



RUTGERS UNIVERSITY PHYSICAL MASTER PLAN

RUTGERS 2030

VOLUME 2: NEWARK

JUNE 18, 2015

PREFACE

Rutgers University embarked on Rutgers 2030 in May 2013, the first comprehensive master plan in over a decade, and the first to incorporate Rutgers Biomedical and Health Sciences (RBHS), created from the integration of the University of Medicine and Dentistry of New Jersey (UMDNJ) with Rutgers University in July 2013. The physical master plan complements the Rutgers University Strategic Plan, prepared in conjunction with the Boston Consulting Group, and approved by the Board of Governors in February 2014, and the strategic plans of each of Rutgers' component institutions.

Rutgers 2030 envisions development at Rutgers over a 15 year time frame, 2015–2030, and is comprehensive in its scope; taking into account buildings, the natural and constructed landscape, transportation, and infrastructure. The report consists of 3 volumes:

- Volume 1: Rutgers University – New Brunswick
- Volume 2: Rutgers University – Newark
- Volume 3: Rutgers University – Camden

RBHS is considered primarily within Volume 1 although constituent elements are found across Rutgers.

The scope of input was broad, involving survey responses from approximately 8,000 members of the community, over thirty presentations and town hall meetings, and meetings with many administrative faculty, and student groups.

This study would not have been possible without the leadership of Rutgers University President Robert L. Barchi and support of Chancellors Nancy Cantor, Richard Edwards, Phoebe Haddon and Brian Strom. In addition, the Physical Master Plan Executive Steering Committee, Rutgers University Facilities and Capital Planning members, Deans, staff, faculty and students contributed invaluable insight to the development of the project.

The master plan consulting team included Robert A.M. Stern Architects, Sasaki Associates, VHB, Buro Happold, and Toscano Clements Taylor.

Volume 2: Newark

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4

MASTER PLAN FRAMEWORK

4.1 MASTER PLAN VISION AND THEMES

4.2 LAND USE

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4.1 Master Plan Vision and Themes

Rutgers University–Newark (RU–N) is an institution on the move, with multiple capital projects underway and a Strategic Plan with comprehensive initiatives that impact all areas of academic and student life. The planning framework for RU–N provides a set of flexible strategies to guide the development of the campus in support of those strategic goals. The framework has three primary elements: land use; open space and natural systems; and mobility, which comprise an integrated framework that identifies key initiatives, development sites, and principles. The framework can accommodate changes in mission, areas of growth, and the development climate, and proposed initiatives are governed by five strategic themes:

CONNECTIONS

Engage Newark

- **Express Newark:** This “third space” project is already underway at the Hahne’s Building development, and features an arts incubator
- **College Walk:** A new mixed-use pedestrian corridor is proposed to connect RU–N to Military Park, creating a vibrant environment from buildings to open spaces
- **Blumenthal Hall Re-Use:** The relocation of student services functions to a more central location creates potential for the reuse of Blumenthal Hall for a third space, in addition to back-of-house administrative units
- **15 Washington Street:** A renovated graduate and undergraduate residence hall, housing 350 students with modern conveniences, as well as community performance space and a faculty lounge
- **Dana Library Information Commons:** The ground floor of the library is re-envisioned as an open learning commons, integrated into College Walk, and comprising a variety of out-of-classroom learning spaces
- **Honors Living Learning Community and Residential Facility (HLLC):** Proposed in RU–N’s Strategic Plan, the HLLC will provide an immersive, on-campus learning experience, and is also tied into the College Walk initiative
- **Norman Samuels Plaza Renovation:** Renovations to the main campus quad are proposed, to align the open space with the College Walk initiative
- **Smith Hall Quad:** The renovation of Smith Hall will facilitate improvements to the quad bounded by life sciences buildings, as well as pedestrian connections from the Campus Center to Bradley Hall and Alumni Field
- **Golden Dome Expansion:** In the long term, the master plan proposes an expansion of the Golden Dome to accommodate growth

STUDENT GATHERING SPACES

Enhance the Campus Core

- **Robeson Campus Center Renovation:** RU–N 2030 proposes to transform the core of the campus center into an open social space that connects seamlessly along College Walk, from Dr. MLK Jr Boulevard to Norman Samuels Quad, the Dana Library, and to the east, Military Park. It will also add much-needed lounge space to the campus core.

CLASSROOM IMPROVEMENTS

Support a Dynamic Learning Experience

- **Classroom Improvement Project:** The master plan incorporates the continued implementation of the University's cycle of classroom modernization, incorporating new models of learning and technology that facilitate collaboration
- **Classroom Building:** Expand the classroom inventory in the long term, and define the gateway at Warren Street and Dr MLK Jr Boulevard
- **Smith Hall Renovation:** Renovate the existing Smith Hall, which is nearing the end of its life, with modern research facilities that can offer new academic opportunities to both faculty and students
- **Academic Building:** A new building, proposed at Bleeker and Washington Streets, will define the northern gateway to the main quad along Washington Street

TRANSPORTATION

Reinforce Regional Mobility

- **Transit Hub at Conklin Hall:** Transit, study

space, technology, and amenities are integrated at this hub for out-of-classroom learning

- **HLLC:** The HLLC also supports regional mobility by strengthening ties between RU–N and Greater Newark
- **Parking Decks:** Structured parking is proposed to help alleviate pressures on existing surface parking, providing a more efficient connection from transportation to the campus core

TECHNOLOGY IMPROVEMENTS

Implement Technology for the Modern Campus

- **Dana Library Renovation and Transit Hub:** Technology enhancements will facilitate learning and access to information at the Dana Library information commons and transit hub
- **RU–N Wi-Fi enhancements:** RU–N continues to expand wireless service within campus buildings, including increased access that will support video conferences, webinars, and other collaborative technologies
- **City of Newark Outdoor Wi-Fi:** In partnership with the City of Newark and the Military Park

Partnership, RU–N will offer a free outdoor wifi system as part of the city's major thrust to create a tech culture in Newark and capitalize on the substantial telecommunications infrastructure in Newark

RUTGERS UNIVERSITY-NEWARK TODAY



JAMES STREET

MLK JR BOULEVARD

BURNET STREET

EAGLES STREET

JAMES STREET

UNIVERSITY AVENUE

WASHINGTON STREET

BRIDGE STREET
BROAD STREET

LOMBARDY STREET

MCCARTER HIGHWAY

SUSSEX STREET

CENTRAL AVENUE

WASHINGTON PLACE

FULTON STREET

ELCTOR STREET

BLEEKER STREET

BLEEKER STREET

CENTRAL AVENUE

WARREN STREET

WARREN STREET

NEW STREET

MILITARY PARK

PARK PLACE

MLK JR BOULEVARD

UNIVERSITY AVENUE

WASHINGTON STREET

BROAD STREET

PARK PLACE

LINDEN STREET

HALSEY STREET

W PARK STREET

E PARK STREET

RAYMOND BOULEVARD

RAYMOND BOULEVARD

CEDAR STREET

RAYMOND BOULEVARD

COMMERCE STREET

RUTGERS UNIVERSITY-NEWARK 2030



JAMES STREET

MIK JR BOULEVARD

BURNET STREET

EAGLES STREET

JAMES STREET

UNIVERSITY AVENUE

WASHINGTON STREET

BRIDGE STREET

BROAD STREET

LOMBARDY STREET

MCCARTER HIGHWAY

SUSSEX STREET

CENTRAL AVENUE

CENTRAL AVENUE

WASHINGTON PARK

WASHINGTON PLACE

FULTON STREET

RECTOR STREET

BLEEKER STREET

BLEEKER STREET

PARK PLACE

MIK JR BOULEVARD

NEW STREET

MILITARY PARK

WASHINGTON STREET

HALSEY STREET

BROAD STREET

W PARK STREET

E PARK STREET

WARREN STREET

WARREN STREET

LINDEN STREET

W PARK STREET

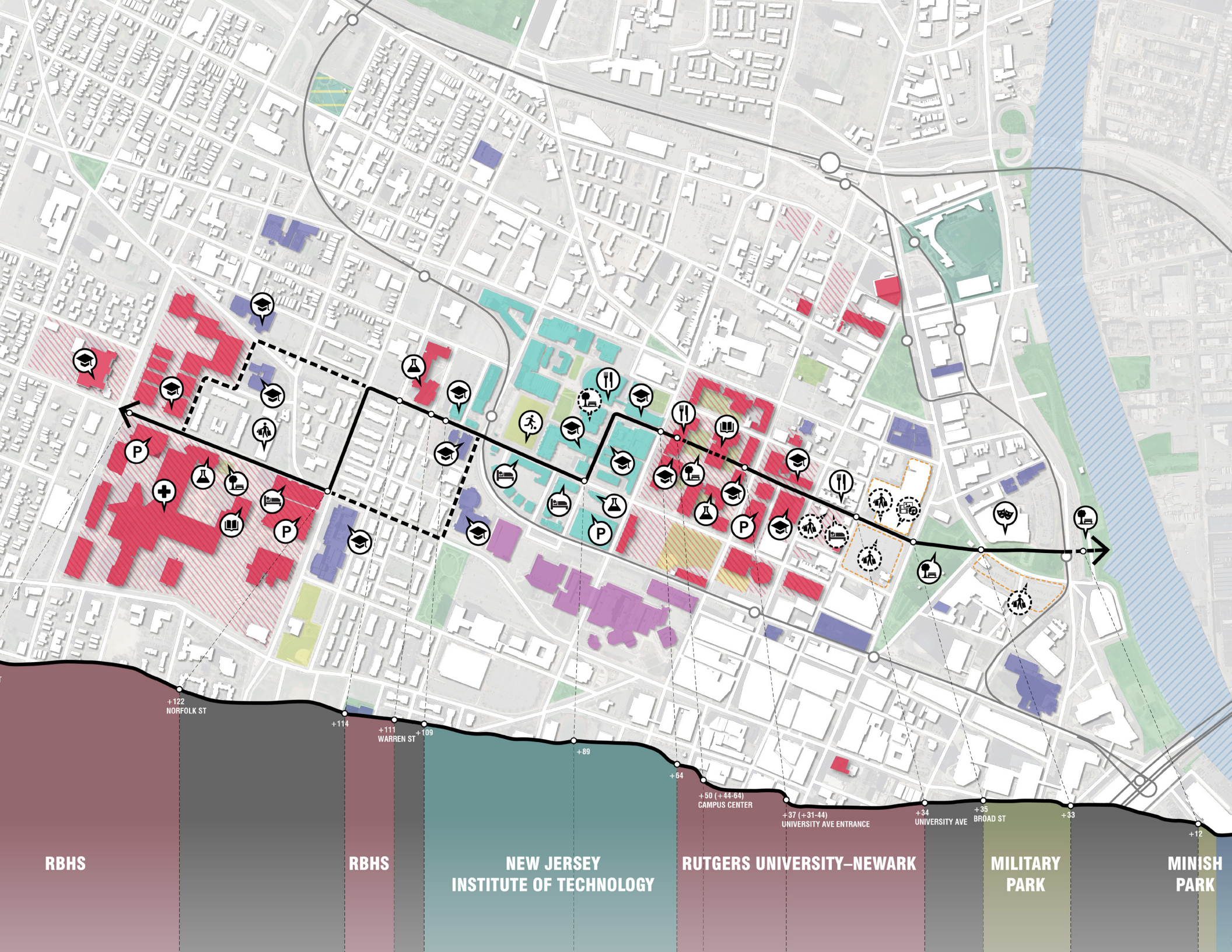
CEDAR STREET

RAYMOND BOULEVARD

RAYMOND BOULEVARD

RAYMOND BOULEVARD

COMMERCE STREET



+122
NORFOLK ST

+114

+111
WARREN ST

+109

+89

+64

+50 (+44-64)
CAMPUS CENTER

+37 (+31-44)
UNIVERSITY AVE ENTRANCE

+34
UNIVERSITY AVE

+35
BROAD ST

+33

+12

RBHS

RBHS

**NEW JERSEY
INSTITUTE OF TECHNOLOGY**

RUTGERS UNIVERSITY-NEWARK

**MILITARY
PARK**

**MINISH
PARK**

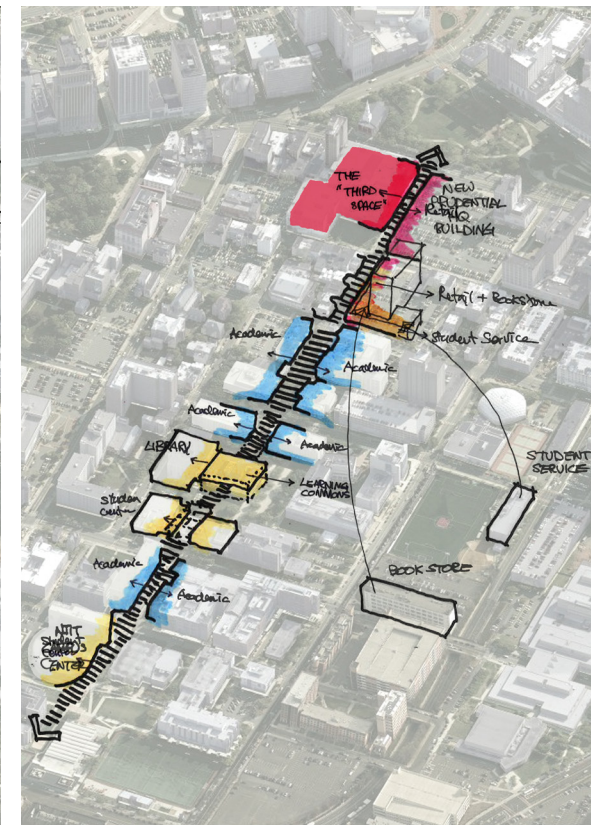
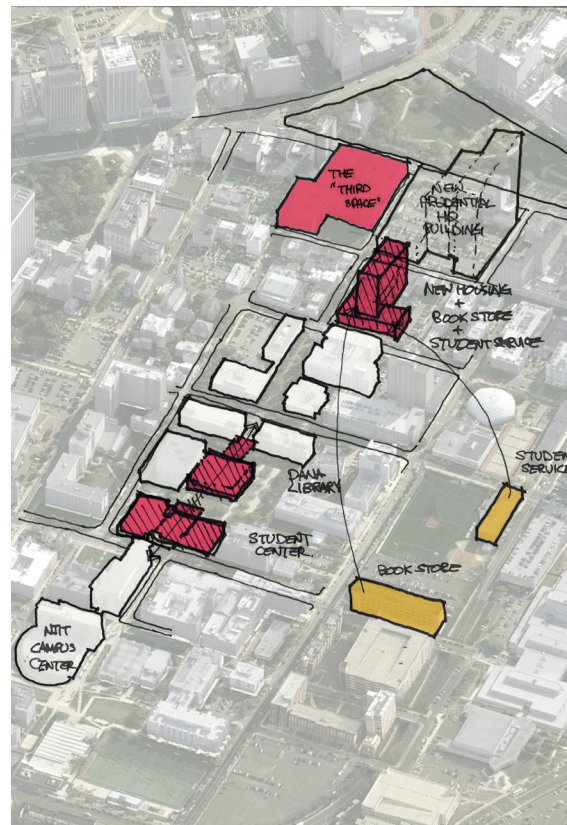
4.2 Land Use

The master plan focuses on increasing connectivity within the campus, as well as outwards into the city and emerging development. Improvements to four major corridors are proposed: New Street, Washington Street, University Avenue, and Halsey Street, in addition to the long-term development of the southwest corner of campus at Warren Street and Dr MLK Jr Boulevard.

COLLEGE WALK

The proposed pedestrian corridor along New Street will connect RBHS, NJIT, Rutgers, the Hahne's Building development, the new Prudential HQ, and the recently rejuvenated Military Park. College Walk is the primary east-west connection on the RU-N campus, harnessing the critical mass of students, faculty, and staff at RU-N to activate uses along the corridor. The master plan proposes key improvements to the RU-N campus along College Walk, including a strategic combination of renovation and new construction:

Robeson Campus Center renovation: The master plan proposes to open up the core of the student center, creating a social stair that navigates the topography



Originally proposed in NJIT's 2008 master plan, Rutgers University–Newark 2030 illustrates how College Walk could be implemented at RU–N, through renovation to the Robeson Campus Center and the Dana Library.



Conceptual view of the proposed Robeson Campus Center atrium and social stair

of the campus and creates an uninterrupted visual connection through the building towards the library. Currently, an enclosed stair occupies the central core of the campus center, obstructing views and circulation through the building. The proposed renovation also includes the expansion of lounge space towards the quad between the campus center and the library, which will alleviate a shortage of informal lounge space and provide a more inviting façade to the campus center.

Dana Library Information Commons: As a companion project to the campus center renovation, the ground floor of the library is re-envisioned as a highly permeable information commons, open to both Rutgers and the public. Currently, the ground floor of the library appears closed and uninviting, with tinted glass that obscures views into the building from the campus center and from the campus entrance at Washington and New Streets. A more direct pedestrian connection links the student center and the library along the New Street corridor, as a way to enhance the natural synergy between the two major campus buildings. Additionally, this provides an opportunity to further develop the entire building to meet the needs of the RU-N community

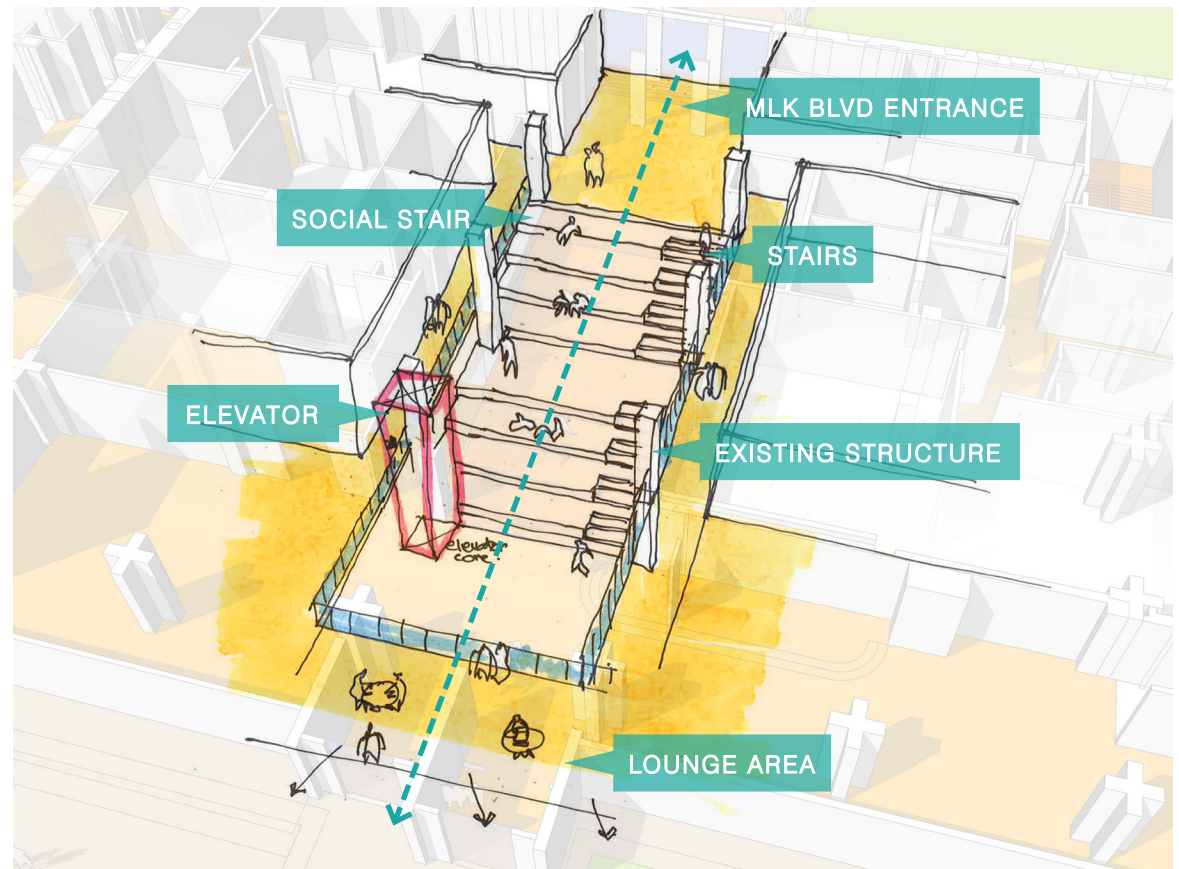


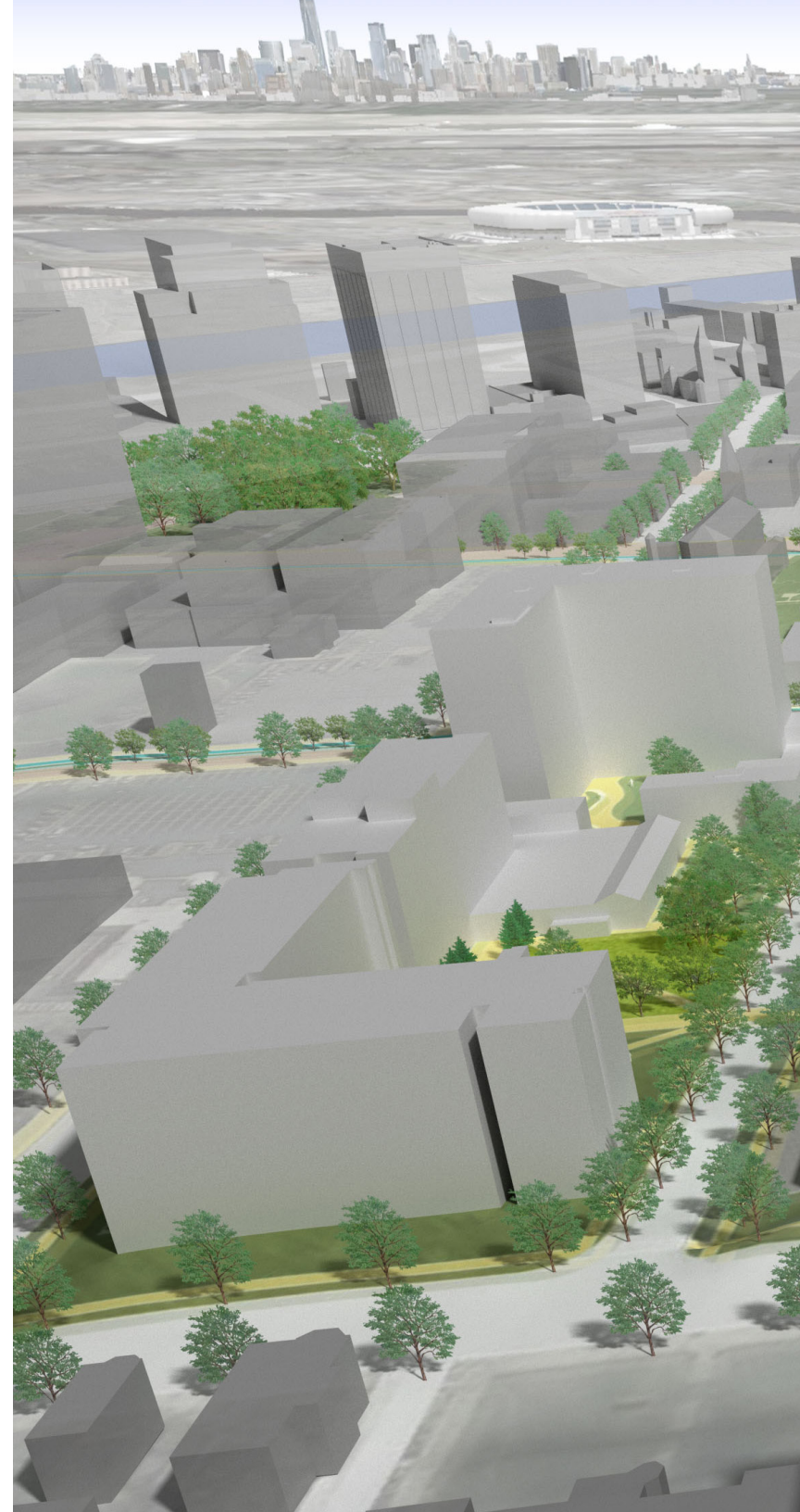
Diagram of the proposed atrium and social stair at the Robeson Campus Center

COLLEGE WALK

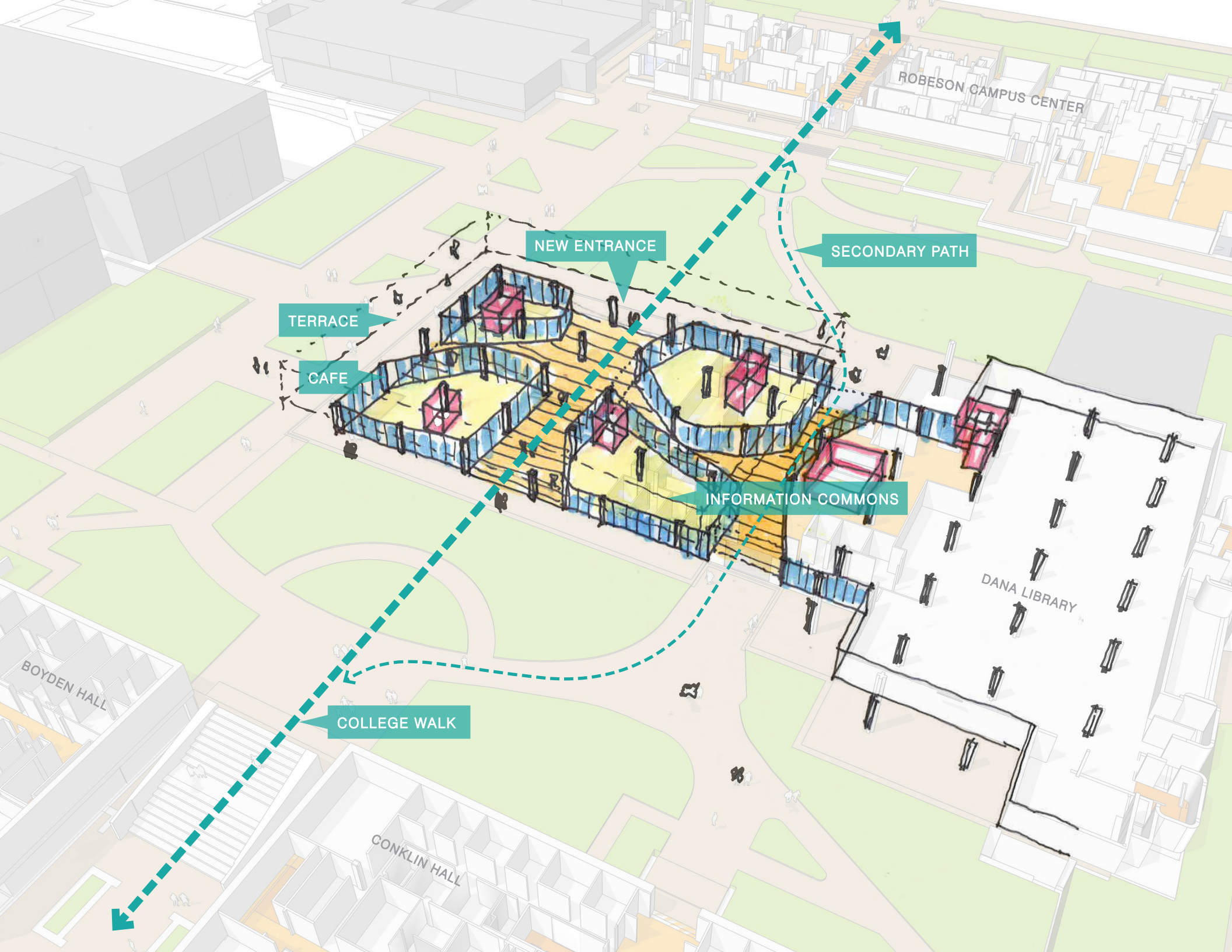
College Walk is an initiative to enhance the New Street corridor through the RU-N campus, and include both building projects and open space improvements. The proposed corridor provides a direct connection to Military Park, integrating the RU-N campus into the City of Newark. It is anchored by several proposed projects, including improvements to the Robeson Campus Center and the Dana Library, and the creation of a transit hub and the HLLC. College Walk aims to create a more permeable, connective link through the campus, with visually and physically open ground-floor environments that showcase continuous learning and interaction between faculty, staff, students at RU-N.



Plan view of College Walk







ROBESON CAMPUS CENTER

NEW ENTRANCE

SECONDARY PATH

TERRACE

CAFE

INFORMATION COMMONS

DANA LIBRARY

BOYDEN HALL

COLLEGE WALK

CONKLIN HALL

Commuter Hub: The campus gateway at University Avenue and New Street is enhanced with the creation of a transit hub at Conklin Hall, along College Walk. Located on the building's ground floor, the hub is envisioned as a place for students to wait for the bus or their next class, in proximity to amenities that could include a café and grab-and-go food options. The hub also serves to better welcome students and visitors to the campus, and helps define the pedestrian gateway at Washington and New Streets.

Honors Living Learning Community and Residential Facility (HLLC): Identified in the Strategic Plan as a priority, the HLLC will further expand the residential population on campus by 500 beds. Located at New and Washington Streets, the HLLC is an anchor along both College Walk and Washington Street. High-activity ground-floor uses are envisioned for the building, in order to contribute to the highly engaged environment along College Walk. These uses will tie into the improvements to the campus center and library, the proposed transit hub, and planned ground floor retail in the Hahne's and Prudential developments.



Rutgers University–Newark students in Norman Samuels Plaza, with the Dana Library to the right

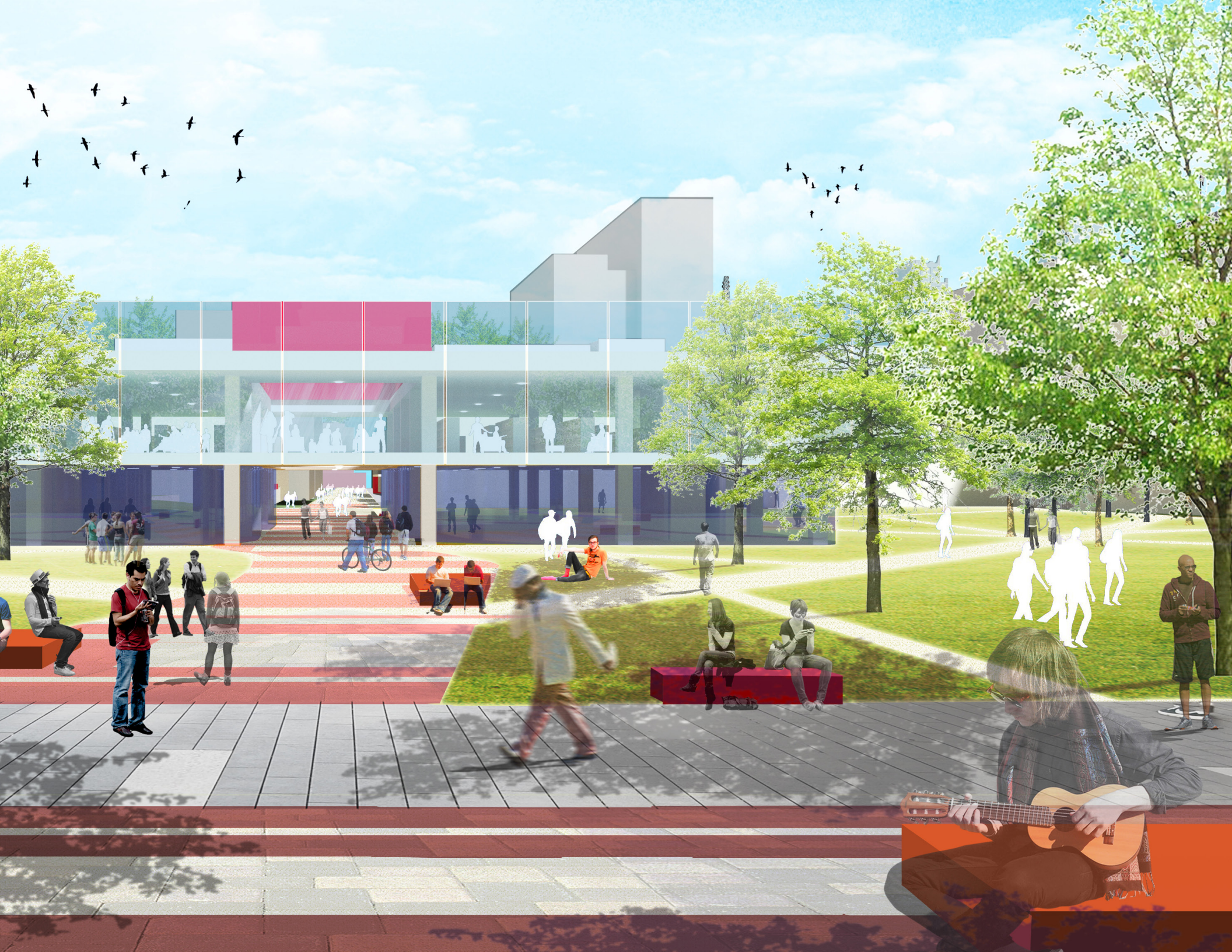
DANA LIBRARY INFORMATION COMMONS

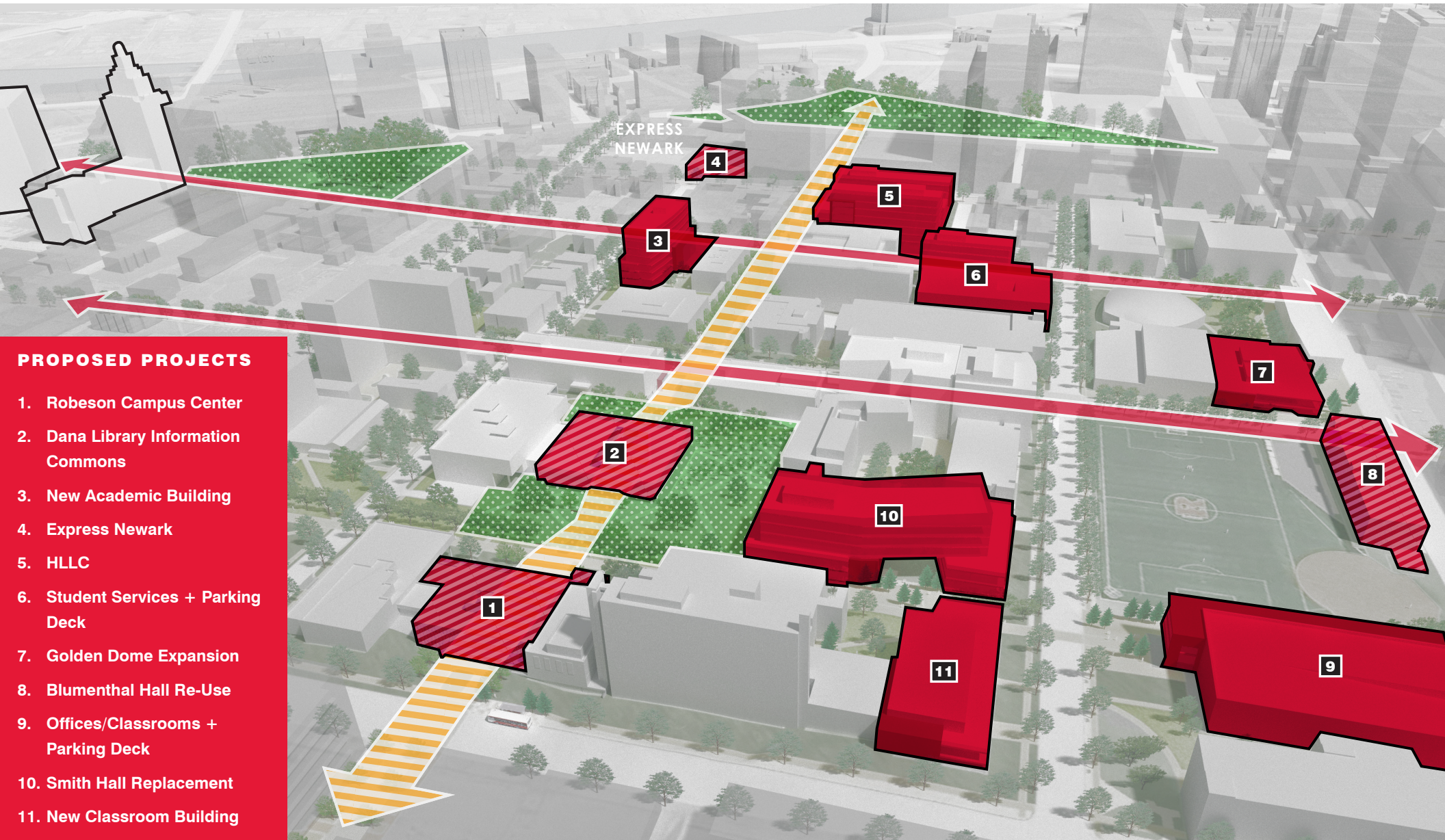
Rutgers 2030 proposes to reinvigorate the ground floor of the Dana Library, transforming it into a permeable, visible hub of activity that anchors the campus core. A new exterior pass-through will allow pedestrians to easily traverse College Walk, while the interior of the ground floor space will be divided into segments that correspond to different learning areas and potentially a cafe. Secondary pedestrian access to the library stacks and offices will be clarified through the landscape. The glass facade at the ground level is also proposed to be replaced, in order to allow activity within the building to be visible both during the day and the evening. At the same time, it is proposed that the third floor shell space be retrofitted and activated.



Plan view of the campus core







WASHINGTON STREET CORRIDOR

Washington Street is a major vehicular thoroughfare on campus, and is a primary pedestrian and vehicular route between Rutgers Business School and the main campus. The expansion of Rutgers Business School (RBS) at 1 Washington Park, combined with 340 beds of housing currently under construction at 15 Washington and an increasing number of non-RBS majors taking RBS classes, makes a well-defined connection between RBS and the main campus a priority.

The northern gateway to campus at RBS is already defined by 1 Washington Park, 15 Washington Street, and Washington Park. However, the connection back to the main campus can be improved through the transformation of the streetscape and the addition of strategic anchors along the length of the street to campus. The proposed anchors along Washington Street are intended to activate the street with diverse uses, and stimulate supporting private development such as retail dining locations, shopping, and other amenities. The three anchors include the following proposed initiatives:

Bleeker and Washington Streets: A new academic building east of Ackerson Hall will better establish the gateway to the main campus from RBS and increase RU–N presence on Washington Street. This building is a long-term development option, and its use is flexible depending on University needs when it is funded and built.

Washington and New Streets: The ground floor of the new HLLC is an opportunity to activate the building's Washington Street frontage, making out-of-classroom learning and interaction visible along the street.

Washington and Warren Streets: A potential use for this property would be a new administrative building that could house offices and student services functions. The building is attached to a parking deck on its west side, intended to provide much-needed flexibility to the campus parking network, as well as short-term parking for student services visitors.

The existing streetscape along Washington is pedestrian-friendly in stretches, but is inconsistent in paving, vegetation, lighting, and signage. The master

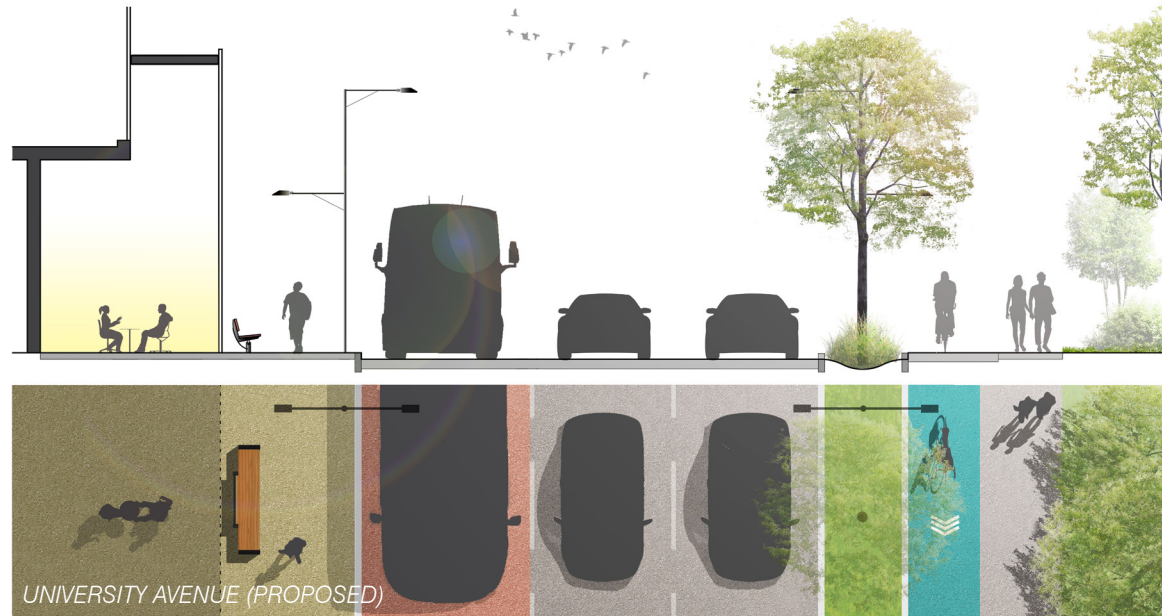
plan proposes to implement a consistent streetscape aimed at improving the pedestrian experience, and the visual RU–N experience for vehicular traffic. Because property ownership varies along Washington Street, the implementation of a consistent streetscape will require collaboration between Rutgers, the community, and other Washington Street property owners.

The University also has the opportunity to spur new development in vacant and underutilized properties along Washington Street. With the critical mass of students, faculty, and staff traveling between 1 Washington Park and the main campus, as well as the proposed projects anchoring the southern stretch of Washington Street, there is great potential for development to support the University community. This development can help breathe new life into Washington Street by creating a more dynamic and active connection between the main campus and 1 Washington Park, and could also provide options to NJIT and ECC students, faculty, and staff. The proximity of Washington Street to the Hahne's development and the new Prudential headquarters could provide further volume to the market.

UNIVERSITY AVENUE CORRIDOR

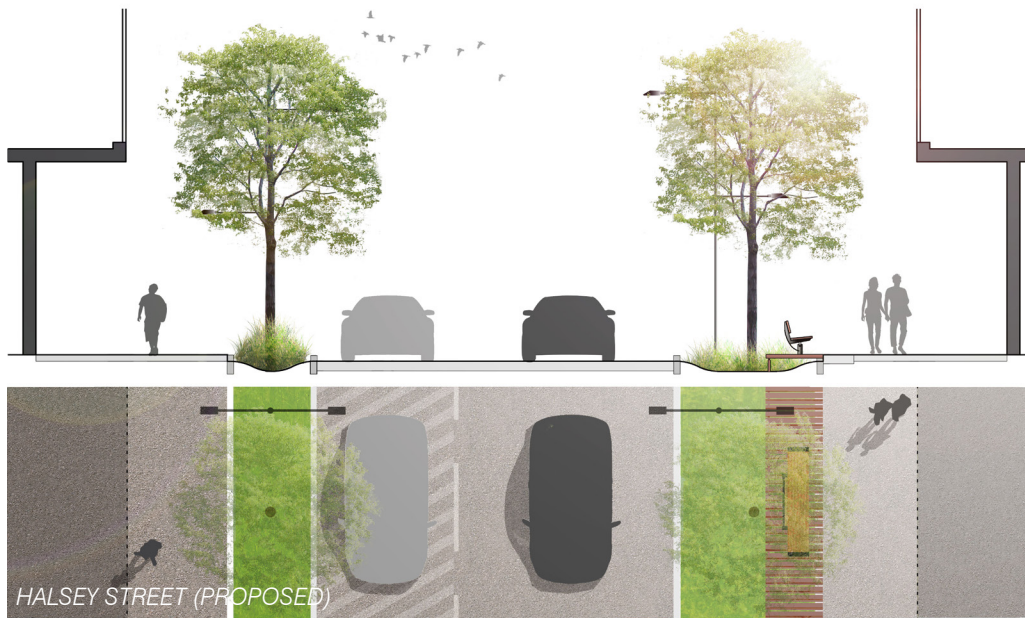
Within the main quad, RU–N owns the frontage along both sides of University Avenue, making it an important internal street along the stretch through campus. The master plan proposes to transform University Avenue into a more pedestrian-oriented corridor through streetscape improvements and the introduction of a bike lane. The improvements are targeted at creating a cohesive and consistent streetscape that is branded with the Rutgers identity, to enhance wayfinding and visually link the campus across both sides of the street.

Beyond streetscape improvements, the master plan proposes interventions at key points along University Avenue. The intersection of University Avenue and New Street is a major campus gateway for pedestrians, especially for commuters heading to the campus core from Deck 1. The master plan proposes to enhance this gateway, through landscape improvements as well as the addition of a transit hub and lounge in Conklin Hall. A potential collaboration space with the community and Essex County College could be located at Blumenthal Hall after student services functions move to their new location anchoring the gateway at Raymond Blvd and University Avenue.



Central to the support of pedestrian, bicycle, and transit on the campus, Rutgers 2030 establishes as a tenet that as many streets on campus as possible should be Complete Streets. This design philosophy states, simply, that streets should accommodate all users in all modes. Some streets may give priority to the automobile and others to bicycles or transit, but the mobility of all modes is important.

The street sections above and to the right illustrate potential reconfigurations of University Avenue and Halsey Streets, both of which are proposed to be improved in Rutgers 2030. A one-way bicycle lane is proposed on University Avenue, while adjustments are proposed on Halsey Street to make it more pedestrian-focused.



Where roads are owned by the University, roads should accommodate bicycles and pedestrians. Existing roads should be reviewed to determine how non-auto modes are accommodated and whether low-cost improvements can provide bicycle and pedestrian accommodation.

While Rutgers does not have direct control of roads off-campus – and some through campus – it will be important to continue to work cooperatively with local jurisdictions to enhance bicycle and pedestrian accommodations. In some cases, it may be preferable to provide parallel facilities where modifications to existing roadways are too complicated or too costly.

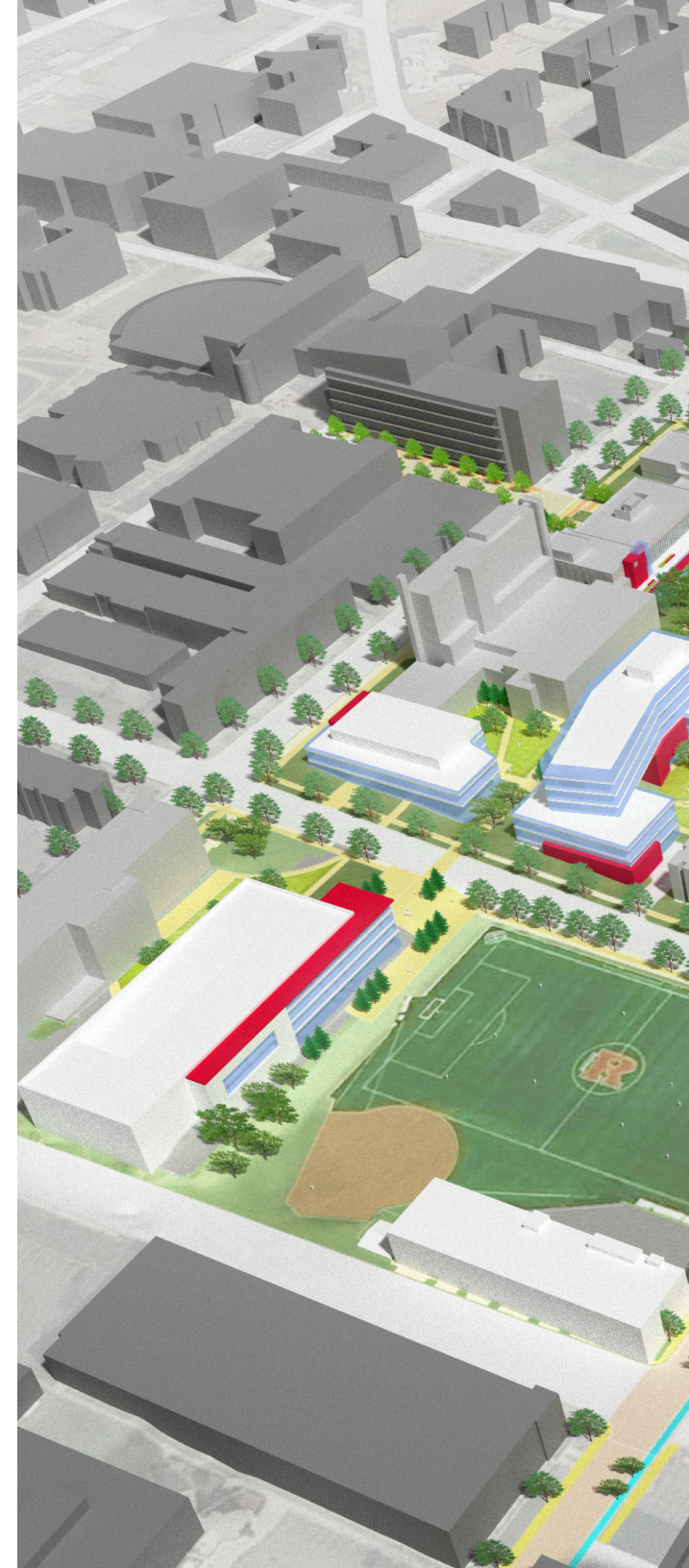
HALSEY STREET CORRIDOR

Anchored by the Hahne’s Building development, Express Newark, the new Prudential HQ, and the HLLC, there is significant potential to revitalize Halsey Street as a retail corridor. The master plan proposes streetscape improvements to enhance pedestrian access to Halsey Street, as a starting point for collaboration with other developers and owners along Halsey Street. Urban open spaces can be discussed with other stakeholders, potentially including the HLLC quad. The University, Prudential, and Hahne’s developers, as the anchor tenants along Halsey Street, have the opportunity to collaborate on a vision for this new retail corridor.

WARREN STREET CORRIDOR






In the long term, the southwest area of the main campus represents additional expansion opportunity as other development sites are built out. There are multiple options for developing this area. The development of this area will redefine the Warren Street corridor, as well as the campus gateway at Warren Street and MLK Blvd. Depending on the University’s needs, this corner of campus can be developed with more of a focus on

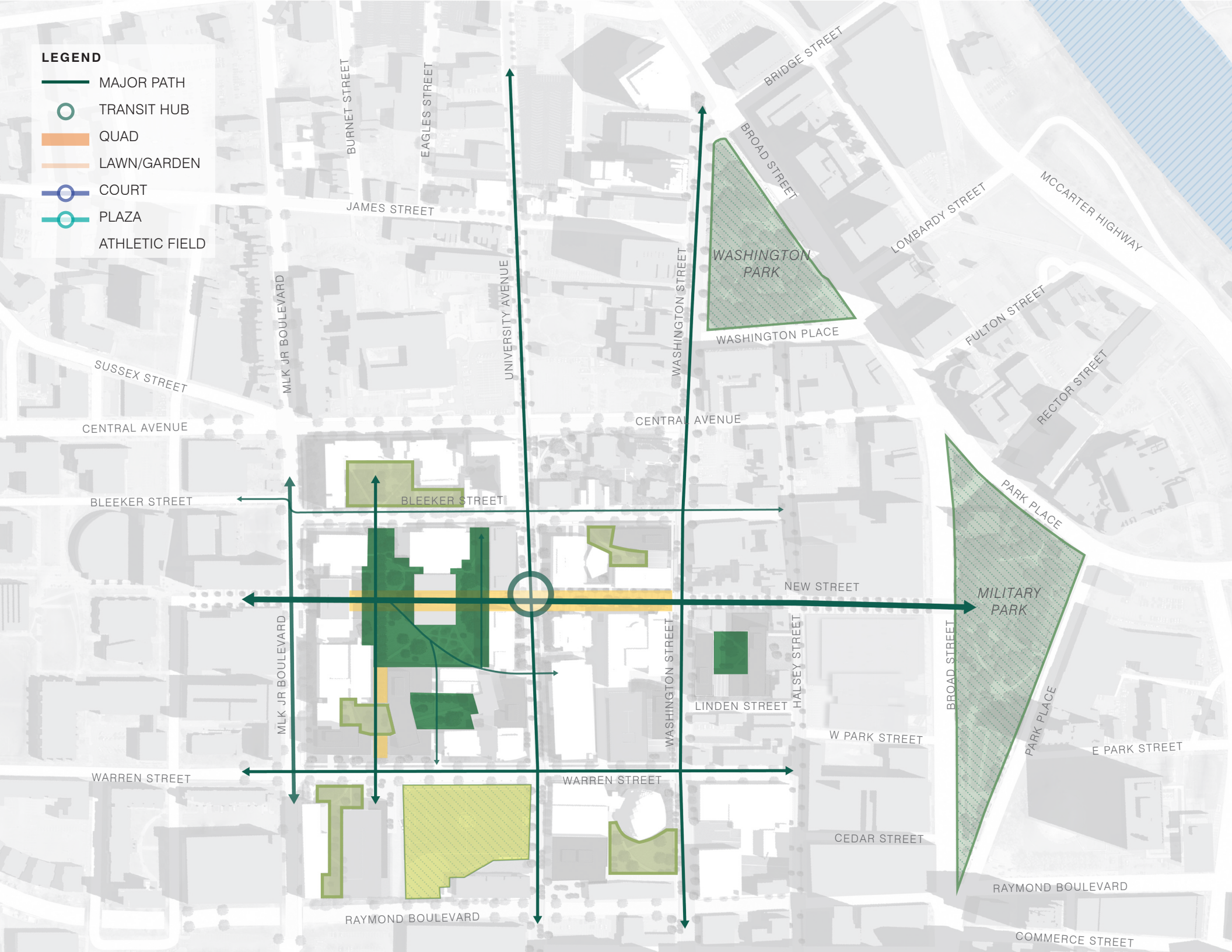
academic expansion including classrooms, offices, and research space, or a combination of academic and support functions, including classrooms, offices, structured parking, and possibly additional fitness space. The master plan also proposes landscape improvements that connect this area into the campus core, and integrate it into the open space network. Bradley Hall represents a long-term development opportunity, as the rest of the gateway sites are filled.





LEGEND

-  MAJOR PATH
-  TRANSIT HUB
-  QUAD
-  LAWN/GARDEN
-  COURT
-  PLAZA
-  ATHLETIC FIELD



4.3 Open Space and Natural Systems

In urban locations such as the City of Newark, open space is at a premium. Rutgers University–Newark 2030 proposes primary, supporting, and infrastructural landscape interventions that improve connectivity on campus and integrate campus buildings into a cohesive whole, as well as further integrate the campus into Newark’s urban fabric. Landscape also aids wayfinding by providing students, faculty, staff and visitors with unique visual cues to orient themselves on campus.

PRIMARY INTERVENTIONS

Norman Samuels Plaza – Formerly a paved plaza, RU–N’s central quad has since been transformed into its current urban green, with mature trees, lawns, and outdoor seating areas. The master plan proposes to revitalize the quad by integrating it into the College Walk initiative, providing a more direct physical connection between the Robeson Campus Center, the Dana Library, and the transit hub at Conklin Hall.

Life Sciences Quad – The renovation of Smith Hall is also an opportunity to reinvigorate the quad enclosed by the life sciences academic buildings. The proposed

building will enlarge the quad, and include a ground-level pass-through that will increase its accessibility.

SUPPORTING LANDSCAPES

Supporting landscapes include smaller quads that provide open spaces for smaller portions of the campus, allowing faculty, staff, and students in the adjacent buildings to gather outside in good weather. These include quads of varying sizes at Ackerson Hall, HLLC, north residence hall, Hill Hall, Golden Dome, and Bradley Hall. Many of these landscapes replace surface lots that will be accommodated in proposed parking decks, and extend the landscape network throughout the campus. They also enhance the attractiveness of the campus for visitors, especially at gateways to campus, and represent opportunities to create additional unique open spaces to the campus.

LANDSCAPE INFRASTRUCTURE

Landscape infrastructure includes elements that reinforce and supplement major pedestrian corridors campus edges, connections from parking lots and decks to campus, and connections into the

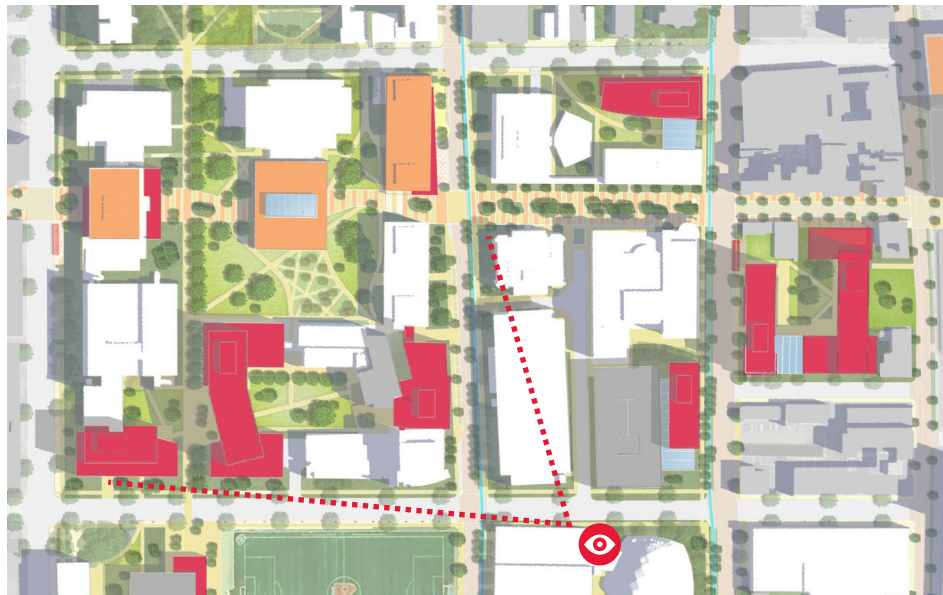
urban fabric from campus. Improving landscape infrastructure helps to provide visual continuity for the campus fabric, in addition to providing shade, vegetation, and a pleasant pedestrian experience. Proposed streetscape improvements will improve visual continuity along University Avenue, Washington Street, Dr MLK Jr Boulevard, and Warren Street. Interior campus connectivity will be improved by the proposed College Walk and a north-south corridor extending from the Talbott Apartments and Woodward Hall to Bradley Hall and the proposed parking deck.

OFF-CAMPUS LANDSCAPE NETWORK

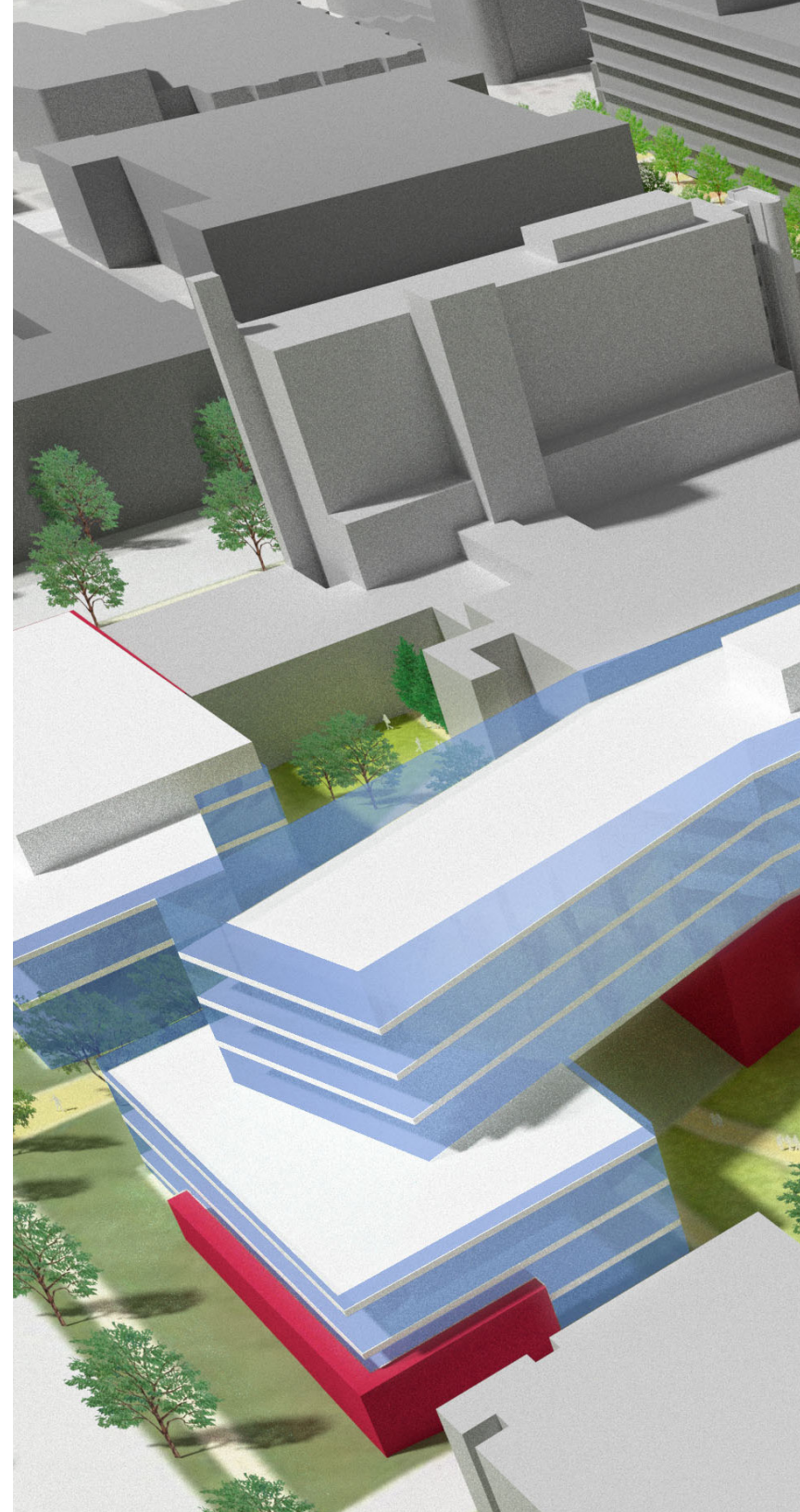
Integration into off-campus landscape network is essential for RU–N, given its urban location. While campus open spaces are constrained by limited land, the city park system provides an additional amenity to RU–N students, faculty, and staff, especially at 1 Washington Park, where campus properties do not include open spaces. Initiatives including College Walk and the new housing under construction at 15 Washington Street will increase connectivity to Washington and Military Parks.

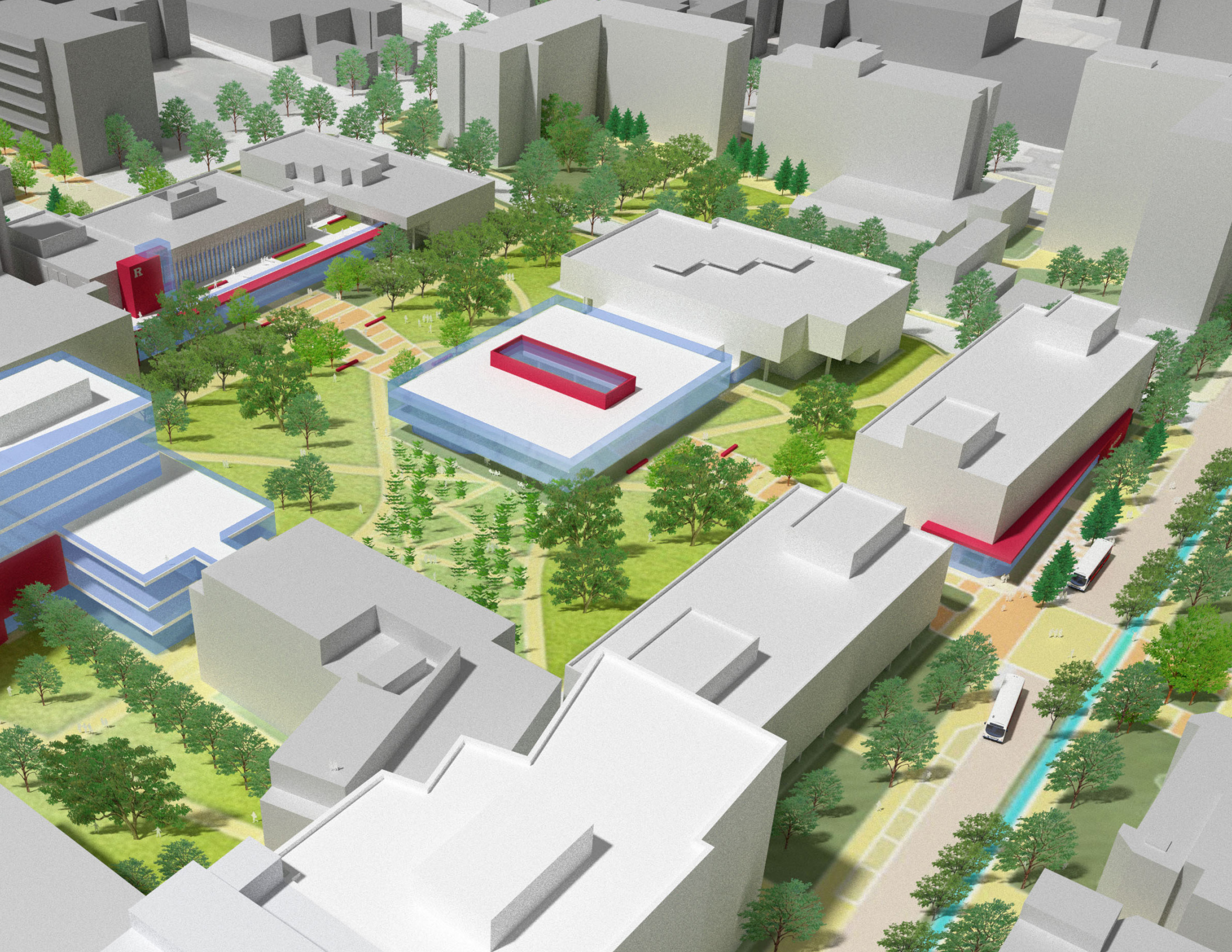
NORMAN SAMUELS PLAZA

Norman Samuels Plaza is the connective element between the two hubs of the campus core: the Robeson Campus Center and the Dana Library. The proposed College Walk initiative includes improvements to the plaza, including a wide paved path between the two buildings that serves both as a pedestrian connection and a staging area for events like homecoming or temporary student group tables. The tree cover in the plaza has been redistributed to provide a balance of open lawn and wooded areas, maintaining existing levels of biodiversity, and reducing the paved, impervious area on campus. The intent of the improvements is to provide a seamless campus environment from indoors to outdoors.



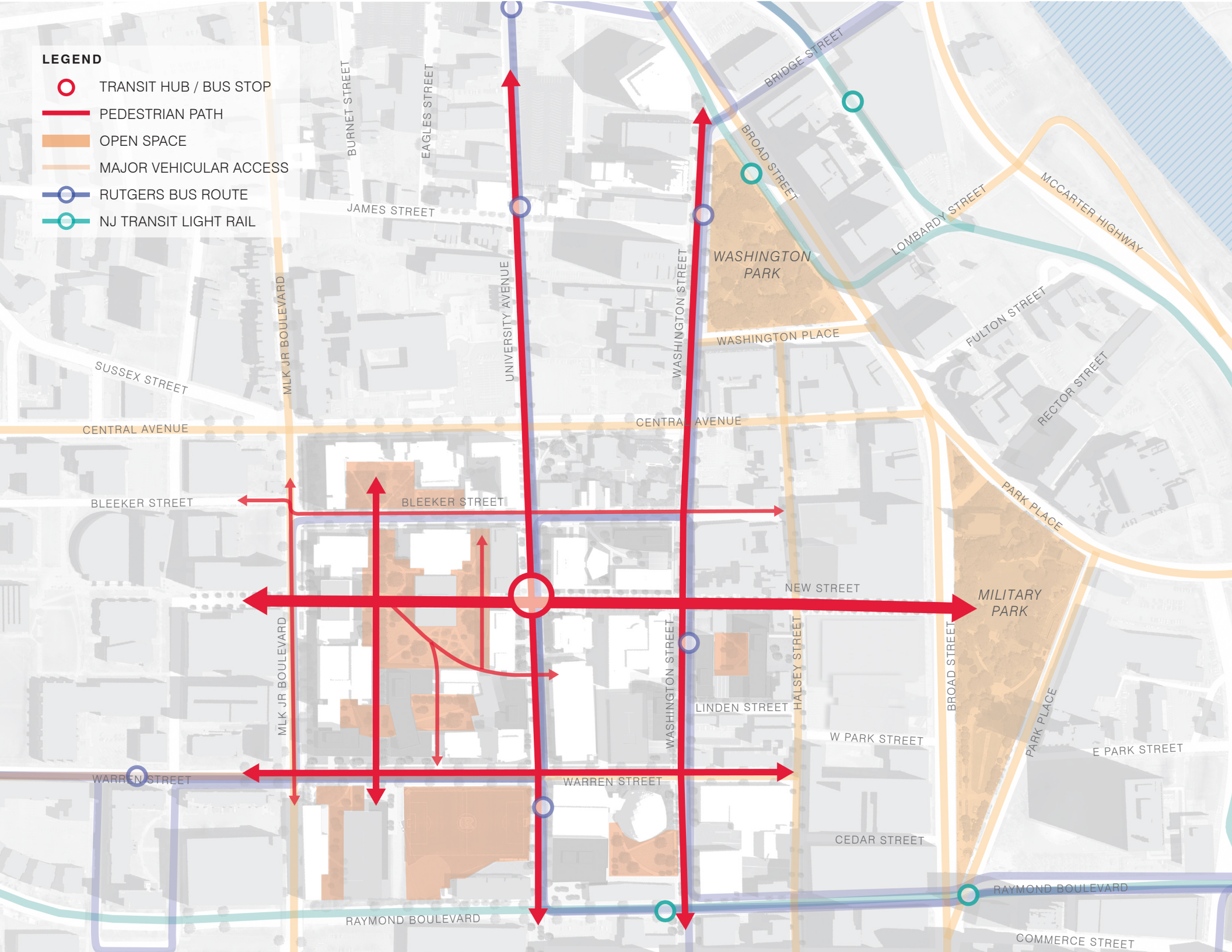
Plan view of Central Quadrangle





LEGEND

- TRANSIT HUB / BUS STOP
- PEDESTRIAN PATH
- OPEN SPACE
- MAJOR VEHICULAR ACCESS
- RUTGERS BUS ROUTE
- NJ TRANSIT LIGHT RAIL



4.3 Mobility

Corridor improvements form the basis for the mobility framework of the master plan. These enhancements will serve to enliven these corridors and reinforce them as the primary axes for movement within the campus and into Newark. The master plan also recognizes that there is a wide array of movement within and to the campus that must be accommodated, much of which can be enhanced.

PARKING AND THE CAMPUS CORE

The plan envisions that as part of the campus-wide enhancements to streetscape and landscape, special attention will be paid to the connections between key parking locations, particularly garages, and the campus core. Most existing RU–N parking facilities, and the paths that lead from them, are indistinguishable from any other urban parking facility. Enhanced connections will serve to reinforce the University’s presence in these locations. Enhancements not only improve the quality of the pedestrian experience, they can enhance the perceived safety and increase activity.

Connections between parking and the RU–N campus are also important to visitors. Those who park in

visitor spaces may not immediately know how to find the center of campus or other key destinations. The proposed streetscape enhancements will reinforce the identification of the correct path and improve the overall experience for visitors. Such improvements will be increasingly important as the success of the “third spaces” encourages a wider cross-section of visitors comes to campus. For many, this walk is their first experience of the campus and of RU–N.

OFF-CAMPUS LOCATIONS

The master plan recommends that the University work continue to work collaboratively with the City of Newark and downtown improvement districts to enhance pedestrian connections to key off-campus locations. Destinations such as Military Park, Penn Station and other city locations all represent key linkages to the City and reinforce the Strategic Plan’s goal that the University be *of* Newark. Efforts would include enhanced streetscape, landscape, and overall maintenance. As noted above, some of these connections may need nominal improvements while others are envisioned to be completely reimaged as pedestrian spines.

CAMPUS BICYCLE LOOP

As part of the University’s commitment to enhancing bicycle usage, the plan recommends the creation of a bicycle loop within the campus that provides connections to City routes and more distant destinations. The primary component of this loop would be the construction of a southbound bicycle lane along University Avenue. Coupled with the existing lane on Washington Street, the two would provide easy circulation of the campus.

ON-CAMPUS PARKING

The master plan recognizes that the campus is growing; that growth will come with increased demand for parking. RU–N is committed to sustainability and encourages the use of public transportation. The majority of commuters arrive at the campus today by car, and while the plan envisions that a smaller proportion will do so in the future, it also recognizes that such change will take time. Moreover, as most new buildings will occur on existing surface lots, it will be important to accommodate replacement of those lost spaces.

The plan identifies locations for additional parking garages to accommodate growth in enrollment and employment. At the same time, it recognizes that to the extent that RU–N is successful in decreasing student and employee demand for commuter parking through changes to the parking permit system, it may not need to build all of the identified parking.

Overall, current enrollment projections would necessitate approximately 300 additional spaces in the coming decade at current demand rates. Additionally, the proposed development, including both new parking decks, would eliminate nearly 600 surface spaces, bringing the total spaces needed within the ten year period to nearly 900. The two proposed garages would accommodate approximately 1,000 spaces, thus allowing for some modest future growth.

While the current plan focuses growth around the main block, if the emphasis shifts to the north at 1 Washington Park, for example, it will be important to reevaluate placement of any new supply. The northern lots are often full today and would likely not accommodate additional programming; the Eagle and Essex lots are candidate sites for a parking deck.

Similarly, if adjacent areas are redeveloped by a third party, RU–N may be able to partner with them to share supply, rather than building a new standalone deck.

PARKING DEMAND

While changes in demand for parking are unlikely in the short term, the University can work to reduce parking demand in the coming years. The campus is urban and well-connected to the transit network, with good accessibility on-foot and improving bicycle conditions. RU–N has an opportunity to embrace its urban setting and actively promote and market these alternatives to driving to campus. Programs to support these choices and provide education on the alternatives, often collectively referred to as Transportation Demand Management (TDM) are well-proven, cost-effective ways to reduce the demand for parking.

One of the complications facing Rutgers University is that parking across all of its campuses is treated uniformly, even though the context and costs are vastly different between Newark and New Brunswick. Moreover, because there is just one permit type, and its price is salary-based, there is no ability to

use a market-driven approach, letting parking price influence commute decisions. In all, without change to the parking permitting system, it will be difficult to reduce future parking demand (and may also be difficult to pay for the new parking needed to satisfy this demand). It is recommended that a comprehensive study be commissioned, in order to identify and implement strategies addressing this issue.

TRANSIT CONNECTIONS

The plan recognizes that while the campus is physically connected to the region's transit network, many are unaware of or are unwilling to use transit to commute to RU–N. In order not to rely solely on the automobile as the campus enrollment grows, it is important that RU–N embrace regional transit – identified as a strength of the RU–N campus in the Strategic Plan. The plan envisions several enhancements:

Transit Hub in Conklin Hall. This space would provide enhanced waiting area for those taking the Rutgers Shuttles or NJ Transit buses, possibly co-located with a coffee shop and other amenities. The space would provide a hub for students, faculty, and

staff, not just while waiting for the bus.

Embrace Light Rail: The Washington Street Light Rail station, though essentially on-campus, is ignored by many. The master plan calls for an enhanced pedestrian connection to better integrate the stop into campus. The improved streetscape, sightlines, and lighting should also help address any concerns of personal security while entering or existing the station. The campus is also within walking distance of the Military Park and Washington Park light rail stations.

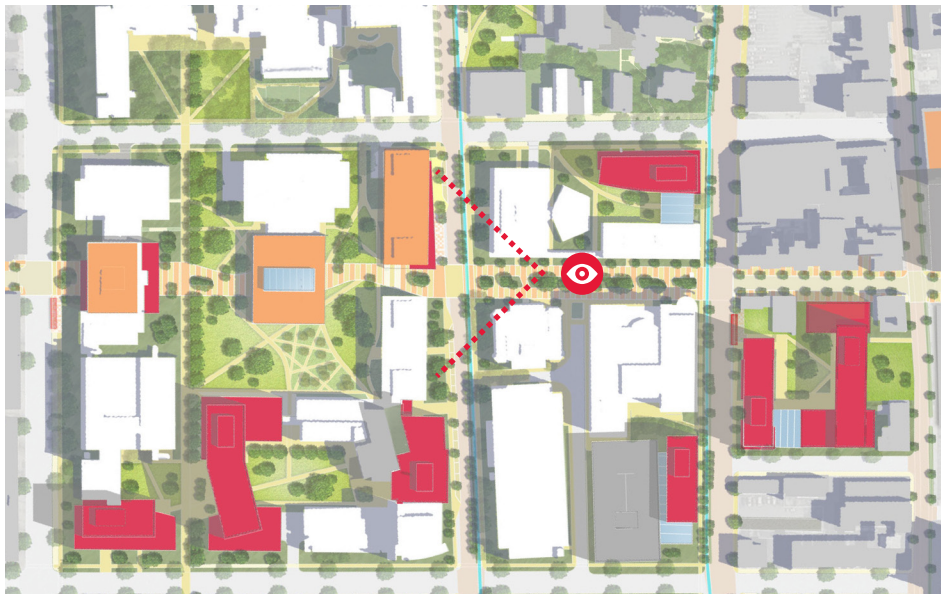
Enhance Pedestrian Connections to Rail Stations: Although many may take the Rutgers shuttles, and some the light rail, between campus and the Penn and Broad Street Stations, both stations are just a short walk from campus. The master plan proposes that RU–N work cooperatively with the City and improvement district to enhance the pedestrian environment along Raymond Boulevard and University Avenue between campus and each station.

Improve Shuttle Reliability along Raymond Boulevard: Penn Station is an important commuter nexus for Rutgers; many employees and students

access the campus via commuter rail and Path trains. The majority of these commuters will continue to use the Rutgers shuttle to reach campus. Unfortunately, traffic along Raymond Boulevard can make travel unpredictable and, at times, quite slow. The master plan suggests that RU–N work with the City to study traffic operations and determine if transit signal priority or similar improvements would be feasible.

TRANSIT HUB

Rutgers University–Newark 2030 proposes a transit hub at the ground floor of Conklin Hall, along College Walk, with a cafe, seating, and technology for studying and tracking shuttle locations. The transit hub is integrated into the University’s shuttle system, offering a sheltered space for students, faculty, and staff to wait for shuttles and classes. The hub also acts as a gateway to the main quad, for the RU–N community as well as visitors to the campus. In addition to the hub, the connecting plaza and staircase is re-envisioned to frame the view towards the Dana Library. Streetscape improvements along Washington Street include lighting, paving, and a new bus lay-by, which will allow for safer boarding of University shuttles.



Plan view of Transit Hub





RUTGERS UNIVERSITY-NEWARK TODAY



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RAYMOND BOULEVARD

COMMERCE STREET

CEDAR STREET

W PARK STREET

LINDEN STREET

NEW STREET

MILITARY PARK

PARK PLACE

WASHINGTON PLACE

WASHINGTON PARK

MCCARTER HIGHWAY

LOMBARDY STREET

FULTON STREET

ELCTOR STREET

BRIDGE STREET

BROAD STREET

ESSEX STREET

EAGLES STREET

BURNET STREET

JAMES STREET

JAMES STREET

MLK JR BOULEVARD

SUSSEX STREET

CENTRAL AVENUE

BLEEKER STREET

WARREN STREET

RAYMOND BOULEVARD

UNIVERSITY AVENUE

WASHINGTON STREET

CENTRAL AVENUE

BLEEKER STREET

UNIVERSITY AVENUE

WARREN STREET

RAYMOND BOULEVARD

BROAD STREET

E PARK STREET

COMMERCE STREET

RUTGERS UNIVERSITY–NEWARK CAMPUS TODAY

BUILDINGS

1. 1 Washington Park
2. Physical Plant
3. Family Housing
4. 15 Washington Street
5. Talbott Apartments
6. Woodward Hall and Stonsby Commons
7. Graduate Housing
8. University Square
9. IECME, Cornwall Center, and MFA Program
10. Robeson Campus Center
11. Dana Library
12. Conklin Hall
13. Ackerson Hall
14. Center for Urban and Public Service
15. Hill Hall
16. Smith Hall
17. Aidekman Research Center
18. Boyden Hall
19. Engelhard Hall
20. Center for Law and Justice
21. Greenhouses
22. Child Care Center
23. Olson Hall
24. Life Sciences Center I
25. Bradley Hall
26. Alumni Field
27. Blumenthal Student Services Building
28. Golden Dome

STRUCTURED PARKING

1. Deck 1
2. Deck 2
3. Deck 3
4. Parking Deck (not currently in use)

RUTGERS UNIVERSITY-NEWARK 2030

- █ PROPOSED NEW CONSTRUCTION
- █ PROPOSED PARKING DECK
- █ PROPOSED RENOVATION
- █ EXISTING BUILDING



RUTGERS UNIVERSITY-NEWARK CAMPUS 2030

- Projects Under Construction or in Design
- New Construction + Renovation
- Infrastructure + Parking
- Landscape + Stormwater

Projects Under Construction or in Design/Planning

- A Rutgers Business School expansion
- B 15 Washington Street
- C Express Newark
- D Life Sciences Center II

New Construction + Renovation

- 1 Robeson Campus Center renovation + addition
- 2 Dana Library renovation
- 3 Conklin Hall Commuter Hub renovation + addition
- 4 New Academic Building
- 5 Honors Living Learning Community and Residential Facility
- 6 New Academic Building
- 7 New Academic/Research Building
- 8 Student Services or Office Building
- 9 Athletics Offices or Classrooms
- 10 University Avenue South Gateway
- 11 Golden Dome expansion
- 12 Washington Street South Gateway

Infrastructure + Parking

- 1 New Parking Deck
- 2 New Parking Deck
- 3 Streetscape Improvements

Landscape + Stormwater

- 1 Norman Samuels Plaza
- 2 College Walk streetscape
- 3 HLLC Quad
- 4 Life Sciences Quad
- 5 Warren Street West Gateway
- 6 Golden Dome Quad

