

Pedestrians, Streetcars and Courtyard Housing Past and Future Albuquerque



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Cover: Central Avenue looking east from Fourth Street, about 1910, (Albuquerque Public Library, Special Collections, #F-2); Southern Gas Company Building and Silver Lofts, Infill Solutions, Eighth and Silver, 2007.

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INTRODUCTION, Chris Wilson

Anyone who happens to return to Albuquerque today, at the start of 2008, after being away for five years--or two, or, even, one--and takes a drive on Central Avenue east from Old Town through Downtown and Huning Highlands, up past Nob Hill would be surprised. After decades of decline, and a succession of ineffectual revitalization plans, new construction now abounds in these core neighborhoods. True, the amount of construction is still dwarfed by development in Albuquerque's sprawling suburbs. And yet, this renewed urbanism is pioneering important alternatives to suburbia--alternatives that will contribute to a more sustainable metropolitan region.



Tulane and Central, Nob Hill area, January, 2008.

The suburbanization of the U.S. following the Second World War meant not only a flight from the historic core to the sprawling fringes, but also a jump in the scale of financing and construction from single buildings to planned subdivisions, and the ascendance of traffic engineering in shaping the built environment. By the late 1950s, downtowns across the country were being retrofitted with interstate highways, and surface parking lots cleared by Urban Renewal. Pedestrian-only realms such as the shopping mall and the college campus partially compensated for the abandonment of the old pedestrian main street. But in time, the negative effects of suburbanization became clear: the destruction of agricultural lands and the depletion of fossil fuel; the inefficiency of single use zoning that requires each property plan for peak parking, and the unavoidable daily car trips from home to school to work and shopping and back, causing traffic jams, air pollution, and social isolation.

The grass roots historic preservation movement of the 1950s and 60s initiated criticism of suburbanization, and the defense of the urban mixed-use pedestrian districts. Preservationists not only opposed Urban Renewal clearances, and Interstate construction through existing neighborhoods, and fought to protect individual buildings, they also brought attention to the importance of the rich social networks and urban subcultures embedded in pre-automobile neighborhood. In many cities, the adaptive reuse of warehouses and industrial buildings (left empty by post-WW II deindustrialization) into commercial and residential lofts, became a mainstay of urban revitalization and the rise of new urban lifestyles. But while Albuquerque

preservationists have had notable successes, especially in the neighborhoods surrounding downtown, the local stock of pedestrian-friendly, historic building is limited. After all, Albuquerque had barely 30,000 residents in 1940, and ninety-five percent of the city built since then is tailored to the automobile.

By the late 1970s, architects, primarily on the East Coast, began to study pre-automobile pedestrian districts, and to adapt these forms in new town designs--an approach christened Traditional Neighborhood Design. As the environmental and social consequences of sprawl became ever more apparent, other architects and planner on the West Coast also fostered the idea of mixed-use Pedestrian Pockets clustered around mass transit stops. Now known today as Transportation Oriented Developments, a 2004 Federal Transit Authority study found that more than 100 TODs had been built in recent years, and at least as many more were in development. By the early 1990s, these and other ideas coalesced into New Urbanism, which has broadened this decade into the Smart Growth movement. While they first gained recognition for their new towns such as Seaside and Celebration, Florida--developments criticized as artificial-- New Urbanists increasingly emphasized the revitalization of urban centers through historic preservation, historically-informed infill buildings, and improved mass transit. Indeed, Albuquerque's Alvarado District Revitalization Plan and old high school redevelopment are recognized as national models of renewed urbanism.

The outlines of these developments nationally are well known (Kelbaugh). What is not so well known is Albuquerque's own history of a historic streetcar system and pedestrian neighborhoods; of suburbanization; and now of ongoing reurbanization. Our fall 2007 class in Historic Community Research at the UNM School of Architecture and Planning focused on this little known history. In addition to learning a variety of methods for the survey and interpretation of historic environments, the class read about traditional downtowns, business blocks and apartment buildings, and about renewed urbanism and sustainability planning. To begin to understand Albuquerque better, students in two person teams conducted reconnaissance surveys of historic pedestrian nodes to get a sense of Albuquerque's range of mixed use and multi-family building types (using the terminology outlined in chapter 4). The team presentations on these neighborhoods and district began to give us an understanding of the how the city developed between 1880 and 1940, and of the dynamism in that core today.

As the semester wound down, I asked the class members to envision a final report that would allow us to transmit our emerging understanding to those in Albuquerque committed to developing better mass transit linking higher-density, mixed-use, pedestrian-friendly neighborhoods as an alternative to suburbia. Some students extended their neighborhood research. Others took on topics that would help fill out the picture. Our hope is that these essays will contribute to the movement to revitalize the historic core of Albuquerque

Tita Berger and Adam Sullins deserve credit for compiling this final study, and Susan Corban for producing the building types directory, in addition to her other chapter. My heartfelt thanks go to all of the participants in this seminar listed on the contents page for their hard work throughout the semester, and especially for producing these essays amid the end-of-semester demands of term papers, studio presentations and finals. Your enthusiasm, intellectual engagement and commitment have made this an enjoyable, and rewarding collaboration.

Source: Douglas Kelbaugh, *Repairing the American Metropolis: Common Place Revisited*, (Seattle: University of Washington Press, 2002)

1. THE HISTORY OF THE STREETCAR SYSTEM IN ALBUQUERQUE, NEW MEXICO

Hannah Wolberg

There is a battle going on today that was first waged decades ago. Every American citizen takes part in that battle without even noticing. That battle is between mass transit systems and the automobile. The invention of the “horse-less carriage” was the beginning of the end for many mass transit systems, especially those located in towns and small cities that could not cope with the competition. At first greeted with suspicion and viewed as a nuisance, the automobile quickly became a symbol of wealth, accessibility, independence, and progress. The street trolleys that faithfully carried patrons back and forth along busy thoroughfares were outclassed by a new symbol of technology, and became a relic of the late-nineteenth and early twentieth centuries.

But the streetcar had a bigger impact on American life than people today understand. It was an important agent in the creation of the country’s first suburbs, and Albuquerque, New Mexico was no exception. The Huning’s Highland addition, Albuquerque’s first suburb, was platted in the 1880s and was made accessible by the horse drawn trolley and later by the electric streetcar. The street railroad allowed residents to live farther from the primary business district downtown while still providing easy access to commerce. These “streetcar suburbs” were the trolley’s biggest impact on the City of Albuquerque and in many other cities across the country. For the first time, city dwellers could reside in primarily residential neighborhoods while still maintaining their businesses and commercial activity several miles away.

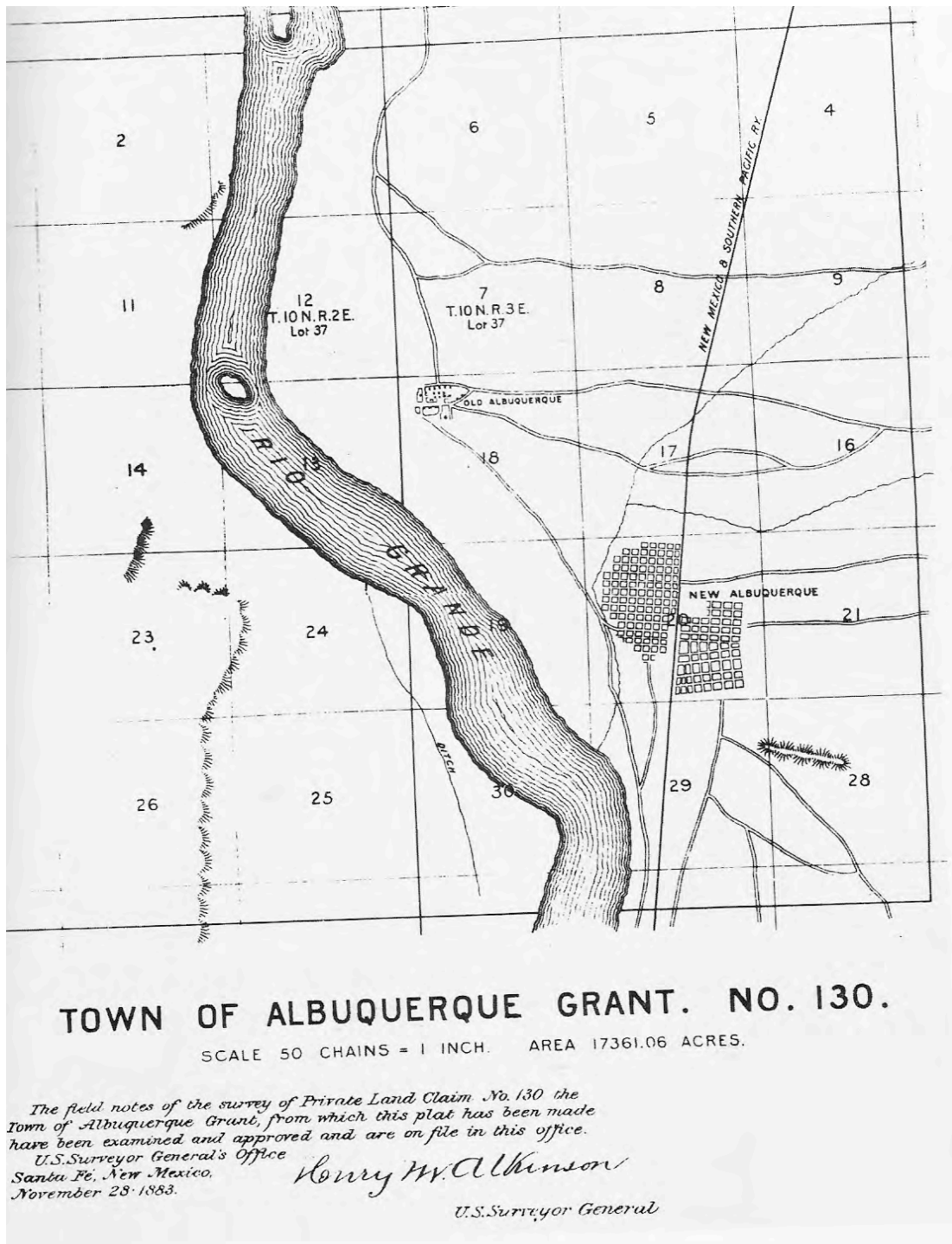
The streetcar impacted Albuquerque in other ways as well. Albuquerque was once split into two towns, the Old and New Towns, separated by almost two miles. Many residents assumed Old Town would fall into oblivion, being disconnected from the main center of commerce and the railroad. However, the street railroad connected the two towns with a narrow-gauge track that allowed residents to travel easily between the two. This was a key factor in keeping Old Town alive when it could easily have been abandoned completely for better prospects in New Town. The trolley was also an integral part of the culture of Albuquerque. It transported patrons to the fair, home, or to work. It connected the two different cultures of Old Town and New Town and gave amusement to those wanting a leisurely ride. It was an important part of Albuquerque’s economy, culture, and built environment and its effects can still be seen today in the suburbs surrounding downtown and Old Town.

Albuquerque was a small but bustling Spanish village prior to the mid-1800s. Primarily agricultural, it grew steadily in size with the increase in the trade of goods. Life was centered on the plaza where the church, trading posts and homes were located (Hertzog 4-5). This changed in 1879 when the A.T. & S.F. Railroad voiced interest in running a line of track by Albuquerque. After looking at other locations around Albuquerque, including Bernalillo, railroad officials decided to run the track about a mile and a half to the east of Old Albuquerque and the Rio Grande. This protected it from the river’s floodplain, kept their track running relatively straight north and south in the area, and also provided cheap land and an easy right of way for railroad investors and land speculators (Hertzog 18; Simmons 217-219). The coming of the railroad was welcomed by most who anticipated the rapid growth in commerce and population that would surely result from it as C.M Chase noted in his 1882 account *The Editor’s Run in New Mexico and Colorado*, “Last February in the locality of the depot there was nothing but two or three shanties and a few cloth tents. But a town was among the certainties of the future, and lots were

selling at \$100..." (139). Sure enough, a new town sprang up around the new depot and rail yards, "The growth has surprised everyone. Front Street, or Railroad Avenue, is sold for nearly three-quarters of a mile, and lots are selling as high as \$2,000" (Chase 139). The New Mexico Town Company was a subsidiary of A.T. & S.F. Its agents, Albuquerque citizens Franz Huning, William Hazelidine, and Elias Stover, endeavored to buy up as much land before the railroad arrived and to sell it later as property values increased. They assigned civil engineer, Colonel Walter Marmon to survey the tracts of land they had bought up. He marked and named linear streets that ran east-west and north-south. This new town site would become known as New Town, and later, New Albuquerque (Simmons 224; Oppenheimer 33). As New Town rapidly expanded, a streetcar system became a possibility.

The first street car in the United States was developed in 1825 in New York City. Abraham Brower created a twelve passenger carriage drawn by horses called the "omnibus." It only took a couple of years for this mass transit system to take hold in major cities along the East Coast. By 1846 the "prototype for American street transit" was regulated by city councils and aldermen who required operators to apply to purchase a franchise (Carson 5-7). The rudimentary transit system underwent another change when merchant and banker John Mason started the Harlem Railroad in New York City, which was "an omnibus drawn over rails, operating on a schedule and stopping at designated stations" (Carson 7). Although this was an important innovation in the street transit movement, operators struggled to maintain their transit businesses. The huge investment of capital relegated the streetcar to major cities until the 1850s when smaller communities began to risk the necessary capital (Carson 8).

Not until 1880 did Albuquerque finally get a street transit system. The Street Railway Company was incorporated in 1880 and "by the end of the first year, it had eight mule-drawn cars and three miles of track connecting the Old Town plaza with 'New Town' and the suburb of Barelás" (Simmons 228). The co-founder and president of the streetcar company was New Yorker Oliver E. Cromwell, who was an investor in Albuquerque real estate. He partnered up with Franz Huning and William Hazeldine to create the company. The tracks ran down the center of Railroad Avenue, now Central Avenue, from New Town to Old Town on a narrow-gauge track, connecting the two sites that had become alienated from each other. In the 1890s the mules were replaced by a horse with a bell hung around its neck that alerted patrons to its arrival. Although slow, cumbersome, and sometimes dangerous due to its inclination to coming off its tracks in high winds, the trolley transported workers every morning and evening to and from work for ten cents "...But for the rest of the time," recalled one early-day patron, "it was mostly a sporting proposition for the young and agile who would leap aboard the rear platform while the conductor driver was busy at the other end" (Simmons 228).



Town of Albuquerque, 1883 Survey Map. Marc Simmons. *Albuquerque: A Narrative History*. Albuquerque, NM: University of New Mexico Press, 1982: 243.

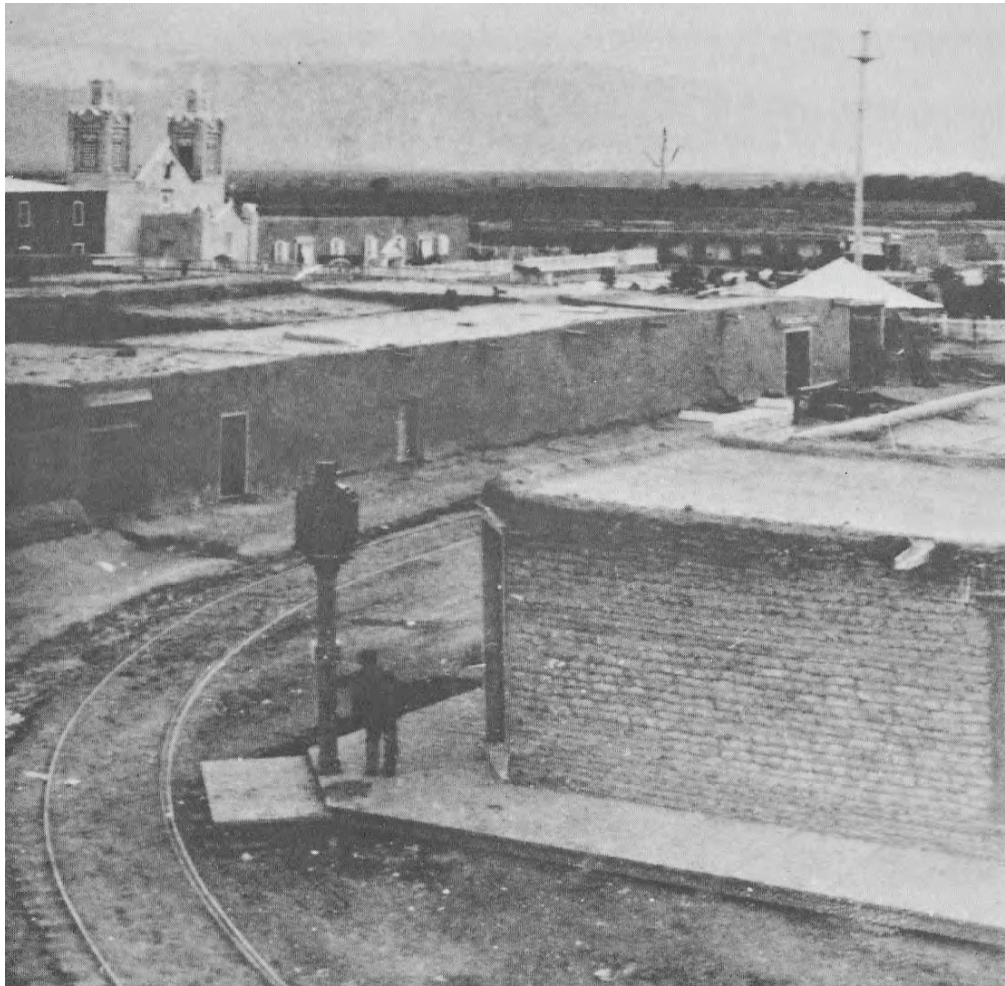


Mule drawn streetcar on Railroad Avenue, July 1881. (Museum of Albuquerque). Marc Simmons. *Albuquerque: A Narrative History*. Albuquerque, NM: University of New Mexico Press, 1982: 247.



A horsecar of the Albuquerque Street [Railroad] at about Railroad Avenue (now Central) and Seventeenth Street headed for Old Town. Byron A. Johnson. *Old Town, Albuquerque, New Mexico: A Guide to its History and Architectue*. Albuquerque, NM: Albuquerque Museum, 1980: 45.

The streetcar was a welcome sight to most residents. It not only represented the advance of technology and progress that many Albuquerque inhabitants believed kept them on par with eastern cities, but the streetcar also represented a newly formed connection between the Old and New Towns. Old Town was wasting away, emaciated by the drain in its population and capital which moved to New Town. Now the two were connected, offering residents of either site to travel back and forth to conduct business or to simply visit, “The Street Railway Company, despite all its inefficiency assumed an importance that went far beyond the primary function of providing transportation. Its car tracks served as a visible umbilical cord, lining the aging parent drowsing around its plaza to the bumptious infant taking on new life in the shadow of the railroad depot” (Simmons 229; Cline 10).



James Street (now South Plaza) looking northeast about 1883. The man in the left foreground is waiting at Main and James Streets (now Rio Grande and South Plaza) for a horse to New Albuquerque. Byron A. Johnson. *Old Town, Albuquerque, New Mexico: A Guide to its History and Architecture*. Albuquerque, NM: Albuquerque Museum, 1980: 46.



Albuquerque's first streetcar line running along Railroad Avenue. Presentation of "Albuquerque Modern Streetcar." Courtesy of the City of Albuquerque: 2007.

Cromwell, Huning and Hazeldine were heavily involved in Albuquerque's economy, which included real estate ventures, banking and the streetcar system. They were not shy about using their connections and assets to boost certain businesses. The Street Railway Company had a hand in building an "Orchestrian Hall" in Old Town which coincidentally was located at the end of the car line (Oppenheimer 36). The practice of locating entertainment areas at the end of streetcar lines in order to bolster patronage was not uncommon, "Indeed, as street railways promoted weekend and evening amusement and recreation in their understandable search for more paying passengers, they also changed leisure patterns..." (Carson 42). This manipulation of real estate and the economy carried on to the next owners of the streetcar tracks when the Street Railway Company was bought out by investors from California who teamed up with local businessmen to transform the horse-drawn trolley into an electric streetcar.

Electric railroad travel swept the country when Frank Sprague developed a system in Richmond, Virginia in 1886. According to Carson, the new streetcars were usually "powered by direct current taken from an overhead line by a 'trolley' attachment to the car" (34). The American Street Railroad Association promoted this new system as more profitable and efficient than the older horse-drawn system, and it doubled the speed of the streetcars (Carson 34). Albuquerque was a few years behind the rest of the country, but the city was anxious to incorporate new technology, "...excited local citizens saw in the innovation another sign that they were square in the mainstream of American progress" (Simmons 333). California investors

William H. Greer and Henry A. Jastro held significant land and cattle interests in New Mexico, and in 1903 they purchased Oliver Cromwell's franchise and renamed it the Albuquerque Traction Company. They electrified the line, replaced the tracks, and "introduced ten green double-ended cars, each served by a motorman and a conductor..." (Simmons 333). The new and faster electrified system attracted new patrons when it opened in 1904. Greer wasted little time in expanding the existing routes and creating new ones. New lines ran up to and along Twelfth Street up to the Albuquerque Lumber Company/Saw Mill District, and the Railroad Avenue line was expanded. A rival traction company, the Highland Line, was created in 1908 which provided service to the East Mesa area up to the University of New Mexico. The two companies did not remain separate. They merged a few years later and formed the City Electric Company under George Roslington (Simmons 333).

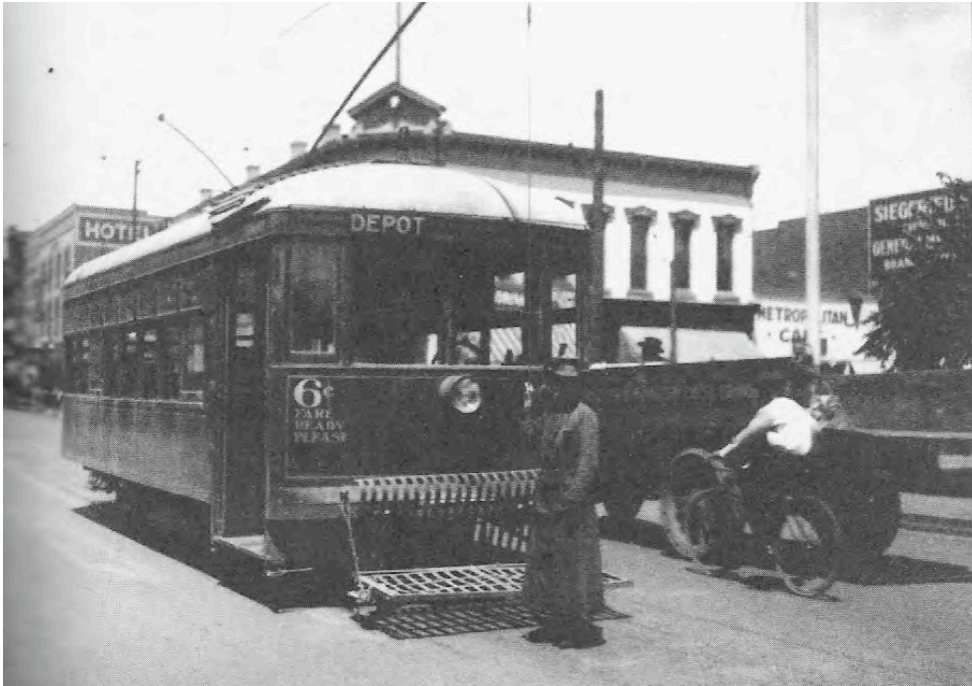


Porter's Views of Albuquerque and Vicinity. Central Avenue looking East from Fourth Street, Albuquerque, N.M. 62920; Thomas K. Todsén Photographs; Published by the Rotograph Company, New York City, New York. Printed in Germany; NmLcU/RGHC 02230952. Internet source. 1 November 2007. <http://archives2.nmsu.edu:90/photos/FMPro>.



Second Street looking Southwest, 1918. Photo courtesy of the Albuquerque Museum. Image #1978.128.001. Ed. Mary Kay Cline. *Albuquerque: Portrait of a Western City, Many Cultures and Opportunities*. Santa Fe, NM: Clear Light Publishing, 2006: 12.

Before that though, Greer and Jastro worked to expand Albuquerque's suburbs via the streetcar system. They were already well acquainted with the practice of expanding streetcar lines into areas or neighborhoods in order to spur development in California. They saw an opportunity to capitalize on Albuquerque's growing economy, population, and large tracts of empty land. After establishing the Albuquerque Traction Company, they created the Traction Land and Improvement Company that would handle their real estate schemes (Simmons 339). They partnered with local businessmen and together "called for an extension of the main streetcar line on Railroad Avenue northward to New York Avenue (Lomas Blvd.), thereby forming a loop around a major section of the business district and proposed subdivisions where the Traction Land and Improvement Company intended to sell lots"(Simmons 339). Greer and Co.'s land speculation worked to expand and fill in Albuquerque's borders with low density suburban housing. However the full extent of their plans could not be realized due to the lack of city services and buyers of the they intended to sell off. Because of this, the streetcar extension loop was never completed (Simmons 340). However, the streetcar did touch off the spread of suburban development, in which the automobile capitalized and then encouraged later on.



An Albuquerque Traction Company Motorette. Milner Collection, Milner Studio, Museum Purchase 1897, G.O. Bonds. Photo Courtesy of the Albuquerque Museum, Image #1992-005-081. Ed. Mary Kay Cline. *Albuquerque: Portrait of a Western City, Many Cultures and Opportunities*, Santa Fe, NM: Clear Light Publishing, 2006: 69.

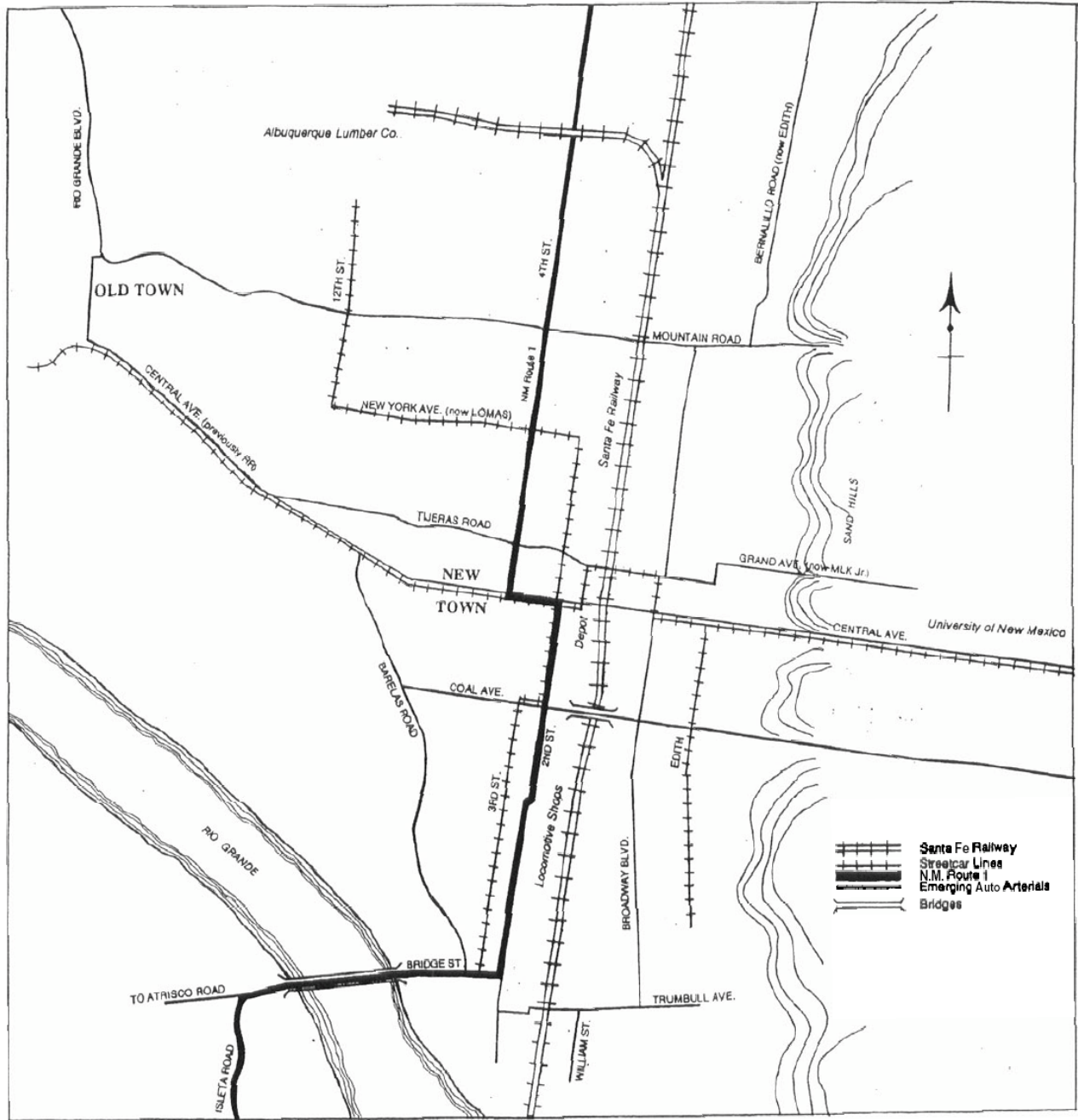


Electric Streetcar, shown here at the Fairgrounds, began service in 1904 (Museum of Albuquerque). Marc Simmons. *Albuquerque: A Narrative History*. Albuquerque, NM: University of New Mexico Press, 1982: 260.

After the merger of the Albuquerque Traction Company and the Highland Line into the City Electric Company, times got hard for the streetcar. The automobile was the latest craze sweeping the country and it was now becoming affordable and more available to people who would normally ride the trolley. Low fares and the lack of improvements to the lines combined with the competition from the automobile put Albuquerque's streetcar in dire trouble. In 1922 the city council charged the company \$50,000 for repairs needed on the tracks. The City Electric Company could not meet this obligation and tried for several years to maintain service and pay off the city's assessment. Finally the company went out of business in 1928. The cars were sold off, some of which were destined to become "motel rooms at Napoleone's Deluxe Service Station and Auto Camp" (Simmons 333). After the streetcar went out of business, a businessman named John Morrow created the Albuquerque Bus Company which served Albuquerque until 1965 when the City purchased the franchise and renamed it the Albuquerque Transit System (Simmons 334).

At its fullest extent, the streetcar line consisted of approximately six miles of track from Old Town in the west to the University of New Mexico in the east; and the American Lumber Company in the north, and the A.T. & S.F. rail yards and Barel's neighborhood lay at the south end. Another spur off of Railroad Avenue ran for twelve blocks to the south along Edith Street in the Huning's Highland Addition. (Marshall 34-35).

The streetcar system contributed to the expansion of Albuquerque through land development along its lines. It provided service to areas of future suburban growth, and it contributed to the separation of commercial and industrial sections from the residential sections of the city. Its track lines along Railroad Avenue, connecting Old and New Albuquerque, helped Old Town survive and grow again as the land between the two sites filled in with residences and businesses. The street railroad could not, however, keep up with the suburbanization of living and working patterns it contributed to. The advent of the automobile overwhelmed the streetcar because the auto adapted more easily to the new living conditions of Americans, who chose to live farther from commercial centers. This was, in part, made possible because the streetcar was able to transport people from their residences to commercial and industrial sections of cities. The automobile made it even easier by giving individuals the freedom to live as far as they wanted to, while still participating in activities in the core of the city. The streetcar should be remembered for the far reaching effect it has had on the built environment of Albuquerque through the development of early suburbs and the connection it made between Old and New Town.



Albuquerque in 1918. (Pollock and Wilson, 1996, based on Ross Engineering Map of Engineering Map of Albuquerque, 1918). *Auto-oriented Commercial Development in Albuquerque, New Mexico, 1916-1956.* Santa Fe, N.M.: State Historic Preservation Division, 1996.

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2. THE INFLUENCE OF THE ALBUQUERQUE STREETCAR ON THE BUILT ENVIRONMENT

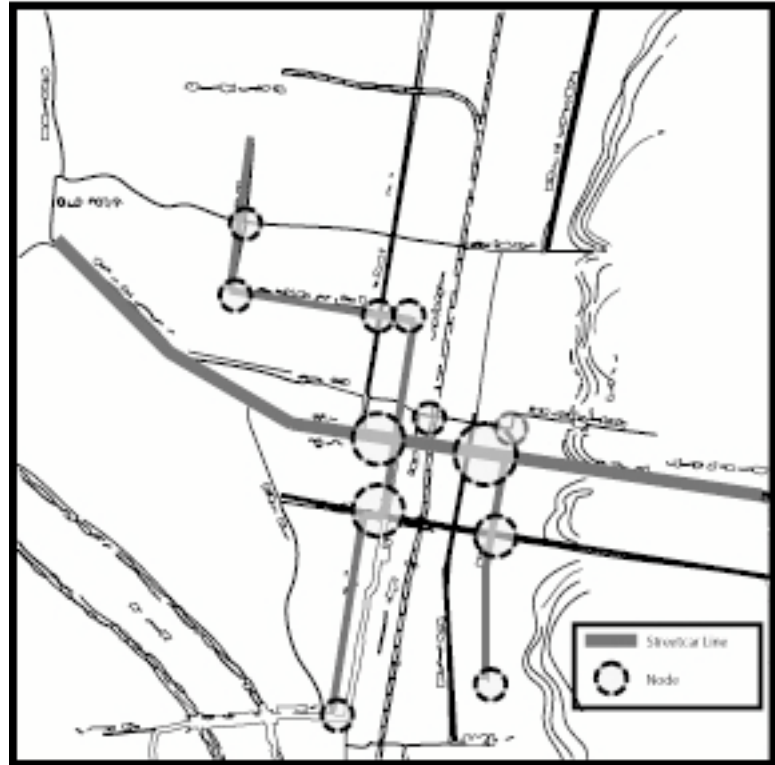
Michael Furze

From 1890 to 1927, the street car acted as a connector for Albuquerque, allowing neighborhood residents in the streetcar suburbs to travel to other areas of the city (abqride.com). The overlap between the streetcar system and the emerging automotive arterials helped to create nodes of development where the paths of each system cross. By the time the streetcar went bankrupt in 1927, the combination of transportation types lead to the creation of a distinct network of pathways and nodes. Unfortunately, the shift from the streetcar to bus failed to build upon this emerging urban fabric.

The paths created by the streetcar can be categorized into a central spine, running along Railroad Ave., later Central Ave. and connecting radials. The central corridor provided the initial east-west connection from Old Town and New Town (Downtown), later extended to the University. As neighborhoods grew, the Albuquerque Street Railway Company added radial, primarily north-south streetcar lines to connect suburban neighborhood residents into the more commercial downtown center.

The streetcar lines brought different land uses into close enough proximity to create overlap. In these places of overlap, nodes of contiguous urban fabric emerged to serve the converging interests of streetcar riders. As the streetcar line expanded and the mix of uses varied across the city, a continuum of nodes emerged. Functions relative to their position within the transportation system and surrounding land use determined nodal hierarchy. These included nodes in the town center, neighborhood centers, neighborhood nodes and mixed nodes.

The streetcar never dominates the built environment as the nodes retain influences from previous forms and grow with the streetcar's support before waning to the automobile. By 1957, the automobile transformed the former streetcar nodes and paths to accommodate a different organization of uses. The existing bus service could not shape the built environment as the streetcar had done. The creation of the new RapidRide bus service today offers Albuquerque an opportunity to learn from previous forms in order to support the transit.

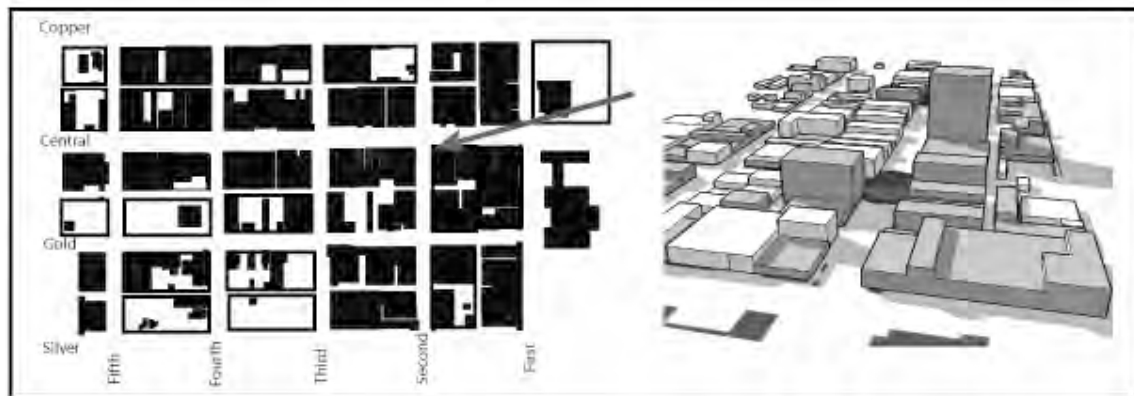


Context Map—Streetcar Routes and early arterials, 1918

Town Center

Examples: Central and Second, Central and Fourth, Tijeras and First

Characteristics: Contiguous development within walking distance of the train station includes retail, travel and daily needs commercial uses. Business block configuration with multiple stories and setbacks on the edge of lots. Housing pushed to the node's periphery, within walking distance. Civic, public and auto-oriented uses found in limited numbers.



Town Center Node along Central

With railroad-driven development underway in 1893, the Albuquerque Street Railway Company operated a horse drawn trolley between Old Town and New Town (Ibid). Most development occurred within two blocks of the train station mostly west of the station, one block north and three blocks south. Contiguous urban development stopped before reaching the intersection of Tijeras and 2nd.

Building types includes commercial uses such as hotels and retail businesses in addition to daily needs, services such as grocery and drug stores and wholesale. The configuration of these business blocks includes building facades on the street and multiple stories with commercial and residential use above ground floor commercial.

By 1908, development filled in many of the open lots within this cluster of nodes. Development stretched further west to Fourth Street, however most concentrated south of Central on First and Second Streets. Development on the blocks of First and Second Streets filled in empty lots and also extended north to Tijeras Road. In addition to more hotels and business block uses, public uses emerged, such as a skating rink and a corral. Businesses providing for daily needs of the users found a place in the growing node. Uses along Tijeras related to transportation, including a carriage company, carriage customization and associated offices. Although housing remains on the periphery of this emerging node, construction of new units within walking distance enhanced the pedestrian use of the area.

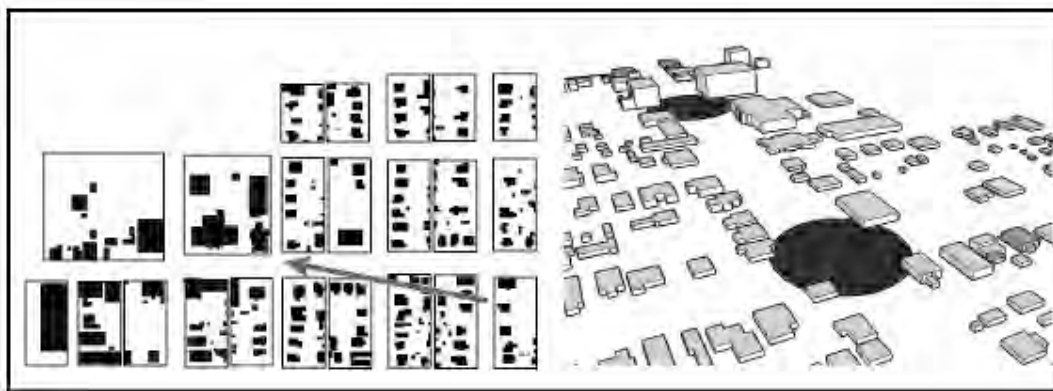
Development between 1908 and 1931 added to the new mixture of uses downtown. Auto-oriented uses such as a garage and filling station emerged among within the business block. Additional civic uses, a Y.M.C.A., telegraph and a post office can be found within a block of Fourth Street and Central Ave.

The mixed node at Tijeras and First Street benefited from its proximity to Downtown, absorbing overflow in urban-oriented uses over time. The node catered to travelers in the form of hotels. Retail commercial uses and auto-oriented uses also exist by 1931. The mixture of uses included a grouping of warehouses stretching north along the railroad tracks, close proximity to city hall and some housing to the northwest.

Neighborhood Center

Examples: Central and Broadway, Central and Edith

Characteristics: Intersecting transportation types and land uses. The mixture of uses includes civic uses, hotels and both specialty and daily needs commercial. Business blocks and housing oriented to the street. Additional housing within walking distance of the commercial core.



Neighborhood Center Node along Central

This collection of nodes represented both an intersection of transportation uses and overlapping land uses. Together, these features increased potential for developing the land at the nodes and adjacent areas. The mixture of uses in this type of node included public civic use—schools and churches, daily needs commercial, and hotels. Other services included household supplies and metal working. Some business blocks emerged on the Central spine. Housing typically existed outside the commercial core of the node itself, within walking distance to support the daily commercial services.

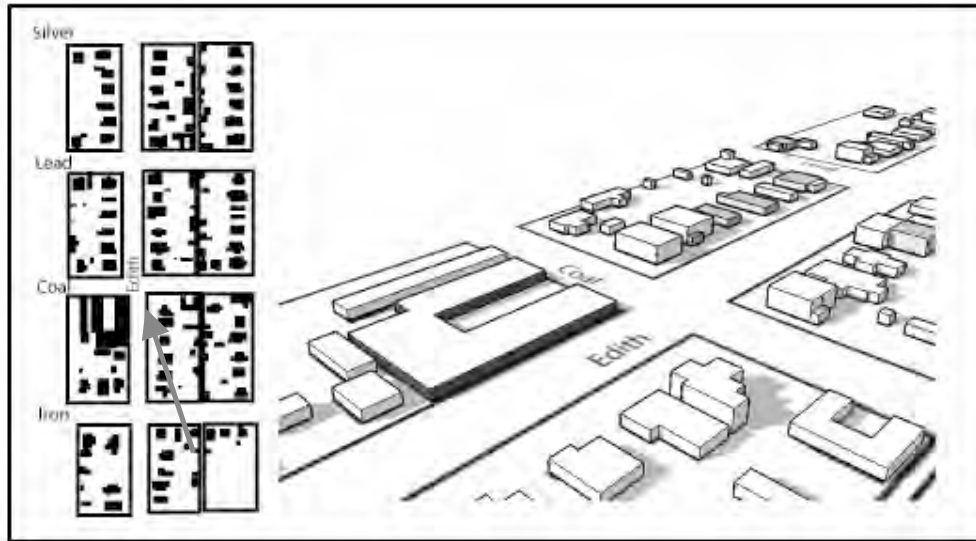
Central and Broadway typified the crossroads aspect of the development, allowing access to uses in all four cardinal directions. The amount of traffic and the central location relative to the eastward expanding residential neighborhoods made the location ideal for schools and churches. Additionally, business located nearby benefit from the traffic flow. Business blocks framed the street edge, oriented to the streetcar path without rear alleys.

The node at Central and Edith represented an extension of the neighborhood center two blocks to the west at Central and Broadway. The transition between the two included residential uses to the north and commercial to the south. At this node, the streetcar line spurred to the south, traveling to the 1931 city limit at Bell St. The spur marked a transition from a neighborhood center's mixture of uses, including a drug store and library to predominantly residential land use at a higher density than any of the other streetcar lines.

Neighborhood

Examples: Edith and Bell, Edith and Coal, Coal and Second, Coal and Third, Twelfth and Mountain, New York (Lomas) and Fourth, New York (Lomas) and Second

Characteristics: Intersections between automotive arterials and the streetcar line. Predominantly residential uses, including apartments, duplexes and adobe outbuildings. Smaller single-family houses, duplexes and triplexes on smaller lots orient to the street and fences and porches frame the public realm and create a series of subspaces along the path.



Neighborhood Node at Edith and Coal

Each of the spurs from the initial Central Avenue streetcar line developed at least two nodes as the neighborhoods and automobile transportation infrastructure developed. These neighborhood nodes represented an intersection between automotive arterials and the streetcar line dominated by residential uses. The paths created by the streetcar penetrate into the neighborhoods developing around the downtown, including Barelas and Huning Highlands to the south. Each of these nodes benefited from the connection to the streetcar line, which provided access to service and employment opportunities along the connection.

The neighborhood node at Edith and Coal had some of the densest housing on the line, including apartments, duplexes and adobe outbuilding on the alleys. The houses remain oriented toward the street, with similar setbacks and often fences and porches that create a series of subspaces along the public right of way. Housing orientation and bulk possessed a constant rhythm until broken by a school. Although mostly single family homes on narrow lots, four-plexes and duplexes are mixed in around the edges of the Edith and Bell node, which terminates the Edith line.

In the Barelas neighborhood, the streetcar line followed railroad uses east of Second Street before breaking west to third on Coal Avenue. This jag created two nodes of activity that linked together the commercial support functions along the rail line with the residents in Barelas who may have worked at local businesses along Fourth Street or at the rail yard complex.

Although almost all of the houses oriented to the streetcar lines, while the increased setback along Third Street indicates the change to a more residential, less urban environment.

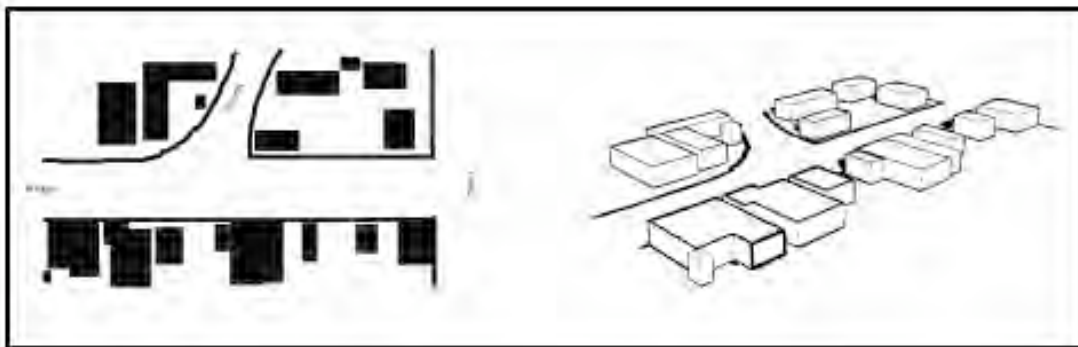
Moving north on the same line takes users to Twelfth and Mountain, with the housing density increasing as the line moves further from downtown. Civic use marked the node at Second and New York, but housing surrounds the Indian Service office and a single commercial use. Unlike some of the other lines, the housing density increased on adjacent streets and even those on the streetcar line do not frame the streetscape, sitting back and orienting elsewhere.

Although the node at New York and Fourth had a few auto-oriented uses mixed in by 1931, the surrounding residential neighborhood dominated the character of this node. The deep setbacks of the single family houses contrasted sharply with those auto uses built to the street line. At the end of the line, the character of the housing shifted to include smaller single-family houses, duplexes and triplexes on smaller lots. These buildings oriented to the street and frame the public realm with a single setback line and rows of porches.

Mixed

Examples: Bridge and Third, Tijeras and Broadway, Tijeras and Second

Characteristics: Commingling of influences—automobile, streetcar, regional economic patterns. Single family housing, dry good stores, and civic uses found in single story buildings.



Mixed Node at Fourth and Bridge

This nodal type acts as a mixture of residential uses and employment. By 1908, the Tijeras and Broadway node represented a stop on the stranger's path through Albuquerque, with rooming houses and dense housing adjacent to the Water Works. Although slightly removed from an emerging neighborhood center at Central and Broadway, a number of houses existed north and east of the node. The streetcar connected these residents to the larger system.

At Bridge and Third, a node ends the north to south streetcar route at a path that leads users through the South Valley out onto Route 66. By 1931, a mix of automotive uses and residential space dominated the area, including filling stations and repair services. This array of uses indicated the overlapping nature of the node, mixing both transportation types and land uses. The mixed transportation types diminished the impact of the streetcar on the urban fabric within the node. However, streetcar influences neighborhood residential development along the margins of the node and along the path.

In 1931, the node at Tijeras and Second centers supported a block of commercial uses and the City Hall. Despite the presence of such an anchor, the northeast quarter of the node remained vacant, with housing to the north in walking distance. The City Hall drew users to node while the streetcar provides access to this point from throughout Albuquerque.

Conclusion

The influence of the streetcar on the built environment ended when a city bus line replaced the streetcar in 1928. The linear accessibility of the streetcar system and the combination of influences blurred the edges of the nodes, discouraging discreet station areas. Although the development of streetcar nodes takes place in conjunction with other types of transit, the transportation supported compact development in Albuquerque. This development occurred both along the pathways of the streetcar and in the compact, mixed use development that occurred at many nodes.

Remnants of these compact forms remain in the urban fabric, particularly in places out of the direct path of high-speed automobile. The organization of housing, including apartments, duplexes and shotgun houses along Edith Street suggests the lasting impact of the streetcar. Notwithstanding the Pop'n Taco at Central and Edith, the revitalization of Albuquerque High and EDO strengthen the remnants of a contiguous Neighborhood Center node.

RapidRide stations generated insufficient interest to encourage station area planning around their stops. This relates to the relative fluidity of the transportation type and to the legacy of eroding strong streetcar-landscapes by auto-oriented development. Without looking at the success of another unfixed transportation type, Albuquerque has no reason to plan for mixed use pedestrian success around the RapidRide stations. Without rethinking this frame they will miss an opportunity to providing renewed connections to employment opportunities, civic uses and daily needs within a short walking distance of the transportation nodes.



Strengthen Remnants of the Neighborhood Center

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3. ALBUQUERQUE'S NEAR NORTH END: LAYERS OF HISTORY

Scott Sandlin

The historic neighborhood roughly incorporating the blocks from Tijeras Avenue to Fruit Street and Sixth Street to Keleher NW in Albuquerque could be called “the lands between.” It straddles and melds land forms of the old Hispanic traditions with the gridded, hyperrational layout of railroad entrepreneurs bent on transforming and developing land in the name of progress. Old Town and New Town Albuquerque met here, where pasture, fruit trees and dusty plain became a melting pot for newly arrived Italians, Irish and Anglos who joined older Hispanic families.

The iconic zigzag of Tijeras Canyon Road makes the Near North End almost instantly recognizable with even a quick glance at a map of downtown Albuquerque today. The aberration in the tidy grid pattern that lies to the east signals where the old road jogged to accommodate some landscape feature, possibly a seasonal wash, before its name was shortened to Tijeras Avenue. Albuquerque's New Town was platted by the New Mexico Town Company soon after the arrival of the railroad in April 1880, but even the precise grid system of railroad developers yielded to that now forgotten geographic feature.

The architectural diversity of the Near North End, which includes a handful of homes dating from the late 1800s, vernacular New Mexico single-family homes, a few 1920s courtyard apartments and contemporary infill apartment units, is likely attributable to the relatively leisurely pace of development in the Fourth Ward, the city's northwest quadrant which encompasses the neighborhood. The pace was all too leisurely for the son of one pioneer family, who was so incensed at the lack of services in what he called the North End that he joined a determined and vociferous reform slate to run for city offices in 1930.

From Old Agriculture to Newcomers

Archaeological evidence suggests that some scattered structures were located along Tijeras Canyon Road even before the townsite was created. Tijeras was a wagon road long used to import firewood and lumber from the Sandia and Manzano mountains to Old Town. Scattered orchards probably were located along the road, giving Fruit Street its name. According to Marshall, the landscape was that of “a barren plain with a broken cluster of trees along Tijeras Canyon Road” that by the 1890s had some commercial plantings of cottonwood trees and by 1900 of salt cedar.

The Keleher family, whose early property boundary became the name of the narrow north-south street (interrupting the logical sequence of numbered streets), built a home on Tijeras about 1880 or 1881 at 803 Tijeras. The small house is of adobe with historic frame additions that feature a hip roof and front pediment. Set far back from the street, it may be the first Anglo house in the neighborhood. Thomas F. Keleher, who had it built, arrived in Albuquerque in 1879, by horse and buggy after a trip by railroad from Kansas to Las Vegas. A onetime buffalo hide buyer in Kansas and Arkansas found his Kansas connection useful almost immediately. He was welcomed to the plaza and befriended by merchant Elias Stover, former lieutenant governor of Kansas, and soon a partner in the New Mexico Town Company, which acted as real estate front for the railroad. Keleher set up a hide, saddlery and tack store in Old Town.

The much larger house next door, at 805 Tijeras, was Keleher's second home. According to family lore, Keleher and his wife weren't getting along. He built the second home, also of adobe, and his wife took up residence there. (Clay interview)

Though not a part of the original 1880 townsite, the blocks west of Fourth Street and east of Keleher were soon platted. The Perfecto, Mariano and Jesus Armijo Addition was recorded with the county clerk in 1887, incorporating over 20 blocks running north and west from Tijeras and Fourth to what would become Keleher Avenue. Streets named for the three Armijo brothers north of present Lomas Boulevard (then called New York Avenue), would eventually give way to the anglicized nomenclature of Slate, Granite and Marble.

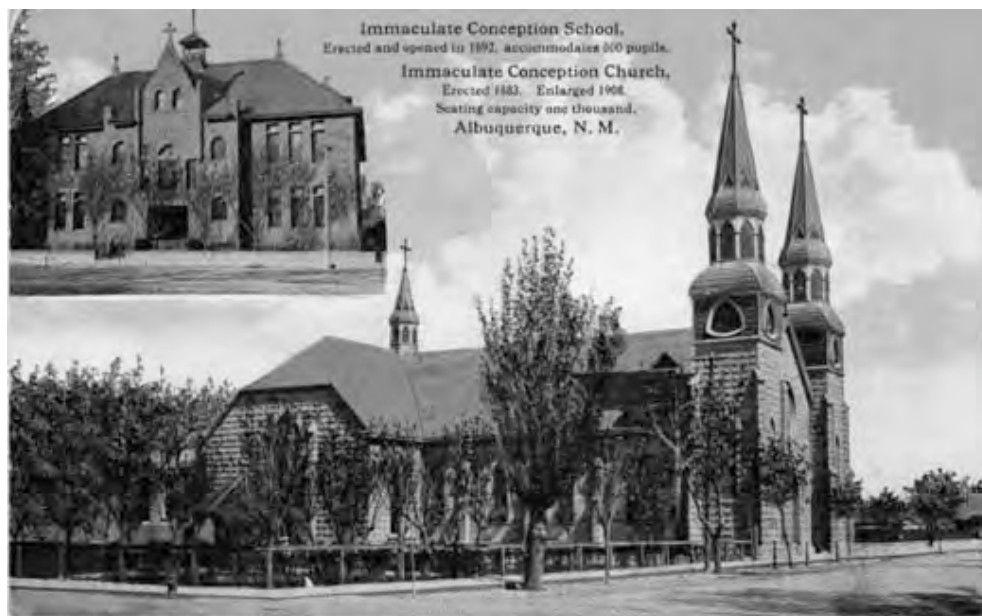
New Town, incorporated in 1885, was reincorporated as a city in 1891, dividing the town into four quadrants or wards for political and educational purposes and setting up divisions that have endured into the 21st century. The Fourth Ward started at the town's commercial downtown and extended northwest to Old Town plaza and the irrigated fields adjacent to the river. Boosters expected growth to be rapid, but the area filled in slowly. The 1898 map by engineer W.C. Willits shows a clustering of adobes along Tijeras Road and the long, thin lots characteristic of Spanish land patterns extending north from it. Along either side of Keleher Avenue are long, narrow strips suggesting agricultural uses, and to the west is a large open tract described by author Kenneth Balcomb in *A Boy's Albuquerque* as a cattle pasture. Eighth Street stops at Marquette, failing to connect with Tijeras. The Willits map shows about 60 dwellings west of Third and north of Tijeras.

Neighborhood Institutions

By 1898, cultural institutions that would be pivotal to the area's development were already in place: the Fourth Ward (public) School, Immaculate Conception Church and St. Vincent's Academy. Immaculate Conception was founded in 1882 by a Neapolitan Jesuit missionary, Donato M. Gasparri, who came to the New Mexico Territory at the request of Archbishop Jean Baptiste Lamy. Over the next four decades, four of the head pastors were Italian, providing a focal point for the immigrant community – many from Italy – who arrived starting in the late 1800s. The church was located at Sixth and Copper, though "selection of a site was not without difficulty." The first site was across Railroad Avenue (now Central) at Stover and Fourth, and several loads of building stone had been delivered to that location with the expectation the church would be built there. In last-minute negotiations, the North End won out over the South End. Gasparri personally directed construction by stonemasons from Italy, so it was not surprising that immigrants began to gravitate to the area.



Immaculate Conception church, about 1882 (Albuquerque Museum, PA 90.13.125)



Postcard from Special Collections, Albuquerque Public Library

Meanwhile, the Sisters of Charity, who had arrived in Old Town in 1881, launched the St. Vincent's Academy for Girls, a "boarding and day school for young ladies and girls," just four blocks north of the church in 1883 on New York Avenue (present-day Lomas Boulevard). The parish grew, and the church debt was paid off by 1891 and work had started on the parochial school building. The parish purchased the old Garcia home at Sixth and Central, and opened it as a parish school for boys that year. The first term of St. Mary's School, located next to Immaculate Conception, began in 1893 by Alfonso Mandelari, an Italian-born priest whose educational legacy was so well established by 1910 that he was named to the University of New Mexico Board of Regents. (Centennial Immaculate Conception booklet)



St. Vincent's Academy (The Albuquerque Museum PA 77.118.2)

Prominent Families

Homes in the area included both adobes and frame houses. Balcomb recalls the three-room frame house at the corner of Keleher and Tijeras where he moved with his father and sister in 1898. The pioneer Keleher family lived in the large house across the street. To the north was Henry Westerfield, a cigar manufacturer and later mayor, whose store on Central featured a wooden Indian in front. Only the homes of the affluent had running water, electric lights, flush toilets and telephones.

A few blocks north, at 701 Roma, Maude Talbott, the daughter of local tavern owner W.E. Talbott, inherited lots her father had purchased in the 1880s and built a brick, Queen Anne style two-story house in 1897 for \$1,600. The house was finished with wood shingles, a gable with a Palladian window, push button light switches and maple and oak floors. Maude left for New York after an unhappy marriage and her mother sold the house to wool merchant William E. Mauger for \$4,350. Mauger had arrived in New Mexico from Boston in 1907, one of many tuberculosis patients attempting to cure his illness in the dry, sunny climate, and founded a hardware store in the 100 block of First Street with partner H.P. Raabe. The partners soon expanded to several more stores where they sold hardware, stoves, tin, graniteware dishes, saddlery, wagons, agricultural implements, engines, pumps and building supplies to a growing Albuquerque population. (DeWitt)

The Matteuccis were another merchant family who put down deep roots in the neighborhood. Alessandro Matteucci was about to be shipped to Africa with the Italian army in 1896 when the Abyssinian War ended, and the ambitious 24-year-old emigrated to Nevada,

where family connections landed him a railroad job. By 1899, he was in Albuquerque, working for an uncle at the Porto Rico bar and grocery in Old Town. Next he opened La Tienda Barata with his brother Pompilio, another recent immigrant. Pompilio went on to open a shoe repair shop and later to expand to retail sales in the local shoe chain Paris Shoes. Alessandro opened his own store with Pio Lommori in 1904, borrowing \$3,500 to build and stock the store. Lommori left the partnership two years later and Alessandro brought in another brother, Amadeo, and renamed the business Champion Grocery and Meat Market. The location at Seventh and Tijeras was selected for its proximity to St Mary's Church "because Italian women like to shop and gossip after church." Amadeo and Alessandro also split, and Amadeo opened a competitive store a block away, on Sixth Street. Grocery orders were placed in person or by phone and delivered by wagon or on a bicycle. The Champion grocery building, a two-story, corner business block, was built of brick with cast stone courses, decorative tiles and Italianate features. The Matteucci family living quarters were on the second floor. (DeWitt)

The Neighborhood Matures

Albuquerque featured horse-drawn trolleys in the late 1800s that took passengers between Old Town and New Town. But development in Near North End accelerated after the electric streetcar system appeared in the early 1900s, with a northwest extension along Second Street to New York Avenue and west to Twelfth Street and then north again to the American Lumber Company sawmill and yards. By 1906, the company's payroll of 850 employees outstripped the Atchison, Topeka and Santa Fe Railway as the largest employer in the city. The proximity to the streetcar line and a major employer fueled growth in the Fourth Ward.

City directories suggest that the Fourth Ward, and the Near North End, was a middle class mix of employers and laborers. A sampling from the 1901 Albuquerque City Directory lists within a few blocks of each other Archie Kings, a machinist, sharing a home with T.F. Kings, a carpenter; the prosperous hide merchant Thomas Keleher; Antonio Martinez, a musician; Christopher H. Buchanan, a cook; William H. Burke, a "mixologist"; Mrs. Lucy Cecil, a widow, operating a private boarding house; and a family of plastering contractors, the Coulodons.

The flourishing educational institutions of the time included St. Vincent's Academy, whose object was to "prepare young ladies for any sphere of life, to give a thorough knowledge of letters, science and art, based upon a solid moral and Christian Education. It is intended to train the heart as well as the mind, to train women who will not only grace society with their accomplishments but honor and edify it by their virtues. The St. Vincent School of Music is



American Lumber Co., circa 1910 (Postcard, Special Collections, Albuquerque Public Library)

becoming widely known as an institution of musical culture and technich.” The musical training was put to use in a constant round of balls and organized entertainments lavishly described in the newspaper society columns. At the 1896 Spanish Court ball at the opera house, Mrs. Max Luna’s attire was detailed: “black skirt, green taffeta waist with white mousseline de soie ruffle.” (Keleher papers)

Italian immigrants founded the Christopher Columbus Italian Mutual Protection Association, a male-only club that operated Columbus Hall, a center on North Second Street with a reputation for entertainment and dancing. The Colombo Society took part in parades for the territorial fair or the one in 1907 celebrating the Marconi Wireless Telegraph, based on inventions of the Italian-born inventor. (Ciotola) The New Mexico militia was counted as a potent factor in the town’s social life, putting on exhibition drills to show the company’s proficiency. Albuquerque’s social pretensions didn’t always mask its wild west nature. Numerous saloons and legal gambling houses in 1900 offered roulette, fantan, chuck-aluck, poker, keno and more. The red light district helped support city government with “fines” collected each month. (Balcomb)

By 1910, the city census topped 6,000; in 1912 a \$30,000 bond paid for land and construction of a new city hall. Dwellings now filled the majority of lots between Second and Eighth Streets and Tijeras and Granite on the north. They were less ornate than residential construction in Huning Highland addition that sprung up along the streetcar line on the other side of the tracks, often using brick or cast stone and featuring with hip roofs. (Marshall) Some bungalows were built with the same materials, and in later years infill construction often tended toward the ever more popular Southwest vernacular. Some larger homes, such as the Mauger house, became boarding houses.

The neighborhood remained primarily residential, with a handful of small businesses. The 1911 city directory shows Southwest Assay Co. at 609 Fruit, along with two dressmakers, a

proprietress of furnished rooms, a general merchandise store and two piano teachers in the neighborhood.

In a gossip letter to his aunt and cousins in September 1915, in the midst of World War I, then-city attorney Will Keleher said he had acquired a telephone in his office and had received calls from Father Mandalari (of Immaculate Conception), a woman wanting to know where Kit Carson was buried and the police chief, who'd summoned him to the courthouse. "Everything in Albuquerque is the same as usual. Nothing exciting. Schools opened, usual ten percent increase in enrollment. 'Varsity increase forty percent... Uncle Tom (Keleher) still radically pro German," he wrote.

Thomas Keleher Sr.'s daughters Eugenia and Margaret, who had both taught at the Fourth Ward School and briefly at schools in Puerto Rico, came home and, in 1919, turned the old family home at 805 Tijeras into the Western School for Secretaries. The school offered classes in bookkeeping and accounting, business English, commercial law and "business penmanship" and business letter writing. (Schmidt papers) It continued in operation until 1970, two years before Margaret Keleher's death. In her \$599,645 estate, she left cash and property to the school's principal and \$300 to each member of the teaching and janitorial staffs.

Like the Italian families in the neighborhood, the Keleher women were active in activities of the church, and probably recruited students there. Margaret Keleher "often recruited students from poor families, assisted them through secretarial school and then helped them to find jobs after they had completed school," a newspaper obituary reported.

Neighborhood Politics

Some of the neighborhood's successful entrepreneurs turned their attention to politics, with varying degrees of success. In 1920, Alessandro Matteucci ran as a Republican for Bernalillo County Sheriff, losing to Democrat Tony Ortiz. Thomas Keleher Jr., Margaret and Eugenia's brother and the operator of the family hide and leather business, challenged relative newcomer and political powerhouse Clyde Tingley and the Greater Albuquerque ticket in 1930. Keleher was part of a four-man reform slate for the city commission called the People's Ticket. Tingley, who had arrived in Albuquerque in 1911 and served as a Second Ward (southeast quadrant) alderman, emerged as ex-officio mayor in 1925 and remained in leadership posts for another 25 years, parlaying his position as district supervisor for the Highway Department to pave miles of roads and initiate Albuquerque into its auto-centric legacy of later years. Tingley revoked the electric streetcar franchise in a dispute over the franchisees' resistance to paving track crossings which he said damaged auto tires.

As a Journal report described Keleher's 1930 radio address on KGGM, Keleher "took a rap at the individual claim of Clyde Tingley for having built Albuquerque and gave something of the history of facts and figures to show that the thing had, in fact, happened was that the old-timers and builders of the last few years had made it possible for the progress that our city has shown...He spoke of the unfair manner in which the thickly settled North End had been treated by the present Tingley administration and the sacrifices they had made of the necessities of water and were to help Mr. Hebenstreit further increase his fortune by the development of his promotion, known as the Rio Grande project" (now called the Country Club or Huning Castle Neighborhood). (City Clerk scrapbook, 1930)

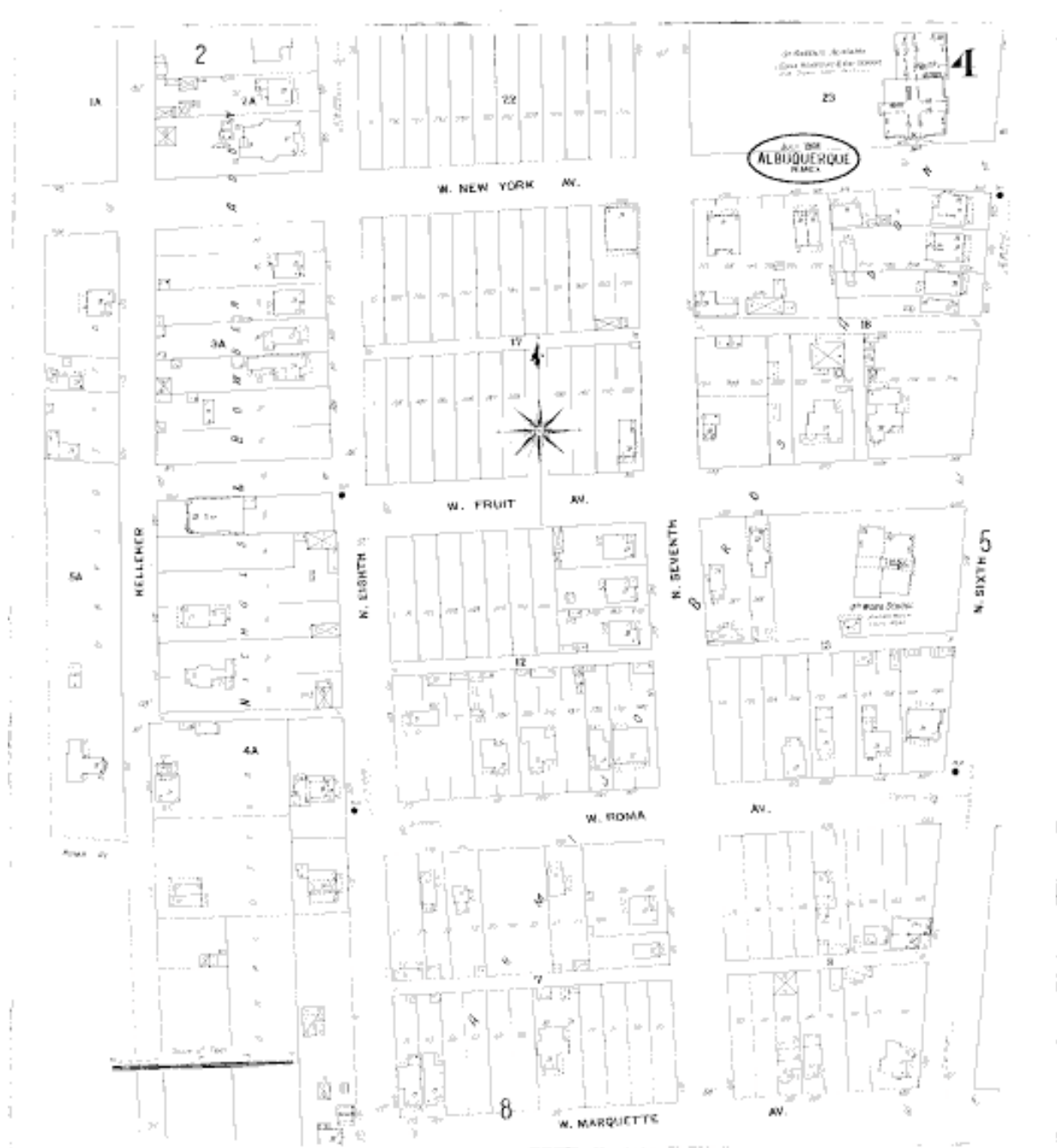
"The Fourth Ward is one of the most thickly populated wards in the city today," according to the text of the address, published separately in the Journal. "I would like to ask you people of

the Fourth Ward what improvements you have received out of the several million dollars spent for public improvements the last few years. I ask you people of the North End if you expect to keep living on promises for the next four years.”

Reformers went down in flames, losing two-to-one in a bitter fight in which the Albuquerque newspapers had drawn clear favorites – the Journal attacking Tingley as a corrupt bully and backing the People’s Ticket and Tribune solidly backing Tingley. Tingley won in a record turnout of 8,260 with 5,254 votes. Keleher was the high man on the People’s Ticket, with 2,871. The results fueled Tingley’s gubernatorial ambitions; within a month a committee had been formed that would launch send him to the governor’s office in 1934.

Decline and Renewal

As Albuquerque development moved further east, the Fourth Ward began a long decline mostly unchecked until the 1990s, when preservationists began organizing around the urban core. The decline of the Near North End in the postwar decades remains visible, but so is evidence of a nascent urban ethos in new structures like the Roma Condominiums at 720 Roma NW, built in 2007, estimated at a price range of \$210,000 to \$240,000. Besides the design of the two-bedroom, two-bath, high-ceilinged structures with decks and “great city views,” the builders are touting the “pedestrian friendly” nature of the “diverse downtown neighborhood.” It could have been scripted in 1900.



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4. MIXED-USE AND MULTI-FAMILY BUILDING TYPES

Susan Corban and Chris Wilson

The following building type names, and distinguishing characteristics were employed in a reconnaissance survey conducted by this class. The survey identified concentrations of particular building types and neighborhood composition, rather than focusing on architectural styles as an earlier generation of historic building surveys did.

Once you have familiarized yourself with the photos, plans and distinguishing characteristics of each type, the identification of the type for most buildings is fairly easy. For those that are not immediately apparent, focus first on its position on the lot, if it is close to the sidewalk's edge it may be a Business Block, Row House, Office or House/Store Hybrid; if it is set back it is probably one of the other types. Are there any large display windows suggesting that it is a commercial type, or are there only smaller, typically vertical windows, suggesting that it is a residential, or perhaps an office type? Look next at the form and width of the building. If it is long and narrow, apparently one unit wide, it may be a 3-plex, a 4-plex or courtyard housing; if it is a wider rectangle--wide enough for two units and a center hall--it may be a Double Loaded Corridor Apartment. Next look at the doors. If there appears to be a front door for each unit (and a rear door for each, if visible to you), you can count the doors and determine if it is a duplex, 3-plex, 4-plex, or, if the multiple doors open onto a pedestrian courtyard, Courtyard Housing. If it is a large residential building, but only has one front and one back door, again, it may be Double Loaded Apartment.

Primary Building Types

- Bungalow/Duplex Court
- Business Block
- Courtyard Housing
- Double-loaded Corridor Apartments
- Duplex
- House/Store Hybrid (House with later store addition in front yard)
- Office/Government/Institutional
- Row House
- Three-plex & Four-plex

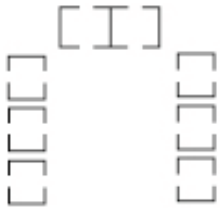
Additional Building Type Terminology

- Boarding/Rooming House (like apartment but without kitchen facilities in individual units)
- Bungalow Cluster (3 or more small buildings on a single lot)
- Flat (2 or more apartments that are stacked on top of each other)
- In-law Quarters (a cottage, duplex or flat erected behind a single family house or duplex)

Bungalow/Duplex Court (1910-1955)

Diagnostic features:

- discrete cottages, small bungalows or duplexes organized (usually symmetrically) around a shared pedestrian courtyard
- separate ground level entrances for each unit (front door facing the court and a rear door facing a service walk)
- Variant bungalow cluster form: three or more small bungalows on a single lot, one facing main street, others facing onto a side street



Business Block (1870-1955, 2000+)

Diagnostic features:

- one or more stories
- building at sidewalk's edge
- shoulder to shoulder with neighbors (if applicable)
- first floor retail/commercial with large display windows
- one front door for each store
- upper floors (if applicable) mixed-use residential, office, hotel, etc. with domestic scale windows

Common variants:

Taxpayer blocks (single story, often along early auto arterials)

Home Store (first-floor neighborhood grocery, upper floor owner residence)

Department Store (1 major entrance to multi-department store, unlike general multi-door Business Blocks)

Theater (often with Theater entry and retail on first, office, on upper floor)

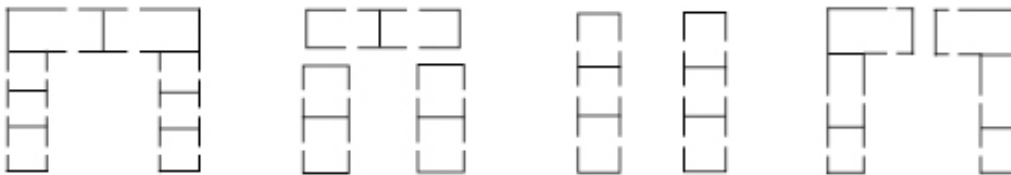
Bank



Courtyard Housing (1910-1955, 2000+)

Diagnostic features:

- one or more stories
- attached units (usually 4 or more units to a building)
- one or more buildings
- shared central pedestrian courtyard
- separate external entrances to each unit (front door facing the court, rear door facing a service walk)
- simplest form has two 4-plexes facing a shared pedestrian courtyard



Double-Loaded Corridor Apartments (1890-1930)

Diagnostic features:

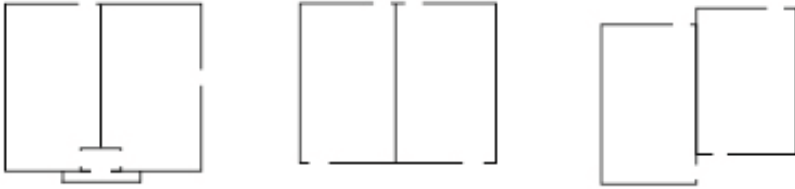
- two more stories
- usually a long rectangular form, 40 or more feet wide, and 40 feet (usually more) deep
- shared external entrance, usually centered on main facade
- central hallway on all floors
- units arranged symmetrically on either side of the hallway
- separate entrances to each unit off of a centered internal hallway
- kitchen facilities in each unit (compared to boarding houses which lack them)



Duplex
(1890-1960, 1970+)

Diagnostic features:

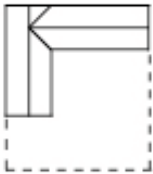
- two units
- side-by-side, shared party wall divides units
- one or two stories
- separate external entrances for each unit
- small setback, front yard or full yard around structure
- often resembles a large house



House/Store Hybrid (1920-1960)

Diagnostic features:

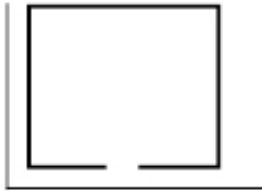
- an existing single family house (pitched roof often showing) along an early auto arterial
- a subsequent commercial addition in front yard setback reaching to the sidewalk
- addition usually flat roofed, with door and large display windows
- addition usually one, and occasionally two stories



Office/Government/Institutional (1900-1950)

Diagnostic features:

- one or more stories
- building at sidewalk's edge
- first and upper floors for office use
- first floor: one main entry, and office windows (not large display windows)
- upper floors: repeated smaller windows



Row Houses
(1880-1910, 1970+)

Diagnostic features:

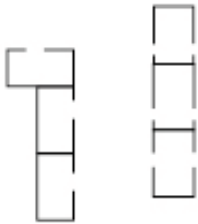
- building at sidewalk edge or narrow setback (5-10 feet)
- one or more stories
- separate front and back doors for each unit
- side-by-side units divided by shared party walls



Three-plex & Four-plex (1920-1960)

Diagnostic features:

- one, sometimes more stories
- 3 or 4, usually side-by-side units
- separate entrances for each unit
- small setback/yard around structure
- a single long rectangular block most common
- Post WW II variant: a 3-plex with 2 units on the 1st floor, and a 3rd unit stacked on the rear



5. THE DUPLEX

Adam Sullins

Multifamily housing has been common in the American Southwest, from ancestral pueblos and Spanish Colonial plazas to twentieth century apartment buildings, courtyard apartments, and duplexes. The duplex may be the simplest and newest multi-family housing type and perhaps the most comfortable to live in. The design goals and social environment behind the development of this housing type in Albuquerque might prove useful as examples for contemporary development. This study examines three concentrations of duplexes from different periods (Figure 1) and compares a duplex from each area to a single-family home and to a larger multifamily type.

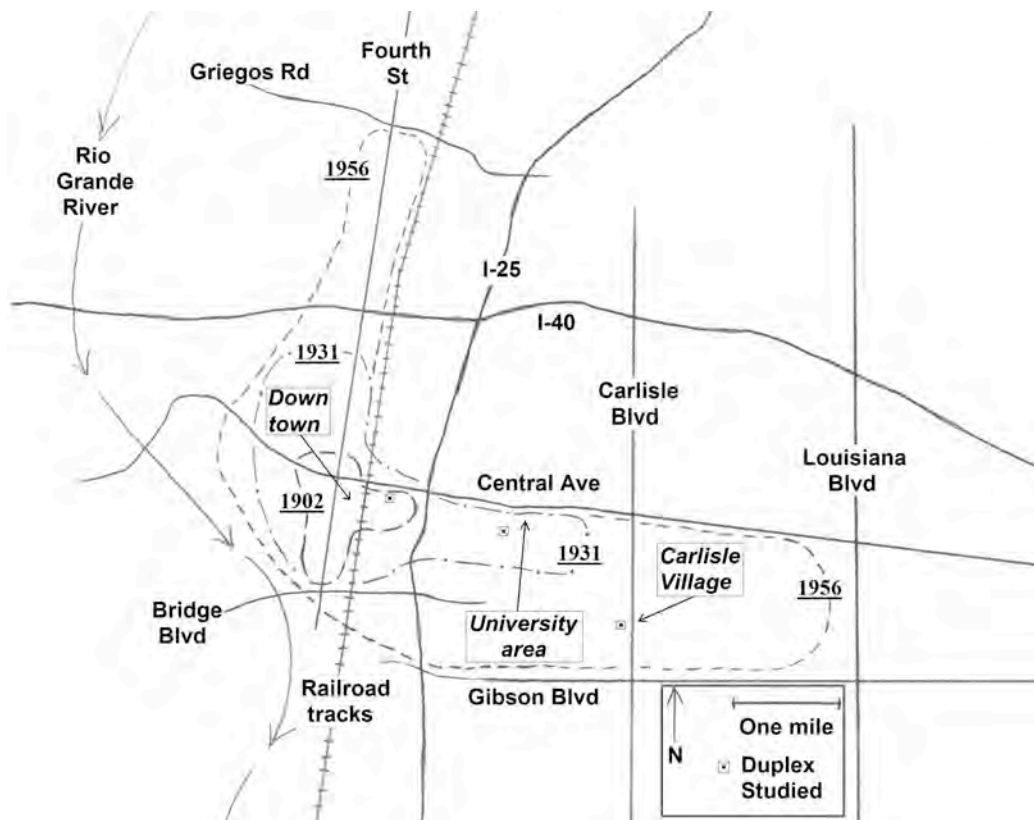


Figure 1. Map of Albuquerque Showing Distribution of Duplex Concentrations through Time.

By the 1870s, Victorian pattern books were outlining “two-family houses” designed to fit on single-family lots (Hunter 1999:233), an early indication of duplex design. In Albuquerque, the duplex did not appear until after 1880, when Anglo-American ideals were changing the railroad era landscape with platted lots and large single-family homes. The city’s earliest duplexes, all since destroyed, were constructed by 1893 in a row of four on Sixth Street near Copper Avenue (Sanborn insurance maps). The surrounding buildings are primarily single-family residential, including one-room-wide shotgun floor plans on 25-foot-wide lots and larger, Queen Anne and Four Square houses on 50-foot-wide lots. Each duplex is on a 25-foot-wide lot and all are similar in floor plan and street setback to the single-family shotgun houses of the area

and period. Each duplex in the row consists of two units approximately 10 feet wide each, arranged side by side, divided by a single party wall, each with a door facing the street—essentially attached shotgun houses. The nearby densely developed commercial street of Railroad Avenue (Central Avenue) likely influenced the construction of multi-family buildings in the area.

By 1898, Downtown Albuquerque contained at least 10 duplexes, between Copper Avenue on the north and Coal Avenue on the south, and from Sixth Street on the west to Arno Street on the east (Sanborn Insurance Maps). Most were in residential areas close to commercial Railroad Avenue and the industrial center along the railroad tracks. All appear to have made use of the side by side floor plan, similar in overall size, shape and setback to nearby single-family homes. This resemblance characterizes duplex design, both in the past and today. During this period in the United States, two-story duplexes with each unit on a separate floor were constructed to have a single-family appearance (Hunter 1999:233). Some of these examples may have existed in Albuquerque but were not noted as such on the documents reviewed for this study.

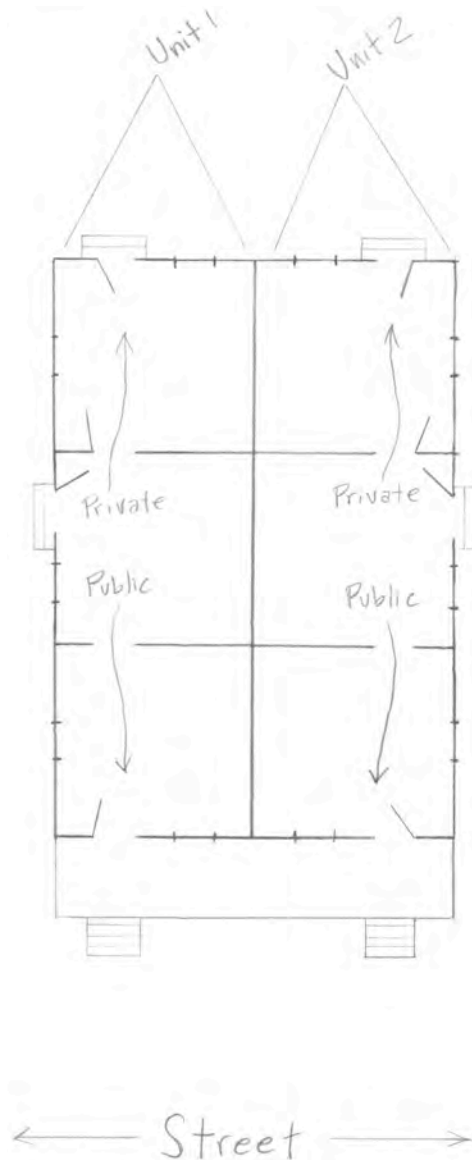
Seventeen or more duplexes were constructed by 1902, still concentrated around the Downtown neighborhoods. Built between 1893 and 1898, the duplex at 418-418 ½ Arno Street SE, one block east of Broadway Avenue near Coal Avenue, might be the oldest surviving duplex in Albuquerque (Sanborn Insurance Maps; Field Reconnaissance) (Figure 2). This single story brick building employs the two-room wide Four Square floor form. Each one-room-wide unit has a door facing the street, a common duplex arrangement. One unit of the building was continuously inhabited from 1915 to 1962 by Enid Reed, probably the building owner. The duplex later became an annex for an elderly home, and subsequently experienced frequent occupant change and vacancy.



Figure 2. Four Square Duplex at 418-418 ½ Arno Street SE. View is to the East.

Each unit in the Four Square plan is essentially a one room wide, three room deep Shotgun house, with public rooms towards the street and private towards the back. In Albuquerque and other cities, duplex development during the first two twentieth century decades

used symmetrical Neoclassical forms¹ in addition to Four Squares, with increasing use of the Bungalow plan, which is also a two-room-wide plan. This later floor plan was used so widely for the duplex that by the 1920s it was seen by some to have degenerated the entire concept of the Bungalow as a free-standing single-family home in its own garden (Winter 1980:78). Figure 3 is diagram of common divisions of space for Bungalow, Neoclassical or Four Square duplexes. The



**Figure 3. Early Duplex Example
Showing Uses of Space**

room layout for each of the side-by-side units, from front to back, would often be porch, living room, kitchen, bathroom, bedroom, with the later examples probably having hallways.

The city developed from 1910 to 1940 east from Downtown to UNM and Nob Hill, and north from Downtown towards the Sawmill neighborhood. Commercial and residential development extended along Fourth Street, the main alignment of Route 66 during the late 1920s through the 1930s. Most duplexes were built along residential streets closest to the major commercial arteries, such as Central Avenue and Fourth Street. By 1931, at least 75 duplexes had been constructed in these areas (Figure 1). Single-family and multifamily construction boomed in Albuquerque through the 1930s (Albuquerque Progress 1935-1940).

At the University of New Mexico, unmarried undergraduate students were all required to live on campus until the late 1960s (Wilson 1986:12), after which larger apartment buildings were constructed. During the 1920s, 1930s and 1940s, the duplex was a good rental option for a graduate student or university staff member, unable to afford a single-family house. Given the transitory lifestyle of college students, multifamily housing is common in all university neighborhoods. The late 1920s Bungalow duplex at 312-314 Mesa Street in the University area (Figure 4) made use of the popular Mediterranean style. This example is typical of UNM-area duplexes, which are similar in appearance to the neighboring single-family homes.

¹ Neoclassical symmetry lends itself well to duplexes with side-by-side units, each front door balancing the other. Two ca. 1910 examples still stand in Albuquerque today at 1003-1005 Fourth Street SW and 917 Third Street SW, a two story duplex.

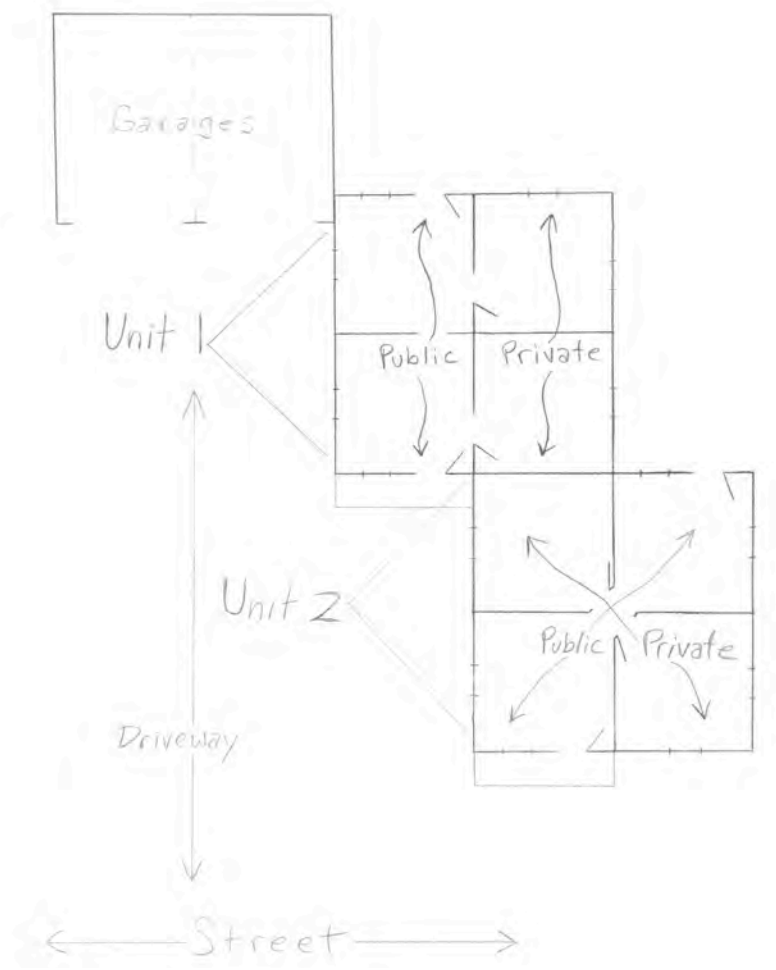


Figure 4. Bungalow Duplex at 312-314 Mesa Street SE. View is Looking East.

Albuquerque grew rapidly after World War II, and hundreds of duplexes were built. They cluster in the residential neighborhoods around Central Avenue and north-south roads including Fourth Street, Carlisle Boulevard, and San Pedro Drive (Figure 1) (Sanborn Insurance Maps, Field Reconnaissance).

Duplex development between 1940 and 1970 employed the Ranch floor plan popularly used in single-family houses of the period, often three or more rooms wide with an attached garage. City lots were platted wider to accommodate this new floor plan. The residential blocks of Carlisle Village are an example of this development. The neighborhood contains single-family homes, but predominantly duplexes with single-family appearances. Many are near Carlisle Boulevard, the main artery for the area, and near a commercial block. The resulting appearance of the neighborhood approximates the adjacent single-family suburban neighborhoods.

The duplexes in Carlisle Village were often constructed three rooms wide, with one unit set to the side and farther back from the street than the other, possibly in an attempt to distinguish each unit from one another (Figure 5). The always-present two-car garages are set towards the back of the lot, sometimes detached from the dwelling. The attached garage is a character-defining feature for the Ranch plan. While they are sometimes detached from duplexes, the Ranch pattern of a single driveway along one side of the lot leading to a garage is present for all duplexes in the area. The Ranch design is also used in duplexes a few miles to the east, for example along San Pedro Boulevard (Field Reconnaissance). A typical duplex of the Carlisle Village area is 3809-3811 Thaxton Avenue SE (Figure 6), built around 1950. From 1967 to 1987, one unit of this duplex was continuously occupied by a W. Hamilton, probably the property owner during this time. The other unit changed occupants at least once every five years. Mr. Hamilton likely rented out one unit in the duplex to help pay the building's mortgage.



The mostly single-family areas north of Interstate 40 were developed primarily after the 1960s. Multifamily buildings in these areas are typically large apartment buildings directly adjacent to the main boulevards. Duplexes are present but uncommon here and also exist under the name of *townhouse* or *condominium*. These do not follow the ranch plan closely as did earlier examples. While they still look to freely accommodate the automobile, they are often built in rows on small lots, often two stories, sometimes with asymmetrical massing to identify each unit.

Figure 5. Duplex Diagram Using a Ranch Floor Plan Showing Uses of Space.



Figure 6. Ranch Duplex at 3809-3811 Thaxton Avenue. View is North.

A comparison of each duplex to other residential types in each area and its era is revealing². The Downtown duplex experienced the lowest rate of occupant change of all duplexes studied. Possible increased property inheritance stemming from Downtown area demographics may account for this. Despite stability, the Downtown duplex did have the most vacancies, all during the past few decades when the neighborhood's condition declined. The Carlisle Village duplex experienced the next highest rate of resident stability, possibly a result of newer development aiming to appeal to the lower middle class with popular Ranch floor plans. The University area duplex saw the lowest rate of occupant stability. This can probably be explained by its close proximity to the university. University staff and students may move more often than other groups due to matriculation and low worker wages. However, the University area did have the fewest instances of duplex vacancies than any other study area, likely from a constant influx of students and staff.

According to this study, duplex residents in any area are more than one-and-a-half times as likely to stay in their unit as those in larger apartments. When compared to residents of single-family homes, those of duplexes are almost four times less likely to stay. Duplexes have fewer vacancies than apartments but more than single-family homes. Duplex turnover and vacancy rates suggest that they are more rentable and provide a higher quality of living than larger apartments.

While the duplex does not offer all the amenities of a single-family home, it does offer more than other multifamily dwelling types. The duplex provides the most privacy by sharing only one party wall, with no upstairs or downstairs neighbors. Ventilation and lighting are improved because the duplex has three full exterior walls. A large private yard or garden space is available for each unit. Parking, a common concern by the 1930s, is plentiful for all who live in the duplex. Duplexes and other multifamily types are often in convenient pedestrian-friendly areas near commercial, educational, and industrial zones and public transportation routes (Bookout 1992:15, Field Reconnaissance). When compared to neighboring single-family homes, duplexes offer improved efficiency in heating and cooling.

It may cost more to rent a unit in a duplex than one in other multifamily housing types, satisfying a renter of a higher socio-economic status. In complement, a potential renter in a higher income bracket may look more attractive to a landlord, and may provide better rental stability over time. Also, the duplex is the least expensive to construct. During the Great Depression and other periods, a financially burdened owner/builder seeking to live in a single-family neighborhood might choose to build a duplex, planning to live in one unit while renting the other. He might choose a kit or floor plan from a catalogue, as offered by Sears or Aladdin Homes in the early 1900s.

Twentieth century planning and architectural design journals and articles outline social and economic advantages, like the ones mentioned above, for constructing duplexes and other

² A single-family home and a multifamily development of larger than four units were selected as a comparison for each of the three areas. Albuquerque city directories (Hudspeth Directory Co. 1915-1997) were looked at in five year intervals to infer occupant and rental stability for each building type. The single-family home at 416 Arno Street and the Washington Apartments at 1002-1008 Central Avenue were used for the Downtown area. For the UNM area, the single-family home at 2111 Silver Avenue and a courtyard housing unit at 1909 Gold Avenue were used. Selected from the Carlisle Village area is the single-family home at 3807 Anderson Avenue and the apartment building at 1014 Carlisle Boulevard. This study is not scientific in scope. Division of single-family homes into apartments or of apartments into alternate units, changes in unit address, differing numbers of years sampled, and omission of data entries complicate the study.

multi-family housing (Buttenheim 1935, Professional Builder 1998:84-85, Wentling 1995:232-237). However, the trend over the past 20 years appears to favor the construction of larger apartment buildings instead of duplexes. Recent awareness of diminishing world energy resources and a renewed interest in urban living has fueled controversy in residential development design and increased acceptance of public transportation and multi-family housing (Loomis and Ohland 2005:45-49, 152).

Many contemporary designers of multifamily urban infill housing aim for a single-family appearance (Buck and Halberstadt 1995:48, McLeister 1998:86-89), one that has developed as a symbol of the “American Dream.” (Davis 1995:83, Quantrill and Webb 1993:70) The duplex is a building that readily fits in a suburban street lined with single-family homes by using the neighborhood patterns of building massing (e.g. size, roof shape), setback distance, architectural styles and floor plans. For multifamily developments with more than two or three units, some designers have found that each unit should be distinguishable from the next. This is often achieved through the use of differing but repeated architectural features in an effort to make each unit autonomous, as single-family homes appear (Wentling 1995:237-257).

Many urban development projects today occur in historic zones, often found near the downtown area of most cities. As these infill projects press forward, it is important that new multifamily development designs are complementary to these zones. Historic architectural types, floor plans, styles, street setbacks and massing can be used as models for new designs. The duplex is an excellent choice for such development in single-family historic neighborhoods. Not only do duplexes usually have single-family appearances, but also they have been shown to have fewer vacancies and more stable rental histories than any other multifamily type, providing economic stability, a good incentive for the developer. The several historic multifamily housing type examples that still stand today serve as excellent models for contemporary building (Wentling 1995:257).

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6. COURTYARD HOUSING IN ALBUQUERQUE

Berenika Byszewski

Any housing prototype that challenges the American intellectual monopoly of the building in the park deserves careful attention and study (Polyzoides 1992: p. 9).

The courtyard apartment is a particularly successful form of multi-family housing in Albuquerque. Emerging as one of the first apartment types in the city, courtyard housing flourished in the 1920s and 1930s in the mixed residential neighborhoods surrounding the downtown core. Construction of courtyard apartments continued to fulfill the city's growing need for high-density housing until the 1960s and 70s, when zoning regulations encouraged the development of garden apartments of 100 or more units along Albuquerque's commercial arterials. Still, historic courtyard apartments remain vital parts of the city's urban fabric, characteristic of Albuquerque's older neighborhoods, and, according to current residents, continue to be desirable places to live. In the past 10 years, the courtyard type has received renewed attention in contemporary infill projects. The continued success of courtyard housing in Albuquerque stems from the adaptability of the form and its ability to address a range of environmental and social needs.

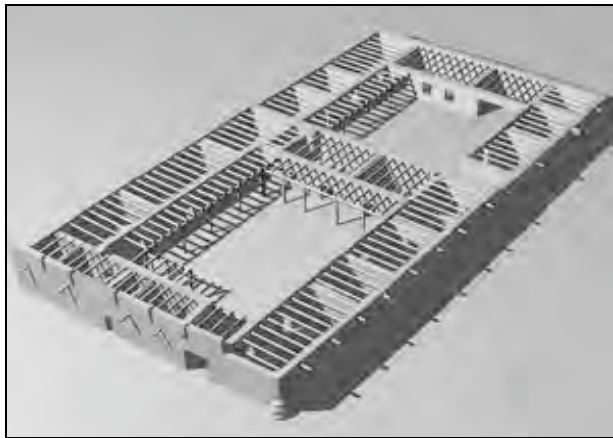
The large-scale development of courtyard housing as an urban residential form traces to early twentieth century Los Angeles (Polyzoides 1992). At the time, Los Angeles was struggling to define itself as an American city and accommodate an influx of new residents and visitors. By 1910, young architects and designers inspired by the architecture of Spain, as well as the local Spanish-Mexican missions and *ranchos*, began to develop a regional vocabulary of multi-unit housing organized around a central courtyard (Polyzoides 1992). The new apartment type responded to the mild Mediterranean climate and fostered nostalgia for romantic regional forms. While meeting the need for higher-density housing, the courts retained the privacy and small-scale of a single-family home, with internal courtyards serving as both a respite from urban life and a focus of community interaction. The inherent variability of the type allowed its integration with a range of lot sizes, neighborhood types and demographics, such as Midwestern transplants, singles, young families, seniors, and the upper middle-class.

In the 1920s, the success and popularity of courtyard housing in Los Angeles led to a dissemination of the type across the Sunbelt states (Kammer 1999). The rapid rise of apartments correlates with a national demographic shift in the 1920s that brought large numbers of people into the cities in search of work (Wright 1981). Courtyard apartments found fertile ground in Albuquerque due to the shortage of housing and the compatibility of the form with the moderate climate and existing regional architectural traditions.

Although courtyard housing did not directly derive from Pueblo Indian and Spanish-Mexican housing traditions, it shares a number of characteristics with regional prototypes, such as climatic considerations, outdoor circulation patterns and the organization of units around a central courtyard. Both the Indian pueblo and the Spanish hacienda consist of multi-unit buildings combined with centralized outdoor spaces. This pattern is a response to both climate and culture. Adaptations to climate include thick adobe walls, low ceilings, multiple exterior doors for ventilation and circulation, and buildings that face southeast to maximize solar gain. The first multi-unit dwellings in the region were small Indian pueblos, dating to A.D. 700, which consisted of linear room blocks with multiple entries opening to outdoor activity areas. A few

centuries later, large pueblo villages consisting of contiguous multi-story masses set around a central plaza began to appear up and down the Rio Grande Valley.

Local Spanish-Mexican architecture and courtyard housing share a distant ancestor in the courtyards of Spain. Spanish-Mexican residential forms in the region include linear, L-shaped, and U-shaped adobe buildings with multiple exterior doors and outdoor circulation areas. The organization of units around exterior spaces enabled multiple families to live together in one building, a pattern with both social and defensive functions. Some of the first hotels in Albuquerque—generally patronized by Anglo newcomers—were traditional haciendas with enclosed courtyards located around the plaza in Old Town (Sanborn Fire Insurance Map 1891). Although emerging from their own historical trajectories, courtyard housing and regional architectural types share certain elemental characteristics of form, which may be the result of adaptation to similar environments.



Martinez Hacienda, Taos, New Mexico

Stylistic elements utilized in the Albuquerque courts often evoked regional ties to Pueblo and Spanish cultures. Brown stucco, flat roofs, stepped parapets, and protruding vigas replaced the clay tile roofs and arched doorways of the West Coast Spanish-Mission Revival style. Lower ceilings replaced the high ceilings typical in Los Angeles courts, which were an adaptation to the mild and humid climate. The lower ceilings served to keep homes in Albuquerque's high desert climate cooler in the summer and warmer in the winter, required lower outlays in resources and capital for local builders, and reflected regional prototypes. Courtyard housing in the Spanish-Pueblo Revival style fostered romantic connections to regional history, while providing modern amenities. Some of the early courts were advertised as grand estates, where the tenants could imagine the whole complex belonging to them. The repetition of units in the same architectural style fostered the imagery of the courts as one large estate, or hacienda.

Unlike the West Coast courts, which often include a hardscape courtyard of tiles or stone around a central fountain—a style derived from Spain—the majority of Albuquerque courts feature an open grass lawn in their center. Polyzoides describes courtyard housing as a microcosm of the medieval village, with the yards themselves constituting the “commons” or the “village green,” (Polyzoides 1992). The greening of the courtyard spaces belies the cultural longings of the Anglo builders and tenants in Albuquerque. The lawns capture distant memories of Midwestern childhoods and the budding imagery of the single-family home rooted in a sea of grass.



Los Angeles Court



Albuquerque Court

Builders also adapted other local styles to the courtyard complex. They coupled brick copings and pedimented lintels of the regional Territorial Revival style with brick pathways and sculpted cedars in the courtyard space. Courtyard buildings also featured Ranch style elements such low-pitched roofs, overhanging eaves with closely cropped grass and hedges. The addition of various styles derived in part from the popularity of courtyard housing among small-scale builders, who were able to adapt the form to resemble other residential projects and to adorn the buildings in a variety of vernacular styles.

Apartments as a housing type appeared in Albuquerque's city directories around 1910, and by 1930 apartment listings surpassed those for other types (Albuquerque city Directory). Initially located on the fringe of the mixed-use downtown district, courtyard housing spread into developing neighborhoods, mirroring the expansion of the city as a whole. Indeed, the development of multi-unit housing marks Albuquerque's transition from a railroad town to a small city, a process accelerated by the rise of the automobile. Earlier forms of multi-unit housing included residential hotels located near the railroad depot and rooming and boarding houses surrounding the business district. Around 1910, apartments, sometimes called flats, and boasting amenities such as hot water heaters, began to emerge as an alternative to these earlier forms (Kammer 1999). In 1920, the Castle Apartments—perhaps the earliest courtyard apartments in Albuquerque—were built along Railroad Avenue (now Central) as the city grew westward in the direction of Old Town. As their name implies, the Castle Apartments were luxury apartments on a grand scale. Rising two-stories high from a stately 60-ft setback, the U-shaped building defined a landscaped courtyard facing Railroad Avenue. Unlike other upscale apartments of its time, the Castle Apartments contained such regional elements as a flat roof, crenellated parapets and stucco exterior. This early courtyard apartment set the stage for the widespread construction of more modest courtyard housing in the following decades.

In the late 1920s and early 1930s, courtyard apartments occupied the fringes of downtown, articulating between the pedestrian core of the city and its residential neighborhoods. The type first expanded with the streetcar to the Huning-Highlands neighborhood east of the railroad depot (Sanborn Fire Insurance Map 1931). The Alhambra Court (pages 62-63)—built in 1929 in a U-shaped plan similar to the Castle Apartments—incorporated a high density of units in two stories around a narrow courtyard. In contrast to the Victorian-style single-family

residences in the neighborhood, the Alhambra displayed Southwest Vernacular elements such as yellow stucco and stepped parapets. Rigid symmetry, brick trim, terracotta details, and the pedimented parapet of the rear building added a formal Neoclassical component to the complex. The name of the court—the Alhambra—refers to the grand Moorish palace of southern Spain, and implies a connection to the West Coast courts, which were often named after Mediterranean buildings to evoke a romantic association. Featuring amenities such as maid service, built-in appliances, and individual garages, the style and novelty of the court appealed to Albuquerque's burgeoning middle class.



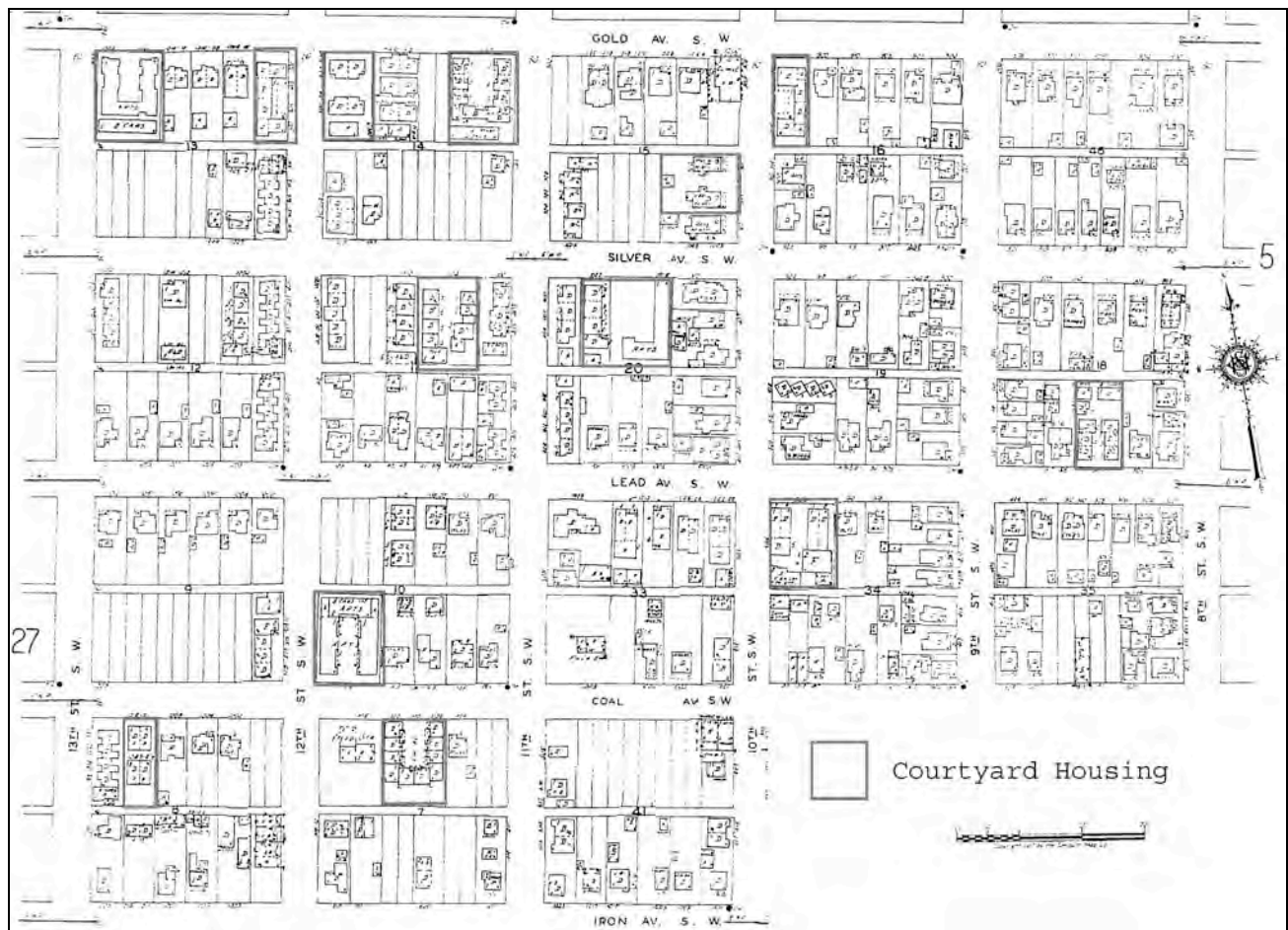
Castle Apartments



Alhambra Court

Like the Castle Apartments, the Alhambra Court contained a detached garage on the rear alley to accommodate the increasing popularity of the automobile. This increase in automobile ownership in 1920s and 1930s transformed the face of the city, enabling the development of numerous residential neighborhoods beyond the boundaries of the original Albuquerque townsite (Sanborn Fire Insurance Map 1924, 1931, 1942; Wilson 1996). In fact, Albuquerque embraced the auto to such an extent that it was one of the first cities in the nation to replace the streetcar system with bus transit in 1928 (Kammer 1999). Courtyard housing appeared in Albuquerque during this transitional time, and was able to blend into existing neighborhoods while incorporating the automobile. In most courtyard complexes, garages were located in the rear of the complex, reserving the courtyard space for pedestrians.

With the creation of the National Housing Act of 1934, federal money became available for multi-unit housing projects up to four units (Kammer 1999). As a result, the mid-1930s witnessed an apartment construction boom that expanded the range of courtyard housing east to the sand hills along Grand Avenue (now Martin Luther King). The development of neighborhoods with both single-family and multi-family residences during this time was due in large part to the reluctance of Albuquerque's influential Mayor Clyde Tingley to institute planning and zoning requirements (Kammer 1999). The highest concentration of courtyard apartments in the city appeared in the mid 1930s as infill development in the Reynolds Addition, located southwest of the downtown core (Sanborn Fire Insurance Map 1942, 1951, 1957).



**Reynold's Addition, showing high concentration of courtyard housing
(1957 Sanborn Fire Insurance Map)**

Gold Court was part of this construction boom, and is representative of the more modest courtyard apartments in this area. Built in the Spanish-Pueblo Revival style, this court includes small entry porches that have been personalized by tenants with flowers and chairs. These private spaces overlook the semi-public shared space of the courtyard. Silver Court (pages 66-67), built slightly later in the same neighborhood, features an expansive lawn in a U-shaped courtyard, and Territorial-Revival style elements such as stucco, brick coping and white pedimented lintels above the windows. Due to its oversized lawn and lack of entry porches, Silver Court's central space is not utilized as much as the more intimate shared space of Gold Court.

In the late 1930s, increased enrollment in the University of New Mexico spurred the development of more multi-unit housing along Grand Avenue from the edge of the sandhills to the east to what is now the Spruce Park Historic District. This area has long since been an enclave for courtyard apartments geared towards students and is the location of recent infill developments of contemporary courtyard housing.



Gold Court



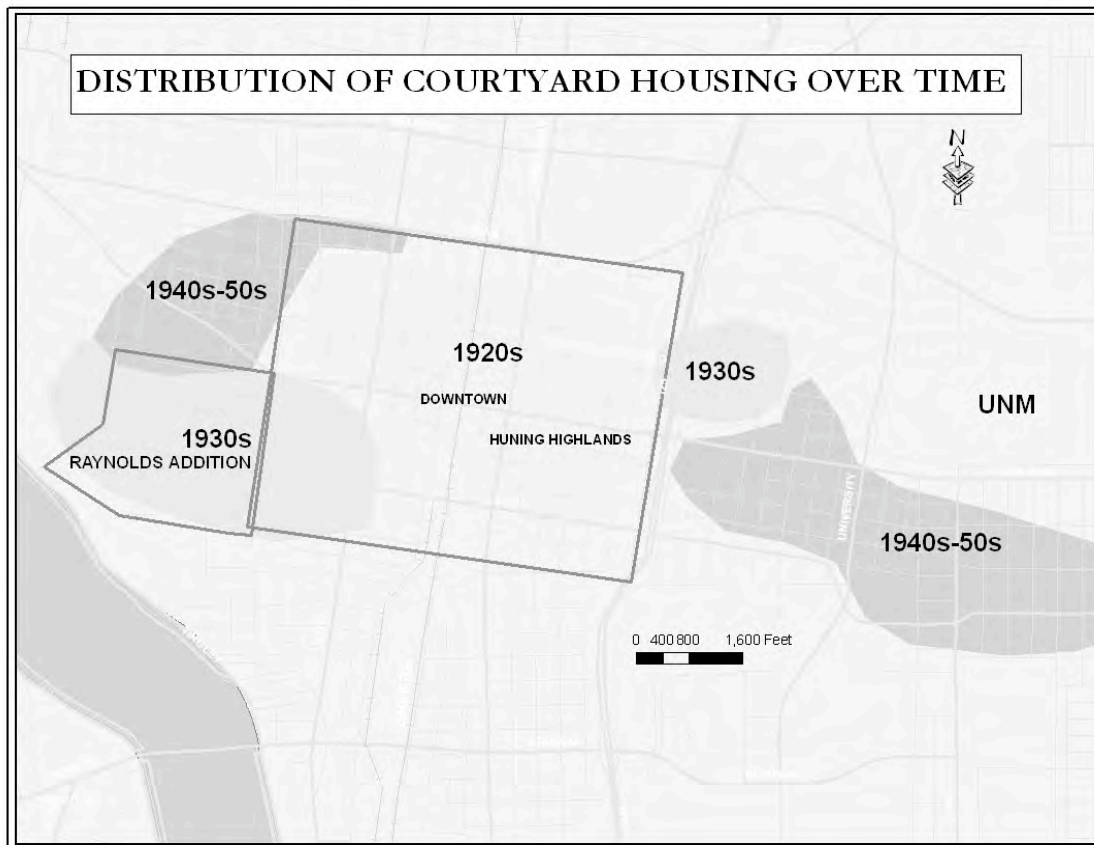
Silver Court

The popularity of courtyard housing with local builders in Albuquerque contributed greatly to the proliferation of the type in the 1920s and 1930s. Small investors could afford to build courtyard housing and be relatively assured they would be able to rent them due to housing shortages. The small-scale of the courtyard apartments—generally between four and 10 units—enabled them to blend with existing residential neighborhoods. Construction did not require new knowledge or materials, and due to the variability of the type, builders could easily adapt courts to the shape and topography of small or irregular lots. Builders who were used to constructing single-family homes were able to incorporate courtyard housing on one or two lots platted for residential blocks. Very small lots could accommodate two narrow linear buildings defining a central space as narrow as 10 feet wide. The El Porvenir Apartments on Grand Avenue (pages 64-66) made use of the steep slope of the site by stepping units down the hill to meet the street, which served to accentuate the Spanish-Pueblo Revival style stepped rooflines and parapets.

Courtyard housing remained popular with builders throughout the 1940s and 1950s. According to 1940 U.S. Census data, 13 percent of all housing in Albuquerque was multi-unit housing, with most of the apartments containing between five and 19 units. The 1940s witnessed the construction of the first walled courtyards—such as the La Miradora Apartments near Old

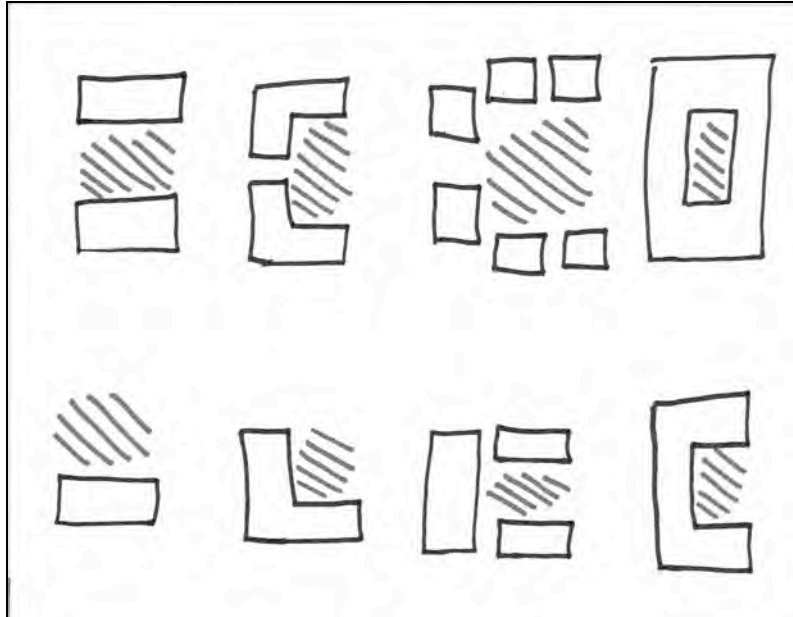
Town—which disengaged the semi-public realm of the courtyard from interaction with the street, presaging the gated community. During another housing shortage in 1944, many courtyard complex owners began adding second-story residential units to detached garages (Kammer 1999). This response increased housing density while retaining access to parking from rear alleys. Some contemporary architects have recognized this historic trend and repeated the form in recent infill projects such as the Mulberry Condominiums (pages 72-73).

Between 1940 and 1950 the population of Albuquerque tripled—mainly due to an increase in defense-related jobs. Courtyard apartments continued to be a major part of the multi-unit building stock and were still located in mixed residential areas. Concentrations of courtyard housing at this time stretched from New York Avenue (now Lomas) to the west and south to the Raynolds Addition, and from Grand Avenue (now Martin Luther King) and the Huning-Highlands neighborhood towards the south side of the University (Sanborn Fire Insurance Map 1950). Also during this time, builders began to incorporate Ranch style and modernist elements into some of the compounds.



The dominant characteristic of courtyard housing is a shared central courtyard. It is the open, outdoor pedestrian space that defines the type. The form and layout of buildings around the courtyard, as well as the shape of the courtyard itself, are highly adaptable. The courtyard typically contains landscaping and pathways, and can be set off from the street by a low wall or line of vegetation. Attached units with individual entrances are organized around the courtyard, which serves as an outdoor circulation area. Service entries are sometimes located around the outside edge of the buildings, and garages are often accessible at the rear of the complex. Generally, four or more units comprise a building, and one or more buildings comprise the

apartment complex. The complex can be made up of one U-shaped building, two L-shaped or three linear buildings arranged in a U-shape, or two linear buildings set perpendicular to the street. The flexibility of the typology allows for many variations on a theme, creating a mosaic of unique courtyard types that are able to respond to their surroundings and to the layout and topography of their lots.



Variations in Courtyard Housing Typology

Sycamore Court (pages 70-71)—a 1947 modernist courtyard complex located at Tijeras and Sycamore—utilizes the topography of a whole city block to create a natural, somewhat rambling feeling in an otherwise symmetrical plan, and captures sweeping views from some of the courtyard paths. Its multiple courtyards are what Polyzoides might call the most highly developed multiple/special parties type. Polyzoides states, “when a great many spaces flow into each other without having a defined center, the idea of a courtyard building as village is realized” (1992, p. 49). The units all open to interior shared spaces, and the exterior of the complex holds the street’s edge. Automobiles are incorporated in covered parking along the alley in the interior of the complex, and additional parking is located along the four streets that define the perimeter. Given its location between downtown and the University, these apartments are predominantly rented by UNM students who add a vibrant and dynamic atmosphere to the compound.

Construction of courtyard housing ceased abruptly in 1959, when a zoning ordinance specifying land usage and residential density encouraged the development of large apartment buildings along Albuquerque’s commercial arterials (Kammer 1999). After a long hiatus of courtyard housing construction, there has been renewed interest in the type as part of infill development. The type’s adaptability makes it especially conducive to the constraints of infill sites.

Recent courtyard housing construction has targeted the historic neighborhoods from which these types emerged. Many infill projects have focused along Martin Luther King Boulevard, catering to students and young professionals. Martin Luther King Boulevard is a main conduit through a predominantly residential area, and has a regular bus route between

downtown and UNM. The historic tradition of courtyard housing in the area—such as El Porvenir Apartments (pages 64-66) and Sycamore Court (pages 70-71)—is echoed in a number of recent projects. Built in 2004, the Mulberry Condominiums (pages 72-73) are a two-story, fully enclosed courtyard complex with a gated entrance on the street and units that open onto a central courtyard. One of its successful features is a row of garages accessed from the rear of the complex. The garages are incorporated into the rear end of the building, with residential units on the second floor. This pattern first emerged in the 1940s courts in Albuquerque, and remains a successful solution to incorporating parking into the constraints of a small lot.

Two of the main differences between historic and contemporary courts are an attempt to increase density and an emphasis on ownership—rather than rental—of units. The New Urbanist philosophy of some of the architects promoting recent infill projects teaches that higher density fosters community life (Chris Callot, personal communication 2007). Interestingly, some of the earliest courtyard apartments, such as the Alhambra Court (pages 62-63), have the highest density of units per acre. The unit density per acre decreased significantly in the 1930s and 1940s as the size of courtyards and rooms increased (Silver Court [pages 66-67]). It is not likely that contemporary projects could achieve as high a density as the early courts, mainly due to changing expectations of room and unit sizes, which have increased significantly from the 1920s models. However, the contemporary courts achieve a higher density than many later historic courts, such as Silver Court (pages 66-67).

The shift from rental to ownership of apartments is mainly due to high outlay costs prescribed by the current financial system, and the need for architects and builders to realize a return on their investment. According to some architects, home ownership, while fulfilling the American Dream, also serves to bring residents in closer contact with the maintenance of their homes and neighborhoods (Chris Callot, personal communication 2007). It remains to be seen whether people who have been historically attracted to renting courtyard apartments—generally students and retirees who seek practical and economic alternatives to the single-family home—will embrace the concept of purchasing housing units, or if this trend will attract a different type of consumer. The renewed appeal of courtyard housing has the potential to expand the traditional demographic to include people that may have previously opted for a single-family home, such as professionals, families, and empty-nesters.

The resurgence of courtyard housing as a viable building option is a testament to the versatility of the type, and its ability to address a wide range of needs. Its similarity to historical regional forms allowed for its integration into the local architectural vocabulary. From the 1920s to the 1950s, the type flourished because it helped resolve some of the problems facing Albuquerque, including a number of serious housing shortages, the rise of the automobile, and the economic hardship of home ownership. The emphasis on a domestic scale and semi-private outdoor spaces fulfills our cultural longing for a single-family home, while at the same time provides higher density, more affordable housing. In this way, it represents a compromise between the urban and the suburban, and a challenge to the idea of the “building in the park.” Today, courtyard housing is still able to address these issues, as well as the growing desire of people to live in walkable neighborhoods and to find a sense of community. To this end, courtyard housing has the ability to reconcile our desires for a private home and a more integrated community life, and carries the potential to revive our neighborhoods and enrich the urban fabric of the city.

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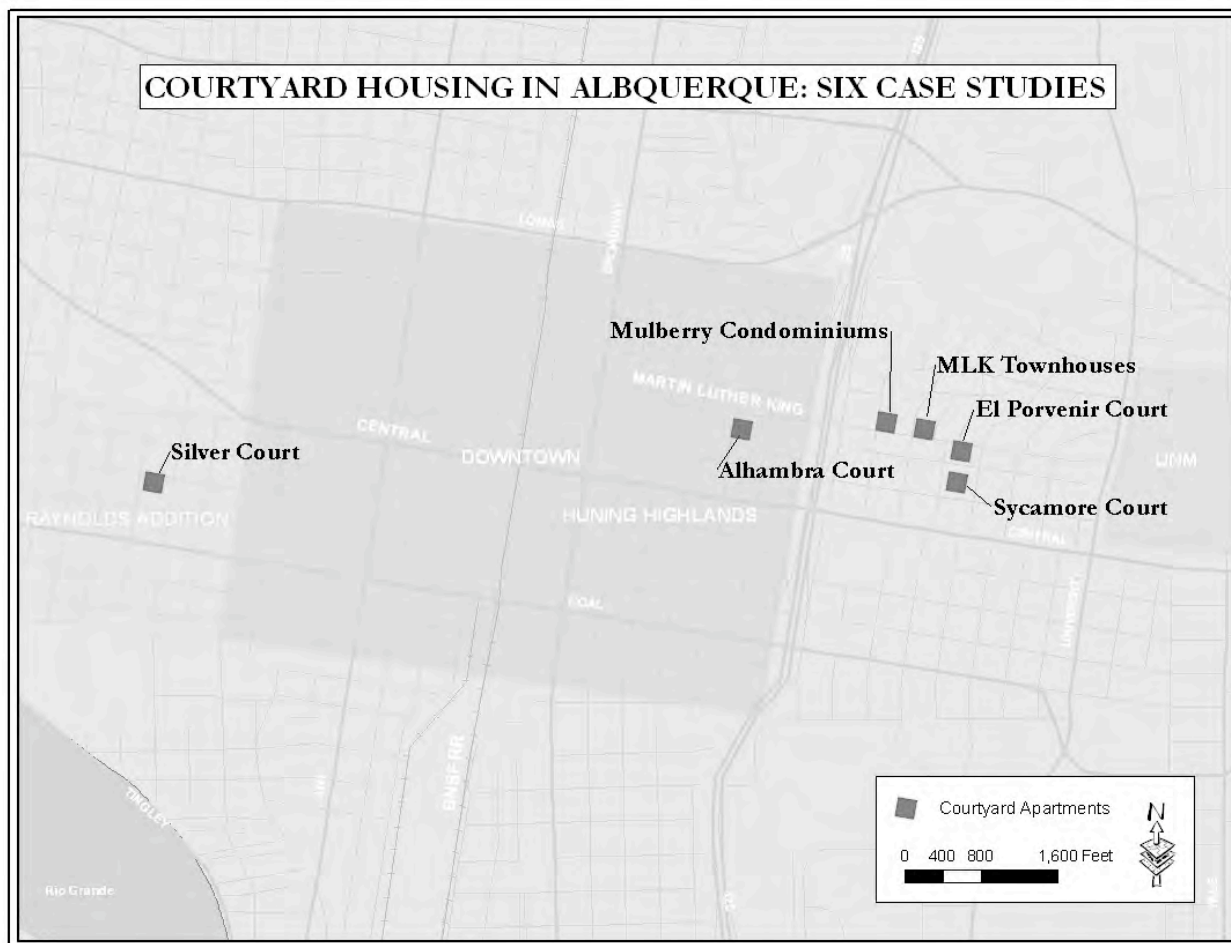
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7. PRE-WORLD WAR II COURTYARD HOUSING

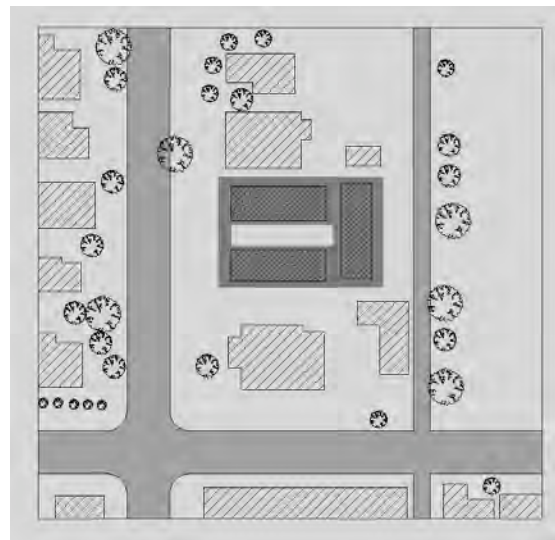
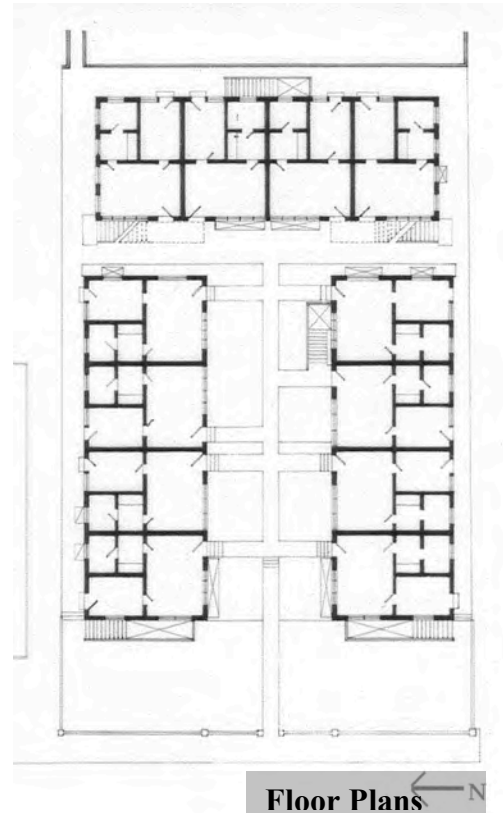
William Powell

In Albuquerque few high quality courtyard housing apartments were built in the first half of the twentieth century. The best incorporate well proportioned massing, pleasant outdoor spaces, and livable density. Density in apartment housing usually has connotations. Within these apartments, a high density is achieved while maintaining a sense of home and pleasantness that eludes many multi-family dwellings.

Alhambra Court, 208 High St. NE,
Albuquerque 1929

Alhambra Court
Unit numbers – 16 studios, 3 one bedrooms
Number of garages 6
Parking Spaces – Many
Dwelling Units per Acre - 73
Square footage total - 3723

Site: Located in the Huning Highlands of Albuquerque these apartments are surrounded by single family homes. Flanked by a residential street and an alley, this is a relatively quiet location close to downtown.

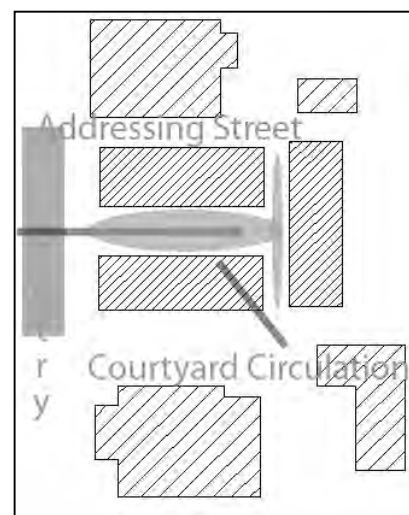
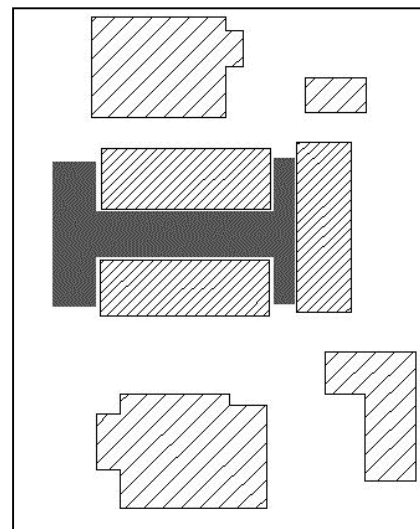
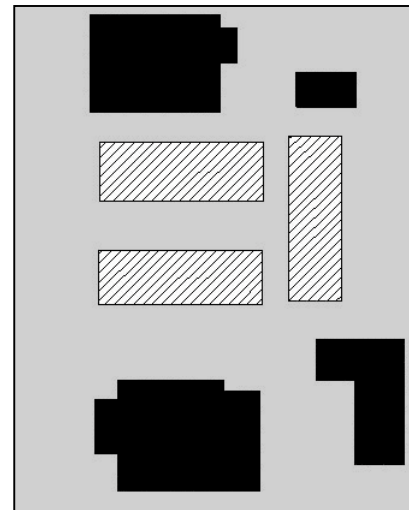


Massing: Comprised of sixteen studios and three one bedrooms units. These apartments function as three separate buildings with circulation paths connecting them. Very formal in nature, this compound was meant to be viewed from the street and projects formality with its detailing and symmetry.

Treatment of outdoor space: Transitional space probably not meant to be used for recreation or leisure. It functions primarily as circulation for these apartments were originally built as luxury apartments. Shared outdoor space is uncommon in higher end residential complexes.



Conclusion: Still a desirable place to live with its detailing and formal projection of prestige and beauty, the Alhambra Court is one Albuquerque's great apartment complexes. With our mild weather and the desire for time outdoors, it would benefit greatly from private outdoor spaces. Additionally, the building mass and detailing focus on the street; once one has entered the complex, the positive impression is lost.



El Porvenir, MLK NE, Albuquerque 1928

El Porvenir

Unit numbers – 8

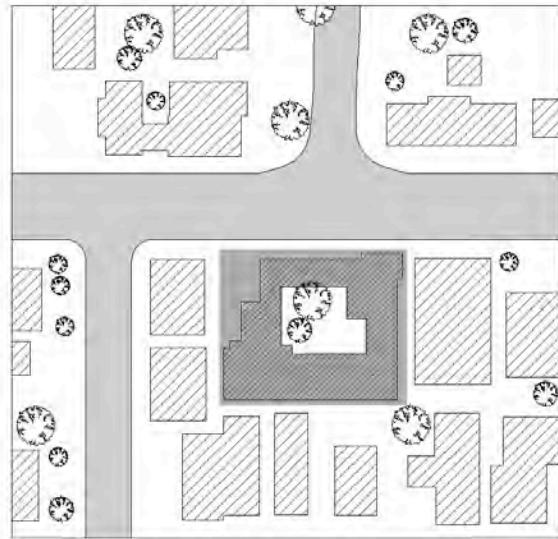
Number of garages - 0

Parking Spaces - 8

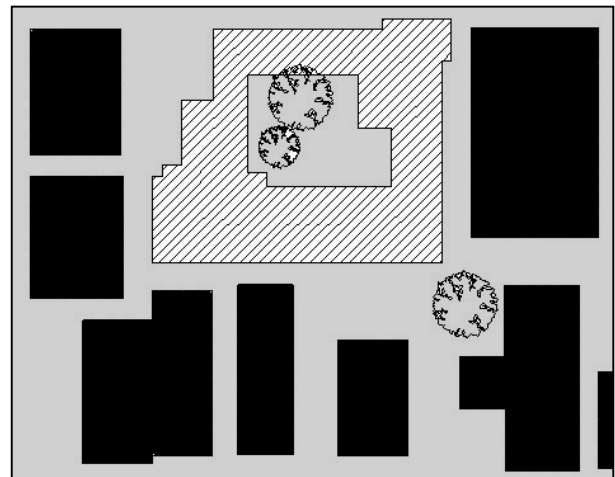
Dwelling Units per Acre - 61

Square footage total - 5687

Site: Located east of Downtown these apartments are rather small and informal. One could walk easily by and not notice them. This probably is the point, after all a private residence is just that. Pulled right up to the street, the building maximizes the small amount of land that it encompasses. Originally a single residence built in 1936 it later grew into six units.



Massing: Unlike the other more common U shape plans, this building is square and enclosed. Although it is entirely enclosed the north elevation it is only a wall to protect from noise and provide privacy. This as opposed to an occupiable building. Functioning as a wall or buffer from the street, it conceals the interior courtyard from the public.



Treatment of outdoor space: The interior courtyard is quite modest and functions primarily as circulation space with little room for recreation or leisure. With its terraced asymmetrical layout, this courtyard feels larger than it is, and makes good use of a small lot.

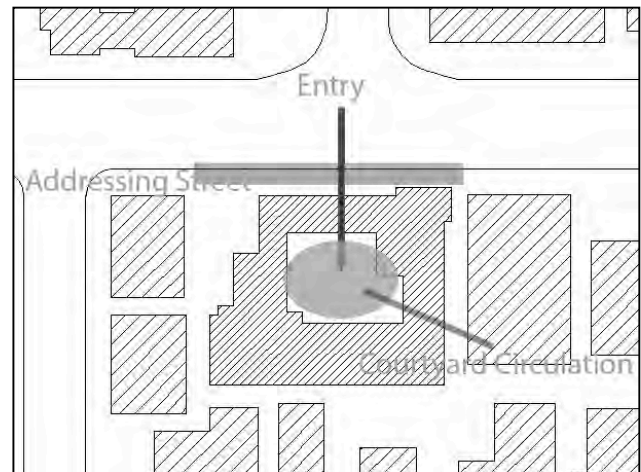
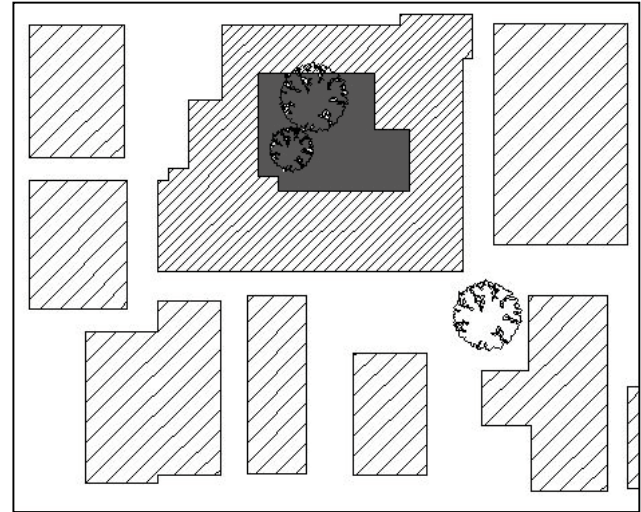
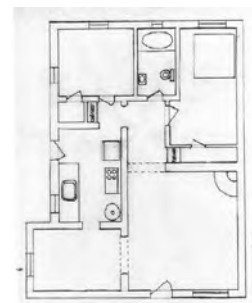
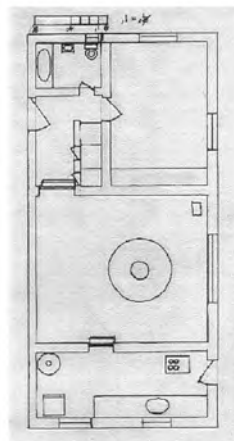


Diagram of characteristics:

Conclusion: The most modest of these three examples. These six apartments function much like historic haciendas of the Southwest. With large blank walls for protection and a plazuela within, they positioned themselves inward. The entry gate is even slightly reminiscent of a zaguán. Since this building was not originally designed as a whole, its lack of cohesiveness is evident. Considering incremental growth and the small amount of land, these apartments are quite appealing. Individual outdoor spaces would be nice for tenants and could



Floor Plans - one and two bedrooms:

take the shape of small portals. These portals not only would provide shade, and individual outdoor space, but evoke the historic typology of the southwestern courtyard hacienda.

The Silver Courts, 1018 Silver Avenue SW Albuquerque 1930's

Silver Court Apartments

Unit numbers - 6

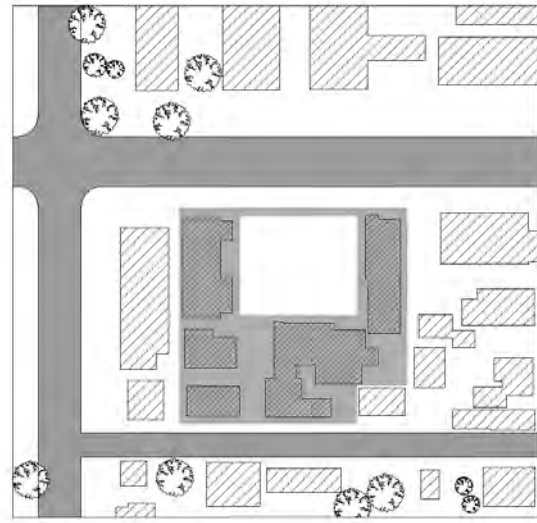
Number of garages - 4

Parking Spaces – 2 plus on street

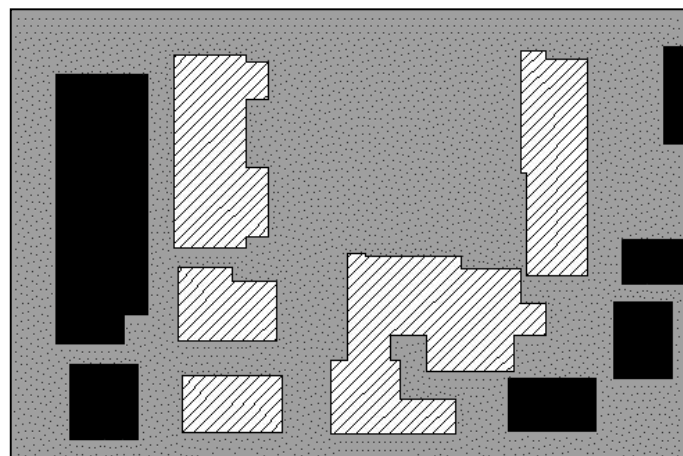
Dwelling Units per Acre

Square footage total - 10539

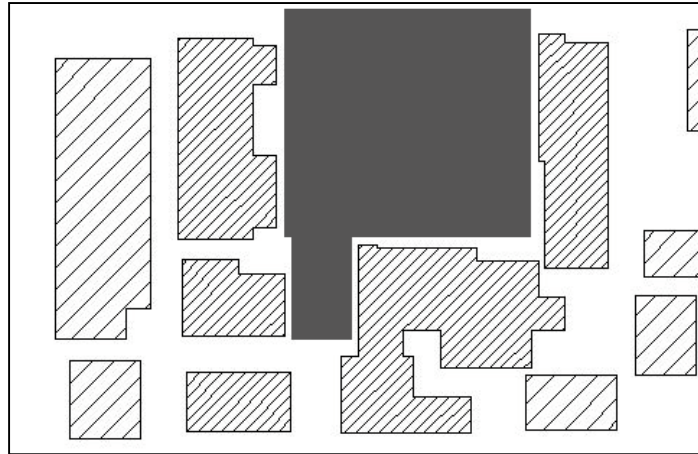
Site: Located west of downtown Albuquerque, these apartments are located within the typical residential block. Flanked by a (now) busy street and an alley this is the largest of the three buildings within in this study.



Massing: Breaking the rhythm of the block and surrounding blocks this complex visually stands out. Since it is a large complex it has multiple entry which avoid a prison like condition. The four separate masses read as one and work well together. Seven units in total make up this compound.



Treatment of outdoor space: Its central courtyard is less than intimate and the only intimacy is offered by the small portals outside of each apartment. Paths with nice landscaping compliment the courtyard. This combination and layout makes for a formal entry and offers residents and visitors alike a higher degree of prestige than is common in the neighborhood.



Conclusion: This combines Territorial style elements with a modern take on traditional courtyard housing. While only addressing the street in a limited way and providing its residence with the best elevations, this building refers back to the time when homes were more about the residents rather than projecting image towards the street for prestige.

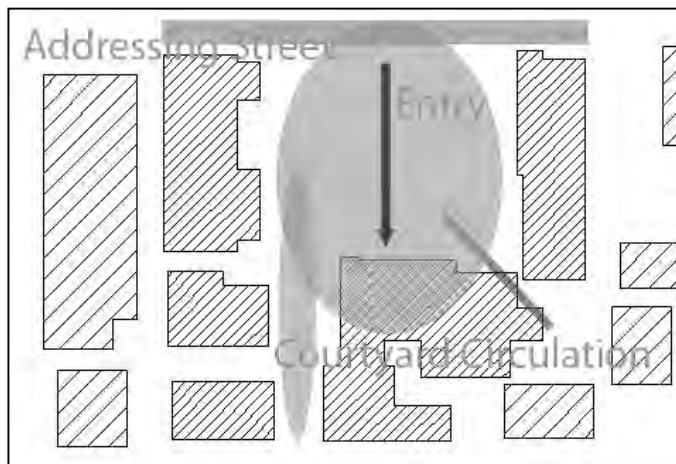


Diagram of characteristics:

Overall Conclusions

Still valid in contemporary multifamily housing, the courtyard offers community, privacy and beauty. The examples listed within this survey exhibit buildings that function well and more importantly are homes. Multifamily housing sometimes falls short of being considered a home. Although people live in them, certain characteristics may be missing. Some of these include decency, privacy and enjoyment. Courtyard housing as a typology is embedded in the fabric of in New Mexico. From early civilizations up through Mexico it has found its way here and works with our social and physical landscape.

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8. POST-WORLD WAR II COURTYARD HOUSING

Debarun Das

Courtyard designs are an efficient way of responding to the climate of temperate regions, and the form has evolved through time. Courtyard houses have been a popular form of exploration among designers the world over. Scale, shape, form and use of the courtyard vary from one example to another. This study compares these aspects of courtyard housing through three local examples, both contemporary and modern designs.

The first example, the Sycamore Court, is a classic courtyard design built during the mid-to late-1940's. Its design is typical in form but was unique in style for its location and time of construction. A large majority of the original features have remained intact and in good condition, and this example gives us a chance to study the designer's interpretation of the form.

The second example, the Mulberry Condominiums, is also a classic example of the courtyard form but modernist in appearance. Built in 2003, the building is designed around an inner courtyard with all the units opening into that courtyard.

The third example, a row of townhouses on Martin Luther King Avenue, has a linear courtyard between the two rows of houses. This is an ideal adaptation and evolution of the courtyard housing form as the courtyard is a very important part in defining the space between the two rows of houses.

That these examples are located in close proximity to in the same neighborhood provides us with a snapshot of the evolution of the courtyard form. The different adaptations of the courtyard in a multifamily residential building over a period of time, and the different styles make for a fascinating study.

SYCAMORE COURTS, Ted L Jurney & Nancy Baca-Jurney, owner, William Burke & Kendrick Architects, 1945

16 one-bedroom, 44 two-bedroom, 20 covered parking and 20 surface parking, 24 dwelling units per acre. Two-bedroom unit area= 800sqft.

This complex occupies a complete city block between Copper and Tijeras, and Spruce and Sycamore. It consists of 60 two-story apartments- 16 single-bedroom and 44 double-bed roomed units. The complex is divided into two blocks by the alley which also accesses the covered parking. The units on Sycamore and Spruce face onto large U-shaped courtyards while those on Tijeras and Copper are set back from the streets by a more linear courtyard. The building is symmetrical- a feature of classic courtyard houses. It was constructed in the late 1945.

Most of the original features have been retained in this building because of the high quality construction, the inclination of owners of rental properties to avoid unnecessary expenses.

Sources:

Berger Briggs Property Managers, Albuquerque



Site Plan



Fig. I a: Entrance Courtyard



Fig. I b: View from the courtyard



Fig. I c: View from the interior courtyard



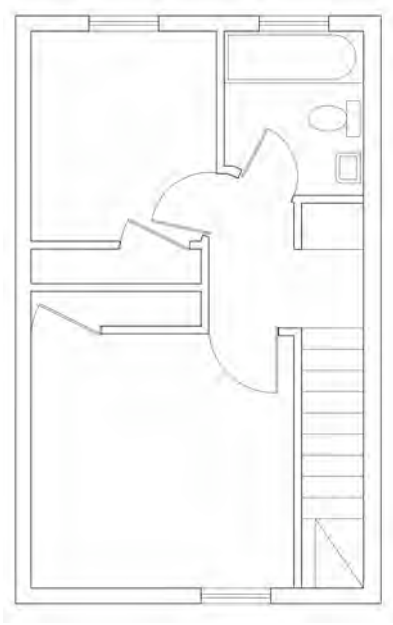
Fig. I d: Parking in the alley.



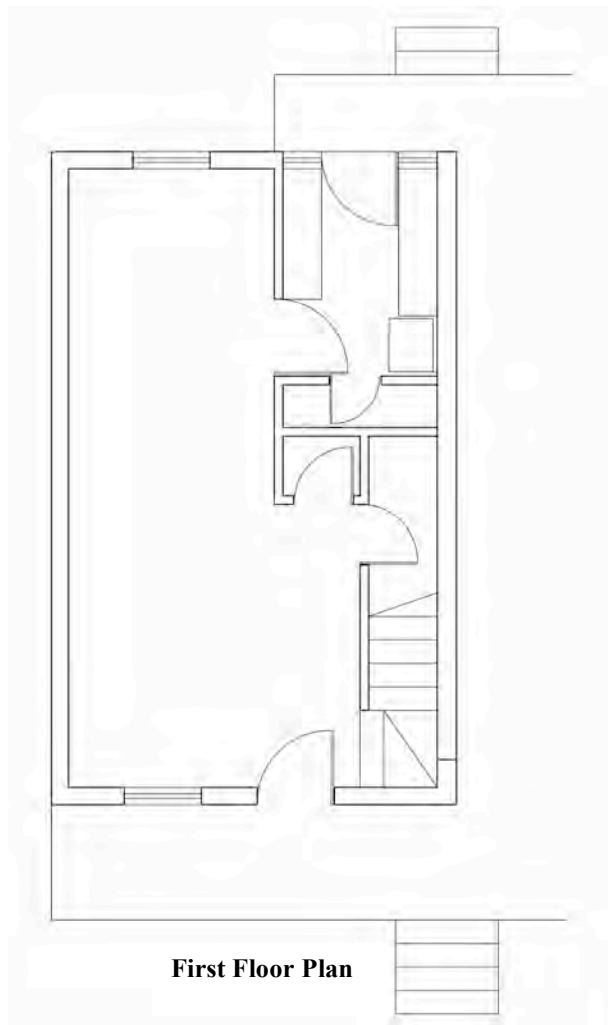
Fig. I e: Rear courtyard



Fig. I f: Front courtyard



Second Floor Plan



First Floor Plan

MULBERRY CONDOMINIUMS, 1101 Martin Luther King Avenue, Sean Gilligan, developer, Garret Smith Architects, 2004.

2 one-bedroom, 8 two-bedroom, 3 studio apartment, 11 garage and 11 surface parking, 30 dwelling units per acre. Two-bedroom unit area= 1150 sqft.

Located at the junction of Mulberry and MLK, adjacent to I-25, this complex has ten two-story apartments and three single-story studio apartments. The apartments are designed around a large central courtyard which is divided in two courts by one apartment. The entrance off MLK has a large wrought iron gate. All the units open into the central courtyard but not out to the street. Of the ten two-story apartments, two have single bedrooms and the rest, two bedrooms. The 11 ground-floor garages and surface parking are located at the rear, off the alley.



Site Plan

Sources:
Sean Gilligan, Albuquerque



Fig. II a: Front view



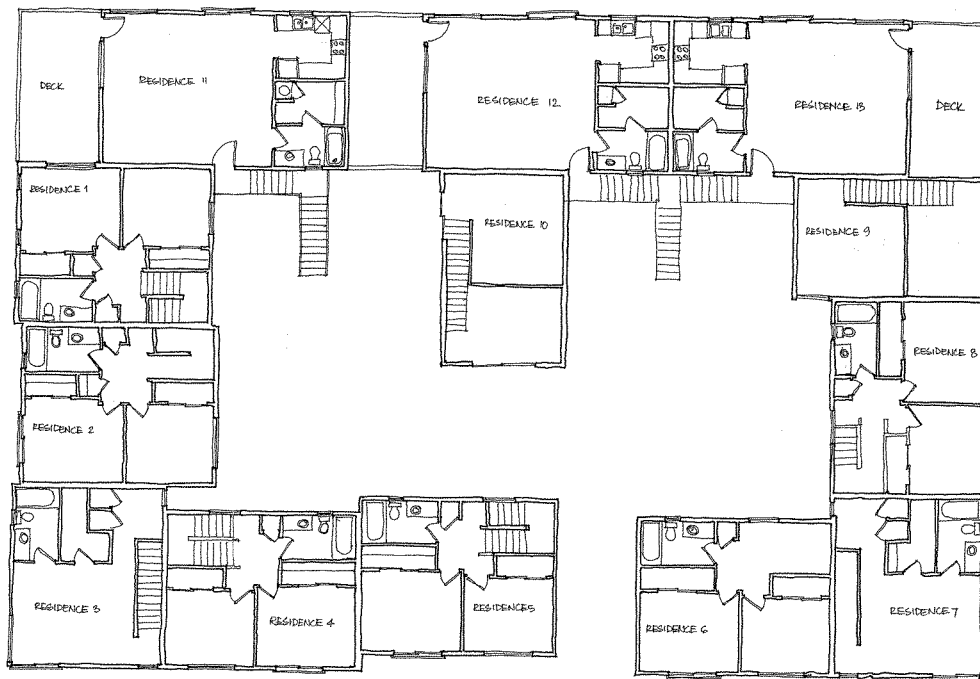
Fig. II b: View from the street corner



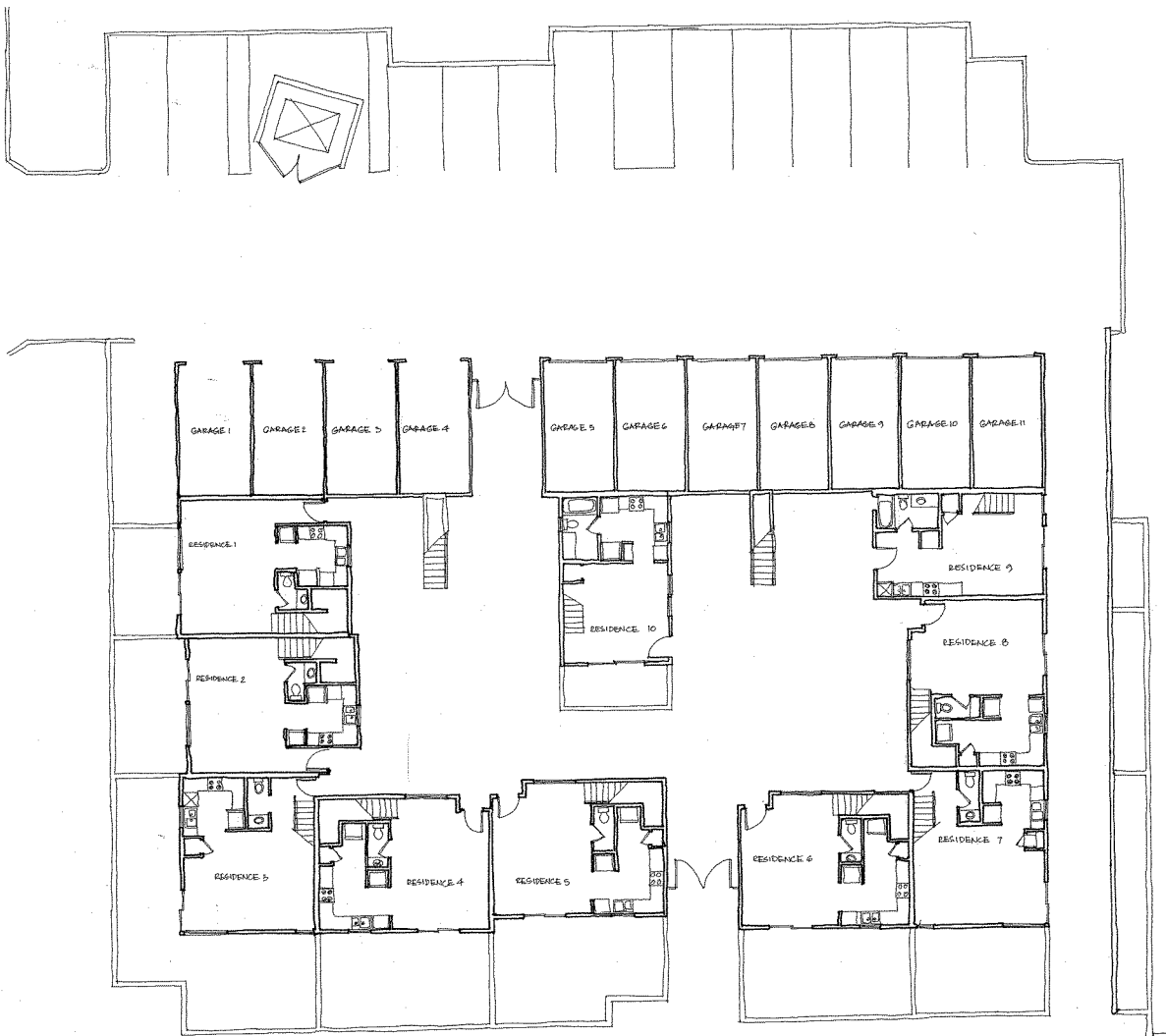
Fig. II c: Garages and street parking



Fig. II d: View from the side street



Second Floor Plan



First Floor Plan

TOWNHOUSES on MARTIN LUTHER KING Jr. AVENUE, Sean Gilligan, developer, Chris Callot, architect, 2003.

16 two-bedroom, 16 garage and 16 surface parking, 14 dwelling units per acre. Two-bedroom unit area= 3460 sqft.

This complex, located on Martin Luther King Jr. Avenue, between Cedar and Ridge, consists of sixteen two-story apartments. These units are individually owned by the residents. Ten units face Cedar and six face Ridge. The courtyard between the two row buildings is shared common space although each unit also has its individual enclosed backyard. The linear courtyard is a variation of the more classical courtyard forms, with the courtyard being introduced in the row house design with the units facing the streets. The units are placed close to the sidewalk edge and have separate front and back doors each. They also share common party walls with adjacent units. Each unit has three bedrooms, two baths, a living room, dining room, kitchen, enclosed backyard, one car garage and, on the second floor, two terraces.

Sources:

Sean Gilligan, Albuquerque



Site Plan



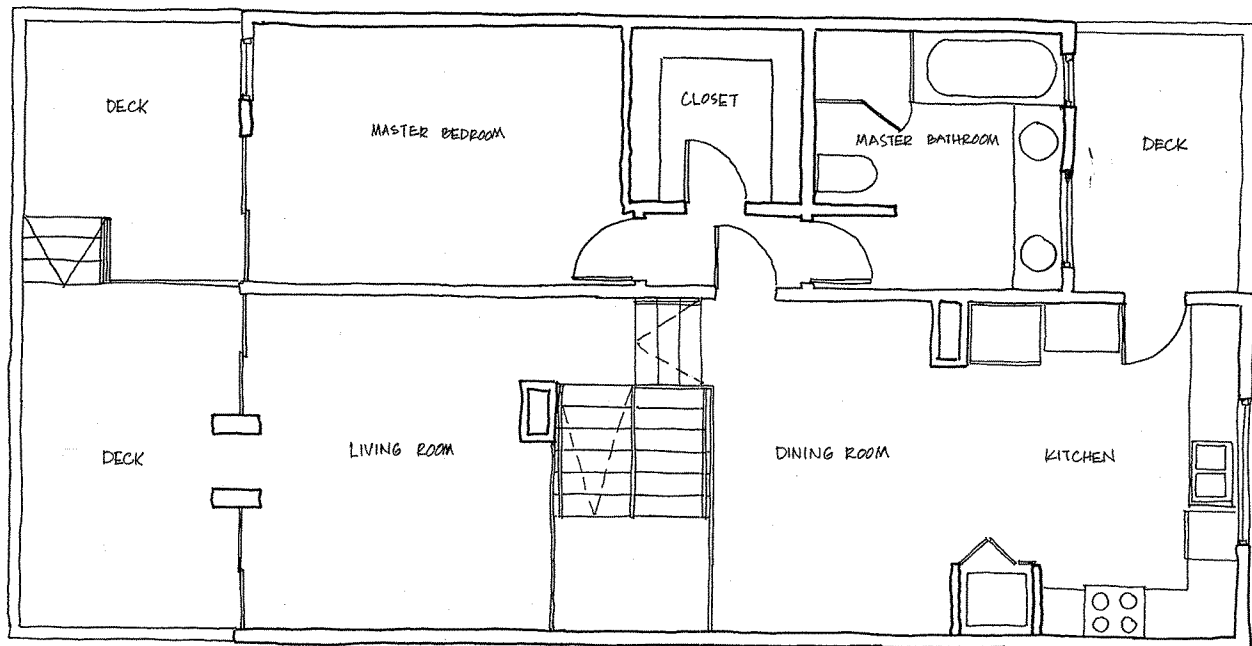
Fig. III a: View from the street corner



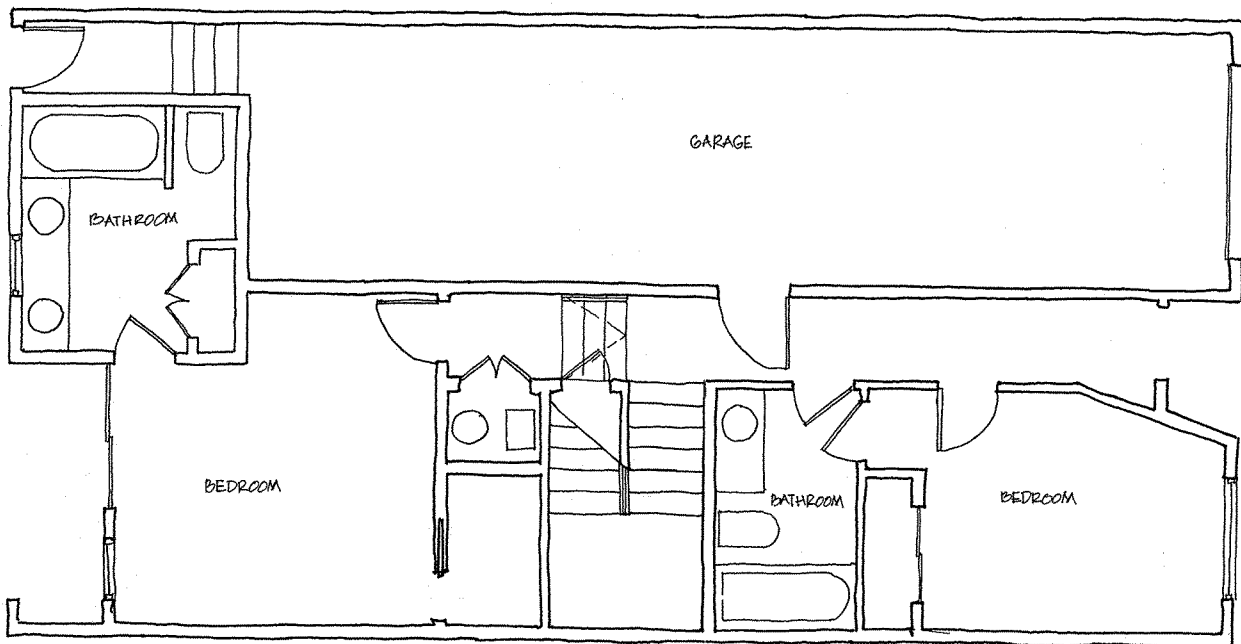
Fig. III b:
Central courtyard



Fig. III c:
View from
the street



Second Floor Plan



First Floor Plan

9. WEST CENTRAL APARTMENTS

Brian R. Gatewood and John C. Spitz

This part of Albuquerque, New Mexico is located from Central Avenue North to Tijeras and from 10th Street West to 15th Street. The buildings in this area range from single-family houses, some of which have been converted into offices, to multi story office buildings and condominiums. Several buildings in the area are listed on the National Register of Historic Places. Most of these are single-family houses that are along the north side of Tijeras.

The six identified multi-family neighborhoods are characterized by post-World-War I working class housing units. These dwellings were intended for households of modest income, but there were some built for the transients and in particular, that was built as a children hospital and then transformed into a apartment building later on in its existent. Most of these buildings were built between 1900 and 1970. I would classify that the courtyard and territorial style are the predominant architectural type in these neighborhoods, but there are other styles as well. Many of the properties still exhibit the original housing essentially intact with little or no alterations or additions, despite having been zoned as single-family residential type housing.

The buildings that are being looked are all multi-family buildings ranging from single story courtyard apartments to 14-story condominium building. Each of the buildings represents a different architectural style and period.



Within this area, there are many single family houses that are scattered among the multi-family buildings-these single-family units give additional character and charm to the neighborhood. There are also small businesses that align 10th and 15th street and some of the sub

street that fall in between. These businesses range law, realty, motels, eateries, and brokerage offices. This also gave this area a unique feel when walking down its streets. Although this particular study area deals with multi-family buildings ranging from single story courtyard apartments to 14-story condominium building. These buildings would not have the same opposition without having the smaller single family and other businesses around them and vice versa.

Washington Apartments, 1002-1008 Central Ave. NW, 1916

Currently there are 16 units total for both buildings

One bedroom with study 4

Two bedrooms 4

Some of these rooms have balconies

Two-story-building consisted of thick wall which helps cut down on noise for the residents it assure privacy and quiet for each unit. The apartment was formally a children hospital that was converted in 1917 to apartments. It also had wall-to-wall carpeting and drapes, large windows and no one floor plan is exactly alike. The average square foot of each apartment ranges from 650 to 1100. The price range for these apartments are from 750 to 1100 dollar per/month. In the basement there is a storage area and washers and dryers for the tenants to use.





Looking southwest



Portion of the front Facade

Castle Apartments, 1410 Central Ave. NW, E. J. Marchant architect, 1923

The Castle Apartments were added to the Historic Registrar in 1986; its building number is 86000219. The importance of this building is the architectural layout and its structural engineering. The architectural style of the building is reminiscing of territorial and courtyard mixed housing stock. The significance of the building range between the 1900 thru 1924, during this time it housed many people traveling between the states trading goods and other material things. The Castle Apartments are currently a multiple dwelling unit that serves students but most importantly people that work downtown.





Courtyard view



Parking behind apartments

El Portal

One-story-building consist of an enclose space that is gated. The apartment has 10 units that are always occupied. The style of the apartment is territorial and courtyard mix.

The profile of the building gives it a sense of a fortress. The thick walls and its tapered look makes this complex feel almost impenetrable. Some of the other features from this complex are the separated entrances for each unit. The small front yard, this has a small plant or brush that gives it a sense of privacy from the neighbors. It has a small setback and yard around the structure. The u-shape of the building also allows the building to have an internal court yard.





Looking west

Nine-O-Nine Apartments, 909 Tijeras N.W., 1964

Apartment Style

The building is constructed from structure

Wooden Portico, decorated with

Apartment offerings

The Nine-O-Nine Apartments have three types of living quarters:

Studio Apartments

One Bedroom

Two Bedrooms (some with fireplaces)

The amenities of the apartment complex consist of a pool, sauna, onsite laundry room, Utilities paid, and Balconies looking over the pool area or to Tijeras. It is easy walking distance to all downtown buildings-A type of walk to work place. All apartments are equipped with dishwashers, disposals, refrigerated air, and Ceiling fans.

It is an apartment community located by the following apartment communities: Huning Castle Apartments (0.4 miles), Alvarado Apartments (0.4 miles), and Villa De San Felipe Apartments (1.0 miles). Owned by Charles William Corporation at 2444 La Blvd Ne Ste 225 Albuquerque, New Mexico 87110.





Studio Floor Plan



One-Bedroom Plan



Two-Bedroom Plan

Park Plaza, 14th Street SW, William E. Burk architect, 1964

Apartment Style

14-story-3 elevators luxury High-rise building consisted of soundproof walls and ceilings assure privacy and quiet for each unit. The apartment had lobby shops, delicatessen, beauty and barbershops. It also had wall-to-wall carpeting and drapes, large lanai with every apartment, and a luxurious swimming pool.

Some of the features which make Park Plaza a prestige address are hidden from view. These are the features incorporated in the structure design and mechanical systems. The 14-story building is formed by two reinforced concrete elevator shafts. The shafts act as housing units for both the elevators and staircases, but at the same time they form the structural base around which Park Plaza was built.

The steel frame ties into and obtains its stability from the concrete elevator shafts. About 700 tons of steel were used. The building is all-welded structure. The brick work is decorative and non-structural.

The foundation is a huge reinforced concrete box 674 feet long, 202 feet wide, and 8 feet deep.

Construction was started May 14, 1963, and finished Nov. 1, 1964.

Owner/Contractor: M.M. Hardin, C.H. Leavell & Co., and Dan R. Ponder

Engineers: Eugene Zwayer (Structural), Harmon & Beckett of Denver, Colo (Elec & Mech)





Main entry



Looking east

Huning Castle Apartments, 1500 Central Ave. NW, Dekker Perich Sabatini architect, 2004

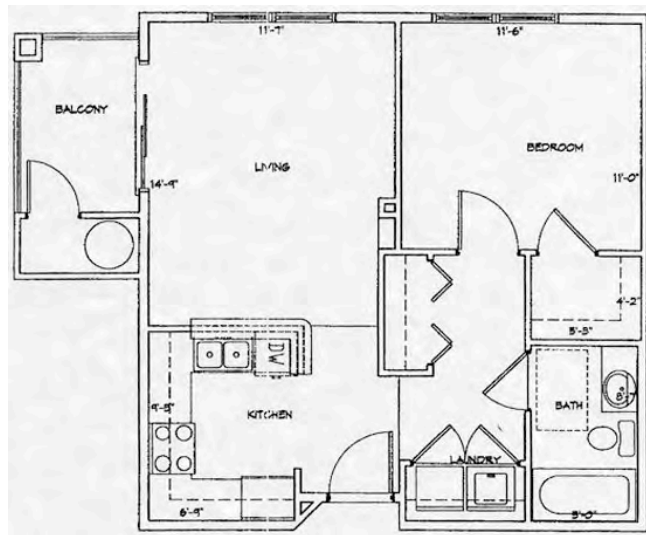
The Huning Castle Apartments are located on the Southeast corner of Central Avenue and Laguna Boulevard. The Huning Castle Apartments site on the same site as the old Huning Castle that was constructed in 1880. These apartment try to keep some of the language of a castle by the articulation of the parapet. The architect also keep the fountain to help keep some of the architectural history to the site.

There are several different floor plan sizes. They range from a one bed one bath 592 square foot apartment to to a three bed two bath 1585 square foot apartment. The rent ranges from \$670 to \$1830 per month.



Features include the following:

- Full Size Washer/Dryer
- European Style Kitchens with Built in Wine Rack
- Large Closets
- Pre-Wired for Alarm System
- Gated Access
- Heated Swimming Pool
- Serene Landscape
- Garages Available
- State-of-the-Art Fitness Center
- Relaxing Jacuzzi
- Professionally Equipped Business Center
- Built-in Microwave and refrigerator with Ice Maker



Sources

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http://www.greatbuildings.com/wiki/Washington_Apartments

<http://www.forrent.com/apartment-community-profile/1000010655.php>

<http://www.nationalregisterofhistoricplaces.com/nm/Bernalillo/state.html>

<http://local.live.com>

All website were accessed on December 12, 2007

10. HOUSING VARIETY AND ALBUQUERQUE'S PEDESTRIAN NEIGHBORHOODS

Lisa G. Roach

Introduction

Pedestrian neighborhoods are key to sustainable growth. They mix a variety of single- and multi-family housing choices within walking distance of shops, workplaces, schools, and mass transit. Walkable neighborhoods create livable streetscapes that accommodate a wide range of pedestrians, cyclists, transit riders, and automobiles. Residents of such neighborhoods enjoy lower transportation costs, increased social interaction, improved personal and environmental health, and expanded housing and consumer options. Within the last half-century, many American cities, including Albuquerque, have experienced a decline of such pedestrian neighborhoods, in large part due to land costs that encourage fringe growth and land use regulations that inhibit mixing of land uses and increased residential densities while also employing street and development design practices that reduce pedestrian activity. Rapid growth within these contexts has resulted in communities that are increasingly dispersed and automobile-dependent, requiring lengthy trips between separate residential, employment and service zones, and diminishing the viability of walking as a means of transportation.

Like other rapidly growing western cities, Albuquerque has experienced persistent housing shortages since the arrival of the railroad in 1880. From the time New Town was established, multi-unit housing types have played a significant role in meeting Albuquerque's housing needs and contributed to the creation of some of Albuquerque's oldest pedestrian neighborhoods. Providing a sufficient variety of housing options is a necessary component of creating healthy, walkable communities. However, current development practices in Albuquerque have largely ignored historical approaches to housing and neighborhood creation. In the last 50 years, Albuquerque has been defined by auto-oriented, single-family suburban growth on the city's peripheries, resulting in vastly reduced housing options and a virtual absence of new pedestrian neighborhoods. A look back at the historical processes that have contributed to these patterns may reveal insights into strategies for redirecting Albuquerque's growth towards more compact, walkable communities.

A New Town

Since the arrival of the railroad in 1880, Albuquerque has grown continuously. In direct response to the railroad, the establishment of "New Town" was defined by an eight-block, 3.1-square-mile platted townsite west of the railroad and almost 2 miles southeast of the original "Old Town" Plaza (Kammer, 1999 and 2001). This area quickly became Albuquerque's new center of development. A group of three businessmen purchased the land from Hispanic land grantees and hired a civil engineer to plat the new townsite in a grid format – a pattern that diverged sharply from the Hispanic plaza-oriented town layout that was common to the region. Early residential development was initially confined to this eight-block core, with small subdivisions gradually extending the urban core over the next two decades.



Figure 1. Birdseye view map of Albuquerque, 1886, showing Old and New Towns. Map courtesy, Dorothy Valliant cited in Fitzpatrick and Caplin 1975, 39).



Figure 2. View of New Town from the sandhills of the East Mesa, ca. 1890. Photo courtesy, Albuquerque Museum 78.15/1.

In 1891, the growing population of New Town voted to reincorporate as a city, bringing about a mayor-alderman form of government, in which the city was divided into four wards, along the axes of Railroad Avenue (now Central) and Second Street. These wards became new foci for development, each with its own school, associated residential additions, and distinct pattern of development. East of the railroad tracks, the First and Second Wards were predominantly single-family residential areas, while the Third and Fourth Wards on the west side of the tracks became home to the majority of Albuquerque's work force, prompting the presence of many residential hotels (often above street-level commercial space) and boarding and rooming houses alongside single-family homes (See Groth 1994).

By 1881, the Street Railway Company served a three-mile length of Railroad Avenue from Baretas to Old Town Plaza with eight mule-drawn passenger cars. Despite this trolley system, Albuquerque remained a largely pedestrian community, as residents predominantly walked between home, work, and New Town's commercial district. In 1904, this pattern began to change with the opening of an electric streetcar line, which permitted the first true suburban developments to take root along its axes. Streetcar system owners played a significant role in working with land developers to promote Albuquerque's first "streetcar suburbs." They platted new subdivisions and developed industrial sites, parks, natatoriums, baseball fields, and amusement parks at the ends of their lines. While increasing ridership, streetcar owners also reconnected newly segregated aspects of people's lives. They provided transit links between home, work, and play and simultaneously encouraged suburban expansion.



Figure 3. 1908 view of Albuquerque's multiple modes of transportation – electric streetcar, pedestrians, bicyclists, automobiles, and horse-drawn carriages. Photo courtesy, Museum of New Mexico, cited in Fitzpatrick and Caplin 1975, 48).

Piecemeal Suburbs

In the 1920s, city leaders began an aggressive policy of annexation, which fostered a pattern of fringe growth that persists to this day. At the time, annexation focused on incorporating the new streetcar suburbs, in particular the East Mesa and North End (north of Tijeras and 2 additions north of Mountain), into the urban water and sewer infrastructure. The 1920s also saw an increase in automobile ownership, and by 1928, the streetcar system was replaced by buses. Increasing reliance on automobile transportation initiated a new wave of suburban development, especially on the East Mesa, expanding even further from New Town's urban core. This new auto-oriented suburban pattern was characterized by pockets of residential enclaves located along commercial arteries radiating from the urban center, requiring paved roads and extension of infrastructure to accommodate the spreading population.

Developers and city officials alike promoted single-family homes as the ideal housing type, responding to national dissatisfaction with densely populated urban centers. Sales brochures and city promotional materials focused on the East Mesa as the future of Albuquerque suburban life, emphasizing American aspirations to escape the crowded inner city, become more upwardly mobile through real estate investment, and create a healthier life for their families (Kammer 2001, 10). Within this realm of suburban real estate development, the "American Dream" took shape. Developers during this period relied heavily on speculation, encouraging residential builders to purchase lots in new subdivisions, construct a single house at a time and sell it, using the profit to build the next. Promotional booster campaigns were vital to this process, creating buyers using tactics that often had a moral undercurrent, if not a blatant moral or religious imperative – good American families, especially *Anglo*-American families, should choose to raise their children in the safety, security and privacy of single-family suburban homes, away from the filth, crime, and density of the inner city. Furthermore, city leadership and real estate interests were closely aligned with the promotion of the automobile, adding to this moral suburban imperative the need to own and operate an automobile.

While single-family development dominated, a new multi-unit housing alternative emerged. Construction of boarding houses was increasingly prohibited by suburban building covenants (Kammer 2001, 22); meanwhile, the construction of apartments, or flats, reached its peak in the 1930s. One- and two-story duplex, triplex and courtyard apartments that mimicked the privacy and amenities offered by single-family homes helped to meet severe housing shortages (Kammer 1999, 19). While the majority of early multi-unit dwellings remained in the downtown core, apartments began to play an important role in promoting Albuquerque's image as an up-and-coming city. Albuquerque needed new housing types to meet the needs of a variety of new residents, and within this environment, courtyard apartments, duplexes and triplexes became Albuquerque's multi-unit dwellings of choice.

Small speculative builders were responsible for the relative piecemeal construction of Albuquerque's suburbs through the early 1930s. Builders financed the construction of spec homes by obtaining a first mortgage, forcing the home buyer to obtain a second mortgage. Mortgage rates were nearly 8 percent and had a 10-year term or less (Kammer 2001, 24-25). The first mortgage was often provided by private individuals or small savings and loans with small amounts of money to lend. The second mortgage, which was often inflated and also short term, would then reimburse the builder and pay off the first mortgage, with a small profit to the builder and to the mortgage holder. This process limited the number of homes that could be constructed by speculative builders at any given time, forcing them to build one or two homes at a time, lot by lot. The Depression exacerbated the risk of this two-mortgage system. As money became tighter for home buyers, builders, and lenders alike, default rates for second mortgages rapidly

increased, sending residential construction into a major slump. Simultaneously, rural families found it increasingly difficult to financially sustain small scale farming operations, sending many to move to the city. Housing shortages reached an all time high in Albuquerque, as residential vacancy rates fell to less than 4% in the 1930s and 1940s.

Figure 4. The Second Street real estate office of developer D.K.B. Sellers, ca 1910 (Photo courtesy, Albuquerque Museum 77.98/4). In addition to promoting East Mesa suburbs as



“The Coming Aristocratic Residential Section,” which would allow upwardly mobile residents to escape the crowded, smoky town center, Sellers later became mayor of Albuquerque (Kammer 2001, 10).

Standardization and Single-Family Sprawl

A new pattern of finance and development emerged with the creation of the Federal Housing Authority (FHA) by the National Housing Act of 1934-1935. In response to growing sentiments that private finance could not guarantee or make enough money readily available to successfully create housing that was affordable for families, FHA mortgage insurance helped to eliminate risk for lenders and to provide a new financial resource for home buyers (Hays 1995; Southworth 2003). Developers also benefited from the new pool of buyers and incentives for new construction. FHA loans provided long-term, low-interest rates and low down payments, allowing a much larger segment of the population to become eligible to buy a home and make a secure investment. FHA financial assistance and mortgage insurance became the foundation for

future suburbanization across the country, making money available and stable and imposing standards to ensure that investments were secure. By 1959, the FHA had assisted in three out of every five home purchases (Southworth 2003, 90).

The FHA was successful, not just because of financial power, but also because it was largely run by real estate and banking professionals – a scenario that developers favored. Standards and underwriting criteria supported established builders, enabling them to expand their operations and construct much larger scale developments with government backing. The FHA was widely perceived as creating standards simply to ensure minimal risk in lending. These standards were thus not seen as restricting liberties or being bureaucratically imposed like zoning ordinances, but rather were voluntary restrictions entered into by willing parties (Southworth 2003). However, these standards also carried with them generally anti-urban sentiments, notions that the suburbs were the right place to raise a family and that older housing in urban settings was dangerous, explicit endorsements of segregation by race and class, and a sense that the suburbs represented the unchanging future of community life (Hayden 1984; Wright 1981). These decentralizing, standardizing, and moralizing tendencies helped to define suburban development in Albuquerque and across the country.



Figure 5. Post-WWII suburban tract homes, Albuquerque, 1950s. Photo courtesy, John Collier, Library of Congress, cited in Fitzpatrick and Caplin 1975, 119).

The 1950s saw a huge population boom in Albuquerque and even more generous backing from the government, making it much more profitable for developers to build houses in addition to platting subdivisions, resulting in hundreds of nearly identical suburban tract houses. Some postwar developers attempted to introduce more quality and variety of residential types, hiring architects to design basic models, but the FHA frowned upon designs that varied too much from their conservative guidelines. Developers in Albuquerque fell into line with national trends, taking advantage of this standardization to lower per unit costs and increase their profits. The result was a uniformity of housing, especially on the East Mesa, that continued through WWII and beyond (Kammer 2001, 26). This uniformity often took the form of “dressing up a box” with

regionally-inspired elements, such as decorative parapets, earth-toned stucco treated to resemble adobe plaster, arched entries, and tiled accents (Leverett, Jr. 1987, cited in Kammer 2001, 27).

Garden Apartments, the Only Option

Vast endorsements from city officials, builders, bankers, and magazines of the suburbs as the ideal setting for family life supported the post-WWII suburban boom of the 1950s. However, this boom masked the reality that not all housing needs were being met, leaving many people who could not afford homeownership with few alternatives to suburban single family homes (Wright 1981, 257). Although apartment houses continued to represent only a small fraction of new residential construction in Albuquerque in the 1940s and 1950s, government backed financing made it possible for many apartments to be constructed during this period, providing one of the only housing choices available to those who could not afford or did not want to buy. Often, these apartments were built around the downtown core, raising the density and contributing to a more urban character. However, duplex, triplex, and courtyard apartments were often mixed in with single-family homes in developments, creating mixed density enclaves that retained a suburban feel.

In 1959, the City of Albuquerque adopted its first zoning ordinance, codifying a system of segregation of uses that had begun in practice since the first auto-oriented suburbs on the East Mesa began restricting commercial uses to arterial streets and nodes surrounded by residential enclaves. A further effect of new zoning ordinances was to restrict housing densities, such that developers who had initially attempted to include multi-unit housing within suburban subdivisions were now largely precluded from doing so. As a result, larger apartment complexes, and eventually townhouse and condo developments, were often separated from single-family developments. The construction boom of the 1960s and 1970s saw a dramatic rise in the construction of large-scale apartment complexes with dozens, if not hundreds, of units, especially along commercial corridors in the Northeast Heights. Meanwhile, national developers arrived on the Albuquerque housing scene in 1960, and a pattern of building remote suburban developments beyond the limits of continuous settlement emerged, resulting in a checkerboard pattern that was highly reliant on the automobile. Subdivision regulations and building standards were devised not only to create sound investment practices but also to accommodate the automobile at the expense of the pedestrian.



Figure 6. Aerial photographs of Albuquerque from 1935 and 1997 illustrate the drastic change in urban growth patterns in the latter half of the 20th century. Photos courtesy Earth Data Analysis Center, cited in Anella and Childs 2000.

Renewing Housing Variety and Pedestrianism

Over the last century, Albuquerque has seen a narrowing of its housing typology and a decline of its pedestrian neighborhoods in favor of highly standardized, auto-oriented suburbs on its fringes. What began as a compact urbanizing core with a variety of housing options, mixed-use areas and mass transit has become a sprawling metropolitan area with limited housing variety and highly segregated land uses. Pedestrian activity is all but absent in most of Albuquerque's neighborhoods, and recent surges in housing costs have widened the gap between earnings and housing expenses. Additionally, as average household size shrinks, new demands on the housing market emerge.



Figure 7. Suburban Albuquerque neighborhood. Photo courtesy City of Albuquerque Economic Development Department (URL: www.cabq.gov/econdev/images/housing.jpg).

To meet Albuquerque's housing needs, a wider variety of housing types must be created, serving a broad range of income levels. With housing variety, families can live and grow in the same community throughout various stages of life and levels of income, permitting extended families to occupy the same neighborhood and different age groups to interact. Greater variety of affordable housing types promotes the retention of traditional residents of neighborhoods and supports the cultural traditions and social networks that make Albuquerque's communities strong. By providing options for multigenerational residence and allowing families to stay in the communities in which they were raised, greater housing choice can result in the maintenance of community diversity and sense of place.

More variety in housing allows families to choose from more locations and stay in budget, while also reducing poverty and homelessness and supporting family and social networks. When housing options are created near businesses and transit opportunities, people can drive less and produce decreased need for road expansion and improvements. Increasing housing variety within existing neighborhoods reduces need for expansion and demand on infrastructure due to an increase in redevelopment and a reduction in land consumption. The resulting increase in density contributes to a more sustainable land use pattern, reducing sprawl, revitalizing urban areas, promoting pedestrian activity, reducing commuting time and traffic congestion, and improving environmental quality.

Several Albuquerque developers, such as Christopher Calott (Infill Solutions, Inc.), Rob Dickson (Paradigm & Co.), and Sean Gilligan (SG Properties, LLC) are attempting to meet these needs by increasing housing density and variety in infill projects, refocusing development back towards the urban center, where infrastructure, transit, workplaces, goods and services are readily available to residents. However, according to one successful infill developer, challenges are numerous (C. Calott, personal communication, November 2007). First, Albuquerque's outdated and restrictive zoning and building codes continue to promote suburban single-family densities, and subdivision regulations continue to focus on accommodating the automobile. Furthermore, these codes often preclude mixed-use development by holding to a pattern of use segregation that is anti-pedestrian. These regulatory issues, coupled with a lack of financial incentives for infill development and elevated costs of land, construction, and updating infrastructure in "infill" areas, result in higher purchase prices that make sales more challenging. Meanwhile, on the fringe, land is cheap, with few obstacles to development.

Public perception also presents a significant challenge to increasing housing density in infill areas. Due in part to the now widely held notion that single-family suburban neighborhoods are safe, clean, and the best place for families, many city officials and neighborhood associations fear higher housing density and fight against it. This strong opposition hinders efforts to educate the public to the benefits of mixed-use, mixed-density development. The lack of good examples in the market place and the need for additional transit options and commercial choices within the urban core pose additional challenges to the success of such infill developments. However, as the city continues to grow, encompassing residents from other parts of the country and baby-boomers looking to downsize, the market is changing. As more successful examples are built, public perception may change.

In order for mixed-use, mixed-density pedestrian neighborhoods to work, an integrated approach taking into account regulatory controls, financial incentives, transit systems, commercial incentives, and public awareness must be taken by leaders in both city government and the development community. A variety of mechanisms can incrementally affect changes that will support infill development, housing variety, and pedestrianism in Albuquerque.

In 2001, the City of Albuquerque and Bernalillo County issued a Planned Growth Strategy report, and the City Council has since adopted elements of this plan in an effort to manage growth such that development supports the community's vision for the future. The Planned Growth Strategy (PGS) is an important policy document, setting forth principles of proactive growth management, neighborhood and community development, prioritization of growth within existing neighborhoods, rehabilitation of existing infrastructure, transit-oriented development and community involvement in determining where and how growth happens in Albuquerque. The PGS is a crucial step in acknowledging that recent patterns of growth are not ideal; however, implementation will determine its true success.

In October 2007, the Albuquerque City Council posted a draft version of its Form Based Code, which it is finalizing for use in Sector Development and Corridor plans and in other location-specific applications that have yet to be defined. By specifying allowable building forms and types, street layout and other design considerations rather than prohibiting uses within each zone, the Form Based Code will encourage pedestrianism, support the production of greater variety of housing types, and promote a mix of uses. Several plans in the city, including the Downtown 2010 Sector Development Plan, the Nob Hill Sector Development Plan and the

Huning Highland EDO Regulatory Plan, currently incorporate form based code principles and are helping the city to meet infill and compact development goals set forth in its Planned Growth Strategy. More widespread application of the Form Based Code would further serve these principles.

A variety of regulatory and financial incentives can serve to encourage infill development without overhauling current zoning codes. Regulatory measures include density bonuses, unit size reductions, relaxed parking requirements or shared parking allowances, flexibility in design standards, or expedited permitting processes for infill development. Financial incentives include reduction of permitting fees, fee deferrals, or tax credits or abatements for infill, creation of a City predevelopment fund to help with the cost of updating infrastructure in existing neighborhoods, or initiation of City program of land banking in which available land within the urban core is purchased by the municipality and re-sold to infill developers at lower prices. All of these mechanisms involve the commitment by City of capital and other resources to ensure infill development is successful in creating a variety of housing options and walkable, mixed use areas.

Beyond developer incentives, public outreach and education activities by organizations such as 1000 Friends of New Mexico, Walk Albuquerque, and the Alliance for Active Living, as well as partnerships between public agencies and for-profit private developers and non-profit organizations are strengthening momentum to grow in a more sustainable manner. Such initiatives could benefit from looking to the past for examples of pedestrian-oriented neighborhoods and multi-unit housing types in order to foster variation in for-sale and rental housing options, revitalize Albuquerque's older neighborhoods and promote pedestrianism.

Restructuring the American Dream

"Americans cannot solve their current housing problems without reexamining the ideal of the single-family house – that is, reexamining its history, and the ideals of family, gender, and society it embodies, as well as its design and financing" (Hayden 1984, 12).

Urban historian Dolores Hayden asserts that to address current housing needs and urban growth patterns, American societies must first rethink the American Dream. Post-WWII America has been fixated on the ideal of the suburban, detached single-family home and the perceived amenities it affords, including ideas of privacy, safety, cleanliness, gender rolls, and park-like settings. Rooted in real estate development and auto industry interests, financing criteria, strict subdivision and design standards, and the prerequisite of limitless cheap energy and land, the American Dream, as it has been packaged and marketed, abandons the notion of the model town in favor of the individual dream house (Hayden 1984, 18). In this vision, citizens become consumers, for whom civic responsibility lies in buying the perfect suburban house.



Figure 8. The American Dream? Typical single-family suburban home built within the last two decades in Albuquerque.

In order to renew housing variety and create more pedestrian neighborhoods, Albuquerqueans, must restructure the way they conceptualize the American Dream. This restructuring must permeate the real estate and development industries, municipal zoning ordinances and other land use regulations, finance, mass transit, and perhaps most importantly, political will and popular opinion. Change of this scale cannot happen overnight. It will take time, incremental steps, and perhaps further spikes in energy and housing costs, to refocus attention on the ideal town and rethink the ideal house.

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11. (RE)IMAGINING DOWNTOWN ALBUQUERQUE

Tita Berger



This mural, on the north side of a condemned building located at 115 2nd St, SW. depicts the destruction of the historic Alvarado Hotel, a Santa Fe Railroad Harvey Hotel. Photo by tita berger.

“And thus, arguably, the physical soul of this city was destroyed,” writes Sue Schuurman of the *Weekly Alibi* (Feb 17, 1999) on the demolition of Albuquerque’s Alvarado Hotel. To destroy the physical soul of a city is no small feat. These sentiments, however, of losses greater than any individual building, sharply resonate in current discussions about how to give new life to American downtowns. Few U.S. cities escaped the pervasive razing and devastation instigated and funded by past incarnations of downtown revitalization. Downtowns and the remaking of downtowns are taking center stage in a range of debates across the nation. There is a good reason for this. Downtown had ever been likened to the heart and soul of a city. While sprawling suburbs may have shifted the focus away from downtown, a soulless body politic with a decaying heart is both a disturbing image and frightening prospect. On the bright side, we have a well-documented history of failed and soul-crushing downtown renewal efforts that should inform policy and activate stakeholders. How well these lessons shape the newest wave of efforts to reclaim the American downtown as the embodiment of a cities “heart and soul” is still undecided, but signs are promising. Across America communities are looking at the past, present and future of their own downtowns. This work is a brief sketch of downtown revitalization in Albuquerque, New Mexico.

The renaissance of downtown revitalizations speaks to many issues and concerns, from the desire for vibrant, inclusive and hip city-centers to the reality of mind-numbingly undifferentiated suburban sprawl. One part of this is the nostalgia for the downtown we see in old photos. People seem eager and alive; there are great hats, streetcars, the earliest automobiles. The vibrancy and excitement are palpable. Countering this is a common image of downtowns from the last decades, silent empty places where homeless wear discarded knit caps and there is little life to speak of after office buildings empty. In between these images are millions of stories, working-class neighborhoods and parades, resistance movements and marches, towering high rises and stately old post offices. Downtowns are reclaiming their place of importance in practice as well as scholarship. Scholars of history and architecture, of politics and economics, of popular culture and urban anthropology are turning their critical gaze to downtown. Narratives of racism, gendered space, historical importance and cultural authenticity are debated and contested. Lived experience and memories of place are central. Many of these memories are of loss. How do we reclaiming these places and memories? In the metaphorical body politic, downtown is still the heart, beating or not. And no matter how the built and cultural landscapes of America have changed, downtowns still have tremendous power in shaping political, cultural and economic debates.

Prior to the arrival of the railroad in the 1880s, the center of Albuquerque was the Villa de Albuquerque, present day Old Town, which retains much of its original character and architecture, albeit as a tourist center and as the product of concerted interests in maintaining an “authentic” style. Founded in 1706 by Spanish colonists by a land grant, the settlement patterns of early Albuquerque followed the topography of the land. The area that became New Mexico has centuries old claims to habitation. The arrival of the Spanish colonists in the 1500s marked the first wave of new inhabitants, and by the early 1700s the state was a patchwork of land grants and pueblos, though its vast reaches of land remained sparsely inhabited. The arrival of the railroad brought tremendous change that would reshape the people, land and history of the territory. This history of downtown Albuquerque begins with the railroad, but its built environment reflects how the romanticized notions of the West and its people drove emergent downtown development.

The creation of the Albuquerque town site can be seen in the deepest patterns of downtown, its platted street grid. Mercantile businesses sprang up, and the false front buildings, whose image is recreated in countless Western films, began to fill up the platted streets. More substantial buildings were also being built. Susan Dewitt’s excellent and comprehensive history of the growth of Albuquerque’s downtown, *Historic Albuquerque Today*, notes that “the healthy little town had, by 1886, established most of the institutions which meant town life to an Anglo-American” (64). These included the five hotels, the first of which was the Armijo House, stylish three-story hotel on the corner of third and Railroad Ave, businesses, churches and schools. The growth of New Town was, by many accounts, “spectacular” (64). Spectacular growth, however, generally comes with other growth, of the lasciviousness kind, that is less desirable to the civic-minded. This explosive growth, however, led to a city that by 1910 boasted a small but bustling downtown to rival the established centers of the east. Sharp distinctions between the established Hispanic settlements and the railroad-driven Anglo settlements persisted for many years. The built environment reflected many different aesthetics and values. By the mid-1940s the city was rapidly spreading out to the periphery, but the “center was still downtown, by this time a lively

mix of new buildings and old, the center for shops and offices, government and movies and restaurants, hotels and departments stores” (67). This vibrancy, however, would soon fade.

The long decline of American downtowns is a complex and uneven phenomena. Broad patterns, including the rapid spread of automobile ownership; communication and technological shifts; the well-documented urban flight out of downtown centers, post-WWII suburban explosions; and a variety of local factors are well-known. The National Housing Act of 1934, passed during the Great Depression, sought to stem the tide of foreclosures and home losses across America. The focus on single family homes at the expense of inner-city housing enabled early patterns of suburban sprawl and segregation. Title I of the Housing Act of 1949 further compounded issues of segregation and suburban sprawl. Federal funding, intended for urban renewal, was used instead to demolish rundown historic, largely minority neighborhoods in order to make way for new economic development or surface parking.

The 1954 Housing Act and increasing concentration of finance for large scale development deepened these patterns. The 1956 Federal-Aid Highway Act created massive incentives to build highways. Designed solely for vehicular traffic, highways paved under urban neighborhoods and historic buildings, and in many cities destroyed the fabric of downtowns as anything other than office and government centers. Caught in a peripheral expansion, the core of many American cities in the mid-1900s saw a steady reduction in the power of downtowns. Jane Jacobs *The Death and Life of Great American Cities* in 1961 marked the beginnings of critical approaches and emerging scholarship on the effects of three decades of urban renewal and other factors that shaped American societies.

Between the 1940s and the 1970s the cost of Albuquerque’s rapid growth, driven by automobiles and suburban explosion, set a pattern well-known to many American cities, and indeed cities across the world. Historic centers declines in importance, and efforts discussed above resulted in urban renewal efforts that, in Albuquerque and other places, did little to stop downtown decline. These efforts, in many cases, furthered the decline of pedestrian downtown centers in favor of central business districts whose tall buildings and parking lots offered little in the way of amenities and attractions for anyone but downtown day workers. The late 1960s and early 1970s saw radical shifts and challenges in America. Riots in industrial urban centers spread across America. Downtown buildings were abandoned and left vacant, as tax bases, jobs and services largely shifted to white suburbs. At the end of the workday, countless downtowns across America became desolate, dangerous and forgotten places. And in Albuquerque, New Mexico, the historic Alvarado Hotel became the local symbol of this unthinking decline.

This quick history does not addresses how these patterns affected any individual downtown, but gives broad background strokes to this story. A wealth of scholarship is currently available on downtowns, Main Streets and the urban evolutions of America. The question of how we reclaim and re-imagine the past, present and future of American downtowns has an infinite number of answers. Today Albuquerque is witnessing a lively revitalization of its downtown. Where Susan Dewitt left off in 1978, calling for the recognition and preservation of the remaining fabric of downtown Albuquerque, others have stepped in to contribute their own visions of what downtown can be for the next century. This contemporary sketch attempts to capture some manifestations of the physical and community soul of downtown Albuquerque some 30 years after it was supposedly destroyed. Judged in some future histories, these facets of

current downtown revitalization efforts in Albuquerque presented here are offered without too many overtures of conclusions.

How is downtown Albuquerque realizing its own renaissance? The mix of historic and new buildings, fairly constant waves of renovation and re-use, and new amenities are remaking downtown. The emergence of a vibrant downtown scene seems to be reaching a critical mass. There are problems to be sure. Contest over how Albuquerque's downtown should be imagined and for who are at the fore of many of these challenges. The adage of if you build it they will come cannot overcome decades of downtown neglect in the popular imagination. There is a feeling, however, reminiscent of times past—the vibrancy and excitement are palpable.

Turning Around Downtown: Twelve Steps to Revitalization

Albuquerque received national attention when it was featured on a National Public Radio (NPR) story about downtown revitalization efforts on July 26th, 2000. The Morning Edition feature series, "The Changing Face of America," focused on America, its people and its places, at the newest turn of the century. The program began with a nod to the 31 prior attempts to revitalize the area. (<http://www.npr.org/programs/morning/features/2000/jul/000726.cfoa.html>). These efforts began in 1945, a time when many cities saw their downtowns on the decline. Featured on the show was Chris B. Leinberger, a well-known historian and proponent of new urbanism. A prolific author, scholar of downtown revitalization, urban land strategist and developer, Leinberger has served as a sort of unofficial spokesperson for downtown revitalization efforts. He is currently pursuing his research as a scholar at the Brookings Institution. Prior to this well-regarded engagement, however, he a key player was extremely instrumental in forging the newest vision for downtown—an official spokesman on many occasions. Hailed by NPR's Smart City as "the fastest downtown turnaround in the country," the story of this turn-around earns Albuquerque a place both in pictures on Leinberger's website and as a central case study/success story. His Brookings Institution report, "Turning Around Downtown: Twelve Steps to Revitalization," will serve as a model to background Albuquerque's current and ostensibly successful attempt at downtown revitalization. This is fitting, as Albuquerque served as a model for this work.

Before jumping into an assessment of the 12 step recovery program for downtown, it is vital to recognize the other key guest on the July 26th NPR story, former mayor Jim Baca. In 1998 this longtime political powerhouse and newly elected mayor made downtown revitalization his number one priority. Well-versed and well-connected, Mayor Baca garnered the enthusiasm, political will and financial backing to create an environment and foundation for a success revitalization program. Not surprisingly, this is the first phase and step of turning around downtown. Political will and strong leadership are absolutely necessary to these efforts, yet surprisingly little attention is paid to the political aspects of revitalization. Common opinion is that the failures of the past could be blamed on elected officials, their cronies' and the bureaucrats under them. Political vision and leadership need to be recognized for their power to do great things—without political will the steps below are untenable. Policy makers and bureaucrats have a vital, creative and foundational role to play. Unfortunately, much like the 31 failed plans to remake Albuquerque's downtown, the history of political and government efforts do not always make for great a recommendation. There is movement however.

The strong political support of then major Jim Baca was critical getting to downtown revitalization efforts under way. Without civic leadership, financing and support, most large-scale downtown projects, given the consolidation of financing, the scope of these projects and other factors, are impossible. Government policy makers working on their own, however, with the usual suspects of insiders, are often blamed for past failures. Every emergent case studies on successful downtown revitalizations claims that the collaboration of public and private is key.

The excerpts from Leinberger's "Twelve Steps to Revitalization" that follows is both a foundation for consideration and a reference-model. Brief narratives follow the steps. The conclusion to this work highlights these "successes" in a photo-gallery. The tone of this work reveals my own support and optimism for these efforts. As a lifelong resident born and raised in Albuquerque, I have seen the transformation of downtown and I am an avid supporter. Too many residents of Albuquerque, however, still hold onto the downtown of the last decades. Certainly there are problems, but the issues, like gentrification, homelessness, the lack of amenities, and other issues are represented in the discussions and plans for downtown. The range of concerns discussed and stakeholders at the table is impressive. and Readers, however, are welcome to consider their own examples, good and bad, and judge Albuquerque's "turnaround" for themselves.

- **Step 1: Capture the Vision.** The process should begin with the formation of a downtown advisory group; a visioning process; a technical report of the downtown, including its history, boundaries, economic contributions to the regional economy, etc...

In 1998, recently elected major Jim Baca brought together key business people, community leaders, policy makers, bureaucrats, individuals and interested others to craft a vision for downtown. A recent article written by Rob Odell in the Arizona Daily Star, (November, 4, 2007) notes that the major reason for the success of Albuquerque, and the lack of success for Tucson, cities that share many similarities and have both attempted to revitalize downtown, was Jim Baca. After his election, as this popular story goes, he "locked up" Albuquerque leaders and refused to let them leave until there was a revitalization plan and funding to support it.

- **Step 2: Develop a Strategic Plan.** Building upon the vision, strategic planning takes a comprehensive approach to creating walkable urbanity....

The result was the Albuquerque 2010 plan, or Downtown 2010 Sector Development Plan. The major components include a preface introducing the visions and goals of revitalization, an overview of downtown history, a look at zoning and policy, strategies for social, cultural, economic and physical infrastructure, and overall development goals. The entire plan can be accessed at (<http://www.cabq.gov/planning/publications/>). The remodeling and rebuilding of the Albuquerque Transportation Center was a key element. Modeled to resemble the demolished Alvarado Hotel, this hub of transportation offers free busses around downtown. Although it needs work to make it more pedestrian and tourist friendly, the station, with the Rail-Runner, Albuquerque's light-rail commuter train, as well as Amtrak trains coming through heralds to past days when Central Avenue was Railroad Avenue and this corner was the soul of downtown.

- **Step 3: Forge a Healthy Private/Public Partnership.** Successful downtown revitalizations are generally private/public partnerships. The public sector, usually led by the mayor or some other public official, may convene the strategy process but it must quickly be led by the private entities whose time and money will ultimately determine the effort's success.

See extended narrative below Step 5 & 6.

- **Step 4: Make the Right Thing Easy.** In downtowns around the country, zoning and building codes of the past 50 years actually outlaw the necessary elements of walkable urbanity. Reforming existing codes often makes them even more confusing and cumbersome; therefore, it is generally best to adopt new codes that will make it easy to produce the density and walkability a downtown needs to thrive.

Albuquerque has implemented 21 “form-based” codes that allow for flexibility, innovation and mixed use. This allows for outcome-based guidelines rather than prescription.

- **Step 5: Establish Business Improvement Districts and Other Non-Profits.** A Business Improvement District (BID) is a quasi-government for the downtown. The BID may be the “keeper of the flame” of the downtown strategy and the provider of services the city government cannot deliver. The BID's operational role includes: 1) increasing the perceived and actual safety of downtown; 2) making the place cleaner; 3) creating festivals and events to encourage suburbanites to come downtown; and 4) improving downtown's image.
- **Step 6: Create a Catalytic Development Company.** Most conventional developers do not have the experience, investors, bankers, or inclination to come downtown because the market risk is perceived as being too high...

The Albuquerque Business Improvement District (BID) is a private sector initiative focused on downtown development. Albuquerque is the only BID in New Mexico, but there are over 1000 across the country. Implementing downtown's BID is the Downtown Action Team (DAT), a private, non-profit membership organization dedicated to downtown revitalization of Downtown Albuquerque. Passed by a majority of downtown business owners, the BID's tax assessments, managed by the DAT, pays mainly for “ambassadors” in red shirts, who do anything from cleaning up nightlife remnants to moving street people along to giving directions, public relations campaigns, government lobbying, business recruitment, and community outreach. The DAT Mission: “To creatively plan, manage and develop Downtown Albuquerque to become the best mid-sized Downtown in the USA.” (<http://www.downtownabq.com>). The catalytic developer is the Historic District Improvement Co. (HDIC). A mix of for-profit development companies and not-for profit foundations, the HDIC has access to the capital that is necessary, given the changes in finances and development that have fueled the way cities have grown for the decades, to create innovative development. According to Leinberger, HDIC developed over \$50 million in new projects between 2000 and 2004. These included a 14-screen Downtown Century Theater, and a variety of restaurants, retail, offices, and housing. There has been more

than \$400 million in new public and private sector development investment in downtown in Albuquerque since revitalization began less than a decade ago.

- **Step 7: Create an Urban Entertainment District.** “Get feet on the street.” Urban entertainment venues and retail within walking distance of one another...crowded sidewalks recommend downtown, signaling a safe environment, and providing an excitement and spectacle that attracts people...
- **Step 8: Develop a Rental Housing Market.** The initial urban pioneers looking to live within walking distance of the urban entertainment tend to be young...
- **Step 9: Pioneer an Affordability Strategy.**
- **Step 10: Focus on For-Sale Housing.** The natural markets for for-sale housing in a reviving downtown include young professional singles and couples and empty nesters...
- **Step 11: Develop a Local-Serving Retail Strategy.** There are some national and regional local-serving retailers that are making significant modifications to their format to fit the smaller urban sites and confined parking...
- **Step 12: Re-create a Strong Office Market.** Once the bosses, who make the ultimate decision about office location, begin to live downtown, they will decide to bring their office there as well.

There is no template for downtown revitalization success, but these steps lay out a broad pattern for successful revitalization efforts. Much like the downtown railroad street grid lays out the deepest patterns of downtown, these broad strokes look to the most important aspects of downtown revitalization success. The “photo-gallery” conclusion of this work includes examples of urban entertainment venues, rental and affordable housing, retail and office housing, and other images of the historic, social and cultural wonders downtown. These images are intended to provide impressions and illustrate the steps above. There is no attempt at a comprehensive survey at this point, but perhaps someone will heed the call and extend this research.

The conclusion begins with a look to a downtown company that embodies what innovative, expressive, successful and dynamic revitalization efforts look like. Infill Solutions is a “multi-disciplinary development practice offering architecture, land planning, urban design...committed to the highest quality residential and mixed-use infill development projects that employ creative architectural and urban design solutions for urban lands...” (<http://www.infillsolutions.com/about/>). Infill Solutions’ motto “Innovative Urban Design and Development,” aptly describes their varied projects that have garnered local and national awards and attention. Chris Calott, a partner at Infill Solutions, recently talked about revitalization and downtowns. His range of expressions that began with *re* was impressive. Remake, refashion, revive, refurbish, renew, reclaim, revision...rebuild. One of the most successful and well-known examples of downtown businesses that embody the 12 step ideals is the Flying Star Café at 8th and Silver Street. Housed in the old Southern Union Gas Company Building, the building was designed by the late master architect John Gaw Meem in the 1950s, one of New Mexico’s best known architects and civic figures. Across the Street to the West are the Silver Lofts, also

designed by Infill Solutions. Although the black and white photographs cannot do justice to the vivid colors that make the Silver Street Lofts outlandishly gorgeous, not the colors that make the sweeping interior of the Flying Star a wonderland of tone and texture. Even in black and white some of this the feeling is conveyed. The pictures that follow, also in black and white, depict a downtown that seems to be reaching a critical mass, where the vibrancy and energy of the heart and soul of Albuquerque can be seen, felt and experienced—but only if you go downtown.

Downtown Revitalization Photo-Gallery Courtesy of the DAT

- **Visions, Strategic Planning & BIDs:** Images from the 2007 Downtown Action Team Business Improvement District Annual Meeting Report.



- **Public/Private Partnerships & Development:** In the foreground is the HDIC Century 14 Theater complex, housed in a wrap-around block building. The façade mimics traditional business blocks, with restaurants, retail and other amenity space. The re-modeled Transportation Center is in the background.



- **Creating Urban Entertainment & Retail:** From sidewalk dining at the Gold Street Café and Free Summer-Fest Events at the Civic Plaza and the GO! Arts Festival that attracted 100,000 people to Night Clubs and remodeled retail space...reaching critical mass?



- **Housing:** The Silver Street Lofts on the left, the Gold Street Lofts on the right. Below right and left are renderings of the Anasazi Lofts underway at 5th and Central and the planned HUD-sponsored Silver Apartments.



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The intersection at Central Avenue and Cornell Street is one of the busiest pedestrian intersections in Albuquerque. This intersection bridges the UNM campus with the neighborhoods south of campus. (Photo by author)

12. URBAN UNIVERSITY DISTRICTS AS “PEDESTRIAN SUBURBS”

B. Erin Cole

Urban colleges and universities, coupled with the business districts and residential neighborhoods that surround them, are often held up as an example of a particularly desirable type of urban experience. University districts are often idealized as being among the liveliest parts of any modern city. Why is this? University districts attract young people, many of whom live on or near campus and walk or bike to school and other places, rather than driving. This creates more pedestrian and bicycle traffic on the sidewalks and streets, giving these neighborhoods at least the appearance of being interesting, friendly places to live. Colleges and universities are also surrounded by a network of small, often locally owned businesses, such as restaurants, coffee shops, and record stores, that cater to nearby residents. They are also often home to important cultural facilities such as theaters or concert halls, which attract people to the area. Finally, university neighborhoods are often well-served by public transportation networks, due to their relatively dense populations and universities’ role as major urban employers. These spatial, residential, and economic qualities (admittedly generalized in this essay) combine to make the university and its surrounding area a distinctive place, often more desirable than other parts of modern American cities (Stanton 38).

This is as true in Albuquerque as it is in any other American city. The University of New Mexico and surrounding areas are considered a distinct neighborhood, populated with students, faculty and other university employees, and others who enjoy living in a dense, walkable area of the city. People who live outside of the area come to the UNM area to see plays and performances at the university's performing arts center, or to eat at the many small restaurants in the area. The university district is well served by public transportation (by Albuquerque standards), especially along the Central Avenue Corridor. The Rapid Ride bus line connects the UNM area to downtown Albuquerque, the Coors Boulevard corridor on the West Side, and beyond.

The sense of university districts as a place apart has roots deep in the Anglo-American higher-education tradition. Most universities and colleges were designed to be distinct communities of learning, spatially separated from the dirt, clamor, and temptations of center cities. Early American colleges and universities were modeled after their English counterparts, where students and faculty lived and learned together in cloistered communities, distinguished from the surrounding town through gates, walls, or other enclosures. This sense of separateness often soured the relationship between the university and the area surrounding it, a problem that still plagues universities today (Turner 4, 10).

The two most important ideas influencing the development of American higher-education landscapes in the nineteenth and early twentieth centuries were Romantic views of nature and the Anglo-American distrust and dislike of urban areas (Turner 18). More campuses were built in rural or frontier areas during this time period than were built in urban areas. Often, this was because these areas offered inexpensive tracts of open land, but it was also because nature was believed to have spiritual and aesthetic benefits conducive to intellectual activity. Even those colleges and universities located in urban areas were often depicted in lithographs as being located in nature, so strong was this ideal. As historian Paul Turner writes, "The romantic image of the college in nature, removed from the distractions of civilization, has persisted up to the present time and has determined the locations of countless institutions" (18). Spatial separation was also a means to control students. Until the 1960s, most American universities and colleges acted *in loco parentis*, acting as surrogate parents to their students. Rules regulating behavior and morality were easier to enforce when students lived, worked, and studied in a centralized location.

Most large state universities were located in small towns, rather than in their state's large cities. UNM is unusual in this sense. Only a few land-grant schools established in the late nineteenth century were built in larger towns or cities. Other exceptions include the University of Utah, in Salt Lake City, and the University of Minnesota, in Minneapolis (Grobman 13). Still, the university campus in its earliest decades was profoundly un-urban. Located one-and-a-half miles east of the New Town Albuquerque emerging alongside the railroad tracks, the UNM campus long consisted of a few buildings and a lot of dirt. This location had practical benefits. It gave the fledgling university plenty of room to grow, and protected it from floods (Davis 15). Yet, the lack of dormitories on campus in its early years meant that UNM could not be a place apart. Most students lived in residential hotels downtown, and traveled up the mesa by foot or by horse and buggy (Davis 25, 32). Not until the early 1900s were dorms and other residential spaces built on campus, allowing students to live and study in the same place, and lessening their need to travel to downtown Albuquerque (Davis 46).

In this sense, American colleges and universities represent an early form of suburbanization. Like the suburbs that emerged in the United States in the nineteenth and twentieth centuries, universities were often located on the outskirts of already-established towns (or in rural areas). The built environment of many college campuses – separate buildings surrounded by open or green space – resembles suburban residential architecture, albeit on a larger scale. A particularly dramatic example of this is the Auraria campus, located adjacent to Denver, Colorado’s central business district. Built between 1969 and 1977 as part of the city’s urban-renewal efforts, the built environment of the campus makes no attempt to fit into the dense urban core that it abuts (Leonard and Noel, 433). The



green spaces, pedestrian “highways” (designed to speed people on, though, and off campus with maximum efficiency) and smaller-scale campus buildings distinguish Auraria from the streets, concrete, and skyscrapers of downtown Denver.

The clustering of students in or around campus at UNM and other urban universities – in dorms, off-campus apartment complexes, or other forms of multi-family housing – also removes them spatially from nearby downtowns. Students travel to downtown to shop, dine, or conduct other activities, but, like other suburbanites, they do not live there: downtown is a destination, but not a home.

The university/suburb comparison is not a perfect fit, of course. Suburbs were often plotted by individual developers, and built using a mix of private investment capital and public infrastructure. Universities, too, are often dependent on private capital to fund expansion, but, unlike suburban developers, they can also rely on public funding and fundraising. University planning often seems more long-term and comprehensive than suburban planning. And, despite the inward focus of many university campuses, they – at least at state universities – remain public spaces, rather than the private space of suburban residential and commercial development.

University neighborhoods, too, can be seen as a form of suburbanization. Residential areas began springing up around campuses as they began to be seen as desirable places to live. In Albuquerque, the Silver Hill neighborhood, located between Sycamore Street and Yale Avenue, was platted soon after the campus was established. This residential development was soon

followed by the University Heights subdivision in 1906, located south of UNM along Central Avenue from Yale Avenue to Carlisle Boulevard (Wilson 2; Davis 95). Improvements to Central Avenue made the areas east of downtown more accessible to both students and potential homeowners; however, a lack of water infrastructure hampered residential growth in the area until after World War I (Wilson 3-5). The neighborhoods that emerged south of the UNM campus in the 1920s and 1930s were filled with single-family residences and a scattering of duplexes, particularly along Gold Street from University to Yale (Wilson 2).

Ironically, it was the automobile that helped turn UNM into the pedestrian-friendly campus that it is today. Automobile usage forced university planners nationwide to build parking garages, parking lots, loop roads and other automobile infrastructure on campus, as well as to consider ways to connect the campus to urban traffic networks (Turner 267). The automobile also made them more conscious of the needs of pedestrians. The UNM campus was retrofitted for the automobile in the 1960s. A new campus plan, created by John Warnecke and Associates,



A 1952 aerial photo of the UNM campus. The growth of Albuquerque to the south and west of campus meant that the university was becoming incorporated into the larger city. (Albuquerque Public Library)

eliminated through streets from UNM to create a pedestrian preserve. Automobile traffic was served by a ring road surrounding the campus, and parking lots located on the edges of campus, accessible from Central Avenue and University Boulevard (Warnecke 24). This new campus

landscape separated pedestrians from the areas surrounding the campus, since those on foot had to cross the new ring road as well as Central Avenue in order to reach the businesses south of campus. However, the new plan confirmed that pedestrians were an integral part of this part of the city.

The residential areas south of campus were transformed, too, in the postwar era by UNM's decision to allow undergraduates to live off of campus. The demand for cheap housing close to campus led to the construction of new multi-unit housing in the Silver Hill and University Heights neighborhoods. Older area residents moved out, and the changing demographics of the neighborhood, along with the establishment of businesses catering to the student population (such as bookstores), led these neighborhoods to be termed the "student ghetto" (Wilson 12). Students living close to campus increased the pedestrian traffic between the campus and the neighborhood, helping to create a sense of unity in the area.

Why include this history in a study of pedestrian neighborhoods? It is important because seeing university districts such as UNM and its surrounding neighborhoods as an early form of suburbanization provides important lessons in how places change over time. They are an example of what can be called "pedestrian suburbs": dense, pedestrian-friendly neighborhoods that have emerged in areas originally intended to be spatially and culturally separate from center cities. Colleges and universities such as UNM, located on the outskirts of urban areas in the nineteenth century found themselves surrounded by commercial and residential growth as American cities expanded outward in the twentieth century (Stanton 30-31). As private industry left center cities for the suburbs and elsewhere, universities stayed behind. Their size and existing capital investments made relocation impossible. This increased their economic importance to many cities: in over a third of American urban areas (Albuquerque included), the local university is one of the city's most important employers (Maurrasse 3-4). University districts now compete with downtown regions as centers of culture, commerce, and other important sectors of urban life.

Whether they realize it or not, most Americans who attend college have experience with what it is like to be in a pedestrian-oriented environment. Students may live in the suburbs and drive to school, but once they get to campus, they travel to and from class in the open plazas and other spaces of the modern university campus. Geoff Manaugh, an architectural critic, has theorized that part of middle-class Americans' attachment to their college years is based as much on the experience of the campus built environment as it is to memories of parties, football games, or other rituals of the modern collegiate experience. He refers to this as "pedestrian nostalgia" – the memory that you once lived in a nice environment with trees, benches, and duck ponds, where you ran across people you knew, and didn't have to worry about parking, getting traffic tickets, or other annoyances of modern life. "In many ways, it's as if *being an adult* in the United States really means *changing your everyday landscape*. Instead of benches, paths, people, and sunlight, you get cars, parking lots, strangers and road rage" (Manaugh). This "pedestrian nostalgia" can arguably be extended to university neighborhoods, where, in an ideal world, the necessities of life are located close by, there are plenty of affordable restaurants, bars, and other sorts of fun, and life seems relatively simple.

Both the memory and the reality of dense, pedestrian-friendly university districts can be useful tools for planners and others concerned about the future of America's urban areas. "Pedestrian nostalgia" might be an interesting rhetorical strategy to both understand how people

think about urban areas and persuade them that dense, pedestrian-friendly neighborhoods are a desirable outcome of future planning and development. University districts today are often seen as older urban neighborhoods, amenable to the sorts of small-scale planning and infill development appropriate for said places (Kelbaugh 180). But, historically, this is not what they were intended to be. The fact that universities and their surrounding neighborhoods were once suburban areas that have now turned into important urban nodes –“pedestrian suburbs” – suggests that change is possible in today’s suburban areas. Changes in demographics, housing, commerce transportation infrastructure and other methods can help turn suburban areas into places with higher densities and better pedestrian facilities. University districts can help serve as models for “retrofitting” the suburbs to meet the needs of the future.

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13. MOUNTIAN ROAD REVITALIZATION

J. Robert Estes

Introduction

This paper describes a survey of ongoing revitalization along Mountain Road NW in Albuquerque, Bernalillo County, New Mexico. It is based on sector development plans and historic preservation documents, neighborhood association action plans, and mission statements and project descriptions with an interest in revitalization documents, a streetscape survey, and interviews with residents and entrepreneurs¹. Revitalization began in the 1970s, with state regulations to end urban blight, and the establishment of neighborhood associations that wanted to fight urban renewal. The area's roots in Albuquerque are deep.

Background

Mountain (formerly Carnuel) Road is one of the original thoroughfares in Albuquerque. It ran east from the plaza in what is now Old Town to the village of Carnuel in Tijeras Canyon. After the railroad came to the valley in 1880, a large sawmill was built a short distance northeast of Old Town (City of Albuquerque Planning Department [CPD] 1996; Sawmill Community Land Trust [SLCT] 2007). Shortly thereafter a small residential district sprang up on the north side of what is now Mountain Road to house the sawyers and their families. At the same time, the New Town of Albuquerque was established along the railroad tracks on the east edge of the valley. The mid-point between the two was a few hundred yards south of Mountain. By 1900, New Town had expanded nearly to Mountain and residential developments were platted and started along the road. By the end of WWII, the Sawmill District and Wells Park to the east were effectively filled.

By the 1970s Sawmill and Wells Park were overcome with urban blight. The population had aged and the nearest public elementary school was closed (Downtown Neighborhoods Association [DNA] 2007). Industrial pollution created health hazards for area residents. Absentee landlords converted older homes into multi-unit, low-rent apartments. Homes in the downtown area were converted to businesses. Meanwhile, city officials ignored these aging neighborhoods as Albuquerque grew east towards the Sandia Mountains (Southwest by Design 2005:4).

However, Albuquerque has grown to the point where it is nearly landlocked by Sandia and Isleta Pueblos to the north and south, Kirtland Air Force Base to the southeast, and the Sandia Mountains to east. Only recently, the Atrisco Land Grant along the Albuquerque's West Mesa was sold to a private investment corporation, which will allow Albuquerque to expand westward towards the Pueblo of Laguna. As a result land values within the city are rising and urban revitalization and renewal are the best options for improving and sustaining the quality of life in Albuquerque during the foreseeable future.

A New Plan

The first Sawmill/Wells Park Sector Development Plan (CPD 1978:21) focused on halting blight through aggressive code enforcement, deferred or low-interest loan programs to facilitate rehabilitation, and relocation assistance for families while their homes underwent rehabilitation. In addition, the city was to implement a variety of social services for children, youth, parents, and the elderly. However, zoning regulations reserved much of the area for light industry.

In 1991, the city adopted a new sector development plan for the area (CPD 1991). This plan envisioned an enclave where artists and artisans could live and produce creative works. The new art district's could both complement and exploit tourism in Old Town and the City's museums along Mountain Road. Development of this would provide a low environmental- impact alternative to polluting industries (SCLT 2004). Moreover, it has high added-value to the community given the costs of development. A comprehensive Sawmill/Wells Park Metropolitan Redevelopment Area Plan (Community by Design 2005) commissioned by the SCLT specifies where and how redevelopment will proceed. The goals of the Sawmill Community Land Trust are to:

- Gain control over local land use and reduce absentee ownership
- Provide affordable housing for lower to moderate income residents
- Promote resident ownership and control over their neighborhood
- Keep housing affordable for future residents
- Capture the value of public investment for long-term community benefit
- Build a strong base for community action:

The Eighth and Forrester Historic District is perceived as an essential element in revitalization because it adds historic interest to the area. This area contains a large proportion of structures built between the 1880s and the 1920s (Figure 2). Historic Properties listed on the New Mexico State Register of Cultural Properties (SRCP) and the National Register of Historic Places (NRHP) include the Eighth and Forrester Streets Historic District (SRCP #731, NRHP # 80002532), the Harwood School (SRCP #737, NRHP # 80002537), and the Blythe House (SRCP # 710).

Restoration, Renovation, Reuse, and Infill

A survey of construction and renovation activity in the area shows that center of gravity for revitalization is on an axis along Mountain Road— between Seventh and 12th Streets —and on Forrester Street in the historic district (Figure 1). While most of the development associated with the SCLT is taking place on reclaimed industrial land near 16th and Bellamah, commercial developers are driving most of the small-scale redevelopment. High-density residential infill or complementary commercial properties replace demolished derelict properties or vacant lots.





Figure 2. New commercial infill (left) emulates the style and massing of a 1920s Grocery store (right), now renovated and reused as a café.

Seventeen residential properties have been recently constructed in the area. Most are near the intersection of Twelfth and Mountain. Eleven of the new buildings are single family residences, two are condominiums, and four are townhouse apartments. One new commercial property at Twelfth and Mountain houses an art gallery, a hairstylist, and a tea shop. Many of the new buildings reflect the massing and styles of architecture that were popular in the past, thereby maintain the historic feeling of the neighborhood (Figure 2).

In contrast to infill development, the historic district and the surrounding blocks are attracting small-scale investors, working on a lot-by-lot basis. Renovations are underway — or were recently completed— on eleven residential properties, two commercial properties, and one property zoned for mixed use residential/commercial. In general, the work there is being directed and performed by owners who are, in many cases, also craftsmen or design professionals. Three newly renovated houses are now for sale, while the mixed use property will be home to two artists and their gallery. Other vintage buildings have been renovated to house a café, a coffee shop, an art gallery, an interior design outlet, a coin laundry, and a shop that designs and fabricates tiles. Street side tables at the coffee shop, café and a bakery attract pedestrians on pleasant mornings (Figure 3).

Residents, Entrepreneurs, and Investors

Talks with pedestrians and café patrons along Mountain Road suggest a few trends among in the community². Young unmarried people moved to the neighborhood because of its



Figure2 Bakery converted from house at Mountain and 11th.

close proximity to downtown Albuquerque— where they work— and for the nightlife there. In contrast, a twenty-year resident of the neighborhood expressed concern for the absence of families and children in the neighborhood³. She blamed bad schools for driving families away. A retired couple who recently moved to area echoed her sentiments. They say that a healthy and vital community should include families and children but believe that homes in the area are too small to meet the needs and expectations of contemporary families.

Most of the neighborhood residents interviewed moved to the neighborhood to participate in or capitalize on revitalization. They include—among others —a community planner on the staff of the Harwood Art Center (Harwood Art Center 2007), a couple who purchase and restore rundown houses, an artist and an art dealer who want to open galleries along Mountain, an interior design consultant, and a craftsman/design consultant. The common theme among them was the development of an art district along Mountain Road.

One design craftsman has renovated at least properties within the Eighth and Forrester Historic District and three more vintage properties beyond the district's limits. He complained that these projects were difficult to complete because of the design restrictions within the Historic District and the lack of economic incentives to help fund the renovation process (Landmarks and Urban Conservation Commission [LUCC]1991; CPD 1987, 1998)⁴.

Tradesmen who are renovating homes in the neighborhood see revitalization as a long-term opportunity to do interesting work (Figure 4) . On the other hand, they believed that current cost of neglected homes in the Historic district was tremendously inflated— about 175 dollars per square foot—and wondered if the costs could be recouped after the properties were sold.



Figure 4. Renovated houses on Forrester Street in the Eight and Forrester Historic District

Tax records in the Bernalillo County Assessor's Office suggest that increasing numbers of neighborhood properties were bought and sold between 2003—when interest rates were at a historic low—and 2006 when local prices were at a historic high. In some cases, homeowners moved to other neighborhoods and converted their homes to rentals⁵. Others bought property and kept them until the market topped out in 2006. Recently purchased properties are being renovated and intended for immediate resale at the market rate of about 300 dollars—or more—per square foot.

Current tax appraisals are at about 30 percent of the market value, except for properties purchased in 2006, which have been hit with large increases that more accurately reflect market values. Investors and entrepreneurs—and commercial property owners in particular—are worried that increases on recently sold property are omens broader tax reassessments of value. The effect of these tax hikes on revitalization efforts remain to be seen.

Design restrictions for historic properties and building code compliance can be an expensive and time-consuming process. Thus, it is not surprising that much of the renovation in the historic district is carried out by owner occupants who are craftsmen or design professionals, or investors working on a lot-by-lot basis. The cost of code compliance, design restrictions in the Historic District, and large tax increases associated with new property sales may—in the short term—suppress revitalization in the area. But, the high value of downtown property may mitigate these costs and provide enough rewards for entrepreneurs to continue the revitalization process. Large scale development can take advantage of economies of scale by demolishing older structures, reclaiming industrial brownfields, and replacing these with new infill.

Summary

Mountain Road revitalization indicates five themes:

- The work of revitalizing old neighborhoods is a grassroots effort, accomplished without direct support from civic authorities.
- Land developers and those in the design are funding most of the current revitalization efforts along Mountain and construction trades.
- Residents without economic interests in revitalization tend to be pedestrians interested in being close to downtown Albuquerque.
- In the long term, revitalization along Mountain and the Sawmill/Wells Park District will be sustained by an arts and crafts industry.

Endnotes

¹The method for this project includes a pedestrian survey, interviews with neighborhood residents, and an electronic document search. The initial pedestrian survey was conducted on September 22, 23 and 30, 2007. That survey recorded the melding of the historic and contemporary streetscape along Mountain Road. It also identified properties along Mountain Road, and Eighth and Forrester Streets that were undergoing renovation, adaptive reuse, and new infill. A more extensive that included most of the Eighth and Forrester Historic District and extended north to the Sawmill district. The purpose of the extensive survey was to inventory the extent of revitalization in the Sawmill/Wells Park district north of Mountain. The inventory was limited to a description of the type of activity taking place, the type of property (residential, commercial, or mixed use), and indicating its location on an aerial photo. This information was then mapped onto a rectified aerial photo of the project area using the ESRI Arcmap software (Figure 2).

²Interviews were initially conducted as informal conversations with local business owners who live in the project area and a few other residents. This information suggested that a simple questionnaire with four questions. These are:

1. Where is current residence (block and street),
2. Where was your previous residence (development, zip code, city, or state),
3. Years at current address, and
4. What brought you to this neighborhood?

These questions were intended to determine pedestrian use patterns in the neighborhood and to open dialogue about the respondent's opinions about and expectations for the neighborhood.

³The 2000 U.S. Census (U.S. Census Bureau 2007) indicates that children under age 18 years make up less than percent of the population in the area (Census Tract 27, Bernalillo County). Low enrollment in public schools closed Lew Wallace Elementary School to in the 1970s (subsequently reopened as a magnet school) and is threatening closure of Reginald Chavez Elementary School which also serves the area (DNA 2007).

⁴The effect of the Historic District status on rehabilitation was examined by referring to the Historic District Overlay for the Eighth and Forrester Historic District and the City's general Historic Preservation document (LUCC 1991; CPD 1998). These plans specify that approval for external modifications must be by the Landmarks & Urban Conservation Commission (LUCC), the Cultural Properties Review Committee of the New Mexico Historic Preservation Division, the City Planning Department (CPD), and a majority of the property owners in the district. The CPD is tasked with assisting property owners to comply with the regulations and codes. Although tax incentives may be available to offset the costs of renovation and rehabilitation, , no small scale developers reported receiving any tax credits for renovations. The craftsman who renovated six vintage structures admitted that the CPD did not approve of his design plans, which may have prevented the city from granting tax incentives.

⁵The 2000 U.S. Census (U.S. Census Bureau 2007) indicates that about 55 percent of the residential properties in the area (Blocks 3 and 5 of Census Tract 27, Bernalillo County) are occupied by renters. The remaining 68 percent of residential properties are owner occupied. However, many residential lots in the area contain two or more rental units, which indicates that the ratio of renters to resident property owners is probably higher than represented in the 2000 Census.

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14. THE VALUE OF COFFEEHOUSES AS THIRD SPACES

Nina A. Gardea

History

Although the initial discovery coffee is highly disputed, most historians agree it derives from the Middle East. Drinkers of the new substance were intrigued with the intense sense of alertness it provided. Appropriately, many used coffee as a tool to focus for business, reading, writing, conversing or any other task that required cognitive application.

The first Middle Eastern coffee houses of the sixteenth century provided a socially stimulating atmosphere where men could unwind and engage in intelligent conversation. After garnishing success, the coffeehouse was seen to as a threat to the morals Islamic culture. Many argued that coffee invoked intoxicating effects as alcohol did, and thus just as sinful. In his book, *History of the world in 6 Glasses*, Tom Standage (2005) explains how coffee was outlawed for a period of six months, but this ruling was later overturned (p.138). Although coffee and coffee houses experienced both success and adversity from the Islamic culture, its growth and tribulations' were far from over.

An Armenian servant named Pasqua Rosee supported by his wealthy traveling employer Daniel Edwards built the first coffee houses in London around 1652 (Standage 2005). After witnessing first hand the coffee houses of the Middle East, Edwards financed his servant's wish to open his own coffee house. Although the idea proved to be a lucrative as it attracted many customers, it soon gained notoriety. Similar to the criticism received in the Middle East, the first English coffee house was perceived by some to be sinful due to the intoxicating effects of coffee. Conservative opponents were not comfortable with the unfamiliar atmosphere of coffeehouses and were responsible for closing the first one in London. However, the seed was planted, and many coffee houses were established despite the collapse of the first one.

Coffeehouses that flourished all over London still provided the same type of creative environment of the original coffeehouses of the Middle East. These settings were socially and intellectually stimulating. The English coffee houses quickly developed the nickname of "Penny universities" as the admittance into the coffee houses was one pence and those who entered left with an education, (Oldenburg 1999). These facilities always had the latest newspapers, magazines and various literatures accessible for customers to examine over a cup of coffee. While those who were literate were able to browse the materials at their own leisure, learning was not restricted to only those who could read. People commonly would read the materials aloud to share the information for those who were illiterate; permitting all to interpret sophisticated concepts in a scholarly manner and share their ideas among other intellectuals. Customers often found themselves openly discussing their otherwise reserved views on highly contentious topics like politics, philosophy and literature. Eventually the coffee houses were again at risk of being shut down as their liberal atmosphere the houses and intoxicating effects of coffee were seen as a threat by some in the community.

The coffee houses of England were strongly resisted by two specific opponents; women and King George II. Traditionally women were not welcomed in coffee houses as they were considered to be homemakers and not as worldly and intellectuals as males. Thus, men believed they could not truly appreciate coffee houses. Women were upset that their husbands were

spending less time at home with their families, and instead opting to converse with strangers at coffeehouses. Wives argued that negative effects of coffee were to blame for making their husbands irresponsible for neglecting their families. Meanwhile King George the II was more concerned with the political questioning that was taking place in coffee houses. As access to politics and the news were more readily available to his subjects, contradicting ideals began to circulate throughout London. King George II, according to historian Ray Oldenburg, claimed that, “coffeehouses give rise to, ‘false, malicious and scandalous reports’, which spread widely and contributed to the ‘defamation of his majesties government’ ”, (Oldenburg 1999). The king saw coffeehouses as a threat to his political support so he joined forces with the women to outlaw coffee houses. Unfortunately for King George II, such a move only earned him more disrespect in the eyes of his people. He could not support the move to outlaw the very institution he feared would lead to his demise. As seen in the Middle East, coffee houses were ultimately victorious when faced with adversity in Europe.

Evolution of the Coffeehouse to America

Although the earliest coffeehouse is accounted to be in Boston’s in 1689, its phenomena did not boom place till the 1950’s (Pendergrast, 1999) (p.15). In 1945 a high spring device that drove hot water at high pressure through finely ground-roasted coffee was created in Milan (p. 266). The espresso machine made its way towards Italian families in New York who wanted to create the quaint “cafes” of Italy. Unlike typical restaurants or cafes in Europe, American cafes did not serve full menus for customers with sole intentions of eating. Rather, these cafes merely offered coffees and pastries for locals looking to a comfortable space to pass time in. Throughout the 50’s and 60’s cafes were replicated all over New York, particularly in Greenwich Village. They tended to attract artists, bohemians and beatniks of the era. After gaining great popularity in New York coffeehouses were built through out the rest of the country.

By the time the “café” of Europe had been imitated all over the US, new terms were adopted such as coffee shops, coffeehouses and coffee bars; all pretty homogenous in being establishments of coffee and pastries. In other areas of the world cafes are understood to be small restaurants. However American cafes, coffeehouses, coffee shops and coffee bars are not restaurants. They do not offer full menus and are more inclusive with their customers. Most coffeehouses have limited menus of coffees, teas and desserts. The furniture is often arranged in such a way that customers are enmeshed with each other. Aside from the smaller tables and booths in restaurants, they also offer couches and large coffee tables to accommodate comfortable interaction among consumers. As coffeehouses are more conscious of their audience, they often promote the efforts of musicians, poets and artists. Some places even sell items such as coffee grinders, mugs, music, or other items associated with coffeehouses. Although there are some common characteristics shared among coffeehouses, they cannot be defined by a single static definition.

Functional Dynamic as a 3rd Space

In his book, *The Great Good Place*, Ray Oldenburg (1999) posits the existence of third spaces in modern cities; defined not as home or work, but meeting spaces in between. He states,

“Third places exist on neutral ground and serve to level their guests to a condition of social equity...though a radically different kind of setting from the home, the third place is remarkably similar to a good home in the psychological comfort and support it extends”, (p. 42). Third spaces are neutral in the sense that visitors are free and do not feel obligated to entertain others, yet feel as comfortable as being in their own homes. Everyone is equally welcomed, where no customer is more important than the next. The coffeehouse is a classic example of a third space, as they foster a perfect environment for social interaction, thought and creativity.

Humans seek chances to act. Recognizing this need, psychologist Abraham Maslow places “Love and Belonging” in his third level of famous “Hierarchy of needs” pyramid. He states, “If both the physiological and the safety needs are fairly well gratified, then there will emerge the love and affection and belongingness needs...He will hunger for affectionate relations with people in general, namely, for a place in his group, and he will strive with great intensity to achieve this goal, (Maslow). Maslow feels that humans need emotional relationships with each other to gain acceptance among peers; that such interaction is vital to their emotional health. Coffeehouses provide people with the opportunity to comfortably interact in large and small scales. The newspapers, magazines, entertainment and food all serve as conversation pieces to draw consumers to interact with each other. Romantic couples, study groups, and business professionals all opt for coffeehouses as each benefit from its relaxed, but stimulating atmosphere.

Coffeehouses further demonstrate the function as third spaces as “thought provoking” atmospheres. Many intellectuals were known to frequent coffeehouses and contemplate issues of politics, religion and philosophy. Famed philosophers such as Jean-Jacques Rousseau, Benjamin Franklin and Voltaire have all been linked to the coffeehouse Le Procope of Paris, (Victor). It was such coffeehouses that men felt at ease to freely discuss their ideas. Historians accredit the enlightenment, the French revolution, and the first encyclopedia to the scholarly conversations that took place in coffeehouses. T. H. Victor explains, “On July 12, 1789, the journalist Camille Desmoulins went outside the Café Foy, a popular Parisian coffeehouse, jumped up on a table, and delivered a blistering condemnation of the French aristocracy. Two days later, the Bastille fell”, (Victor). Fueled by the intoxicating effects of coffee the prominent journalist Camille Desmoulins strategically expressed his views before other powerful men in the comfort of the coffeehouse to provoke action. He succeeded; shortly after the French revolution was underway. Coffeehouses serve more than just its immediate clients; as history has shown they have been responsible for significant events overtime.

Another function of the coffeehouse as a third space is the creativity it provokes. In pondering their own ideas and emotions, artists are able to produce profound works in the stimulating feeling that is found at coffeehouses. Retired University of New Mexico professor Dr. David Stuart utilizes coffee houses as a functional space to produce his novels and memoirs. He says his appreciation for coffee houses came after meeting esteemed Author Octavio Paz in a little coffeehouse in Mexico City. Paz explained to him that he preferred coffeehouses as it provided an atmosphere conducive to his output, (D. Stuart, personal communication, November 26, 2007). Another great example of the creativity generated in coffeehouses is the works of Bob Dylan. Dylan is famed for his deep heart felt lyrics, and considered to be one of the best songwriters of all time. He started his musical career performing in the quaint coffeehouses of Greenwich Village (Erlewine). The coffeehouse was an especially great place for Dylan to grow

as a musician as he was able to explore his talents in a comfortable space, but the music would also grow by the curious intellectuals who visited the coffeehouse appreciated the mellow thought invoking music. The coffeehouse provided the opportunity for Bob Dylan's music to flourish from and remain strong. The influence of the coffeehouse is a solid one whose facilitations of sociability and contributions of intellectual thought and creativity are still felt today.

Local Coffeehouses of Albuquerque today

On a local level the influence of Coffeehouses is certainly felt here in Albuquerque, New Mexico. The following are 4 different examples of local popular coffeehouses. Although some still function as traditional coffeehouses, others do not. Each demonstrates a variety in operation.

Starbucks Coffee



This large international coffee chain has become grown to become adopted by contemporary American culture. The Seattle based company originally started out as coffee roasting company that sold its products to other coffeehouses and restaurants in the area. After a trip to Milan, owner Howard Schultz was convinced it would be in the company's best interest to expand their services and sell coffee and espresso (Pendergrast, 1999). Eventually this strategic move afforded this company to become the first Coffeehouse chain. As a coffeehouse, the Starbucks menu is limited to coffees, teas and pastries. Couches and love seats accompany tables and chairs to allow customers to enjoy there time as they wish. Starbucks also sells music along with coffee and tea items for customers to enjoy at their own leisure. Although it does seem to function as a coffeehouse, it also functions like a fast food restaurant. Their locations are smaller facilities, with "to-go" services, and some even have drive-thru windows. Starbucks certainly has the setting of a coffeehouse, but the busier atmosphere feels less comfortable than other examples.

Barelas Coffee House

1502 4th St SW



Barelas Coffee House is the local quintessential example of a coffeehouse adapting to its neighborhood. Although the Barelas Coffee House still functions as a coffeehouses in some aspects, it is does not in others. In its original conception the Gonzales brothers wanted to offer a comfortable space for customers to enjoy over coffee and pastries. Overtime the customer demand for food led to the expansion of the menu; offering local favorites such as menudo, posole and lots of red chile! The space is filled with lively conversations and busy movement through out the facility, and especially frequented by judges, governors and other political officials (J. Lucero, personal communication, November 28, 2007). However, Tables and chairs now dominate the space. Consequently the Barelas Coffee House functions more like a restaurant today. Customers are mostly drawn by the “soul food” offered; but less for the absent mellower atmosphere sought after by students as in other coffeehouses. As an establishment the Barelas Coffee House functions more as a restaurant and less as a coffeehouse.

Winning Coffee Company

111 Harvard St SE



Located across from the University of New Mexico, this particular coffeehouse is in a pedestrian friendly area. The shop serves no particular user group, as their consumers are an eclectic mix of students, professors, professionals, young, and old. It is also frequented by writers, storytellers, and artists. The only characteristic unifying customers is an appreciation of social interaction in a comfortable space over coffees and teas. Aside from inside/outside tables, the facility also offers larger tables and couches to facilitate the interaction that can be found in a living room. Like others coffeehouses, the Winning Coffee Company appreciates the arts. According to manager Bryan Jabaay he and his partner owners Rich Vanschouwen and Sandy Timmerman bought the establishment from the original owners in an effort to fund their own ensemble performance theatre, (B. Jabaay, personal communication, November 26, 2007). Considering the limited menu, interactive seating, and fostering of the arts the Winning Coffee Company certainly does function as a coffeehouse.

The Star FlyingCafe/SatelliteCoffee



Originally named *Double Rainbow*, this establishment was opened in 1987 and quickly gained popularity; offering cups of coffee for 50 cents less than the competing coffeehouse *Notes* across the street. Eventually *Notes* went out of business and the *Double Rainbow* changed their name to The Flying Star Café. Today there are seven Flying Star Café locations and five smaller coffee shops known as Satellite Coffee, (Essman). The flying star serves many different users, most loyally being Anthropology professor David Stuart of the University of New Mexico. To date Stuart has written 6 books entirely at The Flying Star and has thanked their staff in his books. (D. Stuart, personal communication, November 26, 2007). This establishment differs from more common coffeehouses as it does offer a fuller menu but not completely like a restaurant as food is immediately ordered and delivered; minimizing unnecessary interruption from servers. The choice in seating is also limited like a restaurant, only offering booths and tables. Aside from food and beverages, the café also sells the same type of eccentric music that is played there. While the Flying Star Café can be perceived as a restaurant by some measures, this facility still functions as coffeehouse. The attraction to does not lie in the food; most people are drawn to the Flying Star Café for the comfortable space, teas and coffee that made it so successful in the first place customers.

Regardless of the context, coffeehouses throughout time and all over the world have offered customers a comfortable space to interact socially, and explore their intellectual and creative abilities. The food is not the concentration as restaurants, and attributes such as seating, art, and music make the atmosphere interactive and comfortable like a home. Most importantly the best coffeehouses are user defined spaces; original in their creation and reflective of their community.

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15. MODERN TRANSIT IN ALBUQUERQUE

Jeff Fredine

Types of Transit Systems

Common categories of mass transit options used include demand response service, vanpool, standard bus service, bus rapid transit, light rail, commuter rail, and heavy rail.

Demand Response Service, or paratransit, is an on-call pickup and transport service provided for disabled persons or anyone who has trouble accessing other transit. The service is required by the Americans With Disabilities Act and is provided by every municipality that manages a transit service. Demand Response vehicles are wheelchair lift equipped and the service is usually by appointment (Dunne 2007 personal communication).

Vanpool Service is a voluntary ridesharing arrangement usually formed by a group of seven to 15 people who commute to and from work together in a van. Usually the group members meet at a central location near their homes and ride the van to work. The service provider, often a private company or government agency, usually supplies the van, fuel and maintenance in exchange for a monthly fare paid by the passengers (www.rtd-denver.com).

Standard Bus Service is a large passenger vehicle operating according to a schedule along a fixed route. Schedules and routes may accommodate specific needs such as express routes and commuter routes. Express routes provide faster service with limited stops, while commuter routes increase service frequency during peak commuting hours.

Bus Rapid Transit (BRT) refers to urban mass transportation using buses for faster service on exiting roadways or a dedicated right-of-way (ReconnectingAmerica 2007). Shorter travel times are accomplished through reducing the number stops by spacing boarding stations at one-half to one-mile intervals, increasing service frequency, using low-floor buses to assist faster boarding, and the use of bus-priority signal systems to reduce intersection delays (Parsons Brinckerhoff 2003:18-19).

Light Rail is powered by overhead electric lines and composed of rail cars operated on tracks in dedicated right-of-ways or in mixed traffic with stations at one-half to two-mile intervals. When operating in mixed traffic and using slightly smaller cars, light rail is often referred to as a modern streetcar. Light rail is generally suited for short distances of 8 to 25 miles in urban settings. Trains usually include one to four electric-powered cars (URS 2005:33).

Commuter Rail is a passenger commuter service of generally 30-100 miles and usually extends between an urban downtown and an outlying area. Service is oriented toward daily work trips concentrated in the morning and afternoon. Trains can consist of diesel, electric, or dual-mode engines that can operate in either electric or diesel mode. Cars are either pushed, pulled, or both. A push-pull service will push cars in one direction and pull cars in the opposite direction, reducing the need for turning the entire train. Stations are usually spaced at 5-10 miles apart (URS 2005: 32).

Heavy Rail uses an electric third rail and requires a dedicated right-of-way, usually an elevated line or a subway. This transit option is usually only viable in dense urban settings

where the tax base and potential ridership is large enough for constructing a grade-separated system. A heavy rail train configuration can include up to ten cars with stations spaced at 1 to 3 miles apart (URS 2005:33). A comparison of these transit systems is provided in Table 1 below.

Table 1. Transit System Comparisons

Transit System	Cost per Mile (Millions)	Operating Speed (MPH)	Station Intervals	Power Source
Express Bus	\$1-2	15-19	Limited stops on normal route	Diesel
Bus Rapid Transit (dedicated lane)	\$4-40	8-12	0.25-2 miles	Diesel, Electric
Modern Streetcar	\$10-25	8-12	.25 miles	Electric
Light Rail	\$20-60	20-60	~1 mile	Electric
Commuter Rail	\$3-25	30-60	2-5 miles	Diesel
Heavy Rail	\$50-250	50-80	>1-5 miles	Electric

(ReconnectingAmerica 2007)

Transit in Albuquerque

Albuquerque is a city of almost 600,000 people, according to the 2000 Census, with the larger Albuquerque Metropolitan Area (Metro Area) covering four counties from Belen to Santa Fe and containing 883,000 people (NMDOT 2007:4). The City of Albuquerque transportation network is composed of a grid of arterial streets that serves both automobiles and local bus service. Current city transit is heavily influenced by various city policies designed to encourage a more compact urban development. These policies include Council Resolution R-70, the Centers and Corridors concept, and the Planned Growth Strategy.

Resolution R-70 established the concept of community centers connected by high-capacity transportation corridors. It encouraged development from downtown outward with improved transit service providing access to additional economic centers. The Centers and Corridor concept grew out of R-70 and defined *specific* centers and corridors to be adopted as an amendment to the 2001 Albuquerque/Bernalillo County Comprehensive Plan. Center types include Major Activity Centers such as UNM, Downtown, and Uptown; Special Activity Centers such as the State Fairgrounds and the Bio Park; and Community Centers including Four Hills Village and Nob Hill. These centers are connected by transit corridors identified as Express Corridors, Major Transit Corridors, Enhanced Transit Corridors, and Arterial Corridors.

- Express Corridors contain limited-stop express bus service for commuting.
- Major Transit Corridors provide a mix of local bus service and express service with dedicated transit lanes.
- Enhanced Transit Corridors also provide this local and express service without dedicated transit lanes.
- Arterial Corridors are focused primarily on local bus service.

Finally, the Planned Growth Strategy, released in 2001, encouraged development within existing transit service areas and provided transit links between peoples' residences, employment, shopping, and other activities (Parsons Brinckerhoff 2003:14-17).

These policies and the concept of providing transit, pedestrian, and bicycling links between residence and activity locations have been fundamental to developing transit options in Albuquerque. Transit services provided by the City of Albuquerque include various forms of bus service and demand response service.

Standard Bus Service: Local, commuter, and express bus service are all included throughout the city. Local service covers day and evening transit needs seven days a week, while commuter service is provided primarily during peak weekday hours along specific commuting routes, and express service provides limited-stop routes. There is also a local circulator bus route for the downtown area that is free of charge. Busses operate in mixed flow traffic and routes are designed to provide transit access to all major centers throughout the city.

Bus Rapid Transit: Albuquerque implemented a form of BRT, called the Rapid Ride, in 2004. The Rapid Ride Red Line serves the east-west oriented Central Corridor while the Blue Line serves a north/south route along Coors Boulevard, on the west side of the city, and extends eastward to UNM along Lomas Boulevard. The service features 86-passenger, low-floor, 60-foot-long busses. A diesel-electric hybrid engine powers the buses, which also include bike racks and a global positioning system to aid in the signal priority. These features, when combined with fewer stops and quicker loading, are faster and more efficient than traditional bus service (www.cabq.gov/transit/rapidbus2.html).

Light Rail: A modern streetcar project is also being planned for Albuquerque. It will extend along Central Avenue between the BioPark and Nob Hill, and from the University of New Mexico to the Albuquerque International Sunport. The streetcar system is expected to be operational by late 2009 (www.cabq.gov/transit/modernstreetcar.html).

Commuter Rail: As mentioned above, the larger Metro Area extends beyond Albuquerque both to the north and south. It encompasses four counties from Belen to Santa Fe linked by existing and planned commuter rail. This commuter rail, known as the Rail Runner, started on July 14, 2006. It currently runs between Bernalillo and Belen with Albuquerque stations including the Journal Center, the Alvarado Transportation Center, and near the International Sunport. The system includes a diesel-electric engine that will run on diesel with two bi-level passenger cars utilizing a push-pull configuration. The train service in the southern portion of the Metro Area uses existing Burlington Northern Santa Fe (BNSF) line (www.nmrailrunner.com). Rail Runner service will also be extended to Santa Fe by the end of 2008. This northern extension will again use existing BNSF rail line from Bernalillo to La Bajada Hill. New track will be constructed for the ascent up La Bajada, and then into the I-25 median where it will run until it again joins existing track south of Saint Francis Drive in Santa Fe (NMDOT 2007).

Although the I-25 corridor is not projected to be at maximum vehicle-carrying capacity for several years, it is the only direct commuting route between Albuquerque and Santa Fe. As such, the corridor is susceptible to disruptions from traffic accidents, construction, or weather. The northern extension of the Rail Runner is an effort to provide a reliable transportation option with a commuting time comparable to a personal vehicle. Travel time estimates for riding the Rail Runner from downtown Albuquerque to downtown Santa Fe are 85 minutes. This compares

to a 75-minute commute in a personal vehicle in 2004. The 2025 time estimate for commuting the same distance in a personal vehicle is 104 minutes (URS 2005). This is an average annual increase of 1.38 minutes, making rail-commuting times comparable with personal vehicle use between 2010 and 2012.

Vanpool Service and Other Options: Additional commuting options throughout the Metro Area include a Park and Ride bus service and the Safe Economical Commuting Alternative (SECA) vanpools. The New Mexico Park and Ride includes six routes throughout the state with the most intensive use between Albuquerque and Santa Fe. This route includes 13 northbound and 12 southbound trips (2030 MTP). Average daily ridership for the statewide program in Fiscal year 2007 totaled 1,213.1 (nmparkandride.com). SECA also provides statewide service with a focus on Albuquerque and Northern New Mexico. SECA currently manages 37 vans with more than 500 riders (www.nmshtd.state.nm.us/main.asp?secid=14998).

Transit in Other Cities Compared to Albuquerque

A review of transit options from El Paso, Tucson, Denver, and Phoenix provides context for evaluating the transit options in the Metro Area. These cities resemble Albuquerque in climate and terrain while providing a variety of population sizes and transit options. Transit in all four cities contains a combination of bus service with park and ride lots throughout the city. Bus options include local service, demand response service, and express routes. El Paso area transit is administered by the Sun Metro transit agency (www.elpasotexas.gov/sunmetro/default.asp) while the Tucson transit organization is called the Sun Tran. In addition to the bus services, Sun Tran offers tax benefits for transit commuters and a “guaranteed ride home” program in case of emergencies (www.suntran.com/commutersvc.php).

Denver offers the most transit options of any city included in this comparison. The Regional Transit District or RTD covers Denver and all or parts of eight counties. In addition to bus service, RTD provides vanpool services to anyone or group volunteering to organize a commuting vanpool. RTD has also developed a light rail extending between downtown Denver and areas to the south. The light rail serves commuters, local use, and special events with train service from 5 am to 1 am during the week along with additional weekend hours. Light rail schedules are also designed to compliment other transit options (www.rtd-denver.com/).

Valley Metro Regional Public Transportation Authority (Valley Metro RPTA) serves Phoenix and the surrounding communities including Tempe, Mesa, Chandler, and Scottsdale. In addition to bus service, transit assistance includes a vanpool service and an online carpool ride-matching service. Valley Metro RPTA also has 20 miles of light rail currently under construction and scheduled to open in December 2008 (www.valleymetro.org/default.asp).

Table 2. 2005 National Transit Database Ridership Information

City (2000 Census Pop.)	Transit Service	Ridership (Unlinked Trips)	Ridership Per Capita (ridership/pop)	Comments
Albuquerque (598,191)	Bus	8,573,517	14.3	Modern Streetcar planned for late 2009
	Demand Response	178,181	0.298	
	<i>Total</i>	<i>8,751,698</i>	<i>14.6</i>	
El Paso (674,801)	Bus	12,133,246	17.98	
	Demand Response	286,256	0.424	
	<i>Total</i>	<i>12,419,502</i>	<i>18.4</i>	
Tucson (720,425)	Bus	17,386,429	24.13	
	Demand Response	428,204	0.594	
	<i>Total</i>	<i>17,814,633</i>	<i>24.72</i>	
Denver (1,984,889)	Bus	74,022,977	37.29	2.6 million population in the RTD
	Demand Response	988,843	0.498	
	Light Rail	11,277,855	5.681	
	Vanpool	281,686	0.142	
	<i>Total</i>	<i>86,571,361</i>	<i>43.61</i>	
Phoenix (2,907,049)	Bus	48,778,636	16.78	Light Rail under construction
	Demand Response	524,259	0.180	
	<i>Total</i>	<i>49,302,895</i>	<i>16.96</i>	

(www.ntdprogram.gov/ntdprogram/data.htm#profiles)

As Table 2 indicates, when total trips is divided by city population, Denver has by far the most ridership per capita with 43.61 trips per year, while Albuquerque has the lowest ridership with 14.6. Phoenix also has a surprisingly low ridership number of 16.96. The amount of ridership is likely related to the number and type of available transit options. Schumann (2005) compared transit systems in Sacramento, California and Columbus, Ohio. He found that Sacramento, which developed a light rail system in 1985, saw a steady increase in ridership and transit service over the next 17 years. In contrast, Columbus chose to invest in bus service until much later and saw a decrease in ridership (2005). In Sacramento, early success and acceptance of light rail by the general public also allowed for more investment in overall transit service. In contrast, Columbus struggled for years to gain enough momentum for a light rail system.

Albuquerque's Transit Choices

Albuquerque's investment in a modern streetcar system—a type of light rail—may have a similar effect of increasing ridership and overall transit investment. While other cities considered here have not pursued modern streetcars, several similar-sized cities around the country have successfully instituted modern streetcar systems.

An investment in commuter rail likewise makes sense for the larger Metro Area. In addition to encouraging increased transit ridership and investment, commuter rail is an appropriate choice over other rail options because of commuting distance, land use, and existing infrastructure. Light rail options are generally most effective for commutes of less than 25 miles, while commuter rail is appropriate for up to 100 miles. Also, the commuting corridor is not one large urbanized area; but rather, the corridor is composed largely of undeveloped reservation land with urban destinations at either end. Finally, commuter rail is able to take advantage of existing track through much of the corridor.

Establishing a modern streetcar system for Albuquerque and a commuter rail for the larger Metro Area will likely increase overall transit ridership. This emphasis on transit development is consistent with City of Albuquerque policies and a commitment to sustainable growth.

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16. CURRENT REDEVELOPMENT STRATEGIES FOR MIXED-USE, WALKABLE NEIGHBORHOODS

Susan Corban

This study examines two neighborhood redevelopment plans, the "Huning-Highland EDO Regulatory Plan "(EDo), (2005) and the "Master Plan for Central-Highland-Upper Nob Hill" (Central Highland), (2004). Moule and Polyzoides, new urbanist architects, developed the plans for the City of Albuquerque Planning Department. New urbanists envision clusters of walkable neighborhoods connected by regional mass transit. Review of the plans asks how new urbanists turn a decayed, vacant neighborhood into one that is thriving and walkable. Success was not found in 1950s front-door parking lots, '60s superblocks and urban clear-cut urban, or '70s street closures for pedestrian malls. In the 1990s, new urbanists integrated lessons from historic pedestrian cities and systemic contemporary urban needs. They create neighborhoods providing residents most of what they need on a daily basis, such as groceries and employment. If we walk to the store, we're healthier, we interact with our neighbors, and we don't use as much CO₂-producing energy. Mixed-use and pedestrian lifestyles inform the streetscapes and design guidelines of new urbanism. This moves us toward environmentally sustainable lifestyles.

The EDO neighborhood fabric is a railroad era grid of small, mixed-use blocks. The Central Avenue arterial connects the neighborhood to the city. The area is characterized by early 20th century tax-payer blocks, the old Albuquerque High School, single and multi-family residential streets behind. The Central Highland area is Central Avenue's mid-century, Route 66 auto-oriented commercial strip of parking lots, motels, restaurants and retail with single family residential behind. Traffic is fast. It's pedestrian-unfriendly, and blighted.



left: View of old Albuquerque High lofts in Edo right: Central Ave. in Central Highland

Redevelopment Components

New urbanists organize their principles by environmental scale; 1) region, metropolis, city and town; 2) neighborhood, district, and corridor; and 3) block, street, and building. These units are interrelated, of course. The Central-Highland and EDO plans address building, corridor

and street extensively. This study focuses on first phase redevelopment transformation of the street to public space and mixed-use walkable environments as strategies catalytic to future investment.

Streetscape, Scale & Proportion

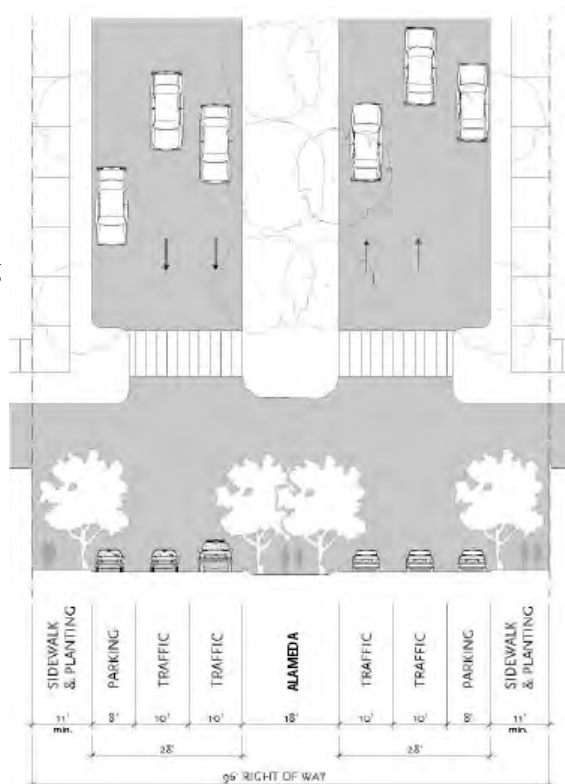
Both plans assume that the human scaled streets of old pedestrian neighborhoods appeal to pedestrians. Buildings with little or no setback create a narrower, enclosed streetscape. Both plans regulate the proportion of building height to street width, while keeping or bringing buildings to the street edge. The plans maintain facade heights in keeping with the existing heights (e.g. 52' maximum for Central Ave in EDo). The Central-Highland plan says “the most effective relationship of building enclosure is a building separation to height ratio of 1:1...but it can be up to 3:1, and 4:1 for boulevards and plazas.” (Central-Highland Plan) Vehicles also slow down in narrower street enclosures. Central Ave has different street width and building heights (50') than side streets (30' heights) in both plans, generating varying scales and traffic speeds.

pedestrian streetscape

automobile streetscape (same street width)

Mixing Vehicle & Pedestrian Access

To make walkable neighborhoods, the plans slow vehicle traffic, and enhance pedestrian safety. There are separate standards for major corridors and general street types. On-street parking provides a buffer between traffic and sidewalks. Street trees, a pedestrian alameda along the median, artwork, and street furniture are also buffers (plan & section option at right.) These focal points also slow traffic and make a great pedestrian experience. Elimination of entrance drives along Central decreases pedestrian-vehicle interaction for safety, and makes a pleasant, continuous walking experience. Streets visually narrowed by small setbacks, and physically narrowed by fewer traffic lanes, slow vehicles. Intersection strategies minimize pedestrian crossing times and slow vehicles. Bulb-outs from sidewalk corners provide safe pedestrian access to the street, shorten crossing distance, and slow vehicles. Round-abouts are a similar alternative.



Above: plan & section from Central Highland plan

Parking

New urbanists advocate parking once, then walking to all destinations. A concentration of businesses and residences is prerequisite. Parking for mixed use areas can be shared. This requires formulas for resident and visitor parking at different times and days and less duplication of parking by individual businesses. The plans therefore recommend that parking be managed as a district by merchant associations. Parking is subject to further reduction as mass transit options increase. To reduce parking spaces below existing City standards, the plans call for one and a half parking spaces per residence or live/work property with one bathroom, two parking spaces per residence or live/work unit with 2-3 bathrooms, two and a half (EDo) or three (Central-Highland) per 1000 square feet of retail space, and one space per four seats in restaurants.

Parking lots in front of buildings create a wide streetscape. This form is common in the Central-Highland area. The wider a parking swath is, the less appealing to pedestrians. The Central-Highland plan eliminates front parking lots with in-fill building. Parking courts are recommended behind buildings (photo and plan below). The Central-Highland plan projects future concentrations of mixed housing types and retail/office space. With greater density, the plan recommends parking structures to avoid swaths of parking. The EDo area already has a mixed use parking structure, thanks to city investment. The principle of mixed use is recommended for parking structures, placing retail frontage at street level and parking above. Safety can also be enhanced with secured access to residential structures through parking structures. Increased transit options reduce the need for parking overall. Central is already a bus corridor and will eventually have light rail mass transit. Bike racks and lanes are recommended.



Central Highland plan shows parking courts (above) and pedestrian streetscape (below)

Pedestrian Experience

Large shop-front windows provide pedestrians something to see and do. Windows also visually extend the sidewalk indoors. They increase retail sales. They foster safety by more "eyes on the street." Both plans address glazing based in historic precedent. For the corridors, the windows should be clear and fill a large percentage (EDo 30-80%, Central-Highland 40-90%) of first floor facades. Buildings entries in each plan are regulated to be every 30' on center. This entry frequency provides safety and interest for people as seen



in the historic precedents. Retail on first floors and residential and office on upper floors creates more users during day and night. Continuous activity creates safety and vibrancy and is more economically viable than single-use zones.

Humans have a limited ranges of environmental tolerance. The plans recommend shade trees, awnings, transit shelters, water fountains, seating, lighting, bike racks, trash containers, and frequent storefront entrances to meet universal human needs. We also like variability and coherence, places full of activity and other people.

below: Central Highland public spaces

Public Spaces

In addition to habitable streetscapes, new urbanism advocates public spaces such as squares or parks. The Central Highland plan proposes larger building setbacks for a section of Central Avenue near the Hiland Theater. This will open a defined area, creating a sense of a special park-like public space (see drawing). In the EDo area, an open space exists along Central at the entrance to the former Albuquerque High.



This zone has a paved vehicle drop-off circle, planter and seating walls. The adjacent entrance to the courtyard of the complex is behind a locked gate, limiting the size of public common space. The potential exists for a significant community space should the gates be unlocked. Parking courts with trees located behind the buildings on Central are another form of open space. These have multi-use potential, not just vehicle storage.

Building Types

Building types are essential to the character of a neighborhood. Building forms generate mixed uses and the concentration of people and businesses prerequisite for a vibrant, walkable neighborhood. Their configurations also form public spaces. In addition to facade traits like windows, entries, and heights, the plans address building types. The EDo plan shows five residential types, shown at right. On corridors, the first floor retail contributes to the life of the street. In this street

right: building types from EDo plan

		CORRIDOR PRESERVATION	CORRIDOR GENERAL	STREET GENERAL
CARRIAGE HOUSE				
DUPLEX/TRIPLEX/ QUADRUPLEX				
COURTYARD HOUSING				
WORK/LIVE				
RESIDENTIAL LOFTS OVER FLEX				

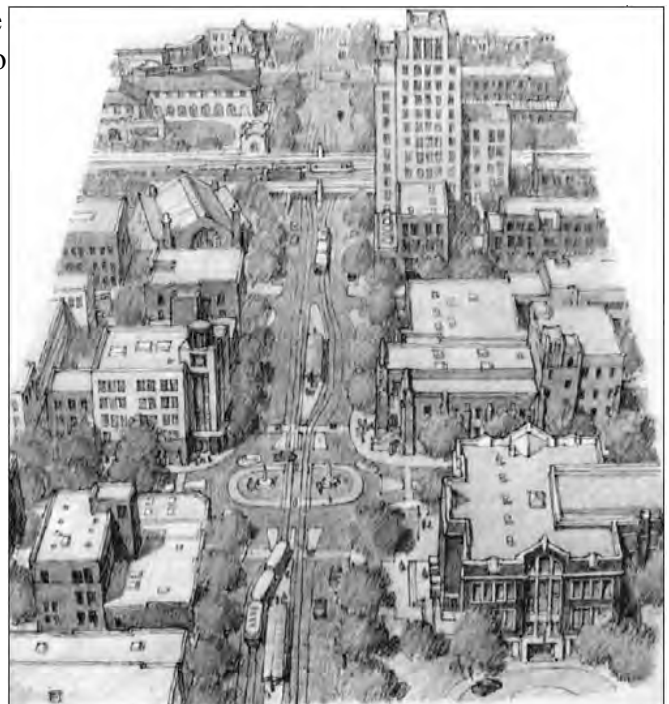
type, residential lofts are a good use of upper floors. Similarly, the work/live spaces are appropriate on a busy corridor with work space used for a small business, office or gallery. Work/live spaces can be generated by adaptive reuse of historic buildings such as the former Albuquerque High School. Courtyard housing or dup-tri-quadruplexes are good transition types between mixed or commercial uses and single family residence areas. They offer changes in building scale, density, and change in use between other zones. Building types create options.

Building types in the plans are recommended in different sizes and configurations to provide for large and small families, affordable housing, and to concentrate mixed activities in the neighborhoods. The EDo maximum is 45 residential units per acre. The densest level of development is set for the general corridors, with fewer units in the historic corridor (30/acre) and general streets (35/acre). Another new urbanist recommendation is the in-fill of back houses. The carriage house is a residence above a garage. This type is recommended as a back house along an alley. These can be added to lots with existing single family homes.

The architectural code of the plans includes internal spatial arrangements as well. Living rooms or more public rooms are to be oriented to the street. This outward facing type includes facade types with porches and stoops for transition from outdoor public space to internal private space. Facades may also have arcades, stoops, forecourts, and awnings. The architectural code also requires as many walls with windows as can be made to face the street. Engaging the street as primary community space is a new urbanist value. Courtyards created by these building types always accommodate more than one dwelling, so they are shared spaces. These courtyards are semi-public and safer since they must have a section open to the street that is at least 15' wide. Parking is always at the back, with alley or side street access.

Renewal by Preservation, Character & Codes below: EDo plan vision for the future

A primary intent of the plans is to catalyze future investment. The fundamental approach is to catalyze investment with physical forms, old and new. Great places, preservation and renewal are bound together. A premise is that great places have character defining features, based in historic forms, that are valuable to future development. The Charter of the New Urbanism Principle 27 says that “preservation and renewal of historic buildings, districts, and landscapes affirms the continuity and evolution of urban society.” New investment is brought about, in part, by adapting historic places like the old Albuquerque High School for current uses (see drawing). To ensure neighborhood character, defining features such as load-bearing brick and Route 66 storefronts are elaborated in the EDo plan. The codes regulate compatibility of old and new with building setbacks, heights, materials, windows and entries.



For consistency of character, these regulations are based on block by block historic precedents. The historic fabric of the neighborhood is as valuable as individual buildings. Transforming the street to appealing public space is itself catalytic to investment. Similarly, the Central-Highland plan encourages Route 66 character and the first phase of proposed redevelopment is establishment of a new streetscape to define the area.

Another underlying premise is that if future development is predictable and potential investors and residents can picture it, there is more control and security for investors and residents. This predictability comes from codes that are illustrative or form-based. Form-based code is a "picture this" strategy. It allows potential investors and residents to envision a future. New urbanist codes are based on types rather than usage, the conventional method. (Kelbaugh, 2002) Zoning still incorporates usage, but form based codes are able to define the form of public spaces and great streets to foster future development.



above: Central Highland plan vision for the Hiland theater district

After streetscape definition, the second phase initiative for Central-Highland is City-lead catalytic projects. Fostering initial redevelopment in blighted areas depends on public-private partnerships. The old Albuquerque High School sat vacant for decades, awaiting investment. The City invested in a parking structure to help make private redevelopment possible. For the Central-Highland district two catalytic projects are projected, the de Anza Motel and the Hiland Theater. The motel, formerly owned by the City, was sold with a contract for redevelopment. The theater is owned by the county. The suggested strategy for these catalytic projects eliminates single-use zoning areas. Central would host residential spaces as well as new retail and office space. All the mixed use, various building types, live/work units, street-level/upper floor uses, diverse housing options, parking courts, traffic calming and other features defined in this study would be put to use around the two buildings controlled by the municipalities. The new retail and restaurants should also use the Route 66 motels as much as possible, to create a unique district.

Strengths and Limits of New Urbanism

In summary, components spurring investment are historic buildings and character, a human-scaled urban fabric, concentrated and mixed residential, retail and office uses, and specific catalytic projects based in government initiative and private development. Clearly, new urbanists believe that spatial relationships and physical design standards catalyze financial investment and revitalization. The physical is important at various levels. Spatial relationships are key to pedestrian-friendly environments on the street, in courtyard housing, or mediating between vehicles and people. Building, neighborhood by neighborhood, a network of walkable environments, means generating the prerequisites for mass transit and reduction of petroleum dependence. We won't abandon our cars if we have no transit alternatives. In itself, new urbanism doesn't solve the challenges of the petroleum based economy, but alternative transportation will depend on the nodes of concentrated mixed uses that new urbanists advocate, not endless auto-dependent sprawl.

This points out a strength of new urbanism and the need for pedestrian-friendly, mixed-use neighborhoods. In-fill redevelopment and retrofitting auto-centered zones are optimal applications of new urbanist plans, as seen in the two Albuquerque plans. New urbanism is good at ameliorating the generic and auto-centered effects of modernism and guiding new uses and forms in historic places. The multidisciplinary, system-oriented thinking of new urbanism is key to functionally addressing our complex systems. Planning in larger and smaller scales as both comprehensive and discrete units is another strength. Changing processes is also necessary to address our current challenges.

The broad-based thinking typical of new urbanism will be critical to systemic change. Social and economic sustainability are important values of new urbanism, but are less directly connected to building types, pedestrian and transit environments. Affordable housing, social cohesiveness, economic and environmental sustainability will depend largely on other forces, but will benefit from the systemic views of new urbanism.

Urban pedestrian neighborhood in-fill is where new urbanism seems most successful. The scale suits new urbanist ideas most successfully. Beyond the scope of the in-fill neighborhood, the lack of land management policy, fragmented government jurisdictions, the self-perpetuating processes of bureaucratic, development and construction industry, and larger social and economic issues overwhelm and exceed the new urbanist agenda. Urban in-fill will not answer all of our challenges, but using old forms to address new problems works best where older patterns already exist. As Kelbaugh says, "the past becomes not 'nostalgia' but astonishingly radical" (Kelbaugh, 2002) because the context is entirely new.

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17. BUILDING IN CONTEXT: THE WORK OF INFILL SOLUTIONS, LLC

Dean Cowdrey & Michael Burnett

Traditional neighborhoods, historic areas, and other sensitive sites are not being developed in an appropriate manner but there are mixed opinions about how to determine what is appropriate. On the one hand, strict modernists believe that new development should simply reflect its own time and should mark a complete break with the past in terms of scale, materials, and methods. On the other hand, the more traditionalist approach, argues that it is important to preserve the caricature of an area at all costs, by opposing new development when possible, and insisting that any new development must copy architecture of existing buildings. Both of these approaches often lead to unsatisfactory outcomes. The strict modernist approach shows no regard for the context and can begin to erode the existing fabric. The traditionalist approach only superficially echoes historic features in new building, which itself can erode the character of the existing fabric just as much. Even worse results occur when the two opinions are forced to compromise, as an attempt to satisfy many different groups. Examples of this taking place include:

- random application of historic elements. Many times these details are out of scale with the building and sometimes unrelated to the other parts of building
- matching materials which do not actually match. Modern non-structural machine-made bricks do not match traditional hand-made historic brick-work.
- incorrect scale for the style chosen. Modeling a large modern commercial building after a historic residential style.

The right approach to contemporary infill in traditional or historic neighborhoods should relate to the geography and history of the place, how it sits in the pattern of existing development, respect the scale of neighboring buildings, and use materials and building methods which are as high in quality as those used in existing buildings. The last consideration, if considered at all, should be style. As Vinayak Bharne (2005) points out, “As agents for the harmonious completion of city form and expressions of a judicious understanding of the structure of place, they [infill buildings] are assessed through that which matters the most – their urban and ecological consequences – leaving the issue of style a completely open, flexible question.” The work of Infill Solutions, LLC successfully attempts to “investigate design responses in all of our projects which resonate with the history, landscape, and settlement patterns of its place” (“Mission”).

Located in Albuquerque, the urban design and real estate development firm of Infill Solutions, LLC is responsible for many award winning infill multi-family residential and mixed-use development projects. After founding CALLOT + GIFFORD Architecture/Urban Design in 2000, architects Christopher Callot and Thomas Gifford teamed up with established commercial real estate broker Jay Rembe, to form Infill Solutions. By reinterpreting traditional New Mexico urban typologies such as courtyards and plazas in a contemporary manner, their projects successfully coexist with the existing built fabric.

The firm’s design solutions are recognizably of our age while understanding and respecting history and context without making an ill-considered imitation of a historic style. As

Stefanos Polyzoides states (in an unpublished letter dated March 10, 2005), “there are two dimensions of design that precede any consideration of style: urban engagement and typological commitment. They both arise through a social and ecological concern for the history and culture that buildings are built within, and thereby generate relative and complex judgements about the value of particular designs, as opposed to the a priori valuation or advocacy of one style over another.” Without superficially replicating previous architectural styles, Infill Solution’s infill development projects are based on a contemporary design approach which respects the context, especially the predominant scale, form and articulation of buildings that characterize an area.

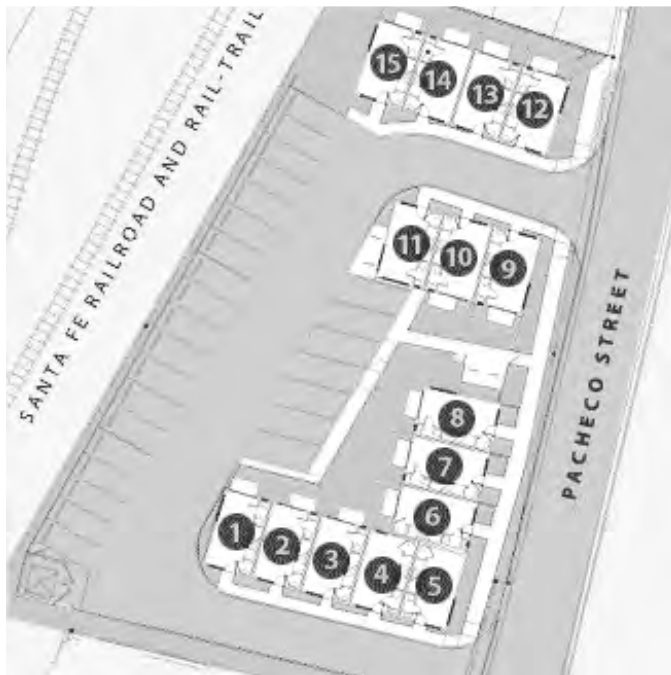
While firmly of today, the work of Infill Solutions draws inspiration from what surrounds their projects which helps the architecture to relate to the past. Their work tries to learn and extrapolate from the most enduring architectural types, as well as historical examples and traditions as they intersect with contemporary environmental, technological, social, economic and cultural practices. As Callot explains, the firm’s founders “were interested in investigating an urban response in all of our projects that resonated with the history and climate of this place. To this end, we continuously worked with the fundamental urban typologies of New Mexico, which are variations of the courtyard, compound, and the plaza” (Pressman, 2006, p.346).

Three multi-family housing and infill projects by Infill Solutions exemplify appropriate contemporary infill: Pacheco Street Lofts, Silver Street Lofts, and Richmond Street Lofts.

Pacheco Street Lofts, Alta Vista & Pacheco Street, Santa Fe, Infill Solutions Architect, 2007
 (13) 3-story one bedroom units, and (2) 2-story one bedroom units; (25) surface parking spaces; (19) dwelling units per acre.



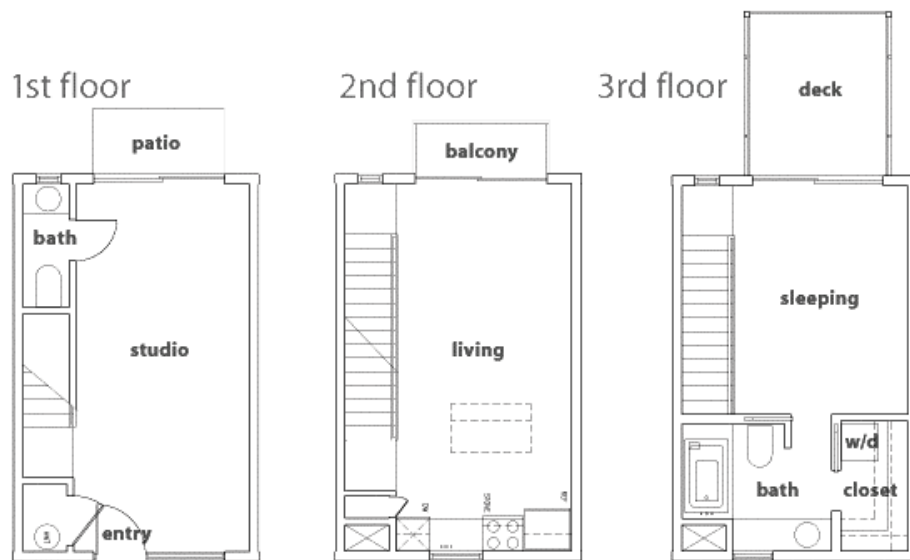
Pacheco Street Lofts Vicinity Map



Pacheco Street Lofts Site Plan

Located within walking distance of the new Railyards Park development in Santa Fe, along the historic railyards district, the Pacheco Street lofts, according to early publicity, “will soon be Santa Fe’s premier live/work loft address.” The Railyards Park development does not follow the traditional Spanish Pueblo Revival Style buildings of Santa Fe, but is deeply rooted in the history of the area. The history of railroad architecture with its brick, metal siding, and loading docks are the inspiration of the architecture of this development. The project consists of 15 three story units organized around a courtyard. The courtyard opens up to views of the Jemez and Sangre de Cristo Mountain Ranges. The courtyard typology is deeply rooted in Santa Fe and New Mexico. The individual unit layouts also draw from common urban typologies: the business block and row house. The ground floors facing out to the street can be used as commercial storefronts while the upper two floors are residential living quarters. The multi-story residential with shared party walls reinterpret the row house form. The building’s rich stucco colors are of the Southwest, although it is applied to a very contemporary building. Large cantilevered balconies facing the courtyard provide rich views for the residents. The detailing of the balconies evokes the industrial structures associated with the Santa Fe Burlington Northern Railroad. The final design of the structure is not rooted in the Spanish Pueblo Style

so associated with Santa Fe, but instead responds to the historic railyard context.



Pacheco Street Lofts Floor Plans



Silver Lofts, Silver Ave & 8th Street, Albuquerque, Infill Solutions Architect, 2006

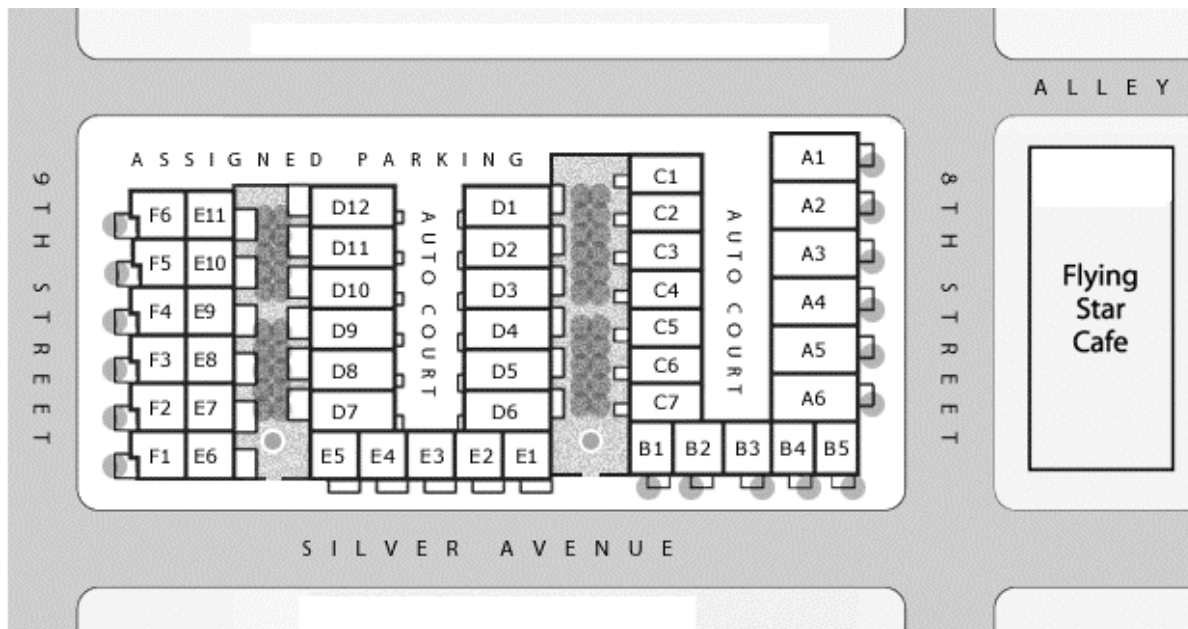
(13) 4-story one bedroom units with loft level and garage, (22) 3-story one bedroom units without garage, and (12) 3-story one bedroom units with garage; (25) garage and (24) surface parking spaces; (43) dwelling units per acre.



Silver Lofts Vicinity Map

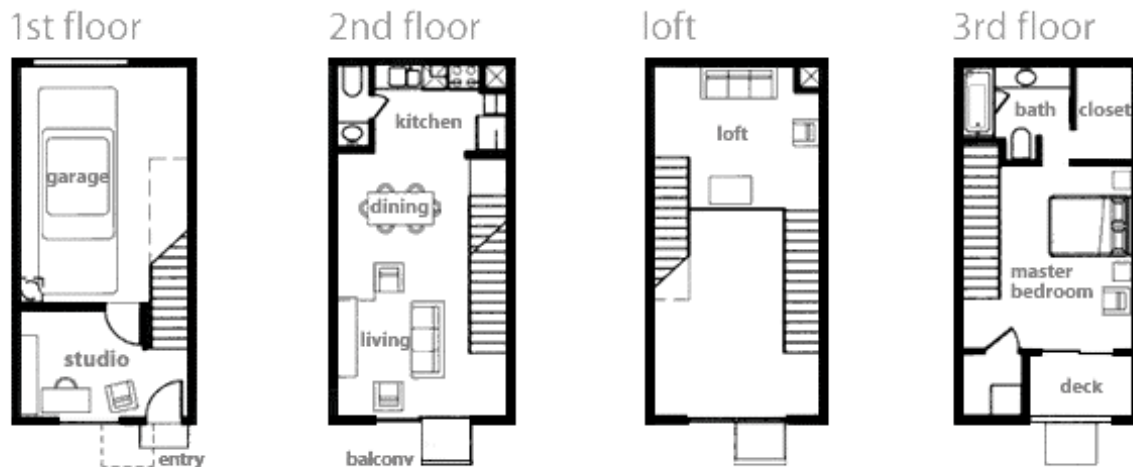
The Silver Lofts are located in downtown Albuquerque. The lofts consist of three and four story live | work units organized around alternating parking and pedestrian courtyards. Grade level storefronts face the perimeter streets topped by two and three story dwelling units. The articulation of the building massing and detailing draws from historic building typologies. The building holds the street edge thus energizing pedestrian traffic. Contemporary stoops, balconies and planters further maximize sociability and chance meeting. The floor plans indicate the limited spatial constraints.

In addition to the use of building typologies, the design embraces New Urbanist massing for increased density, wide pedestrian corridors, and tree lined streets. A typical floor plan diagrams the spatial program and constraints. The section that is shown allows us to see how the buildings masses come together. Decks, courts, and pedestrian areas integrate the building envelope with the public realm. The development relates to its context in terms of its massing, as well as its function. Very similar in



Silver Lofts Site Plan

its scope and block development to the multi-block development of Villa de San Felipe apartments along Coal, which was penned by Dekker/Perich/Sabatini. Although the articulation of the building is some-what different many of the underlying principles are the same: wide tree lined pedestrian zones and corridors, stoops and balconies that foster sociability, a broken façade that punches in and out, details that are scaled to engage the pedestrian, as well as courtyard voids that offer open space.



Silver Lofts Floor Plans



Silver Lofts Photographs

Richmond Street Studios, Richmond Street & Central Ave., Infill Solutions Architect, 2005
(8) 2-story studio units; (23) surface parking spaces; (4) dwelling units per acre.

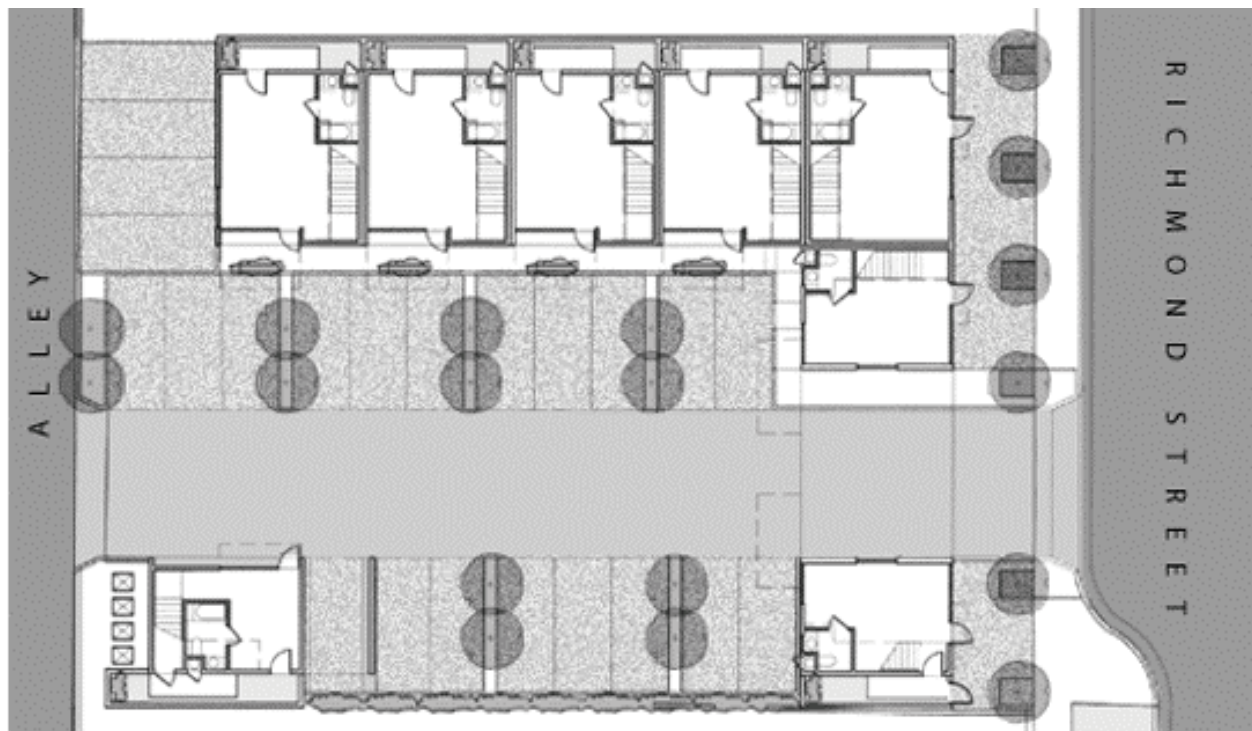


Richmond St. Studios Vicinity Map

The Richmond Street Studios is a contemporary mixed use infill project. The spatial planning and organization are similar to the Silver Lofts project in that the pedestrian edge is held and energized allowing for an inner auto court. Here, however, the units turn and face inward as the site is mid-block and has street frontage only on one side. Sociability is fostered around the inner court and along the street edge. The perspectives, again, show the articulation of building massing, and details. Decks, sidewalks, lighting, and planting are shown as elements that foster a vibrant, safe, and energetic urban

response to urban development.

This building relates to its immediate context by the use of massing and materiality. Many of the buildings in the region are do not embody a southwest aesthetic. The area is largely commercial along Central Avenue. The materials and massing were largely composed during the post-war era. This results in broad facades, the use of metals and panel surfaces, and a wide



Richmond St. Studios Site Plan

range of colors and textures. The Richmond Studios relate to this context by maintaining a broad street façade, the use of metal railings and balconies, expanses of retail scaled glazing, and overall building heights. The development relates specifically, in this regard, to the Wells Fargo buildings directly to the north along Central Avenue. The perspectives show a courtyard housing form updated for today's market. The units blend elements of regionalism, New Urbanism, and contemporary architecture that have been fit to produce a cohesive design response. The floor plan shows the over-riding design constraint: that of limited space. Parking, mass, and void are able to be read from the plan. As with the Silver Loft project a typical floor plan has been selected. Although minor variations can be seen in the other plans the selected plan is representative of the developed response.



Richmond St. Studios Floor Plans



Richmond St. Studios Photographs

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