reaching out to the neighborhoods. Austin is blessed with close-in, stable neighborhoods. Some of the streets have remnants of early 20th century, street-oriented retail that moved out of downtown. A portion of Congress Avenue is now occupied by funky, trendy and elegant shops and restaurants, though only on one side of the street. The street is much too wide but there are plans to narrow it. Again, the entertainment is leading that development.

Some areas are not successful; when you talk about mixed use you have to get the uses right: compatibility is everything.

Arterials can have an "arterial sclerosis" phase; meaning that in order to get lifeblood into the artery, you need to get the plaque out. These arterial streets are our biggest challenge and our biggest opportunity right now. The close-in neighborhoods are fine, the downtown is redeveloping nicely, the University of Texas has stopped encroaching on its neighbors, and Austin is a fairly compact city.

These arterials, however, divide and separate. We are trying to get them to connect and become the linear heart of Austin. We see this as a significant opportunity: we want to see street related retail, housing and office above, parking behind, wider sidewalks, narrower lanes, eliminate the "chicken lane" - the middle lane down the center.

Images of good development that are leading the way: Dallas, Houston and Atlanta. Some are intense, very urban, and very well done. Portland has adaptive reuse and renovation. In San Francisco, housing has been built where the Embarcadero highway was taken down after the earthquake; there is now an extremely vital neighborhood on the edge of the water, served by light rail. Arterials that

we talked about in Austin, and that are in Albuquerque too, should be considered as light rail corridors. People can catch the light rail and go to the buildings downtown.

In Austin, one of our Great Streets projects will have a wider sidewalk, narrow lanes, parking, trees for shade, light fixtures, and brick pavement. This is similar to Mill Avenue in Tempe, which is a beautiful street. This is an example of the type of project which we should be most interested in and should be on every corner: low to midrise housing, mixed use, a defunct restaurant taken over by the lyric opera, built on a major arterial which will be renovated with a median and civilized with reduced lane widths.

These arterial streets are our biggest challenge and our biggest opportunity right now

Questions & Answers

What are the top one or two things that will be necessary for Albuquerque to realize some of these infill and redevelopment opportunities?

SINCLAIR BLACK: I haven't tried to work in Albuquerque, but in Austin we have two concepts that might be transferable and useful. First, if you want to make the city work, you need great streets. So you ask a traffic engineer what to do, and then you do the exact opposite. Second, we are talking about declaring a "bureaucracy free" zone, in hopes of unlocking creativity and potential.

DEBBIE O'MALLEY: The community process is really important to us, maybe because our staff is all women who have families. It is important to maintain and create diversity and affordable housing. In Portland there is a lack of affordable housing, and the city has decided to create a land trust on a site along the river for permanently affordable housing. When you start to restrict growth, the prices on the interior become less affordable to working families. Also, it is very difficult to do infill; private developers wouldn't touch our project, because time is very important to them. So communities have to get involved with planning and development of their neighborhoods.

STAN STRICKMAN: I told you initially that one of our projects was dropped due to the lack of flexibility on infill development issues regarding street widths and access. Also, I am not surprised at the cost of the units that are being built in the downtown areas; Albuquerque can't afford these units yet. We are trying to build affordable housing on our vacant land here. But the examples were of mixed use development. Who is going to shop and play in these mixed use developments--retail stores and recreation facilities--if the

homeowner is spending their last dollar on the mortgage? We have to figure out how to mix our residential products with other uses, so that we can have high end, dense, upscale developments in the same area as the affordable product.

DAVE FACKLER: "Mixed use" means mixed incomes as well as uses. Tempe is trying to ensure affordable housing by ensuring that existing units are rehabilitated and don't deteriorate and that those people do not get displaced. There needs to be a balance with gentrification. We spend three million dollars a year on grants and low-interest loans to stabilize low and moderate income neighborhoods. Tempe is one of the more affluent communities in the valley because of our high education level, and at the same time we have 16 % low and moderate income households. Helping to prevent their displacement is the best strategy.

Also, there is resistance from traffic engineers on narrowing arterials. You do have to get people to places, but the key is that there have to be places to go to. Wide, fast moving arterial streets spawn strip commercial centers at best; they don't spawn places.

Lastly, don't let the consultants design your community. We went through a number of plans produced by consultants who had the plan written before they went to town, that duly went on the shelf. It's you that do the planning for your community. If a plan is not community based--done by a project committee, a planning area task force, a business improvement district, or similar group, --if it's not done by these people and it is not supported and developed with the planning staff, and if someone doesn't have ownership that makes sure it is carried out, it will not get done.

These things don't get done reactively, they get done proactively. If you don't, development will go someplace else to the next available market and the area will deteriorate and not get reinvested in.

Panel 2- Picture This

JIM STROZIER, Moderator

RON BROWN, land developer -

Sycamore plaza, 7 Bar Ranch, Vista del Norte

RICHARD DINEEN, Development Services

Division, City Planning

DIANA DORN JONES, Executive Director,

United South Broadway Corporation

SANDY HENDERSON, Realtor,

Environmental Planning Commission

JOHN HOOKER, President AIA

Albuquerque Chapter

BRIAN BURNETT

We need to do a better job of creating ways of understanding our vocabulary by putting pictures to things and defining what is meaningful to each one of us.

TONY ANELLA, principal of Anthony Anella Architects, a design firm specializing in infill development and conservation land planning.

You are about to see photographs taken by members of our community of places they like in Albuquerque. This is a pilot project. Its purpose is to demonstrate a process for using photographs to sample public opinion about how Albuquerque is being developed. We dis-

tributed disposable box cameras to a select number of students in the public schools and a select range of neighborhood associations scattered across the city. The photographs are the result of a treasure hunt with a camera. They depict places that people are attracted to, places where people like to spend time, and places of which people are proud.

BARBARA GROTHUS, an artist and arts activist, believes that if we're going to promote infill development, it needs to be well designed.

Typically the people doing the visualizing are the professional planners, architects and developers who are doing the designing. One of the goals of this project is to reverse the typical flow of information. Rather than architects, planners and developers presenting their visions to the public as done deals, the goal of this project is to demonstrate how the people's vision of what they like can be used to inform the efforts of professionals. Can a photographic sample of public opinion be of benefit to a developer as information to help shape the proposed development and avoid costly delays due to neighborhood opposition? Might engaging the public in the design process get them to buy into it as well as foster their sense of community spirit?



Viewing Picture This

Shared Vision hired Sarah Otto-Dinez, the Executive Director of Art in the Schools, to provide the visual literacy skills necessary for participants to prepare them to more critically evaluate how architecture, design and city planning contribute to quality of life. These skills included knowledge of design principles such as color, movement, shape, line, and rhythm.

The photographers were given the following project statement:

The act of taking a picture requires that we pay attention to what we see. It focuses our attention on what we choose to compose in the picture frame. The goal of this project is to focus the attention of

our community on the design elements that affect the quality of the built environment. How can a building be designed to contribute to the civic life of a community? What are the urban design possibilities for development that can contribute to making our city more livable?

The photographs will not only reflect the values of the community but also communicate those values to the bankers, developers, architects, planners, and politicians who are shaping how Albuquerque is being developed.

The genius of democracy is that it gives voice to people whose wisdom might not otherwise be heard.

Discussion Questions:

What did you see that is surprising? If so, why? What did you see that confirms your view?

DIANA DORN JONES

This is a wonderful thing that Shared Vision is doing - an opportunity to convene the public around some really important issues. What I saw didn't surprise me. I was born and raised in Albuquerque and lived and operated in some of Albuquerque's oldest neighborhoods, federally designated as Albuquerque's pockets of poverty. What the photos confirmed is that what people like is as diverse as the people of Albuquerque - good because it allows for many things to happen in this community. We have a very rich, diverse community and that is reflected in the architecture, the things that people see on the street and the things they're attracted to.

RICHARD DINEEN

This is a really important effort and can result in a dialogue on infill and other issues. What surprised me is that one of the cultural treasures was a sign. That tells me that visual delight and architectural variety doesn't neces-

sarily have to be old; it can be created. A lot of these items evolve out of our understanding of where we are and the values that come about from living in an area.

SANDY HENDERSON

I was drawn to the photo of the bell tower building. The visionary ability of young people amazes me. Most people would see this as an eyesore. They are able to see the beauty in history. I can see this building architecturally integrated into a larger mixed use development, with newer construction including small buildings around it. Some of our best infill opportunities involve assimilation and integration of buildings.

JOHN HOOKER

I was surprised at Wal-mart showing up as place to shop and surprised at how few images of window shopping were available. The question asked for a street. How you asked the question became very important as people don't see malls as a street.

Do you have any insights as to how this process and the images that we've just seen might be used to further the goals of this

"What the photos confirmed is that what people like is as diverse as the people of Albuquerque..."

town hall regarding infill and redevelopment?

RON BROWN

I was drawn to the comments and the presentation that David Fackler made about the Tempe experience. I spent years trying to put together Old Albuquerque High and my partnership lost a lot of money. This illustrates the risk of a developer trying to do something where there is not approval by government or consensus within the community as to what should be done.

If you ask people what they wanted to see on a vacant lot, parks came up very heavily. We can't get to where we want to go in terms of a more urban environment on these corridors that we would like to urbanize.

I like the Tempe model and it will be very important for us to look seriously at that. The City assembles a parcel of land, defines what it wants in terms of intensity of use, how it would relate to the nearby properties, and then finds somebody who would come in and purchase the property and develop that property on a competitive basis. A consensus is formed first without the proposed developer being in the middle of the process of deciding what the community wants. This is the most serious detraction in significant amounts of infill. The city doesn't necessarily have to purchase the property as David indicated in his presentation. If a development entity or the city says we want this area to be developed and we are willing to use eminent domain as assemblage to make that work, then there is certainty and energies can be focused on how good the project can be, not on a complex approval process with an at-risk private development party being the one that has the need to go fast, and a community that wants to go more slow and more thoroughly.

As neighbors,
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these opportunities
to be more flexible
in embracing
change that will
be needed if we're
going to succeed.

SANDY HENDERSON

We need to use tools such as this to help people understand that flexibility and variety are good. As neighbors, we need to take these opportunities to be more flexible in embracing change that will be needed if we're going to succeed. As public officials and planners, we can design places for people, but often fail to realize that real people have to live in these places, and real money has to pay for them. We design lengthy, costly processes and regulations

that are so inflexible that it makes this kind of redevelopment process almost impossible. As a public entity, we need to relinquish some power to the private sector, and agencies and departments need to learn to work together and be more flexible. As developers and brokers, we are too focused on the bottom line and end result, and we are not focused enough on dealing with and facilitating with the people that are going to live with these projects. We need to work harder to foster

good relationships with the neighborhoods. Good relationships and middle ground can be profitable.

DIANA DORN JONES

As we approach infill in our community, we must move away from conflict and move toward collaboration. NIMBY is a reality and it takes a lot of money for developers to go through a process when the groundwork has not been laid properly. We in South Broadway had the good fortune to work on a research project with the City of Albuquerque and University of New Mexico School of Architecture and Planning, Design Planning and Assistance Center. It was a research project to look at infill in three older neighborhoods with 600 scattered vacant lots. A process is needed so that we can begin to have this level

"If we can learn to use these tools and keep in mind our common goals, maybe we can cut down contentiousness in the review process."

of communication that Sandy talks about and move toward collaboration. We tried to take the guesswork out of these lots to attract developers into these areas so they know what kind of lots they were dealing with and could see the potential for affordable housing.

The neighborhood took a proactive approach. The role of the community development corporation is to broker relationships with government and neighborhoods. We began to do design workshops and charettes to figure what kinds of housing people wanted, in terms of scale, security, visibility, economics, and environment. It was a four month process, but either you spend the time at the front end or at the back end. What came out of it was a series of design guidelines so now there's no mystery, in terms of what neighborhoods would like to see. They didn't want to see garages on the front; they wanted neighborhoods that are friendly, going back to how the neighborhood was built; they wanted front porches. Developers and architects felt the guidelines were helpful, and would take a lot of work out of the process by bridging the neighborhoods with the development community. We must move from conflict to collaboration so we can get the kind of housing and infill that is sensitive so everyone has a win-win.

JOHN HOOKER

The challenge is to take what we know about Albuquerque and create a vision of what it could be, using a process similar to what an architect uses with a client. This is a valuable public process for inventorying what we have today. It can inform public policy, creating design guidelines for new infill. Images like this are an important channel of communication. Similar to someone buying a house, it's valuable to look through catalogues and collect images that create a palette for the architect. Then the architect has to manage expectations.

Examples of other places provide alternate futures for Albuquerque and more choices

than what we know today. These examples open the dialogue about alternatives. This town hall is the beginning of a relationship between the city and the neighborhoods and potential developers. We can lay the groundwork and give people flexibility in terms of images - then we'll have an easier time in making projects actually work and be happier with the outcomes. Photographs are one tool for the city and neighborhood associations to use early on to clarify their thinking; then the developer can come in and start talking to them about what he or she can offer, based on the neighborhoods' vocabulary.

RICHARD DINEEN

The photos show an innate understanding of those urban design elements that we practicing professionals know -color, movement, scale. A picture is powerful and can be turned into a tool. If we can learn to use these tools and keep in mind our common goals, maybe we can cut down contentiousness in the review process.

Another thing that struck me was the poverty of our urban environment in Albuquerque - we've missed the boat if all we can see as a community center is a school. Also we've not taken advantage of schools because we don't use them in a planning sense to build other activities around.

One common goal is that people agree that this is a beautiful place to live and how we relate to the outdoors and open spaces is important. If we really want to create infill and urban density, it has to be our own, not San Francisco or Miami, it's what Albuquerque is and should be.

How could this concept of arming the community with cameras help you in your work helping us to implement this shared vision?

RICHARD DINEEN

With infill, the context is already there to

shape the design. They're not constraints but rather ways to create. We need to develop consensus using photos as contextual tools. The powerful nature of the picture helps to use the context as design elements.

DIANA DORN JONES

Photographs give an idea of what would be acceptable to the neighborhoods and help in negotiating trade-offs. Cameras are useful for children to give them a broader worldview and help in building their leadership abilities. Photographs can build a context for better understanding. Children have a different vantage point and see things in a more pure way and this level of use should be cultivated. Keep putting the visual piece out there as to how infill should be done.

RON BROWN

The slides showed that the intensity of land use in Albuquerque is very low. The proposed intensity of infill on corridors use would be much higher than shown here. If there's a vacant piece of property and the owner has an expectation of getting \$3.50 / sq. ft. in price, and a developer needs land to be \$2.50 / sq. ft. for a particular density, and the neighborhood had a use idea for that land that would render the land worth \$1 .50 / sq. ft. there is a problem. Redevelopment would only happen if the community vision is at a higher intensity, or a governmental entity comes in and writes down the cost of land. The collaborative visioning process has to recognize that either government has to subsidize the land, or the intensity of use needs to increase for a project to be economically feasible.

SANDY HENDERSON

My work as a commissioner and real estate broker benefits when all the parties are enlightened. This is a great educational tool that can help inform developers, neighborhoods, and the public sector to understand the needs of the citizens.

JOHN HOOKER

Outline a possible process. Do a graphic and visual inventory - good, bad and ugly. The community identifies what it needs new; and that becomes a negotiating starting point. Then the neighborhood identifies what it will give in exchange for what they want, e.g. a park or library. The photos are ways of understanding the limits of what we have today in order to start negotiating about what we want to build next.

Conclusion:

This year, the Mayor's State of the City address recognized the high level of volunteerism in our community. With the volunteer involvement of over twenty local architectural and design firms and countless citizens, this town hall created ideas for development opportunities on seven specific sites that can begin to realize these visionary concepts.

RIC RICHARDSON

Our charge was to help visualize the future. Thanks to the teams, architects, and neighborhood residents who participated. A large percentage of community and neighborhood representatives live within a mile of Central. These ideas will be the seeds that we challenge, debate and move forward with in the future.

BRIAN BURNETT

These have been extraordinary efforts and contributions by everyone. The ideas are catalysts for how we might develop at major intersections. We need to find ways to engage the public as we move forward. Through this process, Central may be reinforced as a high capacity corridor and can be the catalyst for some great things. Let's make this into a partnership to move forward and meet the challenges and opportunities presented today. We will need to work on incentives, process and keep talking. The next step is coming up with a strategy to get this done.

IV. MOVING FORWARD

This town hall generated enthusiasm and identified three areas of opportunity for making substantial progress in realizing the community's vision.

- **Centers and Corridors.** Broaden the community's understanding of the centers and corridors policy as a means of organizing development and facilitate public involvement as to location and types of development.
- **Central Avenue as a Great Street.** Revitalize Central Avenue as a Great Street and the heart of Albuquerque with emphasis on transit connections, infill, mixed use, and walkability as well as cars, and promote its historical identity as Route 66 and its role as a gateway to the city, connecting to downtown, cultural attractions and other major destinations.
- **Constructive neighborhood involvement.** Employ visual tools to foster communication between developers and neighborhoods and encourage development initiatives that benefit the quality of life in each community.

There is an opportunity to focus and coordinate the many community resources currently involved in each one of these areas to maximize their effectiveness.

COORDINATION

Since the town hall, Shared Vision has coordinated with interested groups to present

material from the town hall and begin to explore means of collaboration and partnerships that might be formed in following through on the town hall. These agencies, individuals and organizations include:

Business leaders and elected officials
Nob Hill/Highland Renaissance Corporation
1000 Friends of New Mexico
Route 66 Association
University of New Mexico
City of Albuquerque Planning Department
City of Albuquerque Department of Family and Community Services

Shared Vision has expanded its Visualization Committee to include the architectural team leaders who conducted the Central Avenue design workshops and is inviting community leaders involved in the various sites to participate on a Coordinated Action Team.

PROMOTION

The Public Involvement Plan for Centers and Corridors would provide resources for publicity and broader public education through various types of media. The national Route 66 celebration planned for July of 2001 will bring visitors from all over the country to a major event highlighting Central Avenue and presents a major opportunity to build on the momentum for revitalization.



by Dennis Holloway, AIA, East Gateway Team Leader.

A C K N O W L E D G E M E N T S :

Signe Rich, *Executive Director, Shared Vision*

Joanne McEntire, *Planner/Coordinator*

*Thanks to the following people for serving on
a steering committee to organize the forum:*

Brian Burnett

Anthony Anella

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Sandy Fish

Barbara Grothus

Chuck Lanier

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Ric Richardson

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Thanks to Ric Richardson, Associate Dean, UNM School of Architecture and Planning,
who led and organized the charette process. See III. Central Avenue sites.

For more information on this report, or to obtain a copy of the video,
please contact Shared Vision at 764-0222.