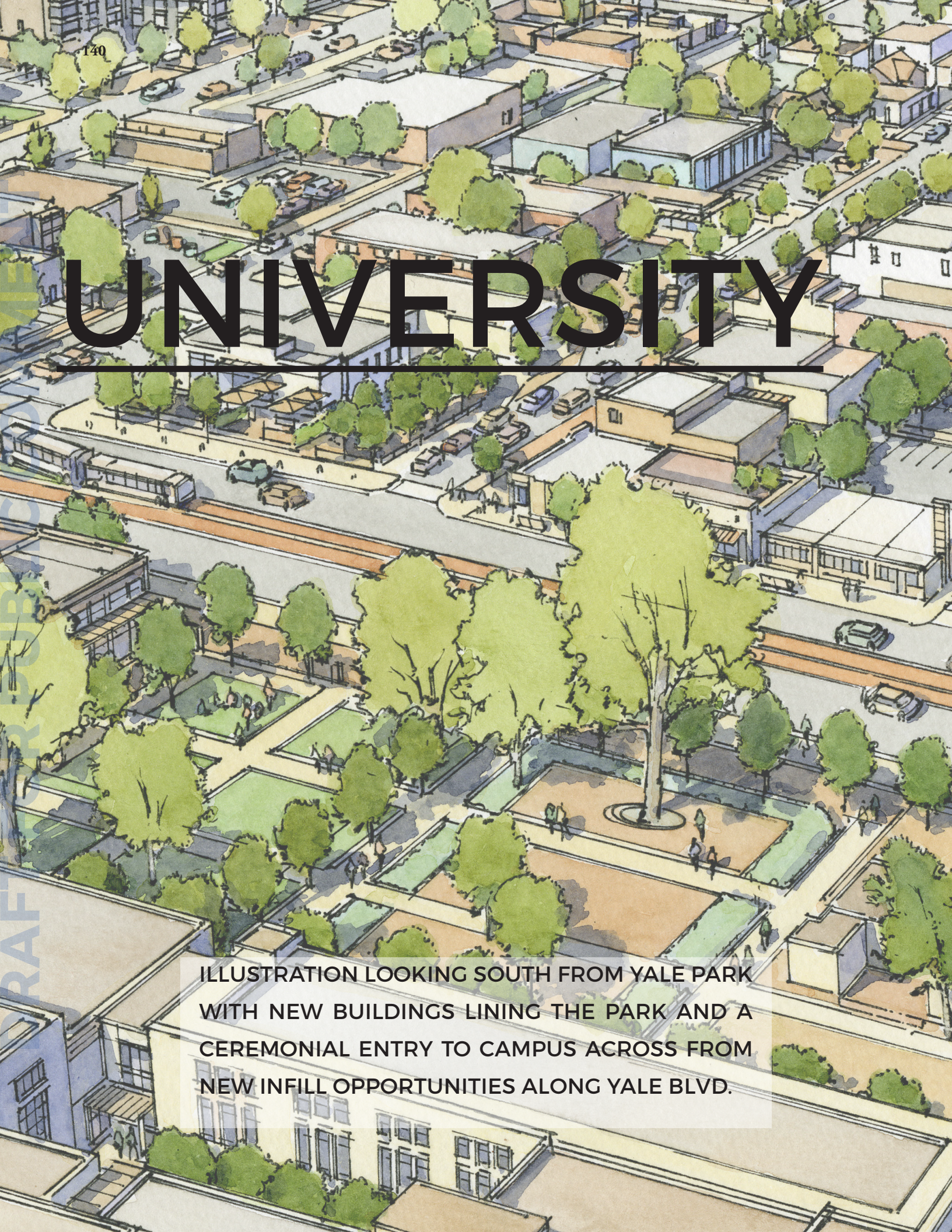
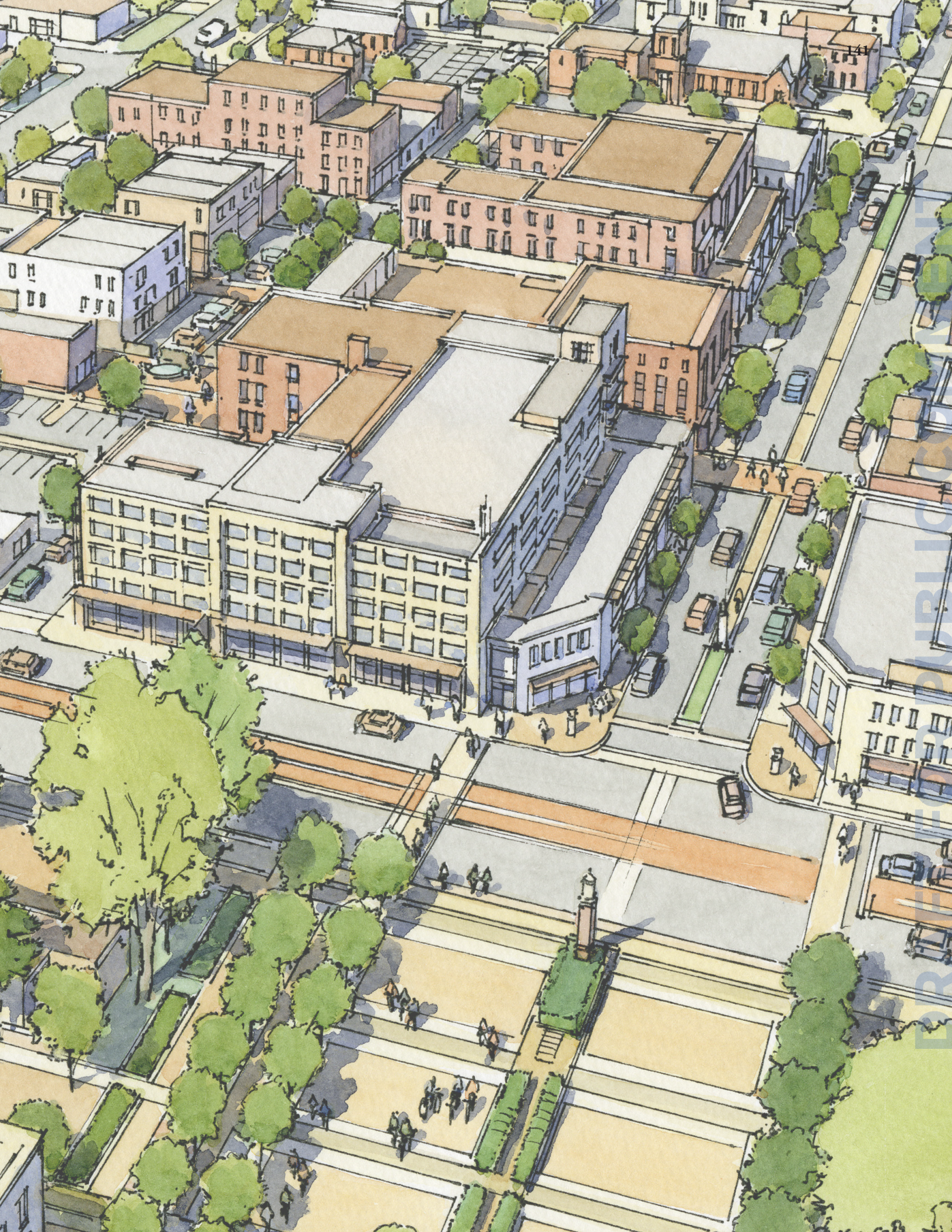


An aerial architectural rendering of a university campus. The scene shows a mix of existing and proposed buildings, green spaces, and a major thoroughfare. In the foreground, a large, multi-story building with a flat roof and a series of windows is visible. To its right, a large, open area with a grid of paths and several trees is shown. A prominent, tall tree stands in the center of this area. To the left of the tree, a large, rectangular building with a flat roof is visible. A wide, multi-lane road runs horizontally across the middle of the image. Several cars and a bus are shown on the road. To the right of the road, a large, rectangular building with a flat roof is visible. In the background, more buildings and trees are visible. The overall style is a detailed architectural sketch with a focus on urban planning and landscape design. The word "UNIVERSITY" is overlaid in large, bold, black capital letters across the center of the image.

UNIVERSITY

ILLUSTRATION LOOKING SOUTH FROM YALE PARK
WITH NEW BUILDINGS LINING THE PARK AND A
CEREMONIAL ENTRY TO CAMPUS ACROSS FROM
NEW INFILL OPPORTUNITIES ALONG YALE BLVD.





THE UNIVERSITY OF NEW MEXICO

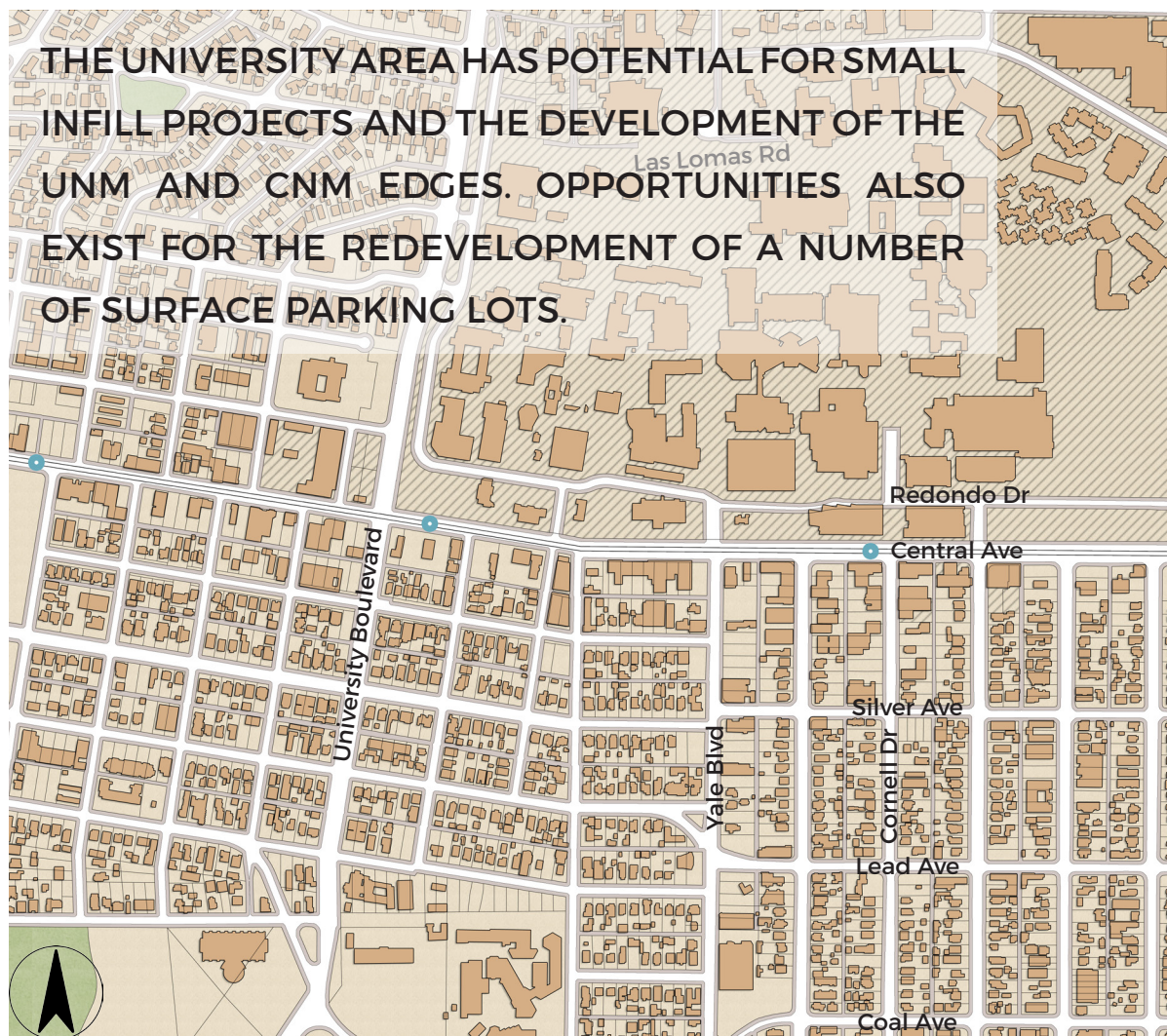
UNIVERSITY SUMMARY

The University District has a long and varied history, common to residential districts adjacent to Universities and large employers. The area employers have been automobile oriented for much of this time, consolidated within inward-facing campuses. The neighborhood has fared relatively well through the influx of transient student populations, but many of its current issues are related: lack of sufficient property maintenance, parking in the wrong locations, illegal housing unit conversions, open spaces and parking areas unsupervised at night. The neighborhood itself, split into more than one distinct entity, has advocated for many reasonable changes over decades, having seen few of those changes happen. The area also suffers from large land users - the employers, schools, and grave yard - which concentrate traffic on to a limited number of north-south streets. With many students and residents in the area, safe walking and cycling routes are needed.

ART can mark the beginning of a new chapter. Along with this transit investment, UNM is also focused on a new identity. As they move towards a primarily residential school, rather than a commuter school, neighborhood dynamics may shift. In their new image, UNM can refocus on the edge of their campus and its interface with the City. Their investment in the new Physical and Astronomy Interdisciplinary Science Building at Yale Park marks such a shift. The resurgent commercial core at Harvard Street can be bolstered and grow into a small district that supports both the University and the neighborhood. Redevelopment along Central Avenue can be focused on increasing the residential population and addressing long standing parking issues. Neighborhood beautification efforts can be addressed, helping increase transit ridership.

HIGHLIGHTS

- + Residents want to preserve the character of Silver Hill and restore the character of University Heights.
- + The edge of UNM's central campus can be changed to create identity for the University and safe and engaging spaces along Central Avenue.
- + Residents want access to local-serving commercial, not drive-throughs or businesses focused on transient communities.
- + Safe pedestrian and cycling routes are needed, particularly given area population demographics.



■ U.1 University Stations Existing Conditions

STATION AREA TYPE

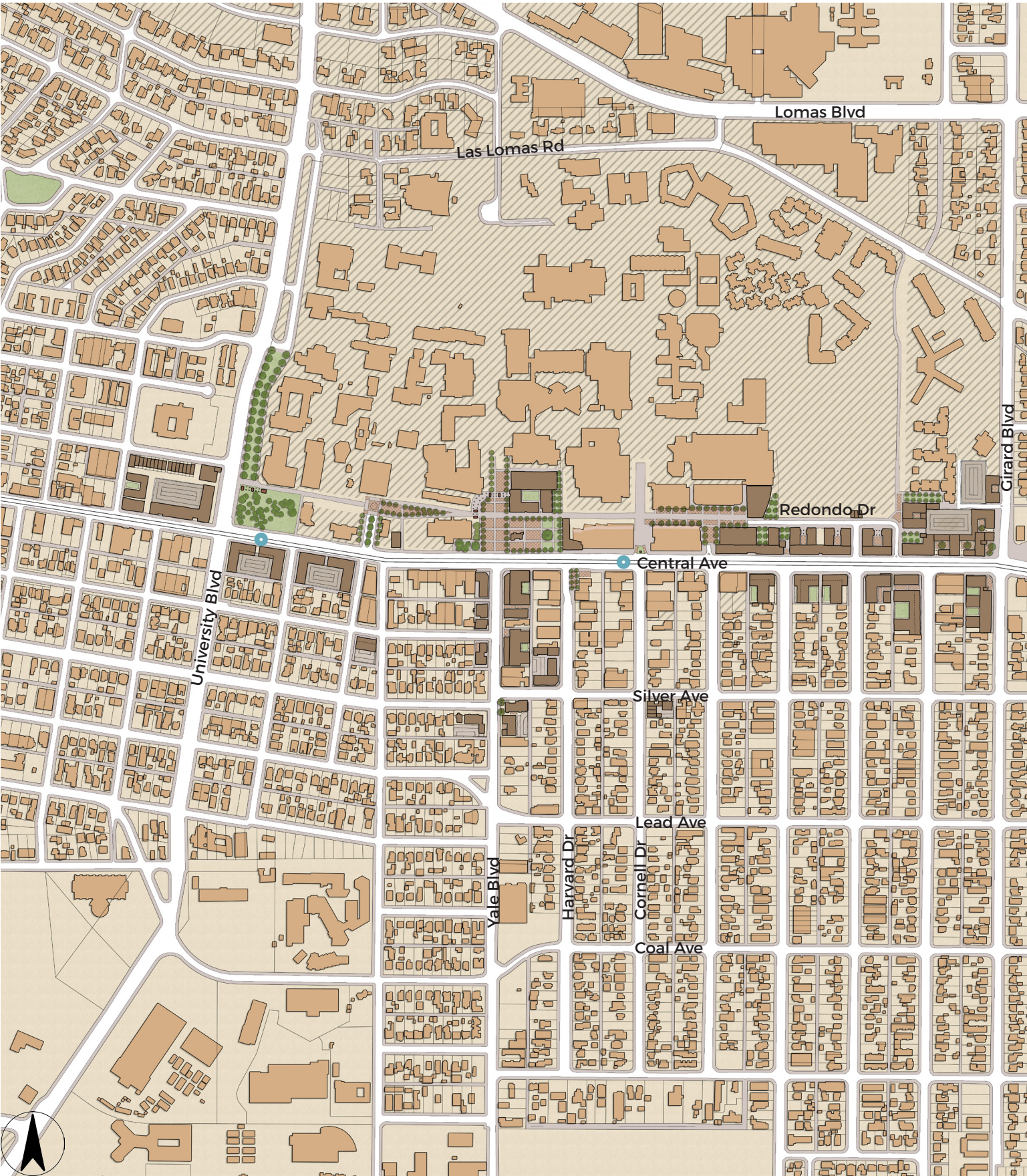
The University Station Area includes the **UNIVERSITY** and **CORNELL** stations. These are **INSTITUTIONAL HYBRID** stations, activating University Heights and Silver Hill historic neighborhoods with strong urban patterns and character. Unlike typical neighborhood center stations, University and Cornell are also anchored by the University of New Mexico, a major regional destination and employer.

While the **CEDAR** Station is contiguous to the transit sheds of University and Cornell

Stations, it was not analyzed in detail due to station area development that is currently underway at the Highlands project north of Central Avenue. The Cedar Station area is similar in condition to University and Cornell stations, anchoring a neighborhood center that is directly adjacent to a major employer and destination, Presbyterian Hospital.

The area is a **TRANSITIONAL STATION** type since there is good block structure surrounding a large institution.





■ U.2 University Stations Illustrative Plan

DESTINATIONS

EMPLOYMENT

The University Station Area is heavily influenced by UNM's north, central, and south campuses, with some smaller civic institutions dispersed through the adjacent neighborhoods. The UNM campus triad is functionally split into two entities with north and central campus to the north of Central Avenue and south campus to the south of Coal Avenue.

Although it is outside of the station areas studied, Presbyterian Hospital remains a draw of activity through this district. The hospital is both a large employment base as well as a visitor destination. Located at the western edge of the station area, Presbyterian is accessed by Central and Silver Avenues.

could serve well as a civic entry to the institution, but not a successful neighborhood park. While Grove Park does not have the same history or edge issues as Yale park, it is cut off from Central Avenue by a retaining wall. Buildings at the edges of the park are more active, but they are not active outside of school hours, and as a result it is not regularly surveilled.

- + **SPRUCE PARK** is the only neighborhood park in the station area, and serves the needs of the Spruce Park Neighborhood very well.

HARVARD DRIVE

Harvard Drive serves as a local main street, perpendicular to Central Ave, with active shops and services. Its a small node of activity, activated by recent infill projects, and provides a rare commercial node off of Central. ■

STATION AREA STRUCTURAL ANALYSIS

PARKS

A number of small parks and greens exist in the station area, however only one is configured as a traditional neighborhood green as is common in other surrounding neighborhoods of the same era.

- + **ROOSEVELT PARK** is the most significant park in the station area, with high usage during City events.
- + **YALE PARK** is located on the UNM campus at the terminus of Harvard, along Central. The park is not heavily utilized by the community due to its location on the UNM campus, adjacency of blank walls and inactive buildings and spaces along its edges, and a history of crime and drug issues. While Yale Park could serve as a strong entry to UNM, it is currently overlooked.
- + **GROVE PARK**, like Yale Park, is located on the UNM campus and





■ U.3 University Stations Structure Diagram

TRANSPORTATION

VEHICULAR AND BICYCLE TRAFFIC IS GENERALLY CONSTRAINED IN ALL DIRECTIONS THROUGH THIS DISTRICT. A NUMBER OF LARGE LAND USES, DESCRIBED BELOW, CREATE THIS CONSTRAINT.

- + **UNM NORTH AND CENTRAL CAMPUSES:** The campus type removes vehicles from the campus interior, eliminating through connections. This is typical to many universities and is not a critique, but an area constraint.
- + **UNM SOUTH CAMPUS:** Similar to North and Central Campuses, South Campus constrains cross-connections. The two campuses together limit north-south movement from Girard to I-25.
- + **I-25:** The western edge of the district, beyond Cedar Station, is bound by I-25. East-west connections are limited to Coal, Lead, Central, and MLK Jr. Avenues, and Lomas Boulevard.
- + **FAIRVIEW MEMORIAL PARK:** This cemetery is located between Yale Boulevard and Columbia Drive, constraining north-south movement.

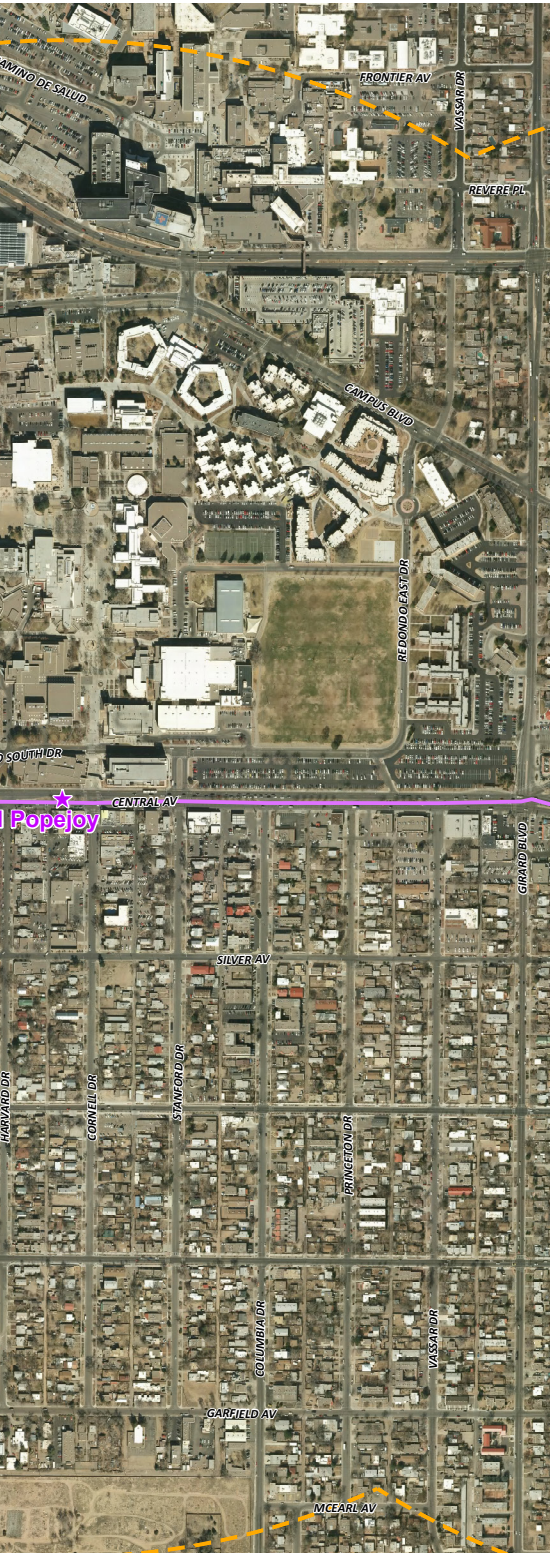
Because vehicular movement is generally constrained in this station area, the resulting through streets receive greater than normal traffic volumes. They are similarly responsible for handling increased bicycle volumes. Managing both modes successfully is an important safety concern.

The bicycle network in the east-west direction is well served with dedicated bike lanes on Coal, Lead, and MLK Jr. Avenues, and a bike boulevard along Silver Avenue. The north-south direction is not as well served, consisting of a few bicycle routes only. Plans indicate future dedicated facilities on Girard and University Boulevards.



Managing vehicles, bicycles and pedestrians within a limited network is critical for safety, neighborhood ambiance, and economic development opportunities.

■ U.4 University Stations
Existing Aerial



PARKING ASSESSMENT

The University of New Mexico identified sites near Central that could potentially provide shared parking through public-private partnerships during a study in 2009. However, a lack of financing resulted in limited progress towards such an arrangement. Potential private development near Central and Yale could feasibly provide a surplus of approximately of 100 parking spaces for public use.

Parking concerns related to TOD will likely be related to accommodating spillover. Potential parking management strategies for the area include the following:

- Adjusted Meter Times
- Communications & Wayfinding
- Demand-based Pricing
- Employee Parking Program
- Updated RPP Program
- Shared Parking

NEIGHBORHOODS

The station area south of UNM includes two neighborhoods: University Heights and Silver Hill. Both neighborhoods have active associations and have advocated for very reasonable changes since at least 1978. While a few of those changes have taken place, many have not and will re-appear later in this section.

UNIVERSITY HEIGHTS is located south of Central Avenue and east of Yale Boulevard. The neighborhood is typified by a varied mix of housing types and density, a pattern historic to the district. For a time, the neighborhood had significant issues

with student housing intrusion, which has receded in recent years. While higher intensity development has been permitted in the neighborhood historically, recent experiences include illegal unit additions to existing buildings. These illegal additions are often parked within former front yards, contributing to a lack of public realm safety. Similarly as a largely rental neighborhood, there is little maintenance of park strips, which have become treeless and bare in most instances, reducing walkability.

SILVER HILL is located south of Central Avenue and west of Yale Boulevard. The neighborhood is well known for its historic district, the pinnacle of which is the section of Silver Avenue with a median. The neighborhood is comprised of primarily single family houses with some multi-family buildings, both historic and new. Student housing has been less prevalent in Silver Hill than University Heights. University Boulevard currently splits the neighborhood into two sections, because of its high speeds and six-travel-lane section. There is some historic retail in Silver Hill along Central Avenue, but much of this has deteriorated over time.

SPRUCE PARK is north of Central and west of University, but was outside of the planning area for this process. It is a lower density, largely single-family detached neighborhood with some multi-family and mixed-use along MLK Jr. Avenue.

OPPORTUNITIES



Opportunities for redevelopment in the University Stations Area are tied to UNM activity, CNM, Presbyterian Hospital, and the student economy.

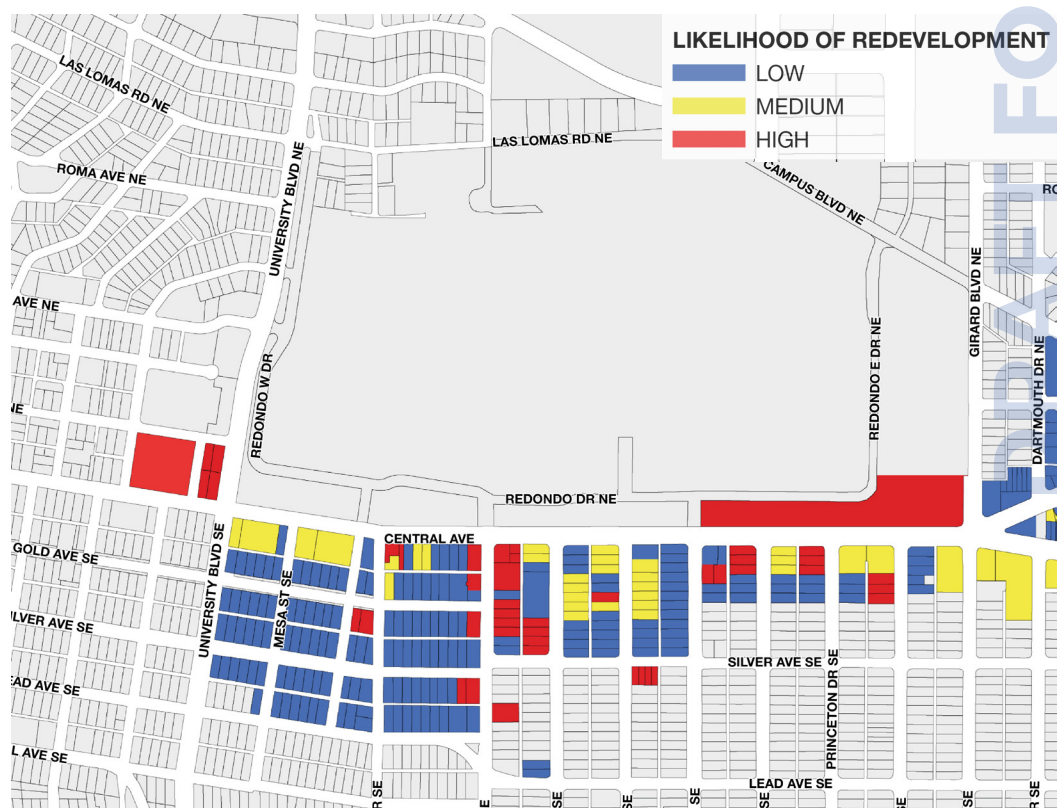
The University station area has a long history of neighborhood activity in planning and an evolving relationship between UNM and neighbors. The area's Sector Plans, current and prior, make a number of recommendations that remain worth pursuit. They also clearly identify positive and negative impacts of UNM on the neighborhood.

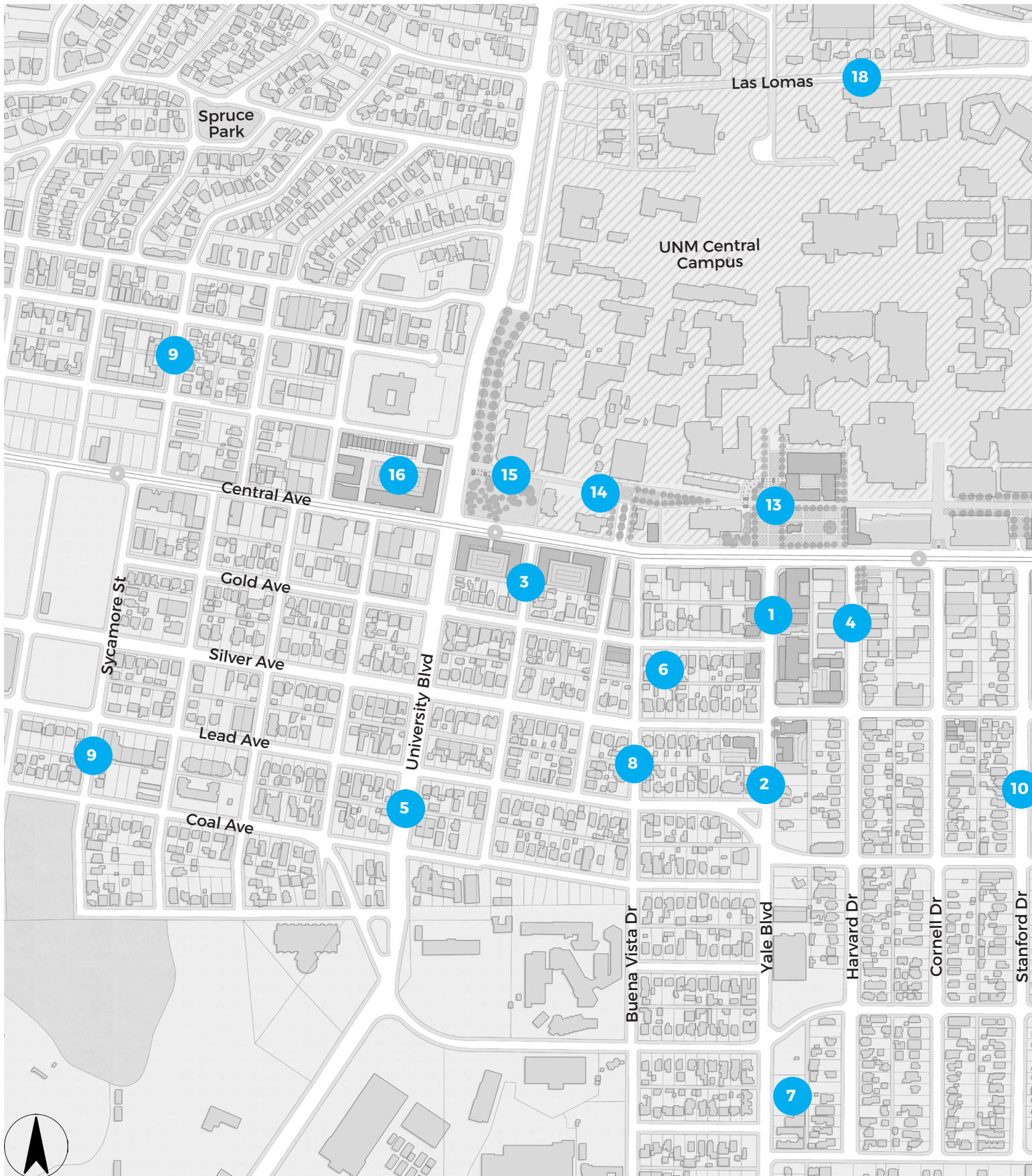
Looking into the future, UNM is evolving from a commuter school to a residential one, reducing student driving and transience and increasing the campus population. They are embarking on a new campus master plan with an eye to improving the edges of campus and accommodating more students on foot and bike as well as creating better connections to South Campus and CNM.

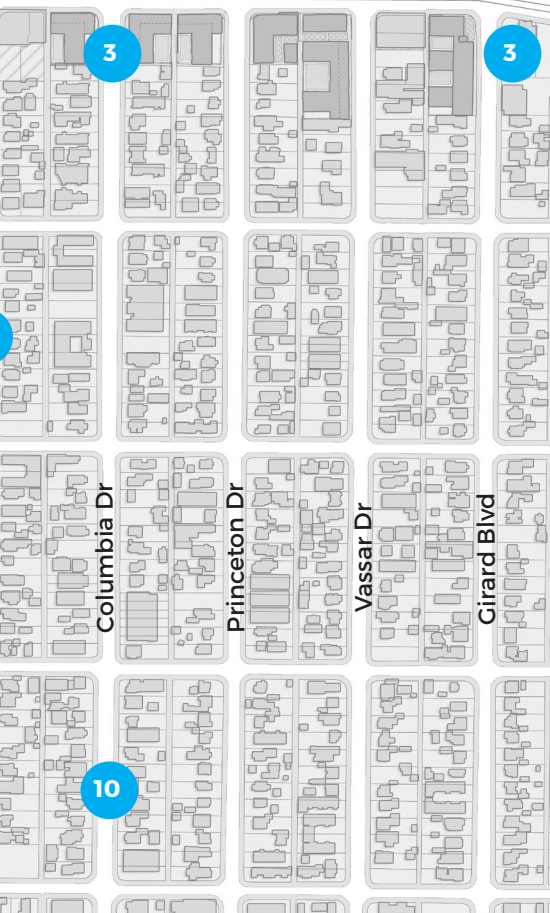
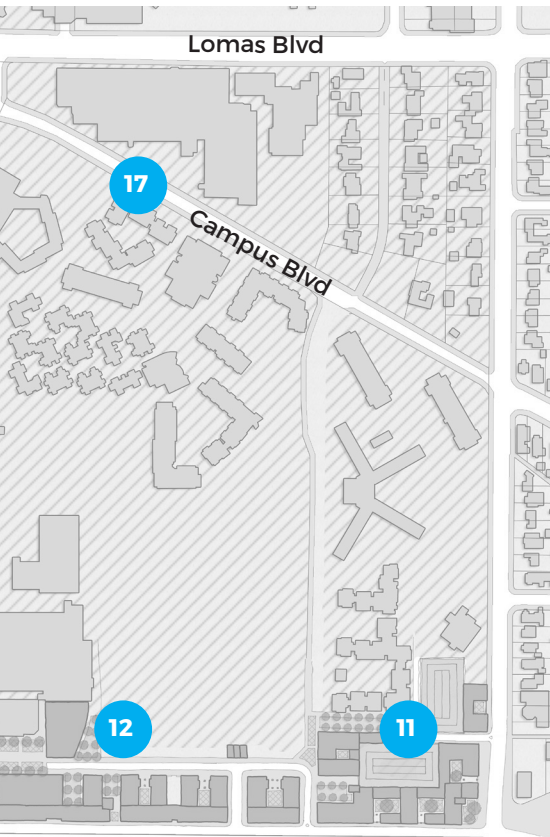
With ART, the junction between the three adjacent neighborhoods and three adjacent institutions holds significant opportunity for positive change. While much of the neighborhood fabric is in good shape, Central Avenue and Yale Boulevard are very underdeveloped, as is the south edge of UNM's Central Campus.

Along with redevelopment along Central, long standing requests in University Heights and Silver Hill should be carried forward. Lead and Coal remain a nuisance in their one-way configuration. Property front-ages in University Heights have given over to parking illegally. Shade trees are in dire need. Coordinating neighborhood, campus, and street improvements will lead to a vibrant and successful district.

■ U.S. University Stations Likelihood of Redevelopment







KEY ELEMENTS

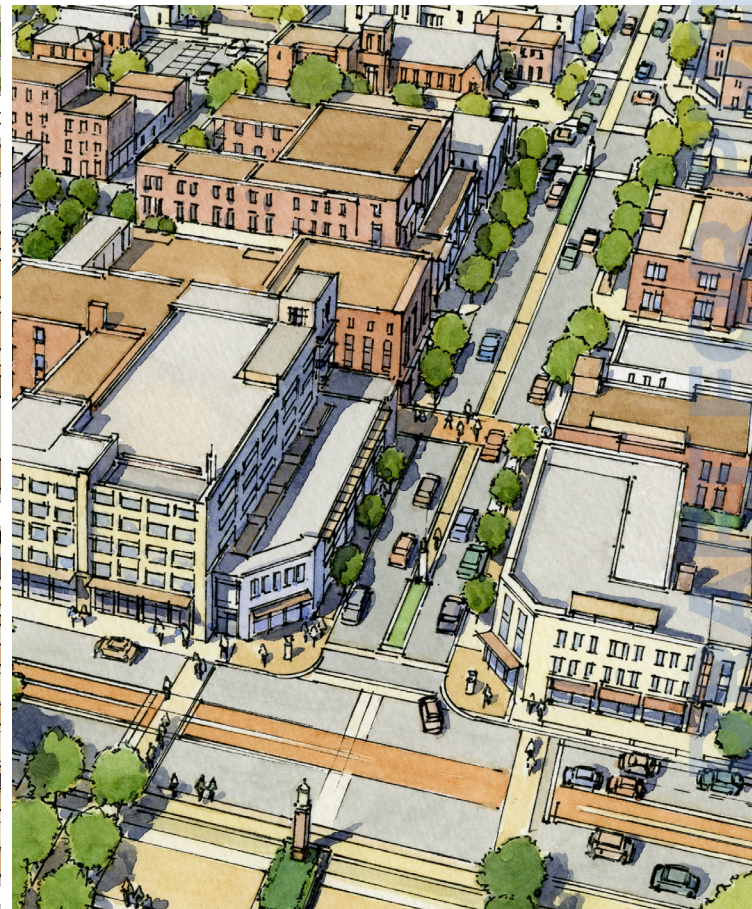
1 YALE INFILL

A main street type of development has occurred successfully along Harvard Drive, and Yale Boulevard is a logical location for more mixed-use development. Yale aligns with one of the major pedestrian paths through the campus and currently supports retail at the Silver Avenue corner.

A number of key parcels are vacant or underdeveloped, including a set of four vacant parcels near Silver on the east side of Yale. On the west side of Yale, a few vacant lots are available for small scale infill. One or more parking structures are required to unlock the potential of Yale Boulevard, concentrating parking on the larger lots so that smaller lots may be developed. The first garage is envisioned on the four vacant lots, combined with liner retail and apartments. This garage can accommodate on-site uses as well as up to 100 public parking spaces.

Another parking structure is envisioned at the eastern corner of Yale and Central, on the McDonald's property. The illustration below depicts a significant redevelopment on this site which retains space for McDonald's and adds 100 housing units around a parking structure with available public parking.

These larger developments would permit the redevelopment of adjacent small lots. The University Heights Methodist Church's parking lots could be developed as a result, for senior or affordable housing managed by the church.



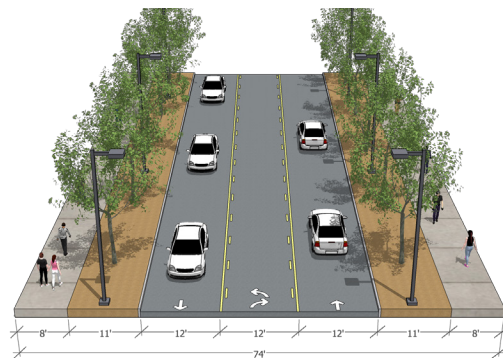
■ U.7 Yale Boulevard Infill, plan left, illustration right

2 YALE BOULEVARD STREETSCAPE

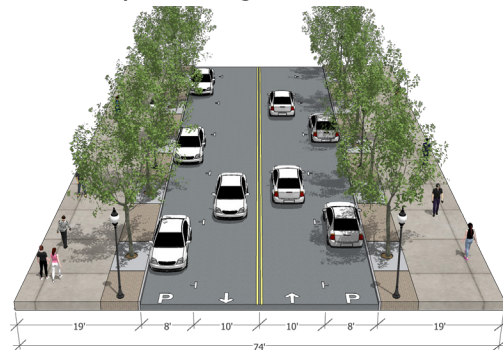
The existing condition of Yale Boulevard is automobile oriented and does not support active modes of transportation. With the potential of new mixed-use development, and in proximity to a large pedestrian population, the street design should be changed.

Currently the street's pedestrian realm has 8-foot sidewalks, and a wide planting strip. South of Silver this design should be retained, with the addition of pedestrian-scaled lighting. From Silver to Central, the design should be adjusted to be more urban, with trees in long tree wells and a mostly paved streetscape, supportive of ground floor retail.

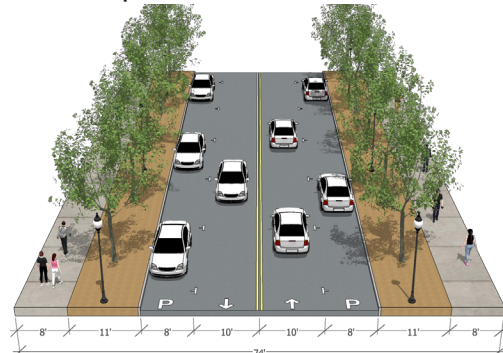
The existing vehicular space is a 3-lane section with 12-foot travel lanes, which encourages high speeds. From Silver south to Coal, this section should be changed to accommodate on street parking and slower vehicle movements. With simple striping, the road can be changed to include two 10-foot travel lanes and two 7 to 8-foot parking lanes. Restriping would help provide additional parking as well as calm traffic through this pedestrian-oriented district.



U.8 Yale Streetscape Existing Conditions

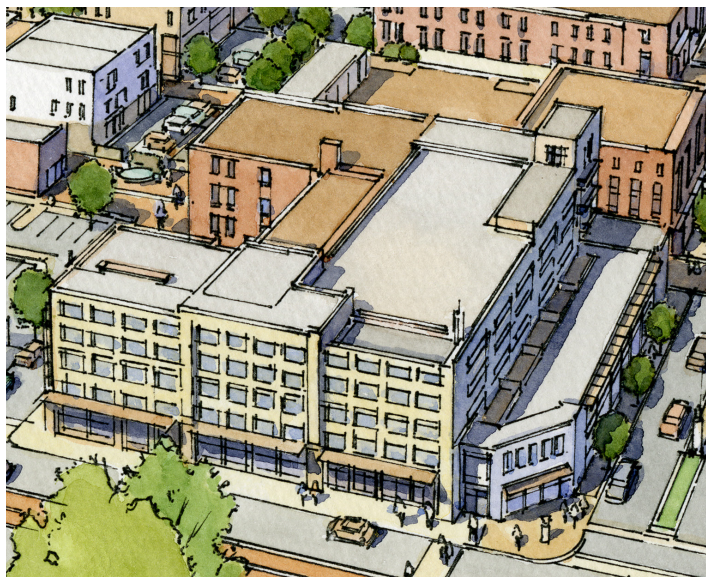


U.9 Yale Streetscape: Silver to Central



U.10 Yale Streetscape: South of Silver

U.11 Central Avenue General Infill



3 INFILL ALONG CENTRAL AVENUE

Many opportunities exist along Central Avenue for infill development. There are few historic or contributing buildings, and the majority of properties are underdeveloped. In some areas, there are vacant lots south of Central which can be combined with lots along Central for more substantial development. Over 1,000 housing units could be accommodated within the infill development shown on the illustrative plan, excluding housing on University property.

In order to support viable development along Central, however, the ground floor shopfronts should not be required everywhere. Mandatory ground floor shopfronts are appropriate on Central between Buena Vista and Cornell and University and Ash. Elsewhere they should be optional.

4 HARVARD DRIVE PLAZA AND STREETScape

Harvard Drive currently supports a number of businesses catering to students and residents. A recent project created a small outdoor eating area on the east side of Harvard at Central in a former parking area. Despite Harvard's success, the streetscape does not support active uses because of the street width, which widens twice from Silver to Central, resulting in over 50 feet of pavement for two travel lanes and two parking lanes. This extra 14 feet of width should be used for pedestrians by moving the east side curb, turning the seating area into a plaza.

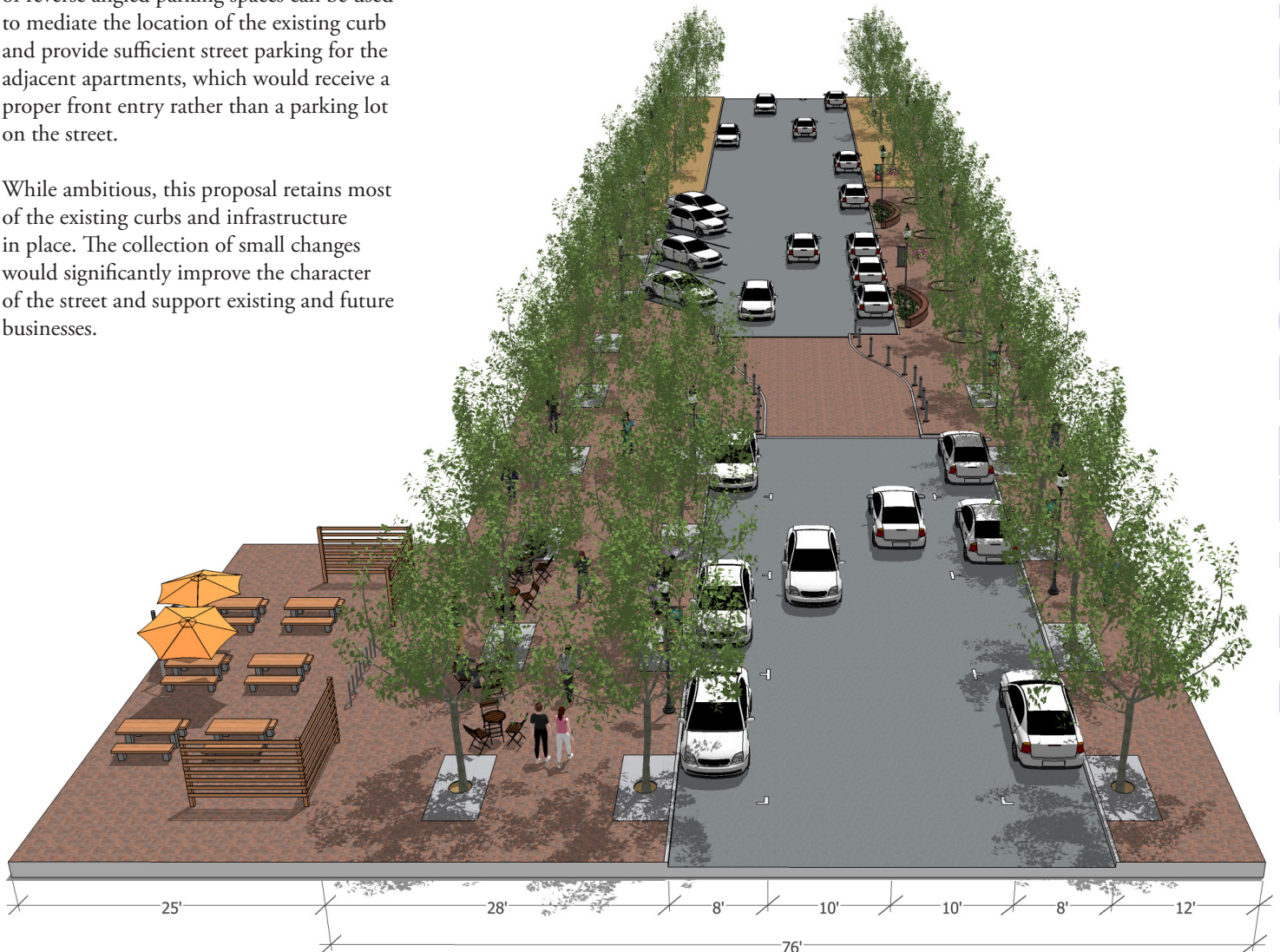
The extended sidewalk would continue to the existing jog in the west curb where a pedestrian table should be located to slow traffic and permit safe crossings. This wider sidewalk also coincides with a series of existing building on the east side that are available for redevelopment. Just south of the pedestrian table, on the east side, a row of reverse angled parking spaces can be used to mediate the location of the existing curb and provide sufficient street parking for the adjacent apartments, which would receive a proper front entry rather than a parking lot on the street.

While ambitious, this proposal retains most of the existing curbs and infrastructure in place. The collection of small changes would significantly improve the character of the street and support existing and future businesses.



U.12 Harvard Streetscape Existing Conditions

U.13 Harvard Proposed Streetscape

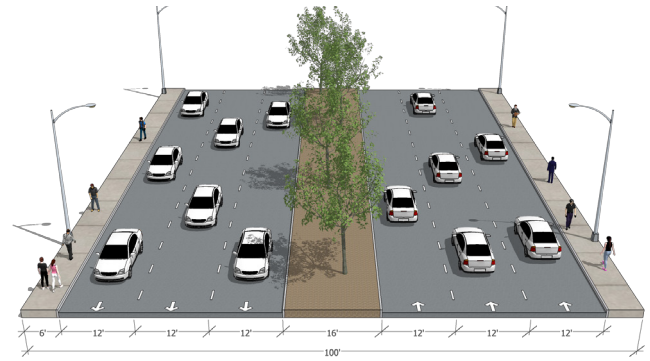


5 UNIVERSITY BOULEVARD STREETSCAPE

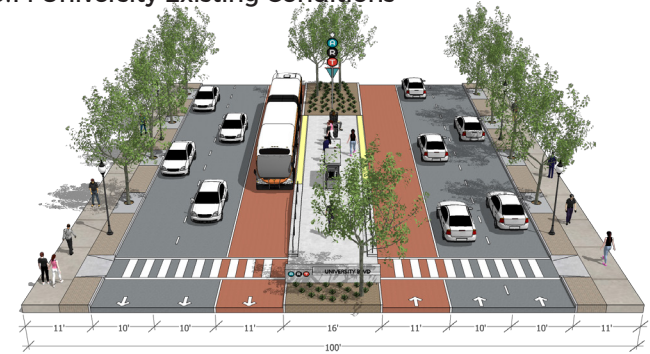
The existing condition of University Boulevard is automobile oriented and does not support active uses, pedestrians, or cyclists. University is slated for a future expansion of ART, which has not been designed.

In considering a future ART route, area residents stated a desire to retain the planted median that currently exists. There are currently too many vehicular travel lanes that are too wide, and that the sidewalk is unprotected from speeding traffic and interrupted by light poles. Because the existing lanes are each 12 feet wide, the street redesigns both retain the 16-foot median, provide an 11-foot dedicated ART lane and two 10-foot wide vehicular travel lanes. This leaves four to five feet of additional width that can provide a landscape strip between the sidewalk and travel lanes for street trees and pedestrian-scaled lighting.

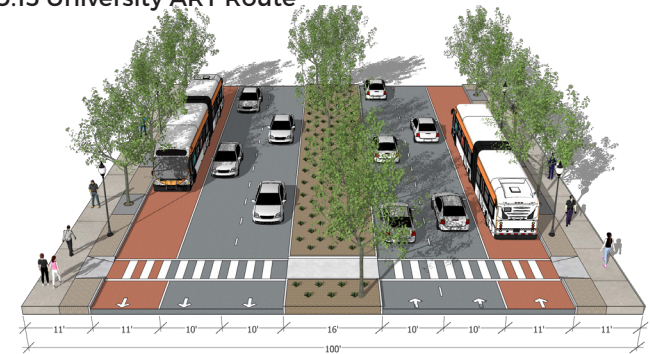
Two alternatives are provided to address the concern of local busses stopping within travel lanes at the curb when the ART bus is in the center. The second version locates ART along the curb where local busses could stop as well. This is less efficient for ticketing and boarding platforms but is convenient for vehicular traffic and riders.



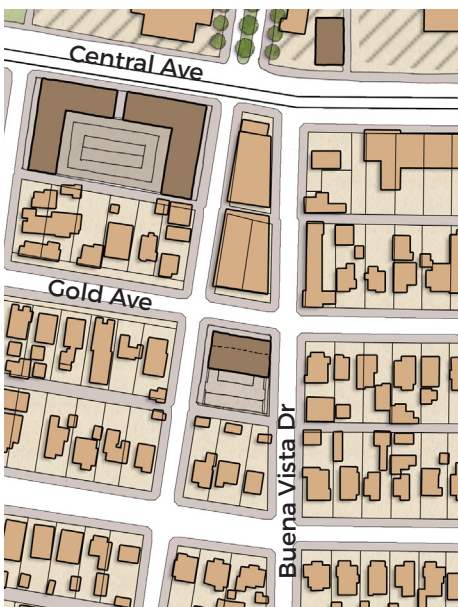
U.14 University Existing Conditions



U.15 University ART Route



U.16 University Preferred ART Route

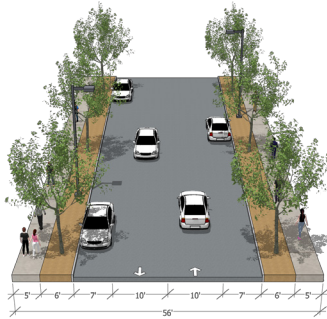


6 BUENA VISTA & GOLD INFILL

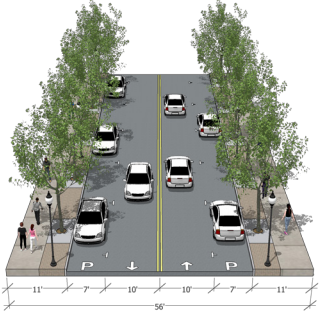
The ability to sensitively infill the corner parcel at Buena Vista and Gold was questioned by neighbors who have seen proposals they do not like. The site was analyzed and a quick building footprint developed that would accommodate up to 28 units in four floors or about 20 units in three floors. The ground floor has parking partially tucked-under with two ground floor units and the remaining units above. See plan on the left.

7 YALE INFILL NEAR COAL

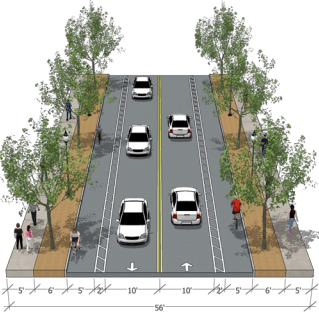
Residents raised concern for an infill development proposal on a lot along Yale Boulevard near Coal. The proposal was for a drive-through establishment. Residents did not want to see this type of development and requested an analysis of development potential for the site. Being zoned mixed-use, the analysis found that 12 units plus up to 38,000 square feet of non-residential could be developed on the site in a mixed-use format, within a three story building.



U.17 Buena Vista Existing Conditions



U.18 Buena Vista North of Gold



U.19 Buena Vista Bicycle Boulevard

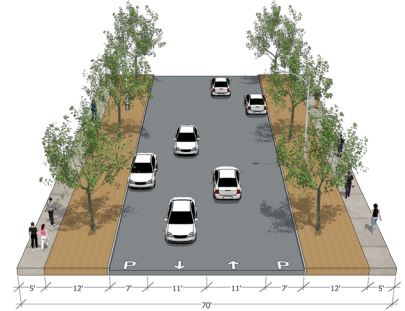
8 BUENA VISTA DRIVE BICYCLE BOULEVARD

Buena Vista Drive provides a direct connection between UNM's Central and South campuses, and appears in the University's latest master plan as a priority bicycle connection.

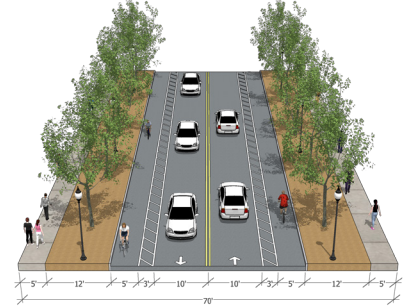
The street's current conditions would serve bicycles adequately with sharrows through the neighborhood, but this is not sufficient south of Coal Place as the adjacent land uses are larger and more automobile-dominant. Due to the unique condition of Buena Vista, it can easily be upgraded. Buena Vista has very few properties that front onto the street, rather side yards and alleys are along its trajectory. As a result, on street parking is not critical and can be sacrificed for dedicated and buffered bicycle lanes.

Between Gold and Central, the section needs to change in order to accommodate adjacent non-residential land uses. An urban section is proposed here, simply converting the continuous planting strip to a paved strip with tree grates and adding pedestrian-scaled lighting.

To fully accommodate the bicycle boulevard south of Gold, signage and stop controls need to be coordinated along the street's trajectory.



U.20 Sycamore Existing Conditions



U.21 Sycamore Bicycle Boulevard

9 SYCAMORE STREET BICYCLE LANES

Sycamore Street is outside of the University station planning area, but the bicycle network analysis made clear that Roosevelt Park was not on any bicycle route or serviced by any specialized facilities. Given the importance of Roosevelt Park, a bicycle boulevard with dedicated lanes for the majority of its Sycamore's trajectory is proposed, connecting Roosevelt Park to MLK, giving access to the larger bicycle network, and connecting to the Spruce Park neighborhood.

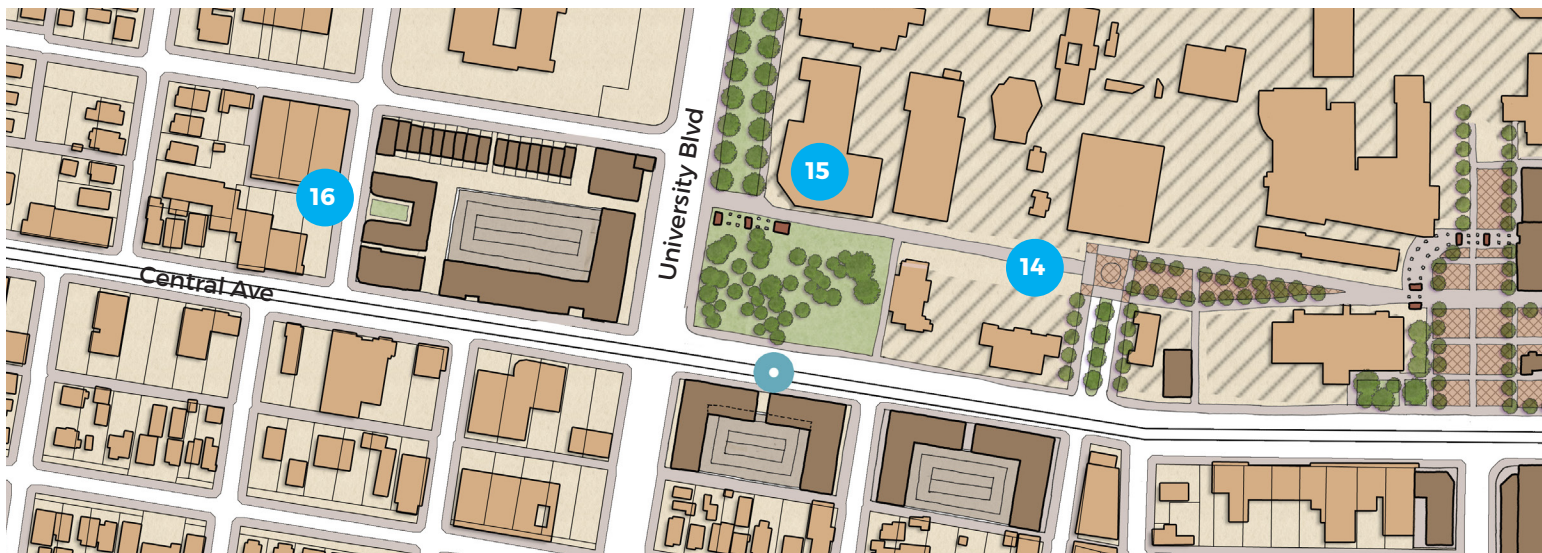
Like Buena Vista, Sycamore runs along the sides of properties where on street parking is not critical. The change can be made by re-striping the street, adding a convenient cross-connection between the MLK bicycle facilities, the Lead and Coal bicycle facilities, the Silver Ave bicycle boulevard, and the park. East-west connections are common throughout this district, but north-south connections are lacking.

BICYCLE BOULEVARDS AND FACILITIES

10 COLUMBIA AND STANFORD BICYCLE BOULEVARD

North-south bicycle connectivity is limited throughout this district due to a number of large land uses. Between Yale and Girard, only Columbia Drive is continuous from Central to Kathryn Avenue. This provides an opportunity for a bicycle boulevard that is similar to Silver Avenue, connecting north to the University.

The University is considering relocating the Stanford Drive entrance further east to align with Princeton Drive, in order to alleviate congestion associated with the Popejoy Hall parking garage. This move will allow for the re-use of the Stanford Drive entrance for bicycles, with an on-demand signal at Central Avenue. The Columbia Drive bicycle boulevard could shift one block to Stanford north of Coal, utilizing the Lead-Coal bicycle lanes for the transition.



Previously studied by the School of Architecture, the University Edge is a term describing the portion of UNM's Central Campus that fronts onto Central Avenue. This should form the face of the university and its interface with the City. At present this portion of campus has been under used.

THE UNIVERSITY EDGE



■ U.23 Girard at Central Illustration Detail, looking northwest

11 GIRARD & CENTRAL

One of the most substantial opportunities is at the corner of Girard and Central. Currently a parking lot, this site provides space for housing and is directly connected to Upper Nob Hill. It is also close to both the Bryn Mawr and UNM/Popejoy ART stations.

The plan illustrates a student housing complex wrapped around a large parking garage. The housing complex is in scale with other dwellings on campus, accommodating approximately 500 housing units.

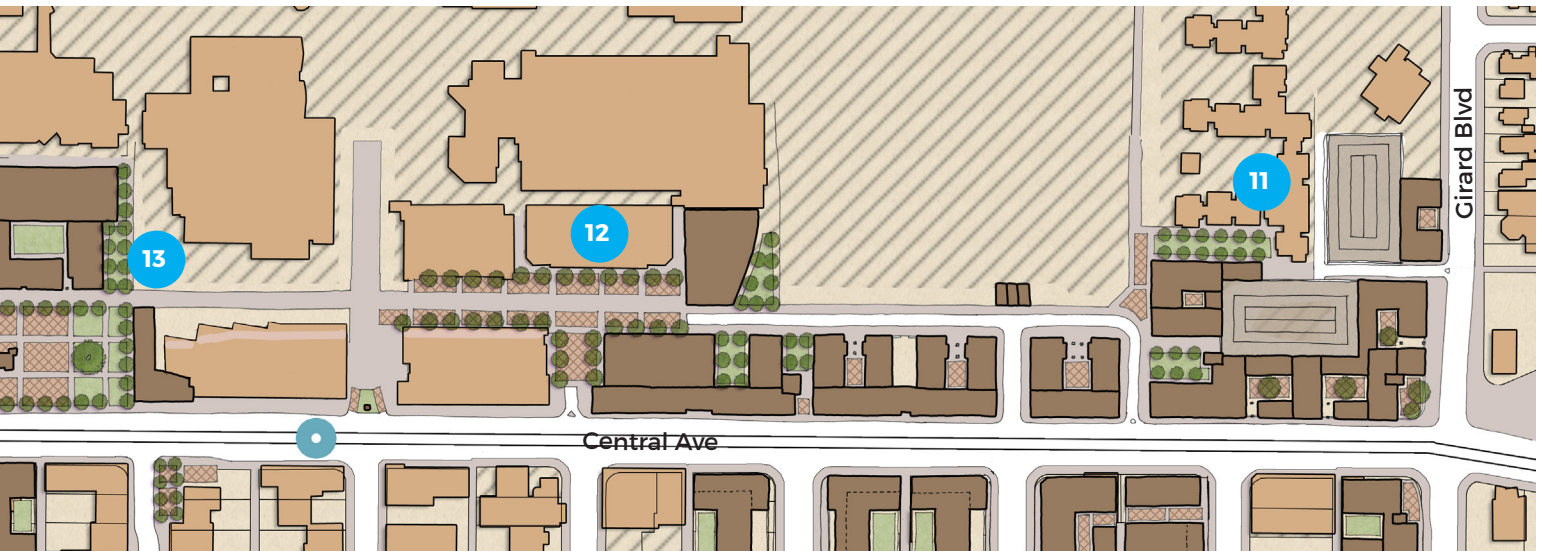
Parking demand is high here, including UNM commuters, students, and public parking in Upper Nob Hill. The site is perfect for parking structures serving these needs. Nearly 1,500 spaces can be accommodated in the two structures shown, the second of which fits between Redondo Village Apartments and Girard Blvd., with space for a building lining the garage along Girard. This provides the university with strong presence both on Central and Girard. Recommendations for Nob Hill establish a larger green at this intersection as well, which is framed by this new building.

12 JOHNSON CENTER PLAZA AND CENTRAL AVE. INFILL

To solve transportation issues, the campus vehicular entry at Stanford is planned to move to Princeton. There is also a Johnson Center addition planned. With the infill on Central Ave., the area can be designed as a primarily pedestrian space, occasionally taken over by event traffic.

Along Central Avenue, a series of student dorms are proposed. These dorms line Central with facades about four stories high, and courtyards open north into Johnson Field. Next to the South Gym, additional programming is accommodated in a building. Between this building, the South Gym, and the School of Architecture and Planning, the space is configured as a plaza, connecting to the Cornell Mall, yet designed to allow for vehicular movement into the visitor parking garage.

Of additional concern is the pedestrian crossing design at Cornell, accessing the ART station. Currently the design provides insufficient walking space along Central to negotiating the grade change. An alternative design is recommended.



■ U.22 University Edge Annotated Plan

13 YALE PLAZA

Yale Boulevard is an important entrance into UNM, with a path connecting north to the Duck Pond. The connection between this important route and Central Avenue has been problematic. Yale Park, holding this corner, has a challenging history, further exacerbated by the very large, blank-walled reservoir. With few buildings facing onto Yale Park, it is inactive and a poor neighbor to the retail district that is being revived across Central Avenue.

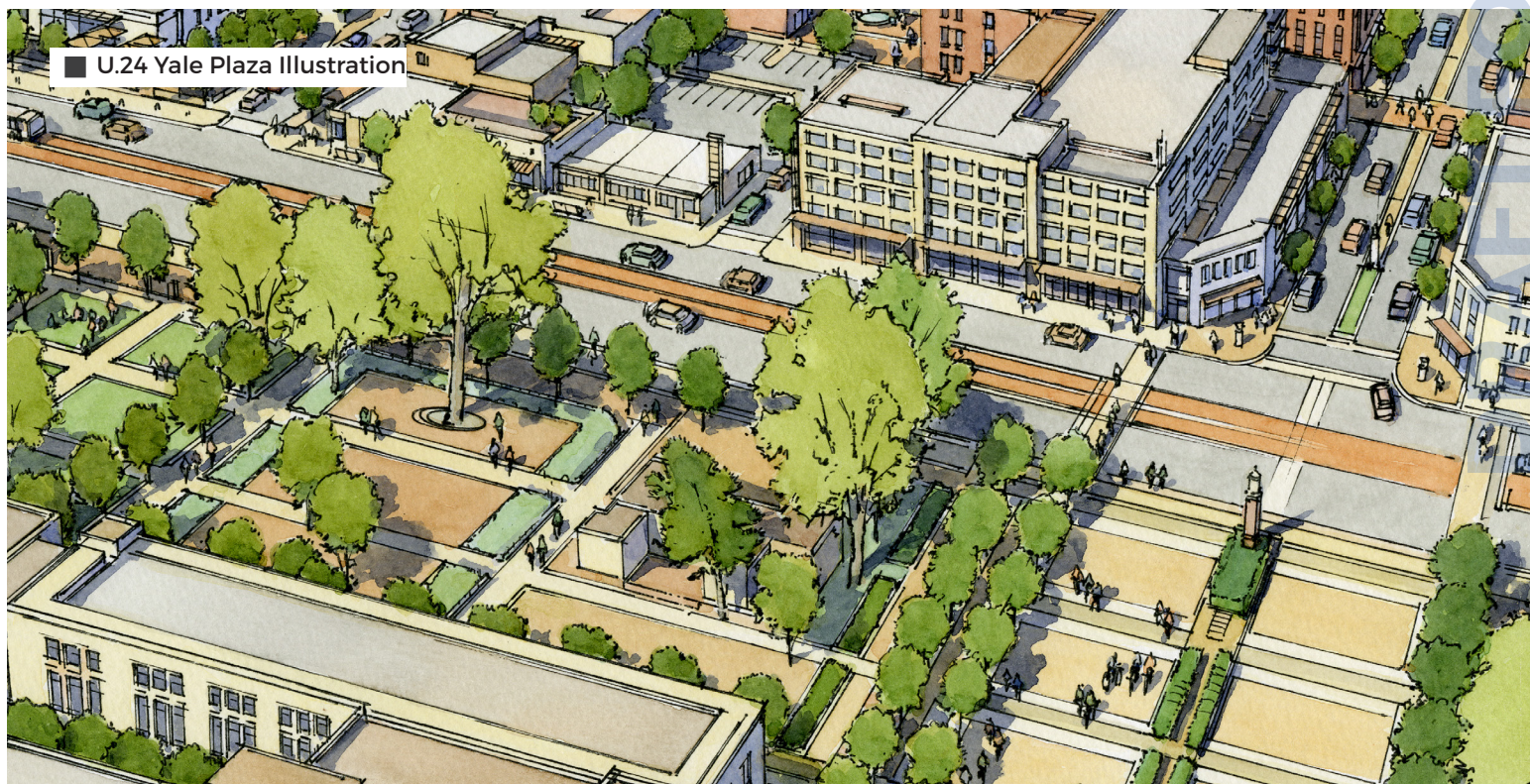
Fortunately, the University intends to remove the reservoir and replace it with a new structure and academic program: Physical

and Astronomy Interdisciplinary Science, planned to open in 2019. This new building provides the perfect opportunity to rethink Yale Park.

The plan above shows a redesigned Yale Park, configured as a traditional New Mexican plaza, and becomes a new front door to campus. Existing trees are preserved and new trees added to line the plaza and paths. The plaza would be pedestrian and bicycle only. The illustration below shows the new building in the bottom left with the new plaza facing Central Avenue and new mixed-use development across the street.

Part of the plaza redevelopment includes attaching a shallow building to the west edge of the Bookstore to line the currently blank walls and garbage. This is envisioned as a new bookstore cafe that opens onto Yale Plaza with a lawn.

By activating the plaza edges and organizing the space, Yale Plaza gives a new, active entrance to UNM. At the same time, it connects the burgeoning retail district in University Heights with the university. This type of relationship is more and more what students prefer.



■ U.24 Yale Plaza Illustration

14 TERRACE STREET

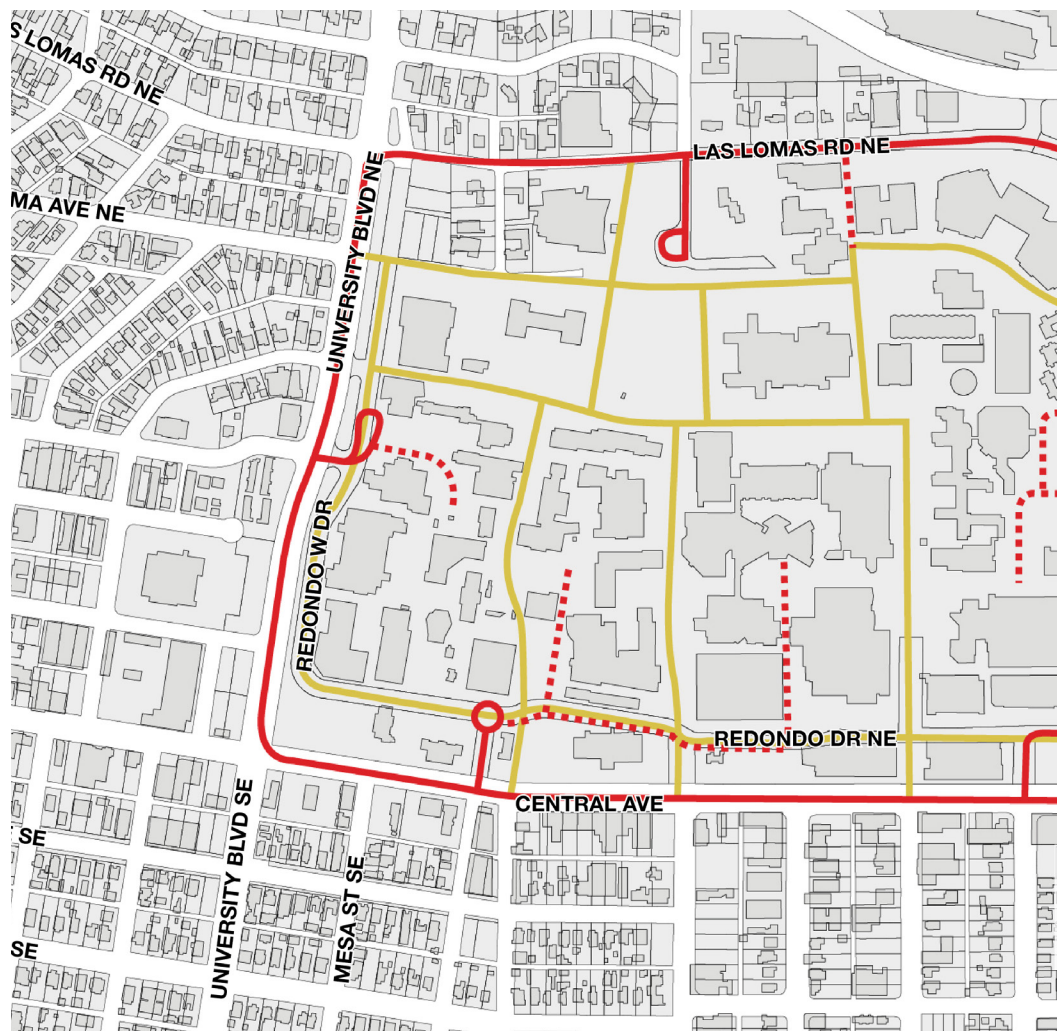
Changes to campus circulation will alter the nature of existing entrances. The entrance at Terrace Street is well located for a limited drop-off which is necessary to service buildings. The plan illustrates a reconfigured entrance with a median, which leads to a small plaza with a fountain defining a drop-off loop. The plaza punctuates the Redondo pedestrian and bicycle loop. Recommendations for a bicycle boulevard on Buena Vista Drive necessitate a more bicycle friendly entrance at Terrace Street.

15 GROVE PARK

The widening of Central Avenue for ART service has created a poor condition for Grove Park along Central. With the conversion of Redondo to pedestrian and bicycle, the park requires redesign, addressing all of its edges. The plan does not make a proposal for this, but it identifies the need.

16 UNM ARTS LAB REDEVELOPMENT

The two blocks between University Boulevard, Ash Street, Copper Avenue, and Central Avenue are under-utilized and owned by UNM. Currently a proposal by Lobo Development would redevelop the property to include apartments, townhouses, and retail. The plans already developed are roughly represented in the concept plan with a conversion of retail-only buildings to mixed-use with housing, and an expansion of the parking garage. The site could accommodate 160 units and 40,000 square feet of commercial. It is well located for both uses, near the University ART station and a retail node likely to develop along Central.



CAMPUS CIRCULATION

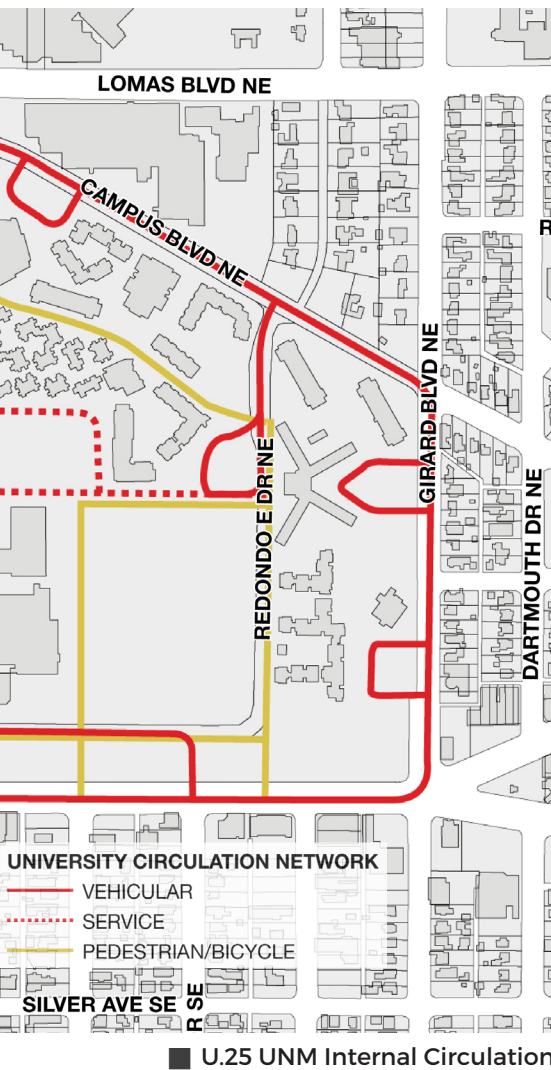
Redondo Drive provides the primary vehicular access around campus. Along Central and University, Redondo is duplicative, dedicating unnecessary space to vehicles and making circulation confusing. UNM has an interest in closing Redondo to vehicles to avoid cut-through traffic during rush hour and to increase the on-campus bicycle and pedestrian network.

University campuses typically take one of two forms: a city-integrated urban campus or an academic refuge campus. UNM is the latter type, with the majority of campus accessed by pedestrians and cyclists. With the main campus focused on its pedestrian ways, Redondo acts as a service road. Its proximity to surrounding streets creates a

poor relationship between the University and the neighborhoods. Because Redondo is so close to the adjacent streets, entering and exiting campus can be more challenging, especially during events at Popejoy Hall.

Campus Boulevard and Las Lomas Road are a poor edge between campus and the neighborhoods and are dangerous as internal campus streets. While they should remain open to vehicles, they are too wide and fast to be safe.

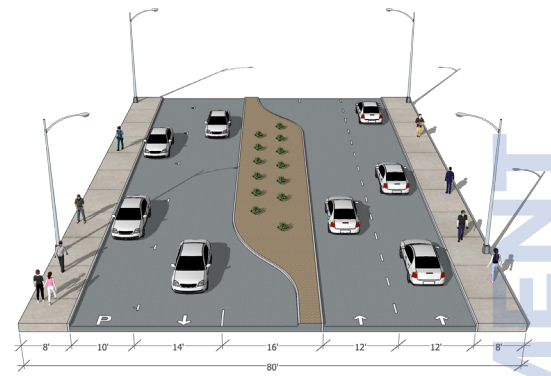
The circulation proposal removes the majority of vehicular traffic from Redondo, retaining only drop-offs and access for service vehicles.



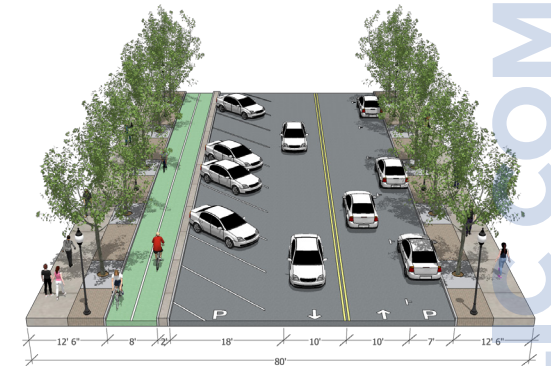
17 CAMPUS BLVD STREETSCAPE

Campus Boulevard provides an easy connection into Nob Hill, where many faculty live and students recreate. It also runs along the edge of the student housing.

The action plan reconfigures the street to provide a protected two-way cycle track, a higher density of on street parking, street trees, and pedestrian-scaled lighting. Travel lanes are reduced to one in each direction with parallel parking on the north side, and reverse-angled parking on the south side, next to student housing. The cycle track provides a safe cycling facility that would connect into the campus bicycle network and out towards Nob Hill and the larger City network.



U.26 Campus Existing Conditions

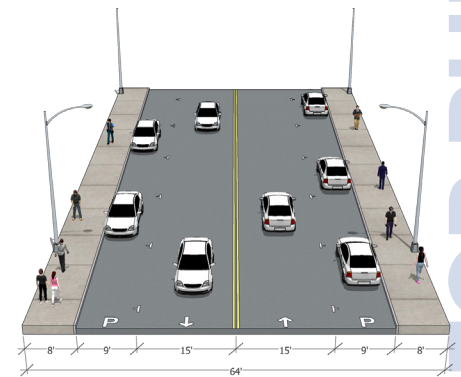


U.27 Campus Preferred Streetscape

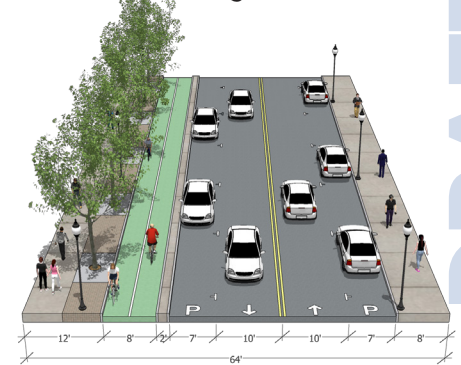
18 LAS LOMAS ROAD STREETSCAPE

Las Lomas Road continues Campus Boulevard to the west between Dane Smith Hall and the Newman Center and campus greek institutions. Currently Las Lomas has extremely wide travel lanes at 15 feet each, which is wider than most free-ways. While it allows on street parking, the parking lanes are also very wide at nine feet each. Luckily, sidewalks are similarly wide at eight feet.

The action plan reconfigures the street by continuing the protected two-way cycle track proposed along Campus Boulevard, reducing the width of travel and parking lanes, adding street trees on the south edge, and adding pedestrian-scaled lighting. These adjustments serve to reduce vehicle speeds, provide a safe route for cyclists, and make walking safer and more comfortable for pedestrians.



U.28 Las Lomas Existing Conditions



U.29 Las Lomas Proposal

BARRIERS



CENTRAL AVE, JULY 8, 2007 PHOTO OPENTHREADS

The University stations share a number of barriers with other areas, but many are unique to this neighborhood context.



B.01



SHOPFRONT REQUIREMENTS SHOULD BE ALIGNED WITH TRANSIT.

Currently the majority of Central Avenue is populated by retail uses, and the majority of them are automobile-oriented and low quality. By concentrating retail into main streets of limited length, higher quality retail can be supported. The retail centers chosen to remain should occur around ART stations and along existing, high-quality retail areas.

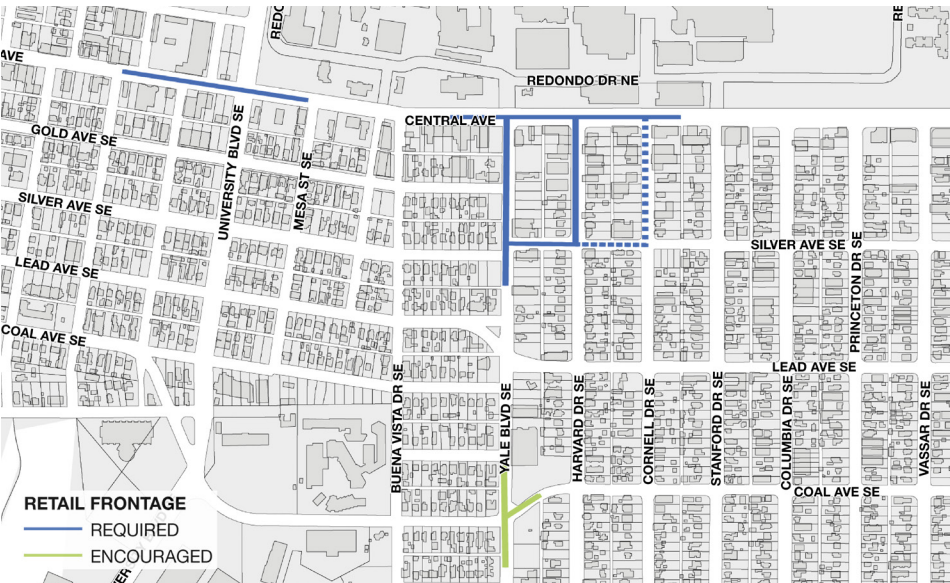


A.01



Add a ground floor shopfront requirement in the following limited locations, per diagram U.30 below:

- + Central Avenue between Ash and Mesa Streets.
- + Central Avenue between Buena Vista and Stanford Streets.
- + Yale between Central and Silver Avenues.
- + Harvard between Central and Silver Avenues.
- + Silver between Yale and Harvard Avenues, with an exception for the Church.



U.30 University Retail Frontages

Action Key

BARRIER



ACTION



LAST MILE



WALKABILITY



BIKEABILITY



DESTINATIONS



MEDIUM DENSITY



RETAIL



DRAFT FOR PUBLIC COMMENT



B.02



LANDSCAPING WITHIN PARK STRIPS IS INCONSISTENT WITHIN THE STATION AREA.

Most streets lack street trees and are inconsistent in their landscaping. While the local climate can be difficult for maintaining street trees, their benefits outweigh the challenges. Historically the neighborhood streets were lined with trees, Silver Avenue being an example, which was recently replanted. Street trees increase walkability, reduce urban heat islands, and provide significant economic, psychological and physical benefits.

The neighborhood has been discussing the benefit of street trees for a long time. The 1985 Sector Plan for Silver Hill discussed the prospect of a neighborhood nursery to develop a stock of street trees.

The need for street trees is a city-wide issue, clearly difficult to solve on a neighborhood basis. Given recent interest in health as a result of the built environment, it should be possible to form a non-profit similar to Casey Trees, in Washington DC. Since 2002, Casey Trees has been planting street trees, maintaining existing street trees, and training residents in tree care. A similar program could be locally established to address the street tree problem.



A.02



- + Pilot Silver Street from Yale to Girard

Boulevard for new street trees and coordinated park strip planting.

- + In coordination with other neighborhood associations, business improvement districts, UNM, CNM, Presbyterian Health, and other institutions, establish a street tree program to source, plant, and maintain street trees.



B.03



THE AREAS NEAREST TO CENTRAL AVENUE HAVE A PUBLIC SAFETY PROBLEM.

Crime has been a concern in the area for quite some time. The 1978 and 1985 Sector Plans discussed concerns along Central Ave and in relation to the increasing student population living in University Heights at the time. Of particular concern was Yale Park, located on the UNM campus, where drug use was cited as a top issue. In recent years crime and the perception of crime has been decreasing, as it has nationally. However the perception still exists and stigmatizes the area.

The built environment plays a role in crime prevention. Principles of Crime Prevention Through Environmental Design (CPTED) provide strategies to reduce crime by altering the built environment. One safety issue is parking between the sidewalk and buildings in University Heights. This has occurred over time as buildings have been converted, often illegally, to multi-family. Parking between the street and building across the frontage violates CPTED principles of territoriality and eyes on the street.

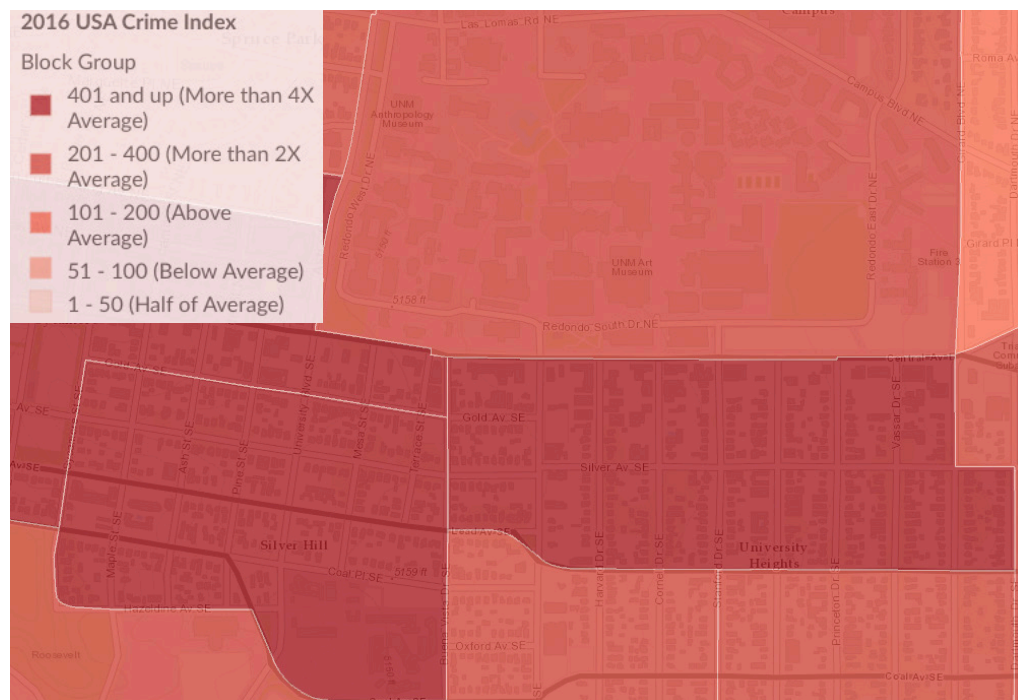


A.03



- + Install pedestrian-scaled street lighting at regular intervals along streets between Central and Silver Avenues and along Silver Avenue.
- + Encourage infill housing between Central and Silver Avenues.
- + Work with property owners to remove existing parking located within front setbacks.

U.32 University area crime index, 2016





B.04



SAFE NORTH-SOUTH BICYCLE FACILITIES ARE LACKING.

Bicycle infrastructure exists east-west but is lacking north-south. East-west access for bicycles is provided by bike lanes on Lead and Coal Avenues and a bicycle boulevard on Silver Avenue. Additional east-west bicycle facilities should also be provided north of Central Avenue.

In the north-south direction there are a bicycle routes but no dedicated facilities. Girard Boulevard is slated for a restriping that

includes a dedicated lane, but the restriping does not provide a facility south of Central Ave. In addition to general access needs, the UNM campuses lack safe routes between the campuses. Providing routes is a challenge because of large land uses and barriers such as Fairview Cemetery and CNM. ■



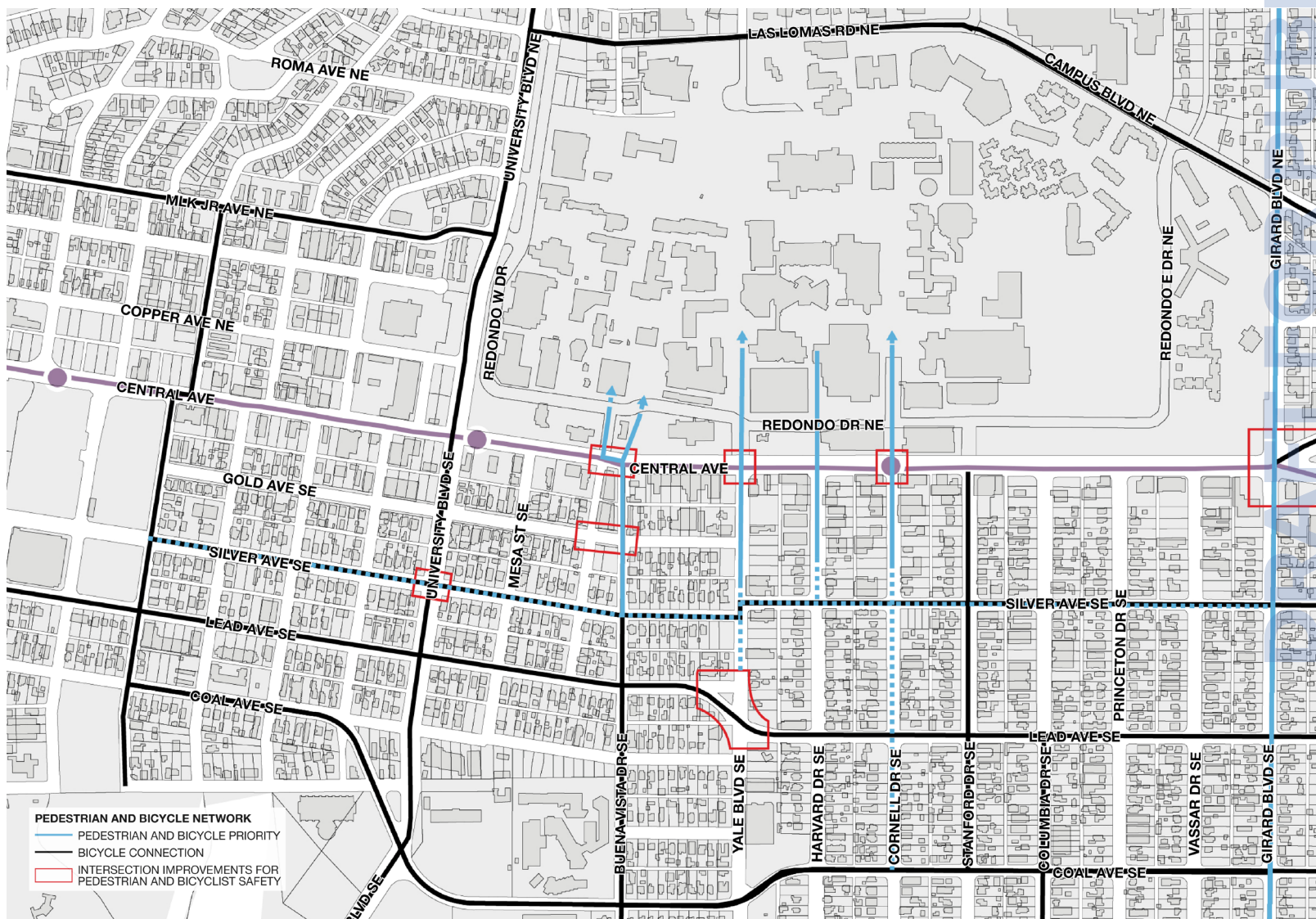
A.04

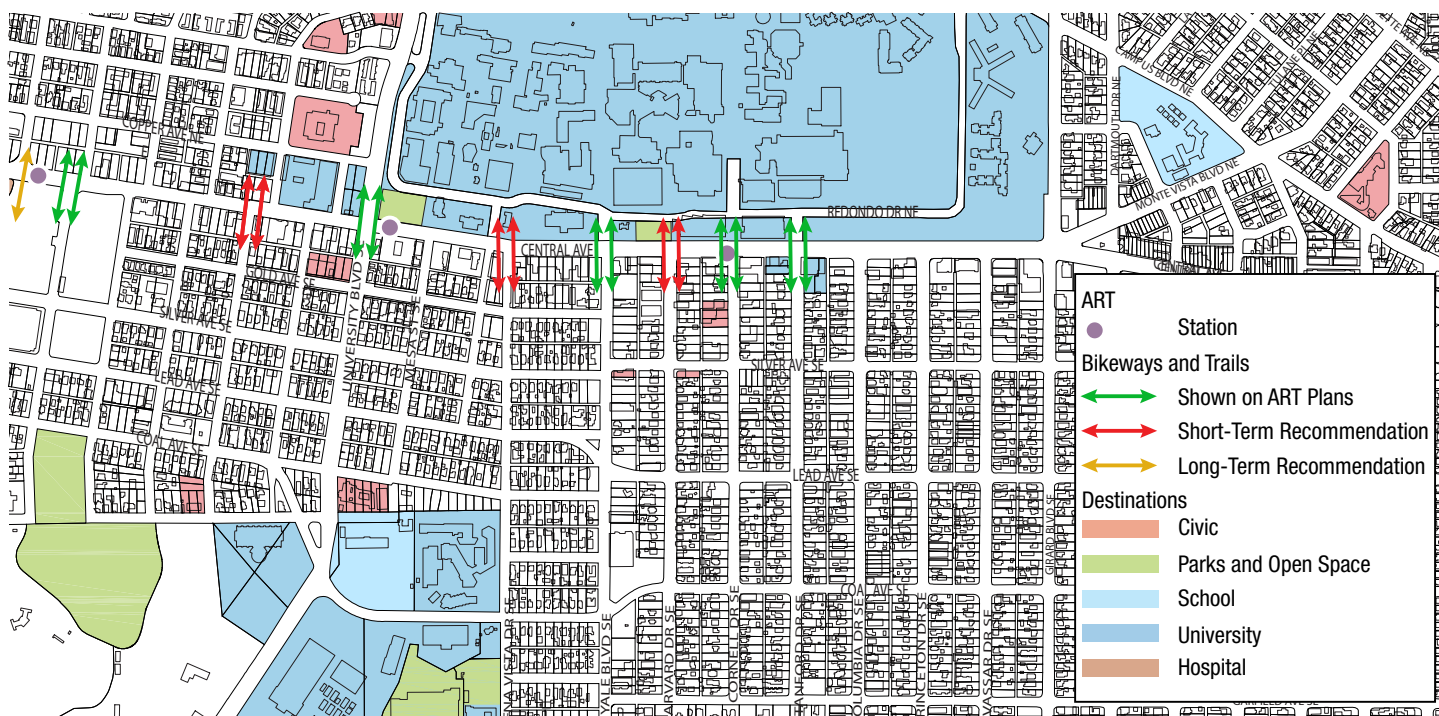


- + Implement a north-south bicycle boulevard along Stanford and Columbia. See Annotated Plan #10.
- + Implement the Girard complete street plan and extend it south.

- + Remove right-turn lanes from the Girard complete street plan north of Central. Traffic volumes do not require right-turn lanes, which are detrimental to bicycle facilities.
- + Provide bike lanes along Buena Vista between Silver and UNM South Campus. See Annotated Plan #8 and Diagrams U.17, U.18, U.19.
- + Design and implement a University Blvd. complete street plan along with the Phase 2 ART line. Shift the bike lanes from University to Buena Vista south of Central. See Annotated Plan #5 and Diagrams U.14, U.15, U.16.
- + Provide bike lanes along Sycamore between Coal and MLK Jr. See Annotated Plan #9 and Diagrams U.20 and U.21.
- + Provide for safe pedestrian and bicycle crossings at Central Avenue and Stanford Drive, Buena Vista Drive, and Sycamore Street. See Diagram U.33.

■ U.33 Pedestrian and Bicycle Network





■ U.34 University Pedestrian Improvements at Central



B.05



SAFE PEDESTRIAN ROUTES TO TRANSIT AND EMPLOYMENT CENTERS ARE LACKING.

Safe pedestrian routes between transit and major destinations are key to the success of transit. There are a number of streets that are difficult to cross. University Boulevard is particularly difficult to cross due to high speeds and six travel lanes. Where Silver Avenue crosses with the bicycle boulevard, a pedestrian crossing was not provided. Opportunities for pedestrian crossings of University Boulevard are few.

Central Avenue is also difficult to cross. There are a number of crossings towards the western end of UNM, but crossings are missing in key locations. ■



A.05



- + Provide crossings of Central at Cedar, Ash, Buena Vista, Harvard, and Princeton in addition to crossings planned by ART. See Diagram U.34.
- + Neighbors identified intersections that are unsafe, and they should be studied further to determine solutions. They include: Gold and Buena Vista, and Lead and Yale. See Diagram U.33.
- + Make Harvard safer for pedestrians. See Annotated Plan #4 and Diagrams U.12 and U.13.
- + Provide on street parking along Yale. See Annotated Plan #2 and Diagrams U.8, U.9, and U.10.
- + Improve pedestrian and bicycle access to UNM at key entrances: University & Central, Yale, Cornell, Stanford, and Princeton. See Diagram U.33.



B.06



VEHICLES TRAVEL FAST THROUGH NEIGHBORHOOD STREETS.

Vehicles were observed driving over 25 miles per hour on most residential streets, especially in University Heights. During the day, street parking is not heavily used, and due to the lack of lane striping, vehicles have well over twenty feet of unencumbered lane width. The perception of a very wide street without conflicts from other vehicles and parked cars encourages fast driving. Speeding can be dangerous and even deadly for children, pedestrians, cyclists, and other drivers. ■

**A.06**

- + Stripe parking lanes along all residential streets, except at yield streets, as a single white line between travel and parking lanes. Do not stripe individual spaces.
- + Stripe the center line of all residential streets except at yield streets.

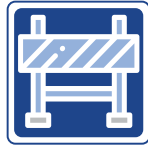
**B.07**

UNM CAMPUS CIRCULATION DUPLICATES SURROUNDING STREETS.

See Campus Circulation discussion.

**A.07**

- + Remove vehicular access from the majority of Redondo Drive. See Diagram U.25.
- + Reconfigure Campus to prioritize pedestrians, bicycles, and parking. See Annotated Plan #17 and Diagrams U.26 and U.27.
- + Reconfigure Las Lomas to prioritize pedestrians, bicycles, and parking. See Annotated Plan #18 and Diagrams U.28 and U.29.

**B.08**

UNM HAS UNDER-UTILIZED LAND ALONG THE NORTH SIDE OF CENTRAL AVENUE FROM UNIVERSITY TO GIRARD,

Development of the university edge is in the interest of the University, surrounding neighborhoods, and the City.

Development will accommodate campus housing and parking capacity. This plan's study accommodates 700 dorms or apartments, more than 1,500 parking spaces, and a new academic or athletic building.

Development will reduce student housing and parking in nearby neighborhoods. This is an issue along with student parking within the neighborhood.

- For the City, developing this edge will increase ridership for ART, increase property values along Central Avenue and in adjacent neighborhoods, and will support an increased quality of retail within the commercial centers. See Annotated Plan #11 - #16 for further discussion. ■

**A.08**

- + Market development opportunities along the University Edge to local and national developers that can take on this scale of development.
- + Include the University Edge plan within an updated UNM campus master plan.

- + Implement the recommendations in Annotated Plan #11 - #16 to reinforce the UNM image while creating a sense of place. See Diagrams U.22, U.23, and U.24.

**B.09**

PEDESTRIAN AND BICYCLE FACILITIES ARE LACKING.

The University station area is home to some of the most walkable areas in Albuquerque, with high pedestrian volumes as a result of UNM employment, events, and student traffic, Presbyterian Hospital, and CNM. In an effort to increase pedestrian connectivity and reduce opportunities for conflicts between pedestrians and motorists, short-term crosswalk recommendations are provided for the largest gaps. A long-term recommendation is proposed near the Presbyterian Hospital to facilitate crossing opportunities as the Highlands development occurs. ■

**A.09**

- + Prioritize streetscape and intersection improvements along major pedestrian routes as shown in Diagram U.33.
- + Work with UNM, CNM, UNMHS and Presbyterian to encourage transit ridership, including student fares and employee transit passes.