Appendix

The Appendix is a summary of the research and data which was developed during Phase 2 Approaches. The basis for future growth of UIC starts with the Campus Population Projections. The Plan Alternatives illustrate some of the evaluative process each Approach underwent during the distillation to the Preferred Plan. The Parking and Utilities information is provided as baseline information that will be further developed relative to the Preferred Plan. The enclosed background information with other collected research and data will used to further develop the Master Plan in Phase 3.

Campus Population Projections

The table below indicates the UIC campus projections for growth from current 2008 enrollment to future 2030 projections. The projections include a breakdown by population groups and indicates the East and West Side enrollment. Part of the key data is the numbers of patient/visitors projected for the West Side. This information has been used in the parking analysis projections for each Side of campus.

	2008		2030			
			East		West	
Campus Populations	East	West	Count	% Increase	Count	% Increase
Student FTE (4)	20,976	3,048	25,320	21%	3,700	21%
Faculty FTE (3, 4)	1,075	1,221	1,100	2%	1,250	2%
Admin. Professional FTE	1,076	2,019	1,200	12%	2,220	10%
Support Staff FTE (1)	1,891	1,735	1,980	5%	1,810	4%
Subtotal	25,018	8,023	29,600	18%	8,980	12%
Medical Center FTE (2)		4,040			4,240	5%
Average Daily Hospital Census		342			400	17%
Annual Patient Days		127,200			169,000	33%
Annual Clinic Visits		482,940			650,000	35%
Daily Visitor Estimate		1,710			3,600	111%

Notes

1. Support Staff FTE = civil service, graduate assistants, and small number of house staff
2. Medical Center FTE = employees and house staff
3. 2030 Faculty FTE shows an increase of 54, not 50 due to rounding
4. East and West Side Student/Faculty FTE are associated with location of home colleges
5. FTE not associated with colleges are allocated 50% east and 50% west
6. There will not be any growth in Faculty, AP or Support Staff FTE in administrative units
   The staffing of non-academic units (other than the Hospital & Clinics) is assumed to be static.

Source: Office of Facilities and Space Planning

Plan Alternatives
East Side

The East Side of campus is largely contiguous, though not quite a superblock, as it is bisected by five major streets. This parcelization of the East Side of campus allows for the loose assignment of working districts for studying alternate strategies geared toward immediate adjacencies and context.

Each alternatives on the following page can be isolated independently and considered, and is not strictly single-Approach dependent. The alternatives address greater specificity which may then be re-integrated back into the Approach-level macro planning scale.

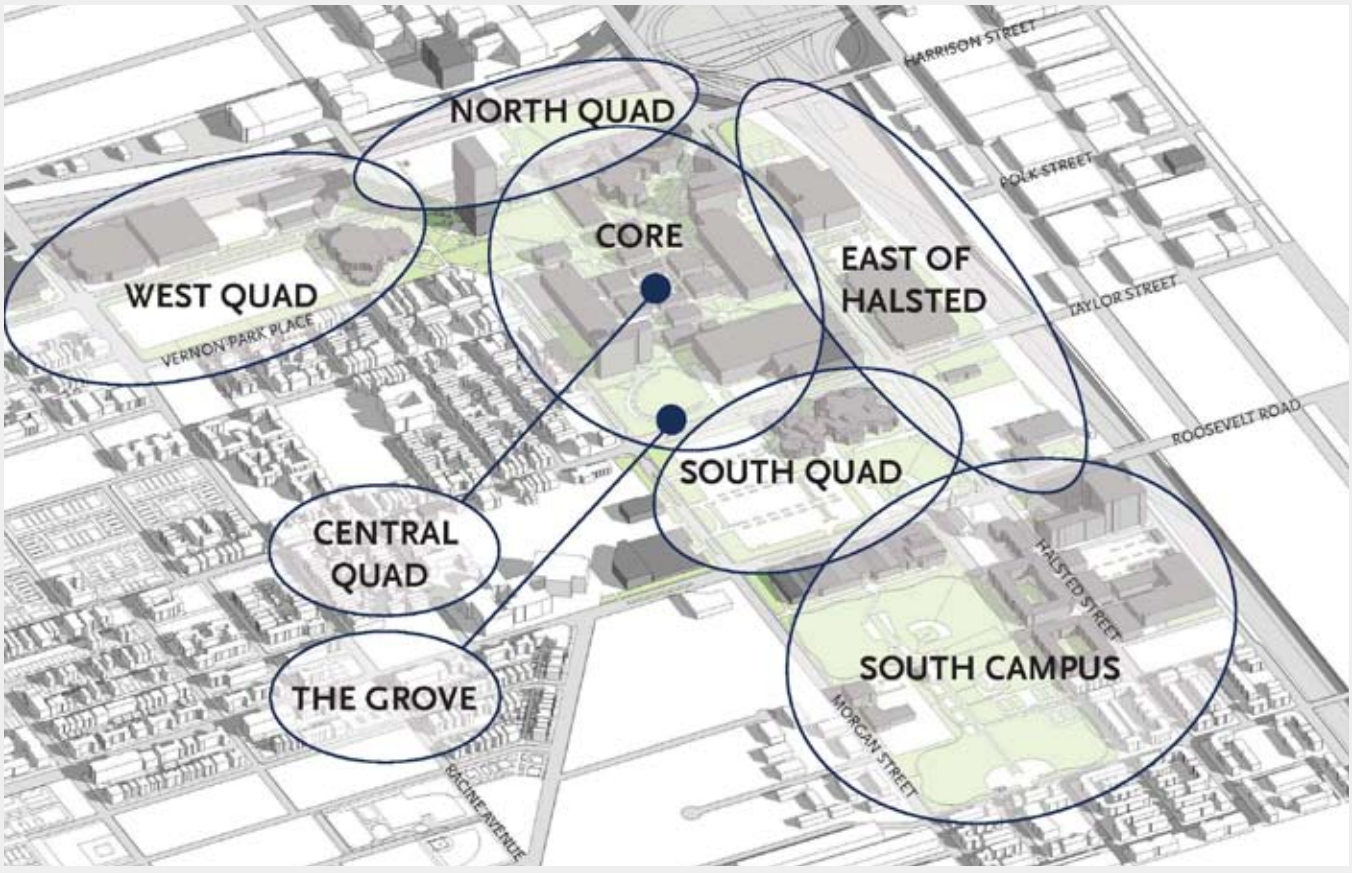


Figure A-5.1 East Side - District map

Alternatives: Core

In the East Side "Core" there are three buildings that could be removed: the ComEd substation, Lecture Centers B and E (Figure A6.1). Their removal allows for new building or landscape sites and could immediately change the look and feel of the East Side. The options below study various configurations of new buildings within the core, as well as potential additions, new open spaces and replacement buildings.

The ComEd site is a special condition, as it is an internal outparcel owned by an utility, that has long since been deactivated and left undeveloped. Alternatives for this site range from an open space between UH and Art & Architecture, to a potential building site that could be Art & Design Hall or a residence hall.

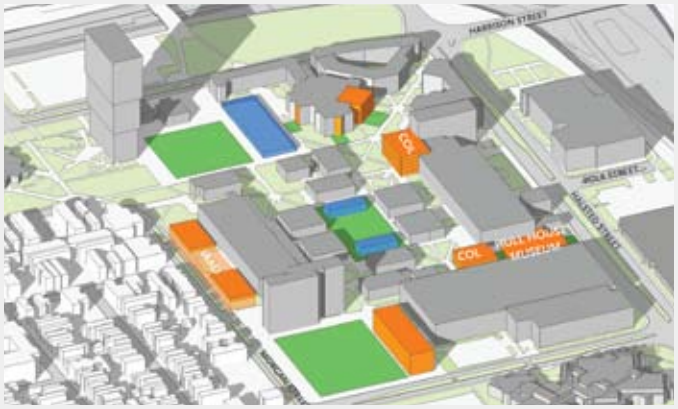


Figure A6.1

Remove Lecture Centers B & E and enlarge the Central Quad (center green in diagram), with relocated program. Demolish ComEd structure. Introduce smaller infill buildings within campus core at similar scale to existing pavilions.

Figure A6.2

Retain demolished ComEd site as open space. Enlarge Central Quad to be reconfigured as a signature open space. Demolish University Hall infilled with mid-size replacement buildings along periphery, with a more expansive landscape stretching from BSB to Art & Architecture (A&A).

Figure A6.3

Add new residence hall at ComEd site to integrate wiht adjacent existing halls, add addition to A&A building as potential location of Art & Design Hall.

Alternatives: Relocate or Remove University Hall

Based on input from the Advisory, Core and Executive Committees, the Master Plan studied the long-term possibility of replacing University Hall (UH) with a new structure(s). Though an iconic landmark from the original Netsch campus, UH is deteriorating, as evidenced by the semi-permanent scaffolding surrounding the base. While there has been no conclusive determination to fund a significant façade renovation, improvement of energy consumption, and limited re-use opportunities, the alternate of demolishing the structure and dispersing the existing program to new and existing structures is potentially not cost effective. A technical assessment of the renovation alternatives was recommended to understand the accurate return on investment.

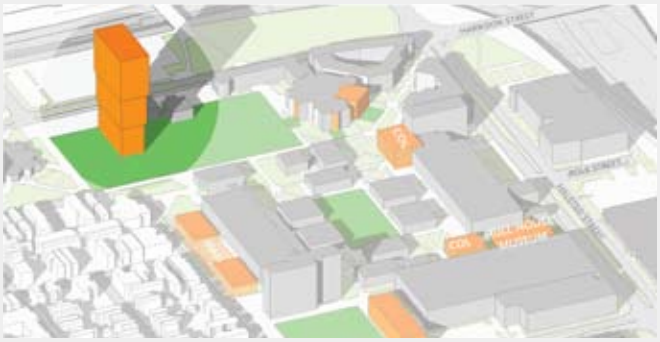


Figure A-7.3 Retain UH- either reclad facade or maintain existing facade.

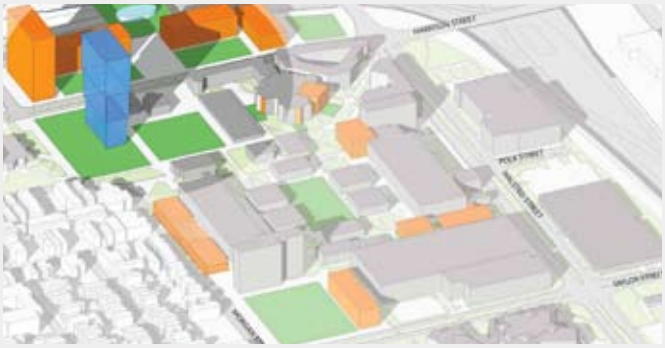


Figure A-7.1 Replace UH program with mid-rise buildings in North Quad. Allows for construction while UH is still occupied.

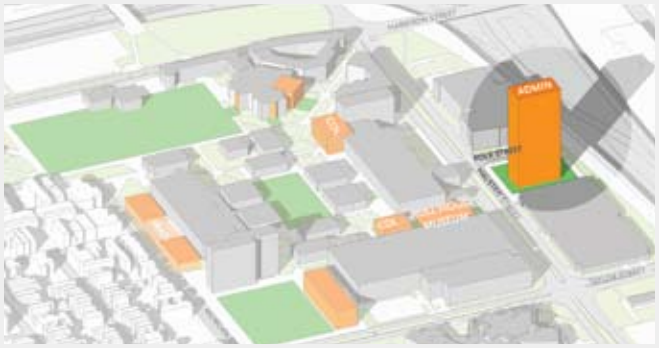


Figure A-7.4 Replace UH with a new tower on Polk & Halsted. Allows for construction while UH is still occupied, creates prominent new campus icon along Dan Ryan Expressway.

Figure A-7.2 Replace UH with dispersed, smaller scaled buildings in campus core. Maintain pedestrian scale of core over a larger area of campus.

Figure A-7.5 Replace UH with two consolidated mid-scale buildings on periphery of campus Core.

Alternatives: BSB & West Quad

Based on input from the Advisory, Core and Executive Committees, the Master Plan team studied various alternatives by which to address the long-term viability of the Behavioral Sciences Building (BSB). Also an original Netsch building, BSB faces issues of limited re-use opportunities due to its layout, ill configured spaces and building performance. In all alternatives, a new West Quad landscape is established on Lot 1, with surface parking relocated to a new enlarged parking structure north of Harrison Street.

Figure A-8.1

Retain BSB and expand academic use westward in a new West Quad.

Figure A-8.2

Remove BSB and replace with lower scale West Quad buildings to better connect to campus core.

Figure A-8.3

Replace east end of BSB with new building addition. Keep existing parts of building that function well and replace some disfunctional areas.

Alternatives: Student Services Location

The Student Services building location needs to be easily accessible from all points to serve both East and West Side populations. Student Services is a multi-function space, and often the first point of contact, or gateway, between UIC and the general public. Although the current Student Services location at Harrison and Halsted Streets currently houses all functions within a single building, the geographic location on the edge of the East Side which is remote from the pedestrian core of both sides of campus and is in a former retail building not tailored to its unique function (Figures A-8.1-2). Student Services is one of the main campus destinations, drawing pedestrian traffic from both Sides of campus. As such, a "one-stop shopping" for Student Services can be an important catalyst for activating the core of the East Side while concentrating east-west pedestrian traffic along Taylor Street.

Figure A-9.1 Relocate across Halsted Street from Student Center East. Easily accessible by shuttle and adjacent to 24/7 activity of SCE, this location is further away from the West Side of campus.

Figure A-9.2 Relocate to corner of Taylor and Morgan Streets. Form a gateway at the Taylor retail/pedestrian corridor, anchor proposed future South Quad and maintain a location close to the core of the East Side yet well within easy reach of the West Side (closer than its existing location).

Alternatives: South Quad

The South Quad would transform Lot 5 into a new quadrangle, wrapping Science & Engineering South (SES) and establishing a positive UIC presence along Morgan, Roosevelt, and Halsted streets. The South Quad would provide expansion potential for laboratory, classroom, and student residential dorms, as well as series of campus open space landscapes for passive recreation. As an anchor and connection to the neighborhood, Student Services should be considered as part of a mixed-use student residential development located on the lower two floors.

Figure A-10.1a South Quad anchored by Student Services building at Taylor and Morgan Street, that connects to the east end of the Taylor Street retail corridor. This creates a continuous street wall of buildings along the south side of Taylor Street and contains the open space as an enclosed outdoor environment, closed off from the Grove.

Figure A-10.2a South Quad anchored by Student Services building with an open space connection north across Taylor Street. Provides a visual and landscaped connection across Taylor Street, forming a "green window" into campus looking north and south

Figure A-10.1b Diagrammatic building massing on Taylor Street looking east as indicated in Figure 5-16-a

Figure A-10.2b Diagrammatic building massing on Taylor Street looking east as indicated in Figure 5 -17-a

Figure A-10.1c Diagrammatic building massing from new South Quad green space looking north as indicated in Figure 5-16-a

Figure A-10.2c Diagrammatic building massing from new South Quad green space looking north as indicated in Figure 5 -17-a

Plan Alternatives

West Side

The driving force of the West Side is the relationship of the academic campus (notably the proposed TLC buildings) and the UIMCC hospital/patient care areas. The following study shows sequential ways to connect the two while maintaining their individual functionality and expansion needs. By keeping future growth within the bounds of the current campus through the development of a phased vertical tower hospital, the only expansion required south of Roosevelt Road(on non-UIC owned land) would be support space and other future related medical uses by other community partnerships.

Figure A-11.1 Begin construction sequence with New Hospital and EEI on available, UIC-owned land. Additional buildings and power plant on existing available land. Demolition is NOT the initial move

Figure A-11.2 As new construction replaces old facilities, move program out of buildings slated for demolition while infill construction continues to build core density

Figure A-12.1 Complete TLC as a continuously linked series of buildings forming an academic gateway toward Taylor Street. EEI and Ambulatory Care, along with vertical hospital, gives UIMCC immediate presence on Roosevelt Road

Figure A-12.2 Construct future Hospital phase linking to previous New Hospital tower. Allows program of existing 1960's hospital to move into new facility

Figure A-12.3 Final build-out has the core UIMCC, TLC and academic college functions contained within Ashland, Roosevelt, Damen, Polk campus borders, with ancillary and administrative functions only south of Roosevelt Road

Figure A-12.4 View of final alternate looking south-west that shows relationship to new open space

Parking Analysis

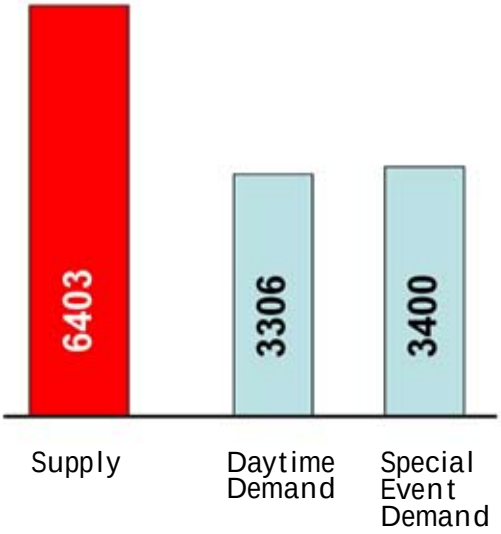
While the campus has seen an increase in the number of students, faculty, and staff using mass transit, there will continue to be a need to provide adequate parking in the future. The analysis of the parking system began with a review of the current supply and demand of each side of campus. Walkable district were identified around each of the existing parking structures (garages). One goal of the Master Plan is to remove major isolating components (large surface parking lots on the edge of campus) from being the first image of UIC and to become a greener edge to the adjacent neighborhoods. Consolidating the existing parking to expanded parking structures is the primary strategy to reduce surface parking. Each existing parking structure can be added to vertically and/or horizontally that will make for a more easily maintainable system. These large parking structures should be able to provide easy connection to the campus shuttle system, bike stations, and pedestrian paths so that drivers can quickly integrate into the ever increasing multi-modal pedestrian-oriented campus.

East Side

On the East Side, the existing parking supply outweighs the demand. This presents an opportunity to remove a good majority of all the major surface parking lots. The initial parking analysis of the East Side in 2030 projects that 4980 spaces will be available with the strategy indicated above. Even though there is a demand for Special Events, most of that demand is non-simultaneous with the daytime demand and therefore does not increase total demand. In Phase 3, locations for the 965 space differential will be determined to supplement the existing expanded parking structures. Additionally, consistent with Climate Action Plan, UIC will develop strategies to reduce the future parking demand associated with the population that drives alone by 30%.

Parking Analysis

East Side

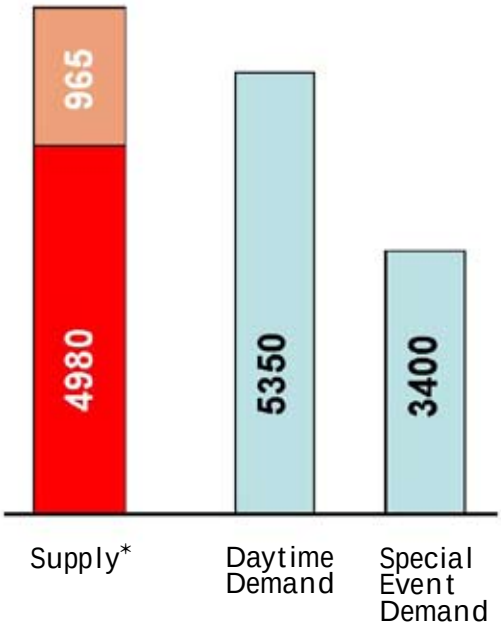


Parking Districts

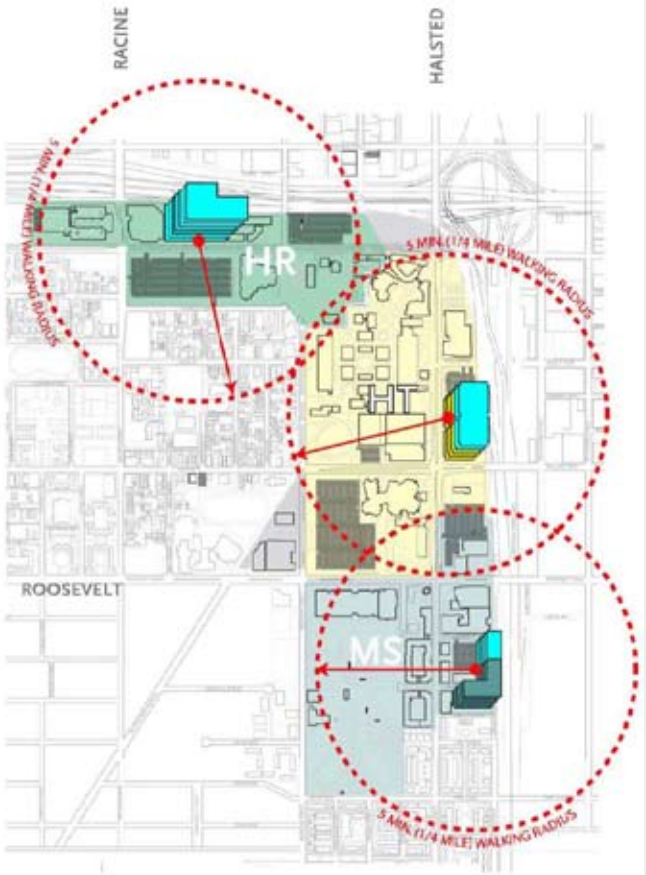
HR: Harrison-Racine structure
HT: Halsted-Taylor structure
MS: Maxwell Street structure

Source: Office of Campus Parking

2009 Existing Parking



*Projected 2030 SUPPLY is total spaces of existing parking structures with expansions (in red) plus additional spaces required to exceed demand by 10% (in beige)
(maximum occupancy of parking spaces of 90% is an industry standard for "full" lots that allow for short-term parkers)



2030 Projected Parking

Parking Analysis

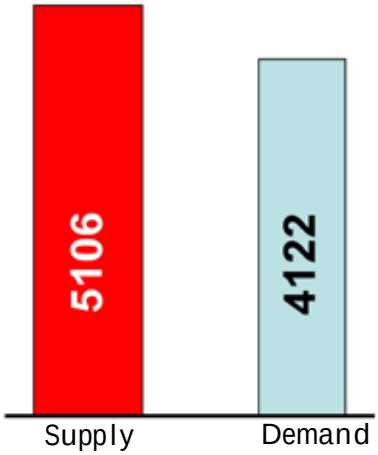
West Side

As mentioned on the previous pages, each existing parking structure will be added to vertically or horizontally as allowed and will make for a more easily maintainable system. These large parking structures shall be able to provide easy connection to the campus shuttle system, bike stations, and pedestrain paths so that drivers can quickly integrate into the pedestrian-oriented campus.

For the West Side, the existing demand is just within the industry standard of full capacity: when demand is at 90% of supply, lots are deemed "full". With the removal of the majority if not all of the major surface parking lots, the initial parking analysis of the West Side in 2030 projects that 5380 spaces will be available with the strategy indicated above. With expanded existing parking structures, this results in a 750 space deficit. In Phase 3, locations for this deficit of parking will be determined to supplement the existing expanded parking structures. Locations for additional parking include creating new parking structures south of Roosevelt Road, within the new Teaching Learning Center complex, or on the west end.

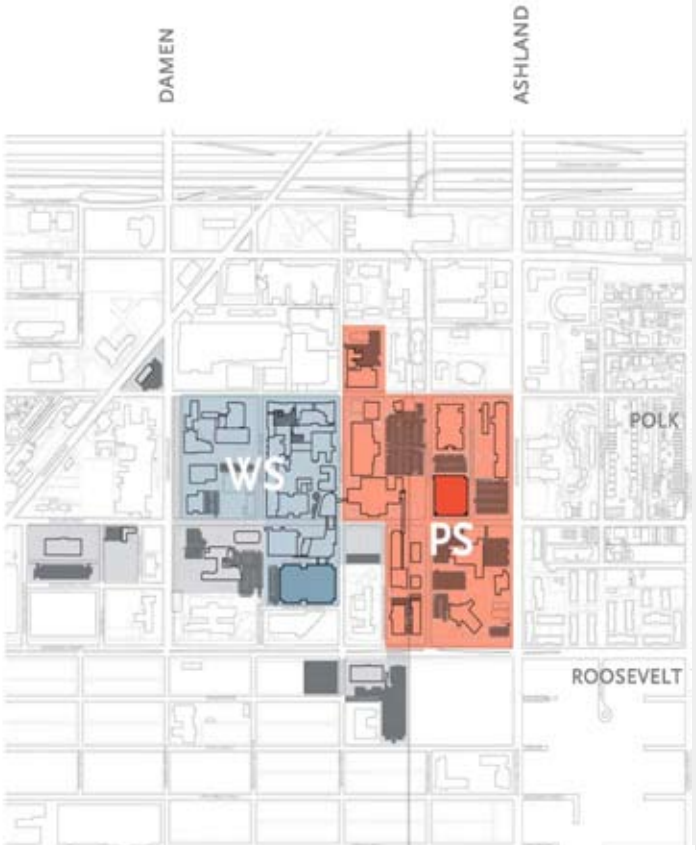
Parking Analysis

West Side



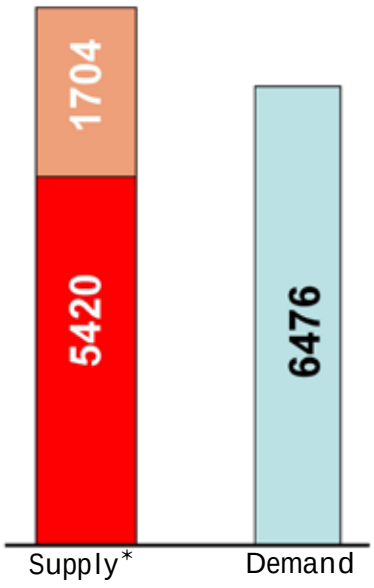
Parking Districts

WS: Wood Street structure
PS: Paulina Street structure

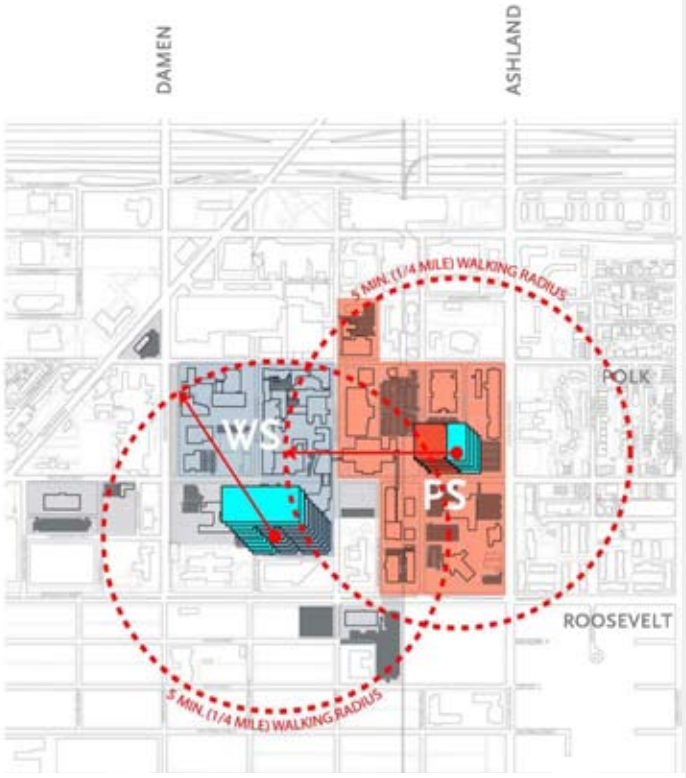


2009 Existing Parking

Source: Office of Campus Parking



*Projected 2030 SUPPLY is total spaces of existing parking structures with expansions (in red) plus additional spaces required to exceed demand by 10% (in beige)
(maximum occupancy of parking spaces of 90% is an industry standard for "full" lots that allow for short-term parkers)



2030 Projected Parking

Utilities Infrastructure

The utilities serving the campus separate into five systems: water drainage, steam, chilled and hot water, electrical and cable systems. These systems are a combination of direct burial applications and locations within more accessible utility tunnels. These diagrams are for planning purposes in locating new buildings to understand any utilities' impact. The underground utilities system as diagrammed here indicates the larger distribution lines and not every individual building branch line. The utilities shown are generally accepted as the major utilities that would require significant capital expenditures for future relocation.

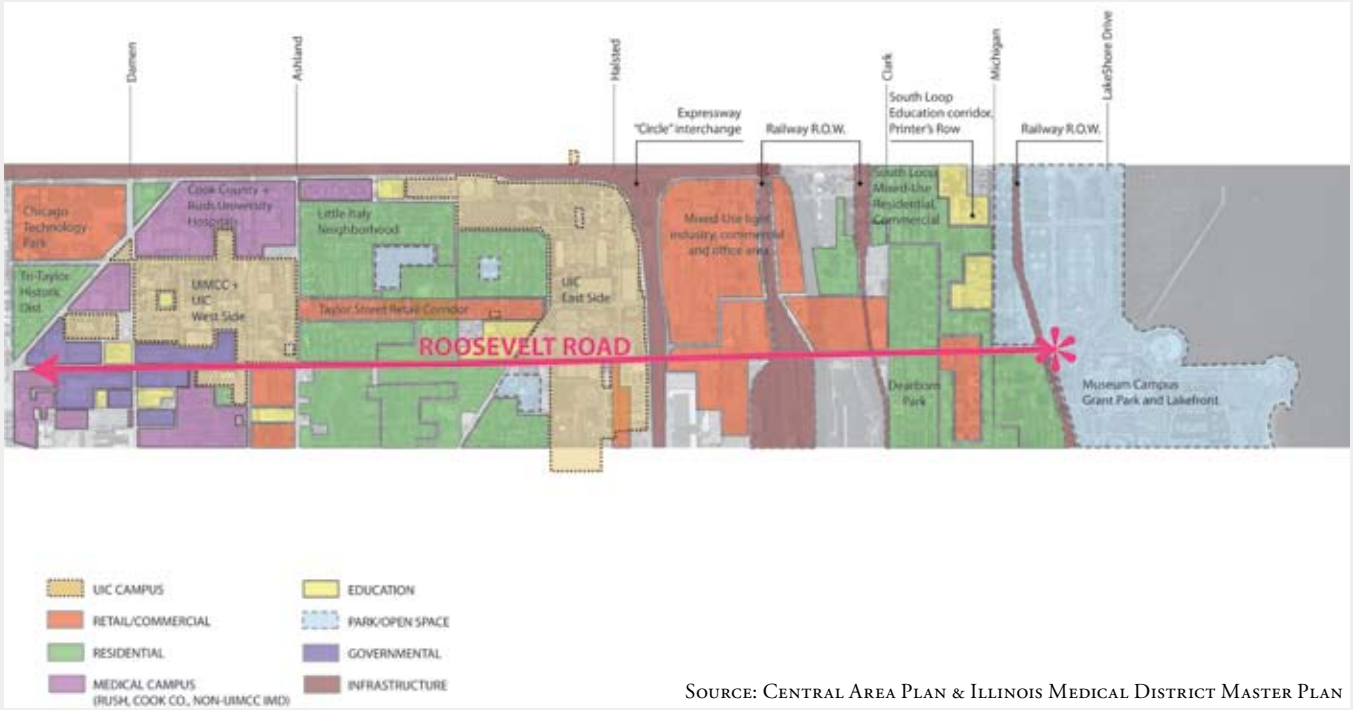
The drainage system includes both stormwater and sanitary in a combined system. The campus topography is generally flat. For pedestrian circulation and creating building sites, this is generally a positive characteristic. However, this situation does

make it challenging to create positive drainage for large surfaces, both vegetated and paved. During Phase 3, development of alternates to locate areas for on-campus sustainable stormwater retention will occur.

The Tunnel system includes both pedestrian and utility tunnels. The West Side of campus does rely on the interconnection of the below grade tunnel system as a means of circulation during inclement weather. New buildings should maintain or tie into the existing tunnel network.

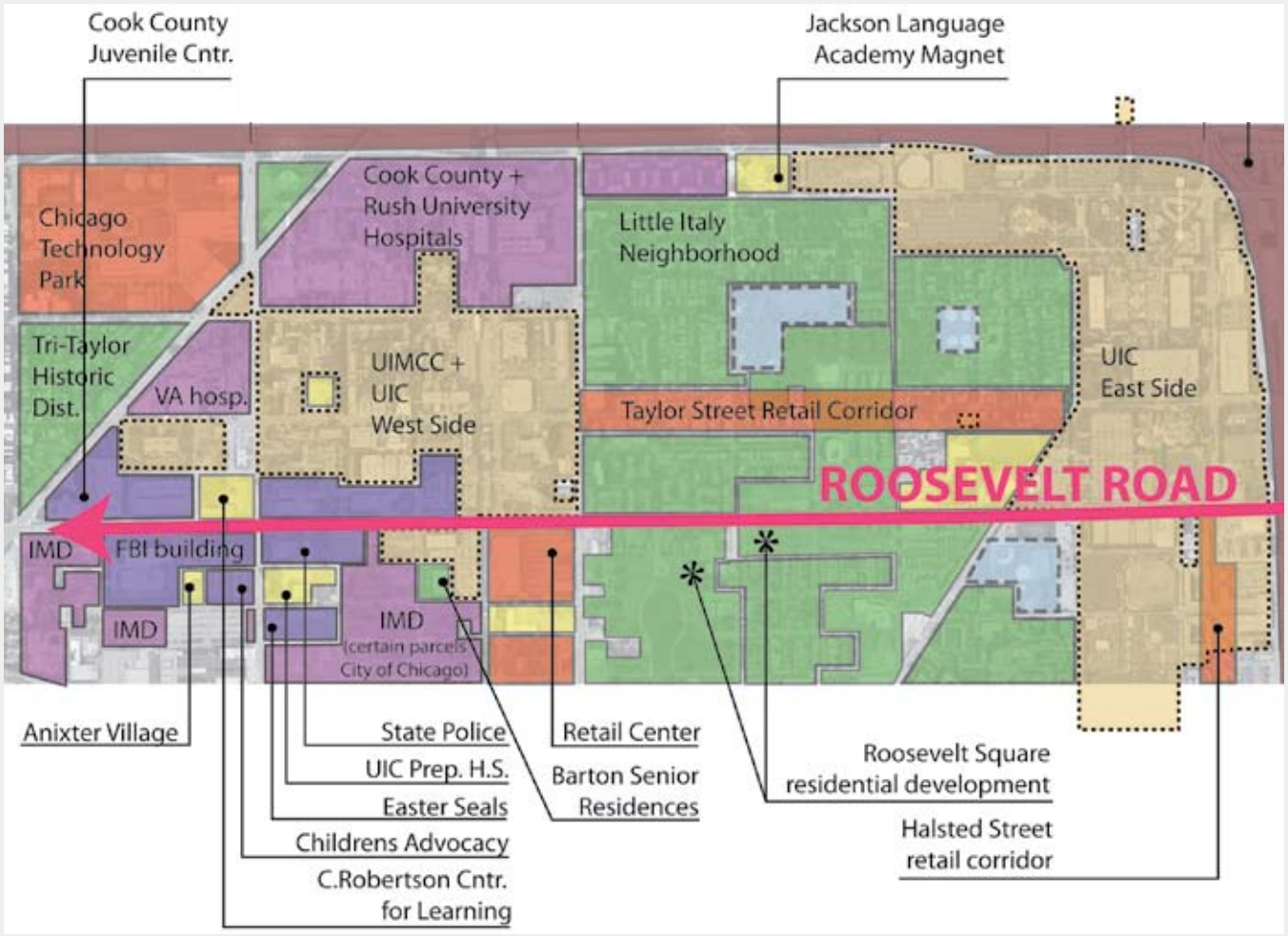
Land Use Diagrams

These Land Use Diagrams were developed to specifically understand the relationship of several major campus arteries to the City and are a further development of the Context Diagrams in the Phase 1 Report. These diagrams center around Roosevelt Road as a major city connector for the campus. Roosevelt begins at Lake Michigan with the cultural Museum Campus within Grant Park and extends west through residential and commercial districts all the way to the Dan Ryan Expressway.



Source: Central Area Plan & Illinois Medical District Master Plan

Between the two Sides of campus is a new burgeoning residential area known as Roosevelt Square. Many governmental or institutional organzations are located in the southern part of the Illinois Medical District (IMD) adjacent to the West Side of campus. UIC 's expansion south of Roosevelt Road is consistent with the IMD's Master Plan land use pattern that encourages government and medical uses.



UIC UNIVERSITY OF ILLINOIS AT CHICAGO

November 2009

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