The Campus Development Plan for University of New Mexico, Albuquerque, is the next stage in a planning process begun in 1990 with the production of UNM 2000, a vision statement of what the University should become in terms of quality, mix of programs and services. This vision statement led to the preparation of the 1991 Parking and Circulation Study, the UNM Long Range Master Plan completed in 1994 and the revised UNM 2000 adopted by the Board of Regents in 1995.

The Long Range Master Plan explored planning strategies for the long-term development on the entire Albuquerque campus, and defined a maximum student population of approximately 35,000 students and an additional 4.9 million square feet of building area as the maximum build-out of the Central and North campuses.

This Campus Development Plan explores the physical implications of building the square footage identified in the Long Range Master Plan, and provides a design framework and guidelines for long-term development of the Central and North Campuses.

**PLAN GOALS, OBJECTIVES AND POLICIES**

- Maintain existing density and character
- Preserve historic buildings
- Create a large central open space as a unifying space
- Design environmentally appropriate landscapes
- Extend the "pedestrian campus" to include the southern half of the North Campus by creating strong pedestrian linkages across Lomas Boulevard
- Reduce the amount of surface parking and replace it with some structured and remote parking
- Develop strategies to reduce the number of automobile trips to and from campus - improve and expand on-campus study/food service facilities; increase on-campus housing supply; work to improve public transit.
- Define the boundaries of the campus through creation of edges and gateways and through a comprehensive program of land acquisition.

**CAMPUS DEVELOPMENT PLAN**

The Campus Development Plan looks at the campus on a precinct-by-precinct basis analyzing the capacity of different areas of the campus to absorb new development while maintaining existing site coverage, densities and character. If the North Campus can be successfully integrated within the pedestrian framework of the Central campus, there is plenty of development room to absorb the projected demand for 4.9 million gross square feet of new building area within the existing boundaries of the campus.
Linkages between the Central and North campus will be improved by eliminating the perception of Lomas Boulevard as a major obstacle:

- A visual and programmatic linkage between the campuses will be created by a new central open space which will cut from the Duck Pond area north through the center of the campus across Lomas Boulevard to the Golf Course. The central open space will be approximately 600 feet wide and its edges will be defined by new building development. Existing historic buildings such as the President's House, Sigma Chi and the Naval ROTC buildings which fall within the boundaries of the open space zone will be retained as "buildings in a park".

- A physical and programmatic link between the campuses will be created by buildings (#1 on Plan 1) on either side of Lomas with some form of connection over the Boulevard, linking the core of the Central campus with the Health Sciences Center at grade and taking advantage of the elevation change in Lomas Boulevard through this part of the campus. This phased "bridge building" as the linked buildings are called through the report, is proposed to be programmed with a mix of uses including student center and administration functions, attracting people from both North and Center campuses.

- Strong pedestrian connections will also be established across Lomas Boulevard near the intersection of University and Lomas Boulevards, and at grade at Yale Avenue as part of the open space improvements.

A strong sense of unification between the North and Central campuses will also be achieved by a clear definition of campus boundaries and the creation of "gateways" which will create a sense of transition into the realm of the University along major arterial corridors. A mixed-use plaza gateway (#2) is proposed at the intersection of University and Lomas Boulevards, and new developments are also proposed at the intersections of Central Avenue and University (#3), and Central Avenue and Girard Boulevard (#4).

The plan addresses the issues of orientation, access and parking which have plagued the incrementally developed Health Sciences Center. A public arrival / drop-off courtyard (#5) flanked by a new parking structure is proposed as the new focal point for publicly accessed health services, restricting patient and visitor vehicular movement to the Lomas Boulevard corridor. Entry to the North campus at Marble Avenue and Girard Boulevard (#6) will help to restrict through traffic in the North Campus neighborhood, and will provide access to the Health Sciences Center for students and staff.
Plan 1 - Carrying Capacity Plan - Showing Existing and Proposed New Development

- CENTRAL AVENUE
- LOMAS BLVD.
- LOMAS BLVD.
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- INDIAN SCHOOL ROAD
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.
- GIRARD BLVD.

- ACADEMIC
- HOUSING
- PRIVATE
- WATER
- UNIVERSITY
- PASEO/PLAZA OPEN SPACE
- "GREEN" OPEN SPACE
- XERISCAPE OPEN SPACE
- TREE CANOPY
- MIXED USE

- LEWIS AVENUE
IMPLEMENTATION
One of the major constraints to plan implementation will be the consolidation of the University's land holdings in the northwest corner of the Central campus. This land area is vital to linking the Central and North campuses, to the creation of the new central open space and to meeting academic space needs within the pedestrian zone of the campus.

A second related constraint to plan implementation will be the ability of the University to control the phasing of the development of major components such as the bridge building and the central open space.

FUTURE PLANS
The Campus Development Plan recommends that three related planning studies be undertaken as a subsequent stage of the planning process:

• A specific plan for the design of the Health Sciences Center arrival court and related circulation and parking issues.
• A master concept plan for the Sandia Foundation / University owned lands to the west of University Boulevard running north from Sigma Chi Road to Indian School Road.
• A strategic economic and urban design plan for the Central Avenue corridor along the south side of the Central campus.