



**The University of Illinois  
at Chicago**



**Master Plan Technical Report**  
**University of Illinois at Chicago**

*Johnson Johnson & Roy/inc*  
*DeLeuw, Cather & Company*  
*James Stewart Polshek and Partners*  
*Smith, Hinchman & Grylls*

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**UIC MASTER PLAN TECHNICAL REPORT  
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#### Appendix 1 - Master Planning Participants



## UIC TECHNICAL REPORT

### I. INTRODUCTION

#### A. MASTER PLAN APPROACH

##### Purpose

The purpose of the UIC Master Plan is to establish a basis for coordinating physical development decisions to:

- Improve the quality of campus life;
- Simplify and enhance campus organization;
- Establish a positive, unified identity;
- Improve efficiency in operations and in the effective use of capital resources; and
- Identify flexible strategies for accommodating growth.

The Master Plan addresses these goals by:

Establishing **Concept Guidelines** for managing the physical framework systems (open space; pedestrian circulation; development patterns; vehicular circulation; parking; service and utilities) which most fundamentally influence campus appearance and functioning;

Developing **Subcampus Plans** which illustrate how these guidelines can be implemented and the theoretical development capacities which result; and

Preparing **Campus Design Guidelines** which recommend consistent design treatments and details for use across the campus.

In summary, the Master Plan is concerned with physical development and provides a framework for long-term planning which is clear, but flexible enough to respond to changing needs and conditions. The Master Plan is not a detailed blueprint for building construction over the next several decades; instead, it demonstrates how the many factors which influence the quality of the campus environment should work together to create an attractive, understandable, efficiently functioning whole. As a result, the Master Plan provides a basis for making short-term decisions with the confidence that they will reinforce long-term goals.

By illustrating how individual decisions can be coordinated more effectively to improve the campus environment, the Master Plan brings the "big picture" into clearer focus. This comprehensive perspective is essential if Master Plan objectives are to be achieved. Piecemeal decision-making -- which treats individual building and improvement projects as discrete, unconnected elements -- will lead to sub-optimal results.

## **Master Plan Process**

The UIC Master Plan process investigated issues at several levels of detail, moving from the broader neighborhood and campus-wide contexts to more detailed evaluations of the two sub-campus areas and the special issues and opportunities they present.

In framing recommendations for the future, the Master Plan builds on (1) an understanding of existing conditions and the issues and opportunities they raise and (2) the planning objectives defined with campus and community participation.

Phase I of the Master Plan process identified objectives, issues and opportunities through (1) an extensive series of interviews with campus and community representatives and (2) the consultants' analysis of existing conditions. This existing conditions analysis evaluated the campus in terms of its component systems, and the inter-relationships between them, to identify physical patterns that represent assets on which to build and to identify problems and opportunities for resolving them.

Using these issues and objectives as a starting point for Phase II, Master Plan recommendations were developed in a series of logical steps that proceeded from the definition of broad principles and concepts to more detailed expressions of how those principles can be implemented. Alternatives were considered, and choices made, at each step in the process, to give direction to the following phase of work.

## **Campus and Community Participation**

The active participation of campus representatives at all critical decision points was a vital part of the master plan approach. Six campus groups provided input on a regular basis:

- Policy Committee
- Technical Committee
- Deans Council
- Facilities Planning and Management Committee
- Faculty Senate Executive Committee
- Students

Regular updates were also given to the University of Illinois Board of Trustees.

The time and energy which these groups contributed to the master planning process will continue to pay substantial dividends as the Plan is implemented. University representatives at all levels have been introduced to a new way of thinking about long-range planning at UIC and have a better understanding of the physical patterns which make the campus unique and which influence future growth.

Information about the master planning effort was also shared on a regular basis with representatives of community interest groups, including:



- City departments and agencies
- Institutional neighbors
- Business and neighborhood groups

This outreach effort has yielded positive results. Mutual objectives and concerns have been identified by sharing information about Master Plan issues and objectives. This community input has influenced the Master Plan and provided a basis for continued dialogue and cooperative planning.

All of the participants in the master planning process are identified in Appendix 1.

### **Products**

The Master Plan is documented in reports, drawings, and slide presentations. Three report volumes have been prepared:

- **Summary Report:** This 20-page full-color report highlights critical master plan concepts and recommendations.
- **Technical Report:** This working document gives an expanded explanation of the master plan recommendations, and the rationale behind them, in order to facilitate understanding and implementation. The loose-leaf, xerox-reproduced format is intended to permit quick reference and frequent updating.
- **Meeting Appendix:** This volume presents summaries of all meetings and interviews conducted during the master plan process. It provides a detailed record of discussion issues and process participants.

### **Technical Report Organization**

The Technical Report can be used to gain a more detailed understanding of the rationale behind the Master Plan or as a quick reference document. A topic index is provided to make it easy for users to find answers to questions on particular issues (e.g., parking; building height; land use organization). In addition, subject headings are used to structure the report and bold-face type is used to highlight discussion topics within paragraphs.

The Technical report is organized in six sections:

#### **I. Introduction**

This section provides information on the Master Plan approach, the planning context, and the Master Plan objectives.

## **II. Concept Guidelines and Framework Plans**

In this section, the findings of the existing conditions evaluation are summarized as a basis for presenting Concept Guidelines. These Guidelines describe the principles and policies that are at the heart of the UIC Master Plan. They explain how campus Framework Systems (open space; pedestrian circulation; development patterns; vehicular circulation; parking; service and utilities) can be managed to meet UIC's Master Plan objectives. Framework Plans are also provided to illustrate the application of the Concept Guidelines in diagrammatic form.

## **III. Subcampus Plans**

The Subcampus Plans for the east and west sides of the UIC campus illustrate in greater detail how the Concept Guidelines and Framework Plans can be interpreted and implemented. These plans identify development opportunity sites; propose land use assignments based on UIC's 40-Year Program Projections; illustrate circulation and open space system improvements; and recommend important criteria for the placement, height, and inter-relationship of future buildings. Special issues considered in the development of east and west side subcampus plan recommendations are also discussed in some detail.

## **IV. Program Needs and Plan Capacities**

UIC's 40-Year Program Projections are presented and compared to the theoretical development capacities represented by the Subcampus Plans. These capacity evaluations are intended to serve as a tool for evaluating the impact of changes in land use designation, development site configuration, or building height/coverage on overall development capacities and parking requirements. Rather than serving as a prescription for future development, these capacity estimates establish a benchmark against which alternatives can be evaluated.

## **V. Plan Implementation**

Using the phasing sequence outlined in UIC's 40-Year Program, priority implementation projects are identified and discussed. Site improvement priorities which are unrelated to projected building projects are also recommended.

## **VI. Campus Design Guidelines**

A set of recommendations for site elements and treatments to be used consistently across the campus is presented in this section. Specific recommendations are provided for selected site furniture elements (for example, benches, signs, lights). More general criteria are provided for overall design treatments (for example, architecture and open spaces). This material provides a basis for coordinated decision-making by campus planners and maintenance directors for use on a daily basis.



## **B. MASTER PLAN BACKGROUND**

### **Campus History**

UIC's antecedents can be traced back to the founding of the Chicago College of Pharmacy in 1859 and the College of Physicians and Surgeons in 1881. These colleges later became part of the University of Illinois at the Medical Center. UIC's precursors also include a temporary, two-year undergraduate division of the University of Illinois established at Navy Pier in 1946. A third antecedent was the University of Illinois at Chicago Circle which was opened in 1965 with the support of Mayor Richard J. Daley.

In 1982, the Medical Center and Chicago Circle campuses were consolidated under a single chancellor as The University of Illinois at Chicago.

### **The Campus Today**

The University of Illinois at Chicago is the largest institution of higher learning in the Chicago area. Fifteen colleges and schools offer programs to approximately 24,000 undergraduate and graduate/professional students. Undergraduates make up approximately 66 percent of the student body, with graduate and professional students representing 34 per cent. Over 70 percent of UIC's students come from the City of Chicago and Cook County.

Doctorates and professional degrees are offered in 54 fields; master's degrees in 87 fields; and undergraduate degrees in 99 fields. UIC is also one of 70 Research I universities in the United States and is becoming an increasingly significant center for research in the health sciences, engineering, the professions, and undergraduate education. UIC attracts a significant amount of research funding to the Chicago area. FY89 research and development expenditures exceeded \$85 million.

The campus is located just to the west of Chicago's Loop in an area which includes the West Side Medical Center District. With over 75 buildings on approximately 180 acres, UIC's buildings and equipment are estimated to have a current replacement value of \$1.2 billion. UIC's operating budget is in excess of \$600 million annually.

### **The Planning Context**

UIC's urban setting, neighborhood location, and campus context have influenced the Master Plan in several important respects.

#### **Urban Setting**

**Proximity to the Chicago Loop:** Opportunities for high visibility and community recognition are provided by UIC's location. However, Loop-related development pressures limit the feasibility of east side campus expansion to the north and east.



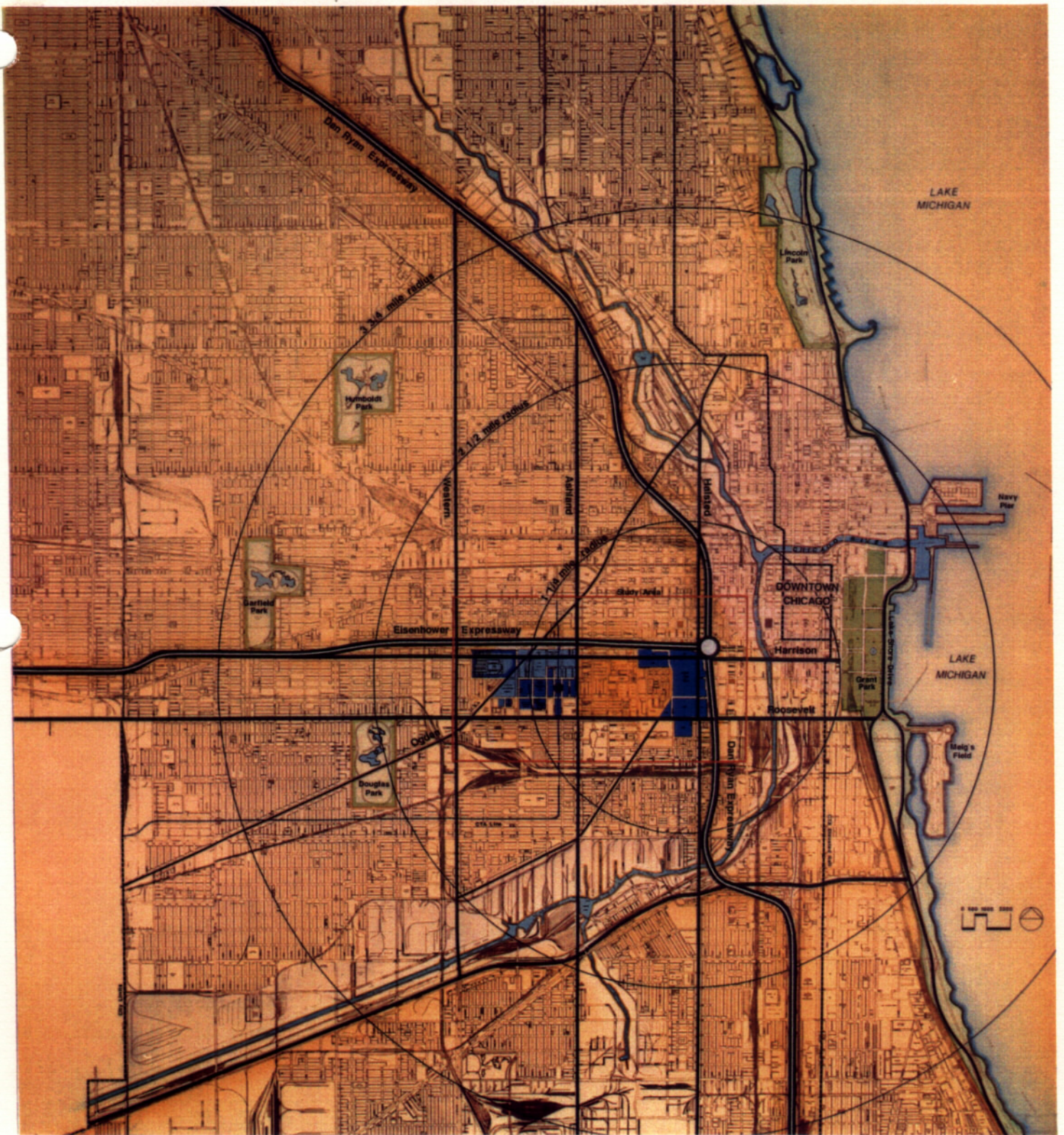


Figure 1: Regional Context



**Mass transit and expressway access:** Mass transit availability improves access to the campus and reduces parking demand. On the east side, expressways present barriers to campus expansion, while at the same time providing the access and visibility that create a special set of development opportunities.

**Surface street network:** Arterial streets serve as campus approach routes and provide special opportunities for improving campus identity and visitor orientation. Arterial exposure should be increased and used to advantage, especially on the west side of campus where patient care functions are located. The impacts of street modifications on other users and interest groups must also be carefully considered.

## **The Neighborhood**

**Between the east and west sides of campus:** This diverse neighborhood combines substantial reinvestment and gentrification with long-time businesses and residents and a significant concentration of public housing. Financial and political considerations severely limit the feasibility of campus expansion into this neighborhood area. The plan therefore recommends that neighborhood edges be respected.

**Taylor Street:** This collector street, edged with retail and residential uses, links all diverse neighborhood components together. It offers a special potential to serve as a connecting street between the east and west sides of the UIC campus, and as a focal point of university-community interaction.

**Medical Center:** The health care institutions concentrated in this area have similar needs and concerns. The functional requirements of UIC's institutional neighbors (for example, access, orientation, parking) must be respected and cooperative strategies for solving shared issues sought. Existing ownership by major institutions (Cook County Hospital, Rush-Presbyterian St. Luke's Medical Center, and the Westside Veteran's Administration Hospital) limits the feasibility of west side campus expansion to the west and north.

**South of Roosevelt Road:** The areas located (1) between Morgan and Halsted and (2) between Ashland and Damen, from Roosevelt to the rail line, are in transition. On the east side, a significant amount of vacant land south of Roosevelt presents a special opportunity for accommodating future campus expansion; but existing users (Maxwell Street Market; South Water Market; Halsted merchants) and alternative uses require considered planning to balance needs and objectives. Cooperative planning is also needed to lay the groundwork for future UIC expansion in the area between Ashland and Damen, on the west side.

**Security:** Real and perceived security are important concerns in any urban setting -- and especially on a campus with students in residence. While the physical layout of the campus can enhance security for UIC's students, faculty and staff, cooperative efforts with neighborhood and city representatives are also essential.

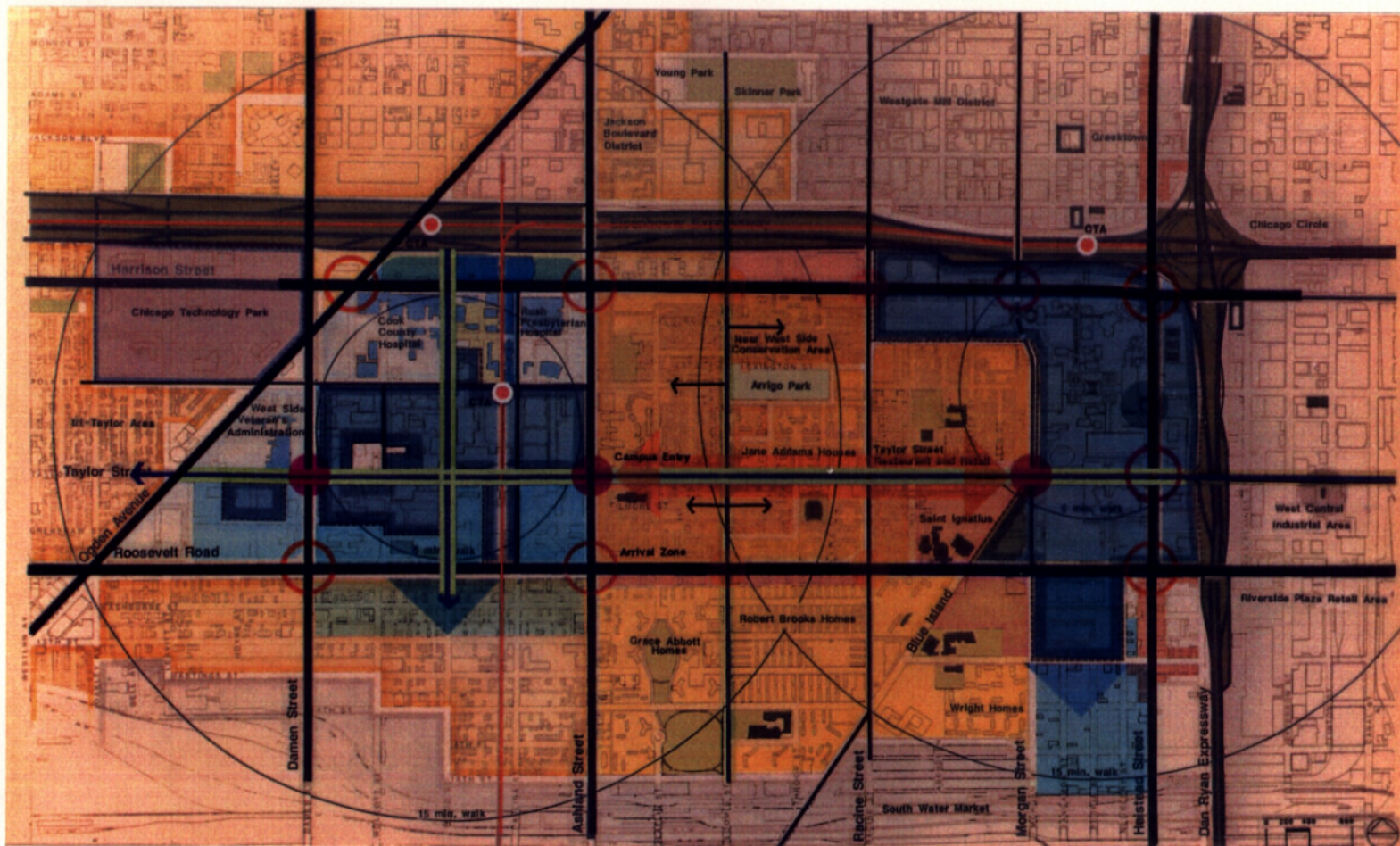


Figure 2: Neighborhood Context

## **The Campus**

**University mission:** UIC is a comprehensive public university. Its mission comprises three traditional elements: teaching, research and public service. The University's Master Plan must support the advancement of initiatives in each of these areas.

**Enrollment projections:** Modest increases in enrollment are projected for the next ten years (approximately 700 students) with most of this growth occurring between 1995 and the year 2000. As a result, enrollment is not a major factor in determining near-term growth needs. The campus will strive to maintain a balance between undergraduate and graduate enrollments.

**Resident student population:** On the east side, new and existing on-campus housing for undergraduates will require the expansion and improvement of support facilities, including recreational/intramural sports and dining, study, lounge and meeting space. Providing expanded on-campus student housing is an important part of the University's strategy for remaining competitive as an undergraduate institution. As this on-campus student population grows, the need for supporting amenities will become increasingly acute.

**Changing balance of research vs. instruction:** An increasing emphasis on graduate programs, research and new technologies will require more, and different kinds of, building space, especially laboratories. These new, research-related space needs are a major factor in UIC's 40-year Program Projections.

**Patient care and public service:** Patient care and community service will continue to be important components of UIC's mission. These visitors to the campus must be able to locate and move to their destinations easily. As a result, good access, clear orientation, convenient parking, and a high quality campus environment are necessary.

**Aging Facilities:** On the east side, most facilities are the same age and are deteriorating at an accelerating rate; as a result, the campus must address large maintenance and repair needs occurring all at one time. On the west side, a large percentage of older buildings require substantial renovation to meet contemporary needs. UIC must weigh the cost effectiveness of renovation vs. demolition and new construction.

**Existing deficiencies:** UIC's program for future development must address existing deficiencies in the amount and quality of facilities provided for faculty, students, staff and visitors. Expanded recreation opportunities, modern lab/research space, consolidated and improved outpatient/professional medical services clinics, and expanded "campus life" facilities (including library, study, meeting, social spaces) are particularly needed.



**Dependence on surface parking:** Surface lots occupy a significant amount of land which can be used for future development. To utilize these infill sites, a transition to structured parking must be made. This will bring a greater number of parking spaces within a convenient walking distance of campus destinations and use land more efficiently. However, the costs of providing deck parking are not insignificant and the logistics of replacing surface lots are complex.

## **C. MASTER PLAN OBJECTIVES**

### **Assets and Concerns**

Early in the master planning process, many individuals and groups on campus were interviewed to help identify assets and issues which the Master Plan should address. There was a high degree of consensus across all groups (faculty, staff, and students) in defining primary assets and priority issues.

The following **assets** were identified:

- Urban location; diversity of resources available.
- Accessibility.
- Campus architecture/environment.
- Faculty and program excellence.
- Investment in/upgrading of surrounding area.
- Recent addition of east side on-campus housing.
- Good campus/community interface.
- Teachers active as practitioners.
- Commitment to public service; urban outreach.

The following **issues** or concerns were identified:

- Lack of a "people-oriented" environment (informal gathering places and a human sense of scale).
- Poor functional relationships.
- Difficult orientation/wayfinding.
- Need for strengthened east-west connections.
- Improved security.
- Additional open space.
- Consolidation and infill vs. expansion.
- Parking capacity and distribution.

### **Campus Planning Objectives**

Based on these interview findings, and the results of the consultants' evaluation of existing campus conditions, the following Master Plan objectives were established. The several dimensions of each objective are listed below the primary statement.

#### **Enhance the people-orientation of the campus setting.**

- Create a sense of human scale.
- Increase the amenity of the campus environment.
- Enhance convenience for campus users.
- Expand opportunities/settings for social interaction.

#### **Improve the campus image and identity.**

- Maintain a distinctive campus image.
- Strive for visual continuity.
- Emphasize quality.

**Facilitate orientation and wayfinding.**

- Clarify campus organization and provide consistent visual cues.
- Simplify circulation to establish an improved arrival experience.
- Emphasize continuity and consistency in design treatments.

**Establish rational development patterns.**

- Emphasize infill over expansion.
- Maximize convenience.
- Promote efficiency in operations and in the use of land resources.
- Provide guidelines for functional organization, building height and density that enhance the sense of campus order.

**Improve east-west connections.**

- Encourage interaction.
- Improve shuttle service.

**Respond to security concerns.**

- Extend the daily cycle of campus activity.
- Concentrate evening activity in "safe corridors."
- Enhance the visibility of open spaces and pedestrian ways.
- Work with neighborhood interests to address security issues.

**Address campus-neighborhood relationships.**

- Respect established neighborhood edges.
- Promote opportunities for campus-community linkage along Taylor Street.
- Encourage/support initiatives for neighborhood upgrading.

## II. CONCEPT GUIDELINES AND FRAMEWORK PLANS

### A. INTRODUCTION

The Concept Guidelines describe the principles and policies that are at the heart of the UIC Master Plan. They are based on an understanding of existing campus patterns which present problems to resolve and assets and opportunities on which to build.

The Concept Guidelines explain how campus framework systems can be managed to meet UIC's planning objectives. These framework systems, and the way they relate to one another, are the fundamental determinants of campus organization, appearance, and functioning. They include:

- Development Patterns
- Open Space
- Pedestrian Circulation
- Vehicular Circulation and Transit
- Parking
- Service and Utilities

The consistent interpretation and application of the Concept Guidelines will make it possible to coordinate campus development and improvement efforts effectively, while still maintaining the flexibility necessary to respond to changing facility needs, program requirements and funding levels.

In the following pages, each of the six framework systems is discussed. First, the *role* of the framework system in meeting UIC's Master Plan objectives is explained. Then, an overview of *Issues and opportunities* is presented to establish the context and rationale for the Master Plan's Concept Guidelines recommendations. Finally, the *Concept Guidelines* and the *Framework Plan* for the framework system under discussion are presented.

Although each framework system, and its related Concept Guidelines, are discussed individually, it is important to remember that the systems are inter-related and work together.

## B. DEVELOPMENT PATTERNS

### Role of the System

Campus development patterns involve three important physical planning dimensions:

- Strategies for future campus growth, including both infill and expansion
- The organization of land uses, or functions, and
- Decisions on urban form, including building heights, densities, and the inter-relationships between buildings, open spaces and public rights-of-way.

The principles and policies which guide choices on these three aspects of campus development will influence UIC's ability to achieve all seven Master Plan objectives, as described below.

The way in which ***campus growth*** is accommodated -- in using infill development opportunities to advantage and in expanding beyond existing campus boundaries -- will influence the interface between campus and neighborhood and the clarity of overall campus organization. If campus growth increases exposure to heavily-travelled arterial streets, it can also enhance UIC's image and identity.

By determining how compact the campus will be, choices concerning future growth will also influence convenience for users, especially people on foot, as well as the level of real and perceived security. Moreover, a compact campus, with shared uses concentrated in a "central place," will also enhance opportunities for social interaction.

The ***organization of campus land uses*** can improve convenience and enhance orientation by creating logical functional groupings. By clustering functions with similar needs together, operational efficiency can also be improved. For example, the concentration of evening activities along heavily used "safe corridors" will enhance security and simplify security operations.

The location and organization of campus uses can also influence the character of the campus/neighborhood interface. For example, the location of additional on-campus housing can help to establish a smooth transition in scale between the campus and the neighborhood and can channel student activity into commercial areas.

Decisions on the ***urban form*** of future development must address building heights and densities. These choices will help to determine how compact, convenient and walkable the campus will be. Building height, and other special architectural features, can also be used to identify and enhance key campus locations and movement corridors to improve orientation and UIC's overall image.



The manner in which buildings relate to open spaces, streets, and other buildings will have a significant impact in establishing a visible, understandable sense of campus structure. The locations of building entries, and indoor/outdoor visibility, will also influence activity patterns and users' sense of security.

### **Issues and Opportunities**

#### **Campus Infill**

**Infill Potentials:** Today, the east side of the UIC campus occupies 125 acres; approximately 43 of these acres represent opportunities for future infill development. On the west side, there are approximately 70 acres within existing campus boundaries; about 11 of these acres provide future ***development opportunity sites***. It is important to note that these infill site acreage estimates do not include building setbacks and open space areas which are delineated in the Open Space Framework Plan.

Many infill sites are currently occupied by ***surface parking lots*** which must be displaced to accommodate new development. To maintain a balance between parking supply and demand, these parking spaces must be replaced, and new parking added, as infill development occurs. This will require a transition from surface to deck parking if land is to be used efficiently and convenient walking distances are to be maintained between parking and destinations. Recreational open space will also be displaced in developing certain infill sites. These ***recreational facilities*** must also be replaced elsewhere.

Significant infill development potentials exist on the east side of campus and moderate opportunities for infill development have been identified on the west side. However, it will not always be possible to utilize the maximum capacity of these sites in accommodating UIC's 40-year Program Projections. It is often the case that program needs do not match the size and location of infill sites exactly, especially if goals for land use organization are to be achieved.

**Key UIC-owned Sites:** On the ***west side*** of the campus, important infill development sites are located along Ashland Avenue and Paulina Street between Polk and Taylor. The Ashland Avenue sites are particularly valuable because of their highly visible location on a major arterial street. Infill sites are also available on the northwest and southwest corners of the Wood/Taylor intersection. The character of new development at this location will determine the extent to which a clearly defined "central place" can be created as an image and activity focus for the west side. Another significant infill opportunity is located immediately to the west of the Wood Street parking deck; this site should be reserved for the future expansion of structured parking.

On the ***east side***, several infill development sites are located on the campus' expressway edges. These sites are particularly well-suited for parking because of their easy access and high visibility. Sites in these

locations are also especially valuable for special uses that attract campus visitors (for example, the Pavilion) or involve joint University/private sector participation (for example, the proposed conference/performing arts center).

Other important east side infill sites are located on the block south of Taylor between Halsted and Morgan Streets. Existing land use patterns make these sites logical locations for accommodating growth in science, engineering and related research functions. Finally, significant infill development opportunities have been identified on the superblock located north of Taylor. Although the majority of these sites are located along the block edges, the potential also exists for building additions in the campus center (Library, Forum, Circle Center).

### **Campus Expansion**

Although there are important opportunities for infill development within existing campus boundaries, UIC will need to expand beyond these boundaries in the future. If the University is to meet those needs in a financially and socially responsible manner -- and in a way that will enhance the efficient functioning of the campus -- it must begin to lay the groundwork for that expansion now.

**The Neighborhood:** UIC's two subcampus areas are separated by three quarters of a mile. The neighborhood which lies between the east and west sides of campus has experienced substantial re-investment and upgrading, in part due to the University's role as a stable anchor. Because it is in UIC's best interest to protect the stability of this neighborhood and foster its continuing improvement, campus expansion into this area will be avoided. UIC will look elsewhere to meet its future needs.

**Southward Expansion:** The physical separation between the east and west sides of campus adds to the operational and capital costs of providing services and infrastructure. Consequently, any needs for expansion would be met most effectively in areas immediately contiguous to existing campus boundaries -- but also, in areas where disinvestment has occurred and vacant land is already available. This would allow the costs of acquisition and displacement to be minimized, while meeting campus requirements for operational efficiency and user convenience.

These requirements can be met more easily on the **east side** of campus than on the west. A substantial amount of vacant land, much of it owned by the City, is located to the south of Maxwell Street between Morgan and Halsted. Nevertheless, the needs of existing users in this area -- most notably the Maxwell Street Market, the South Water Market, and fixed merchants along Halsted Street -- must be considered in planning for future University expansion on the east side. Recognizing this, the City of Chicago Department of Planning initiated a cooperative process for exploring options for meeting the needs of all interested parties in this area south of Maxwell Street. The University participated in this planning effort and has continued to pursue agreements which will serve as the foundation for future expansion.

On the **west side**, future southward expansion of the campus is also the most logical alternative, given the major institutional uses which border the campus to the north and west. However, the land immediately to the south of the campus along Roosevelt Road is occupied by other health and social services providers, both State and private. Here, it is necessary to initiate discussions concerning possible acquisition and relocation options with a number of owners, as well as the Medical Center District Commission, if University expansion is to be accommodated.

South of Roosevelt Road, between Damen and Ashland Avenues, opportunities for future campus expansion may also exist. The Medical Center District Commission has already begun to acquire properties as they become available in this troubled neighborhood. Here, as on the east side, a cooperative long-range planning effort should be undertaken by the University, Medical Center District Commission, and the City in order to define mutually beneficial strategies for institutional expansion and neighborhood stabilization.

**Arterial Visibility:** Expansion south to Roosevelt Road would yield substantial benefits for the west side of the UIC campus. Today, campus visibility on major arterial approach routes (Damen, Ashland, Harrison, and Roosevelt) is limited; as a result, it is difficult for patients and visitors to locate UIC's health care facilities. This lack of exposure and poor visitor orientation are significant disadvantages for UIC in an increasingly competitive health care market.

### **Land Use Organization**

Clear principles for land use organization are needed to establish a rational basis for coordinating future facility location decisions. Because existing campus buildings represent a significant capital investment in place, planning for the future must build on existing patterns of land use. On the east side of the UIC campus, a clearly defined land use pattern has been established; this pattern allows the logical expansion of existing functional concentrations into contiguous areas. On the west side, however, uses are less clearly organized; this creates special access and orientation difficulties for outpatients and other visitors.

**East Side:** The east side's existing land use pattern raises the following issues and opportunities:

- **Academic buildings** are located in the area north of Roosevelt Road and are concentrated on the superblock defined by Harrison, Halsted, Taylor and Morgan Streets. This pattern should be reinforced in order to maintain a compact, walkable academic campus.
- **Campus life facilities** (the Library and Circle Center), and the east side's primary outdoor gathering place (the Forum), are clustered in the heart of this campus core. This is also the location of the Lecture Center (below the Forum), a major

undergraduate classroom facility. Because these uses -- which draw people from across the campus -- are concentrated in one location, they create a special "central place" which should be reinforced and improved.

- The new Residence Hall is located on the southwest corner of Harrison and Halsted; immediately adjacent to the Circle Center and within a 2-3 minute walk of the Library. Future additions to the supply of **undergraduate housing** should also have a strong relationship to these centrally located campus life facilities.
- UIC's **humanities and social sciences programs** are concentrated in buildings located on the northern half of the superblock and immediately west of Morgan. **Science and engineering programs and lab spaces** are grouped together on the southern half of the superblock and immediately south of Taylor Street. This pattern of grouping functions by discipline establishes a clear direction for future facility location decisions.
- University Hall, the east side's primary administrative office building is located on the northwest corner of the superblock, at Morgan and Harrison. But other **administrative functions** (admissions, student loans, alumni office) are housed in Alumni Hall, located to the north of the Eisenhower Expressway. Alumni Hall's distance from the heart of the east side makes its location less than ideal for frequently used student services and important visitor destinations.
- **Parking** is located on the edges of the east side subcampus, along Harrison and Halsted Streets; south of Harrison, west of the Behavioral Sciences Building; and on the block south of Taylor Street. As a result, parking is easy to find from major streets. This pattern establishes a good precedent for the future; however, surface parking must increasingly be replaced by structured parking if UIC is to use land efficiently and maintain convenient walking distances between parking and destinations.
- The UIC Pavilion, a **special events** facility and important visitor destination is located between a major arterial street (Harrison) and the Eisenhower Expressway. Access and visibility makes these expressway edges particularly attractive for other special, visitor-oriented uses.

**West Side:** On the west side, the following land use issues and opportunities exist.

- **Student housing** and the **Chicago Illini Union** are located on the west edge of the west side subcampus. However, the west side **library** (for the Health Sciences) is located north of Polk, at Wood Street, instead of being grouped with other shared facilities, as on the east side. As a result, it is more difficult to define a singular focus of campus activity -- in other words, the "central place" -- on the west side.

- The UIC Hospital is located at Wood and Taylor. **Out-patient clinics** are scattered along Wood, and to the west on Taylor. The School of Dentistry, which also treats significant numbers of out-patients, is located on Polk, near Ashland. This dispersion of visitor destinations makes them more difficult to locate and their relationship to the parking decks which serve them is not readily apparent to users. A more clearly defined concentration of outpatient/patient care facilities, better related to major parking resources, should be developed. Indeed, this concentration -- anchored by the Hospital -- could become the west side's "central place."
- **Administrative and academic uses** are concentrated in an east-west zone south of Polk Street between the Union (on Wolcott) and Marshfield; however, the School of Public Health is located to the west of Damen, away from the heart of the campus. "Remote" academic units should be relocated back into the heart of the campus.
- As on the east side, **parking** is generally located on the campus edges.
- Today, small-scale **research** facilities are integrated with the west side academic uses. In the future, however, as major, specialized research facilities are developed (for example, Molecular Biology), they can be clustered together to achieve significant capital cost savings and operational efficiencies in providing special infrastructure and services.

### Urban Form

One of the most difficult challenges for an urban campus is the development of an understandable organizing structure and a recognizable image within the complex, densely developed city context. To meet this challenge, UIC must coordinate decisions on (1) building placement, height, and density and (2) the relationship of buildings to one another and to streets and open spaces. Critical objectives in this effort include the development of:

- Clearly defined campus edges and entries;
- A "central place" which serves as an activity and image focus;
- Sub-areas which share common identifying features (a signature building, a major open space, a link to the "central place"; and
- A clear hierarchy of pedestrian movement corridors.

**Overall Structure:** On the *east side* of the UIC campus, the superblock development pattern gives clear physical definition to the campus and its edges; well-defined entries have also been developed at a number of locations (for example, Morgan/Harrison; Halsted/Harrison). In addition, the repeated use of recognizable building types (field theory buildings, three-building clusters, large hangar-like buildings, mid-rise towers), creates an overall sense of consistency.



However, the most powerful organizing elements on the east side -- the north-south elevated walkway and the "central place" created by the Library, Circle Center, and Forum/Lecture Center -- are not being used to advantage. Not enough buildings are located along the elevated walkway to ensure that it will function as a major pedestrian route. Moreover, use of the second-level building entries located on the elevated walkway has been discouraged by building remodeling and re-programming decisions.

The east side's central place does not function as an intensively used gathering place; despite its strategic location, the Forum/Lecture Center does not have the high quality environment and combination of well-located activity "magnets" required for success.

While the urban form of the east side of the campus is comparatively clear, the **west side** presents a more difficult situation. This is understandable because the west side has developed incrementally over more than a century, while the east side was largely planned and built at one time. Consequently, the west side presents little consistency in building types, heights, setbacks, or building-to-open space relationships. Campus edges and entries are not clearly defined; there is no clear center and few identifiable sub-areas; and no continuous pedestrian system, other than city sidewalks. Indeed, the strongest, most consistent organizing element on the west side is the urban grid of streets which establishes similarly sized development blocks. Even so, the lack of a consistent relationship between buildings and streets weakens the legibility of this overall structure.

Nevertheless, there are many opportunities for creating an improved sense of campus organization on the west side. For example, more clearly defined **edges** can be established through campus expansion to the south. In addition, a **central place** can be created at the Wood/Taylor intersection. This intersection, at the geographic heart of the west side of campus, is already a significant activity magnet because of the location of the UIC Hospital -- a major visitor/out-patient destination. As a result, this location has the potential to become the west side's central place; however, the character of existing development fails to reinforce the intersection's functional importance or to express an image of quality.

A well-defined hierarchy of pedestrian corridors can also be established by improving and connecting existing bits and pieces. Parts of an east-west, off-street pedestrian connection already exist in the blocks between Damen and Paulina north of Taylor Street. The Mall to the south of the Chicago Illini Union, the courtyard in the Medical College block, and the walkway north of the Hospital could be linked together and extended to Ashland Avenue to establish a **continuous pedestrian "spine"** -- or Academic Way -- on the west side. To function successfully, however, new development must be oriented to this proposed east-west walkway to channel activity along it and give it a strong physical definition.

In general, on both the east and west sides of campus, buildings have been planned and designed as discrete elements, without taking advantage of their potential to define an attractive, understandable campus structure. An important exception is the Medical College block on the west side of campus, where buildings have been consciously

related to one another in their placement and design. As a result, this block serves as a model in illustrating (1) how buildings can reinforce the definition of the existing street grid to create a positive urban image and (2) how they can define an attractive and usable open space as a focal point on the interior of the block.

This planning approach, which looks at the optimum organization of buildings and open spaces on each development block -- rather than individual buildings in isolation from one another -- must become an integral part of UIC's development decision-making process.

**Building Height and Density:** In planning for future growth, UIC can intensify development within existing campus boundaries to use the land that it already owns more efficiently. But there are practical limits to the height of campus buildings, and the overall density of development, based on the need to move large numbers of people from building to building at frequent intervals throughout the day. High-rise buildings, which depend on elevators for vertical movement, only work well for certain types of campus functions (for example, student housing, administrative (non-faculty) offices) and do not work well for many others (classroom and lecture facilities; research labs; campus life functions).

In general, 3- to 5-story buildings provide for the most efficient use of land, while avoiding dependence on elevators. Today, 60% of the buildings on the east side, and 40% of the buildings on the west side, are in this height range.

New campus development is likely to include some taller buildings (or building components) even though the majority of new construction is 3 to 5 stories. These taller buildings should be carefully located to help reinforce desirable patterns of activity and to give visual clues to the organization of the campus.

While there are practical limits on building height and density, UIC must also be careful not to underutilize valuable land resources. Today, approximately 30% of the buildings on the east side and west side of campus are under 3 stories in height. Although certain types of functions may demand such a building configuration (for example, physical plant), all other new buildings should maintain a minimum height of 3 stories.

### **Concept Guidelines and Framework Plan**

The following Concept Guidelines *summarize* the Master Plan's recommendations for decisions on campus development patterns. These guidelines represent fundamental policies which should be observed in all future decision-making.

It should be noted that these Guidelines, and the related Framework Plan illustration, look far into the future to illustrate potentials for campus expansion in the long term. As discussed in Section IV, *Program Needs and Plan Capacity*, it is possible that all of the campus expansion area shown on the west side -- in particular, the area south of Roosevelt Road -- will not be needed to accommodate UIC's 40-year Program Projections.

Nevertheless, the University must begin now to plan for this longer-term future in order to ensure that needs can be met in a rational and responsible manner.

### **Growth**

Respect established community edges by planning for ***southward expansion*** of the campus to meet future growth needs.

- Continue to work with ***State and City agencies*** in planning for future campus expansion, while recognizing community interests.
- On the west side, emphasize the continued pursuit of opportunities for campus expansion ***north of Roosevelt Road***.

Seek ***greater visibility*** on major arterial approach routes; use these campus edges to advantage in projecting a positive image and enhancing user orientation.

Establish a ***compact, concentrated pattern*** of development to use land efficiently and maximize convenience for pedestrians.

- Optimize ***infill capacities*** consistent with recommended land use patterns and program needs.
- Plan for a transition from surface to ***structured parking***.
- On the west side of campus, maximize development capacities ***north of Roosevelt Road*** before moving to the south.

### **Land Use Organization**

Encourage similar uses to locate within ***defined functional zones*** to enhance the clarity of campus organization and to maximize convenience, operational efficiency and cost-effectiveness.

On the ***east side*** of campus:

- Concentrate ***academic uses*** north of Roosevelt Road.
- Maintain the existing campus center (Forum area) as the singular focus for important shared functions (Union, Library).
- Locate frequently used ***student services***, and those which draw campus visitors and prospective students (Career Placement, Admissions), in the campus core (Harrison, Morgan, Taylor, Halsted).

On the ***west side*** of campus:

- Concentrate ***patient care*** functions for easy access, orientation and positive image.



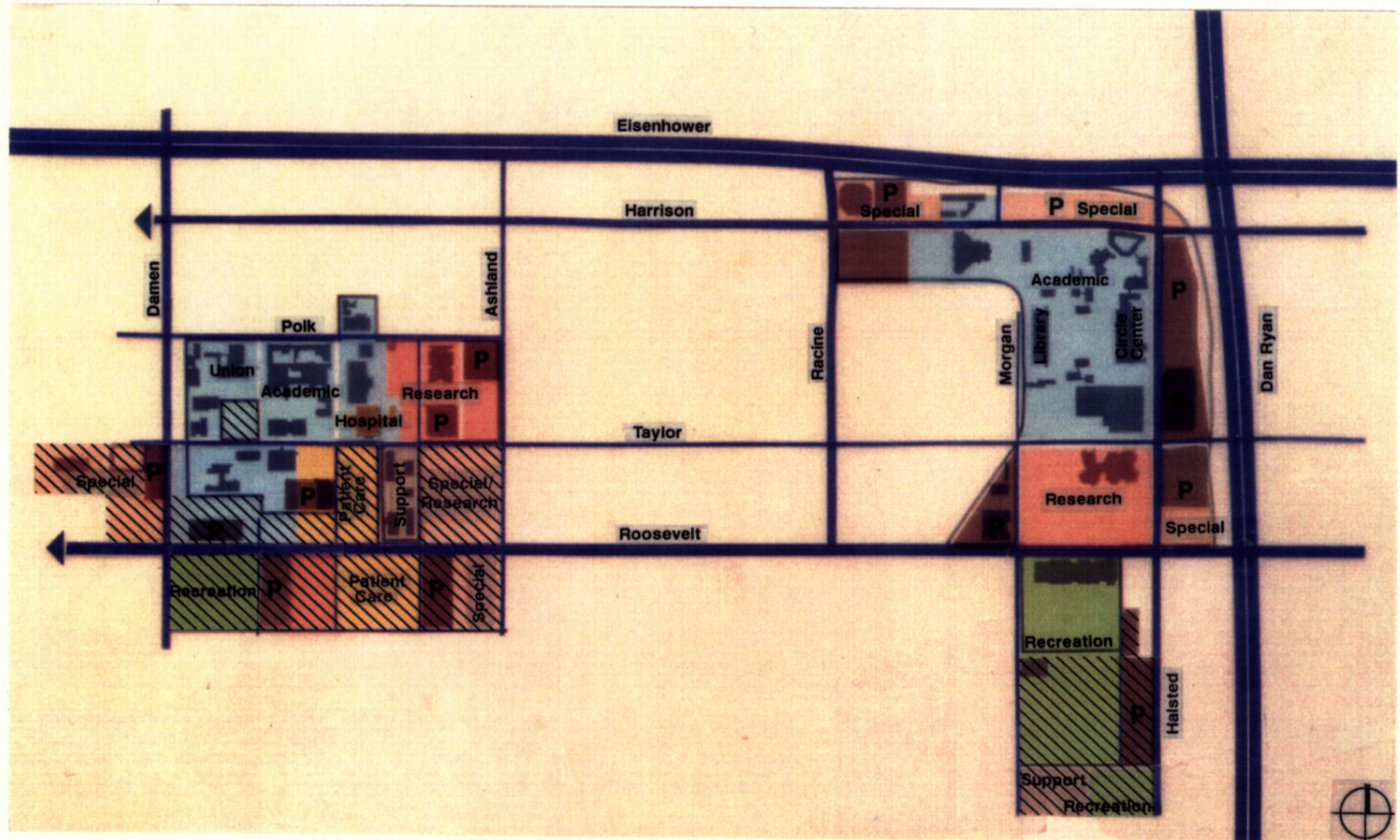


Figure 3: Development Patterns (Land Use)

- Cluster ***specialized research*** facilities to maximize cost-effectiveness; provide maximum expansion flexibility.

### **Urban Form**

Locate the ***highest densities*** of development to reinforce the "central place" and primary walkway corridors on each side of campus.

Plan for the majority of new buildings to be 3-5 stories in ***height*** to minimize dependence on elevators. Use taller building components to distinguish important entries, corridors, and activity centers.

Locate new buildings to define the edges of development blocks and reinforce the ***street grid***, while creating ***interior open spaces*** which serve as focal points for the buildings which frame them.

- Provide ***gateways through buildings*** to ensure visual and functional continuity of major pedestrian corridors.
- In design of new buildings, emphasize strong visual relationships between ***interior and exterior spaces***.
- Orient major ***building entries*** to open spaces.

## C. OPEN SPACE

### Role of the System

When open spaces are treated as an integrated system, they can create a powerful **organizing framework** which serves as the basis for locating and orienting buildings. When carefully coordinated with policies and guidelines for development patterns and circulation, open spaces can help to make the structure of the campus visible, thereby enhancing **orientation** and convenience for users. Careful management of the relationship between open spaces, buildings and major walkways is essential, for these relationships determine the extent to which open spaces are seen, used and enjoyed. The visibility of open spaces, and the amount of activity directed through them, will also influence levels of real and perceived **security**.

The location and design of open spaces can also create a unifying visual "matrix" that blends a variety of architectural styles together. **Continuity** is achieved through the consistent design treatment of recognizable open space types to establish memorable themes. Strongly expressed continuity in open space design can even relate areas which are physically separated from one another -- for example, the east and west sides of the UIC campus.

The design treatment of open spaces also has a significant impact on the campus **image** and the level of **amenity** it offers to users. Open space treatments on the campus edges and in major entry areas can establish a positive **identity** for the campus and, by extension, reinforce the institution's reputation for excellence. Open spaces also provide important opportunities for informal recreation and **social interaction**. These "people places" are most successful when they are located at a crossroads of activity; when they are simple in design, but rich in detail; when they establish a **human sense of scale**; and when the quality of design and execution expresses a concern for the comfort and enjoyment of users.

A variety of open spaces types -- large and small; hard-surface and soft-surface; for active use or visual impact-- are included in the campus open space system. The following primary open space types are described in greater detail in Section VI, *Campus Design Guidelines*:

- Entry treatments
- Building setbacks
- Major green spaces
- Building courtyards
- Linkage spaces
- Special plazas



## **Issues and Opportunities**

### **Campus Organization**

**Overall Structure:** In many instances, open space areas on both the east and west sides of the UIC campus have been treated as "leftovers," rather than as positive organizing elements. As a result, campus open spaces have not been linked into a coherent, continuous system and opportunities to create meaningful visual and activity focal points have been missed.

If the relationship of buildings and open spaces is considered on a block-by-block basis, rather than parcel-by-parcel, it will be possible to establish a more consistent and understandable organizing structure. As noted in the discussion of Urban Form, the Medical College block (bounded by Polk, Wood, Taylor and Wolcott) on the west side of campus provides an example of building/open space relationships which can be used to strengthen campus organization. Here, buildings define the edges of the block to reinforce the spatial definition of the street; narrow, but attractive open space setbacks between the sidewalk and the building "wall" give amenity to the street space. In addition, these buildings define a series of open spaces with a comfortable sense of enclosure and human scale on the interior of the block. As new development occurs on both the east and west sides, this basic pattern -- which uses buildings to define spaces, rather than as sculptural objects in space -- can be repeated to establish a clearly ordered pattern of building/open space relationships.

**Open Space/Pedestrian System Coordination:** The Medical College block is quite successful in defining an open space which serves as unifying focus for a complex of buildings and in giving clear spatial definition to the street grid. But it is less successful in relating open spaces and their design treatment to important pedestrian movement corridors. Although building-to-street relationships create a comfortable sense of pedestrian scale on Polk, Wood, Taylor, and Wolcott, the streetscape treatments on these high volume pedestrian corridors do not create the level of quality which is critical in establishing a positive image and a welcoming environment for people on foot. Conversely, the attractive open space in the interior of the Medical College block is underutilized because it has not been connected to other east-west pedestrian linkages located at mid-block adjacent to the Union (west of Wolcott) and the Hospital (east of Wood).

The location of open spaces must be coordinated with the alignment of major pedestrian routes if the functional organizational and physical structure of the campus is to be made visible and the maximum benefit is to be derived from open space investments. Open spaces should be used to give special locations and movement corridors distinction and amenity. In turn, pedestrian movement corridors can link important open spaces together in a continuous system, and guarantee that those open spaces are seen, used, and appreciated. Even though the UIC campus has a significant amount of open space -- especially on the east side -- these open space areas do not have a significant visual or functional impact; in large part, this is because they are not well related to important pedestrian corridors.

**Central Place:** A clearly defined central place -- which serves as a both an image and activity focus -- helps to make the structure of the campus understandable and improve orientation. Open space plays an important role in defining this central place and in giving it a positive image. Reserving a space for the enjoyment of students, faculty and staff at the cross-roads of campus activity also gives clear expression to the value placed on quality of life.

On the ***east side***, a large open space -- the elevated Forum Plaza -- has been reserved at the heart of the campus as a social space and symbol of campus identity. Although the Forum is in the geographic and functional center of the campus, it is located above grade, away from the majority of pedestrian activity. Moreover, the Forum lacks a balance of hard and soft surfaces and the sense of human scale provided by enclosing buildings. The re-programming and re-design of this central place to project an improved image and attract higher levels of use is one of the most critical planning issues on the east side of campus.

On the ***west side***, there is no clearly-defined central place; however, the Wood/Taylor intersection presents a special opportunity to create one. Because the Hospital is located here, this intersection has high visibility and a high volume of activity. Unlike the Forum on the east side, the Wood/Taylor intersection is not exclusively a pedestrian use area. Nevertheless, the addition of carefully designed open spaces at this important location can give it the special definition and quality image required to establish a central focus for the west side of campus.

**Identifiable Sub-areas:** Open spaces are a critical element in defining identifiable sub-areas within large development blocks, as well as in establishing an overall block development pattern. The block bounded by Harrison, Halsted, Taylor and Morgan on the east side of campus (the superblock) provides an example of how effective the repeated use of common elements can be in establishing an identity for sub-areas within the block. Here, four sub-areas have been created (south of the SEO building, east of University Hall, to the southwest of the Residence Hall, and south of the Circle Center), each defined by a major open space, a campus entry, a signature building, and a well-defined connection to Forum/Lecture Center, the east side's central place.

### **Image and Identity**

**Campus Edges and Entries:** Open spaces can be used deliberately to define important campus arrival areas and entries; identify campus edges; and create a positive UIC image. Although the amount of open space used to define entries and edges will influence the magnitude of their visual impact, quality and consistency in their design treatment is equally - if not more -- important.

Campus arrival zones are located where major arterial streets intersect (for example, Harrison and Halsted, on the east side, or Ashland and Roosevelt, on the west). Campus entry points are located where campus collector streets (for example, Taylor and Wood) intersect major arterials.

On the **east side** of campus, the large open spaces at the Harrison/Halsted intersection give it visual prominence as an important campus arrival area. However, the quality of landscape development here has been given little attention; special landscaping, lighting and signage are needed to establish a more positive image. Although the particular design expression may differ from one arrival/entry area to another, the same basic components should be used to create a recognizable UIC identity.

On the **west side**, only limited space is available at important campus entry points (for example, Taylor at Damen). As a result, it may be necessary to rely more heavily on the architecture of new buildings, and building additions, to mark these entries. Nevertheless, the repeated use of entry identification components -- special landscaping, signage, and lighting -- must also be used to identify these areas as part of UIC's campus identity "system."

Arterial streets which edge the campus (for example, Ashland), or move through it (for example, Ashland) also provide special opportunities to establish a distinctive campus image. In most cases, on both the east and west sides of campus, moderate building setbacks have been provided from these streets. Despite their limited depth, these setbacks can play an important role in establishing a positive campus image if buildings are located to establish a consistent "streetwall" and a high quality landscape treatment is used in these perimeter spaces.

On the west side, there are a number of opportunities for creating a substantially broader building setback and more dramatic open space treatment along these arterial streets. For example, an 80-foot deep setback could be created by closing the Damen service drive; another deep setback could be established along Ashland as new infill development occurs. Today, the Ashland Avenue edge is dominated by surface parking; a developed edge with an attractively landscaped building setback would present a more positive UIC image.

**Subcampus Linkage:** Consistent, clearly recognizable landscape treatments at campus entries and along campus edges can help to establish a stronger visual and psychological link between the two sides of campus. However, the use of special streetscape treatments along connecting east-west streets -- Harrison, Taylor, and Roosevelt -- would substantially increase the impact of this visual connection. Taylor's role as a collector street and as an important pedestrian connection between the two campus areas and the neighborhood will, of course, demand a streetscape design approach which is quite different from the treatment of the Harrison and Roosevelt, major arterial streets carrying high volumes of through traffic.

### **People-oriented Environment**

**Visibility and Use:** Campus open spaces will be highly visible and accessible if their location is carefully coordinated with the alignment of major walkways. As a result, these open space areas will be better appreciated, more actively used and, as a result, more likely to be perceived as safe. Pedestrian movement should be directed through

important campus open spaces by orienting building entrances to them. The architecture that edges walks and open spaces should be designed to include large window openings -- especially at ground level -- so that activity within the building is shared with the open space and the amenity the open space offers can be enjoyed from within the building.

**Groundplane Quality:** The quality of the groundplane, and its impact on the attractiveness of the pedestrian environment, is a particular problem on the east side of the UIC campus. Here, two important open space areas -- the Forum/Lecture Center, the east side's most important campus gathering place, and the University Hall entry plaza, an important ceremonial entrance to the campus -- are treated as large expanses of paving, with little visual relief or sense of scale. While hard-surface open spaces are appropriate where use is intensive, quality paving materials are essential and the addition of an overhead canopy of trees can establish a sense of human scale and provide relief from reflected heat and glare.

Within the east campus core (the block bounded by Harrison, Halsted, Taylor and Morgan), extensive areas of asphalt paving have been used to facilitate service vehicle access. A better balance between paved walkways and lawn areas is needed to improve the pedestrian orientation of this important campus block; richer, higher quality paving materials are also needed to improve the groundplane and create an image of quality. This will require that service access needs be re-assessed, and service patterns rationalized.

**Design Treatments:** The quality of design and maintenance in campus open spaces must be consistently high if an appropriate level of amenity - - and a more people-oriented environment -- are to be created. Simplified planting treatments will create a more effective visual statement, as well as reducing maintenance requirements. (See Section VI, *Campus Design Guidelines*.)

**Open Space and Infill:** As development within the existing campus boundaries is intensified through infill development on surface parking sites, open spaces will become increasingly important as a balance and counterpoint. As a result, existing and new open spaces must be located and designed to have a meaningful relationship to the functional organization of the campus; to enhance orientation; and to create usable, attractive opportunities for informal recreation and social interaction.

### **Concept Guidelines and Framework Plan**

The following concept guidelines summarize the Master Plan's recommendations for managing the campus open space system. These guidelines represent the fundamental policies which should shape all future decision-making.

The components of this campus open space system are illustrated in the accompanying plan in combination with the principal components of the campus pedestrian circulation system.

## Organization and Identity

Use open spaces to (1) clarify and reinforce campus organization and (2) create a positive campus identity.

- Use **consistent setbacks** between buildings and the street to create a clear sense of spatial structure. Use a formal landscape treatment in these setbacks to create a positive urban image.
- Use open spaces and/or broad landscaped setbacks to define important campus **arrival zones and entries**.
- Maintain the organizing framework established by the **street grid** by preserving open space corridors where streets are closed.
- Use open spaces to create a clearly defined **central place** which serves as an image and activity focus.
- Use selected open space treatments and site details consistently to enhance the visual **continuity and identity** of the campus.

## Open Space Focal Points

Give clear definition and a sense of scale to major open spaces by framing them with buildings. Treat these open spaces as focal points, rather than as leftovers.

## System Continuity

Use pedestrian corridors to link new and existing open spaces into a continuous system to establish a unifying visual "matrix" for the campus.

## People-Oriented

Locate and design open spaces to establish a more people-oriented campus environment and to provide opportunities for **social interaction**.

- To maximize **visibility, security, and use**, locate open spaces along major pedestrian routes.
- Orient **building entrances** to these open spaces.
- Provide the best possible **quality** of design, materials, and maintenance to establish a high quality setting for people and a positive campus image.
  - Improve the quality of the **groundplane**, and provide relief from the hard surfaces of the urban environment, by increasing the ratio of landscaped to paved area.
  - Use quality **paving materials** (rather than asphalt) to define pedestrian routes and gathering places.



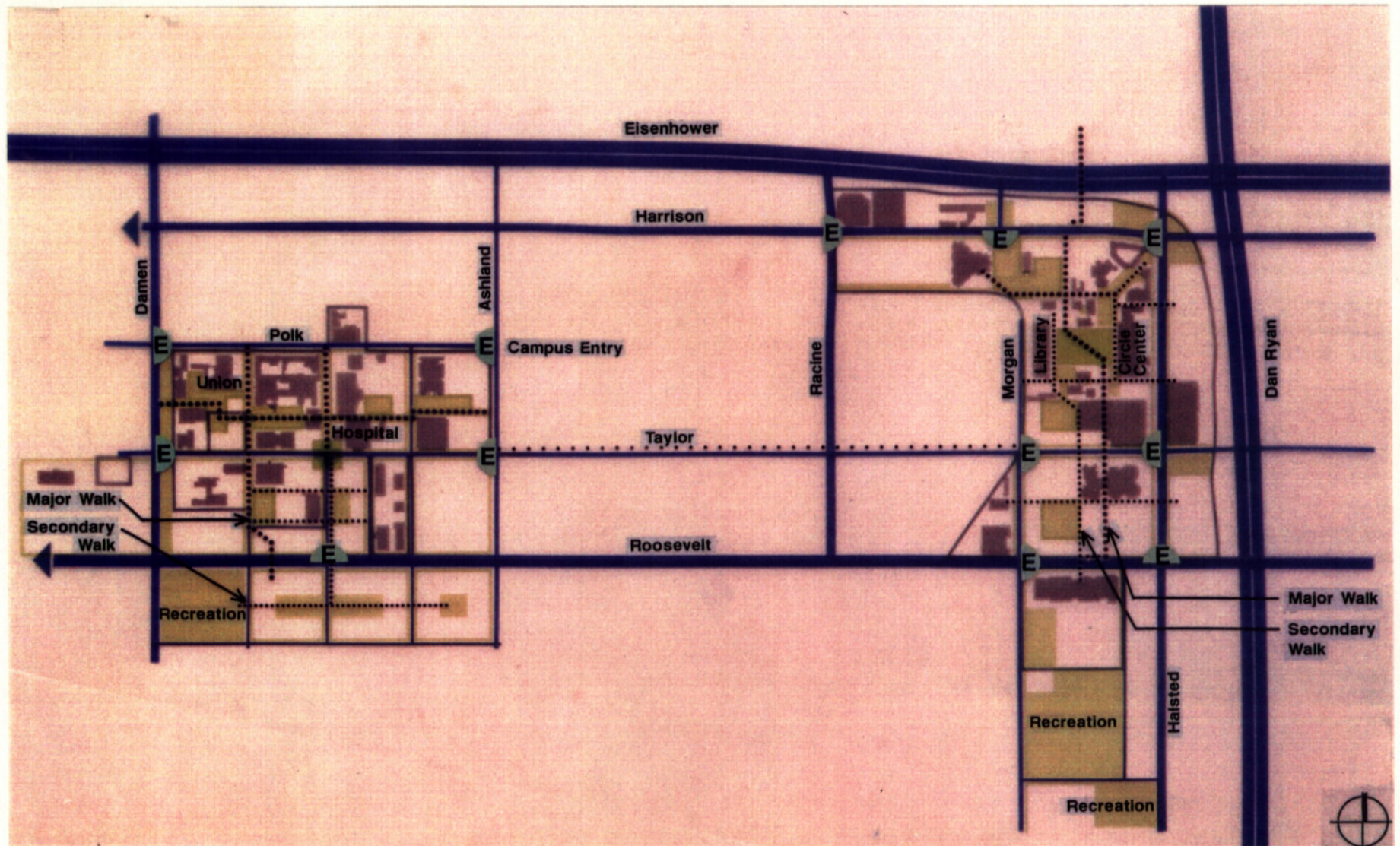


Figure 4: Open Space and Pedestrian Systems

## **Organizing Framework**

In each new development block, establish perimeter and internal open spaces as a framework for locating new buildings.

## **Open Space Classifications**

Define general open space classifications, and design guidelines for each, to simplify and coordinate detailed site design (see Section VI, *Campus Design Guidelines*).

- Perimeter treatments (street edges and entries)
- Major green spaces
- Building courtyards
- Linkage spaces
- Special spaces

## D. PEDESTRIAN CIRCULATION

### Role of the System

The extent to which the UIC campus provides an attractive, **people-oriented environment** will be determined, in large part, by the layout and design treatment of its pedestrian circulation system. Campus convenience, amenity and orientation can be significantly enhanced if:

- A compact campus core is maintained;
- Clear priority is given to the quality of the environment for people on foot within this core area; and
- Direct, clearly defined walkway connections are established between subcampus zones.

The **convenience** with which students, faculty, staff and visitors move between campus destinations will be determined by walking distances. UIC can ensure that most major academic, administrative, and campus life destinations are located within acceptable walking distance of one another, if a **compact, concentrated campus core** (with a walking radius of 5 minutes or approximately 1,200 feet) is maintained. Other campus facilities which do not require a core location (for example, recreation and physical education; special events; parking) should be located within a 10-12 minute walk (2,500 feet) of the campus center. Because transit stops and parking decks are major pedestrian activity generators and destinations, their location relative to the campus core will have a significant impact on campus convenience and walkability. Where major arterial streets must be crossed in moving between these "arrival" and "departure" points and the campus core, special measures must be taken to minimize pedestrian/vehicular conflicts and to ensure pedestrian **safety**.

A campus core in which the **pedestrian** has clear **priority** will be a safer, more convenient, and more attractive environment for students, faculty, and staff than a core area which is intersected by streets carrying moderate to high traffic volumes. Within the core, where pedestrian activity is greatest, vehicular traffic must be carefully controlled -- or eliminated, if possible. This will require that parking be located on the edge of the core, adjacent to through-traffic streets.

The elimination of streets within the heart of the campus will make it easier for pedestrians to move between buildings and uses which are functionally related and will create a more unified, recognizable campus **identity**. However, street closures will also require that service access to individual buildings, or building groups, be planned with special care to avoid overlap and conflict with important pedestrian movement corridors.

A hierarchy of walks -- coordinated and distinguished by their design treatment -- must also be established, with major corridors providing attractive, easily identifiable links between important pedestrian activity generators. These high activity corridors -- or **pedestrian "spines"** -- will



play an important role in the informal social life of the campus and will contribute to both real and perceived security. They can also help to make the functional organization of the campus more visible and easily understandable.

### Issues and Opportunities

#### **A Pedestrian Core**

**East Side:** Today, the majority of the most heavily used campus facilities on the east side (for example, the Library, the Circle Center, undergraduate classrooms and lecture halls) are located within the superblock bounded by Harrison, Halsted, Taylor and Morgan. Even though no streets pass through this superblock, the opportunity for creating a positive **pedestrian environment** has been compromised by allowing extensive service vehicle access within the block interior. As a result, large areas of asphalt paving dominate the ground plane, making it difficult to distinguish important pedestrian routes from service areas.

Other heavily used student facilities on the east side (for example, the Behavioral Sciences Building and Science and Engineering South), the CTA station, and parking facilities lie outside the superblock, but within the 5-minute walking radius which defines the core area. High volumes of pedestrian movement between these "generators" and the superblock have resulted in significant conflicts at **mid-block crossing points** on Harrison, Halsted, Taylor and Morgan -- despite the fact that grade-separated pedestrian crossings have been constructed at Harrison and Taylor, as part of the north-south elevated walkway system.

The **elevated walkway** -- and its future extension (for example, to parking decks located east of Halsted) -- presents a unique opportunity to eliminate the majority of these conflict points and enhance the ease of pedestrian movement north and south through the core area. This opportunity should be used to advantage; to do so, however, steps must be taken to improve the functioning of the elevated walkway as a major north-south pedestrian "spine".

Because important buildings have not always been located and designed to tie into the elevated walkway system, it does not serve all major campus destinations conveniently; buildings located on the east-west "spurs" of the elevated walkway -- for example, Behavioral Sciences -- are particularly difficult to reach from the Library, Circle Center, and Forum/Lecture Center, located at the heart of the campus. Because the more direct at-grade pedestrian route between the campus center and Behavioral Sciences requires a mid-block street crossing on Morgan, a dangerous pedestrian/vehicular conflict point has been created. To resolve this problem, UIC and the City have agreed that **Morgan Street** can be vacated between Harrison and Vernon Park Place. This will make it possible to create an off-street pedestrian connection, and a new open space area, linking two major development blocks. The surface parking area located to the south of University Hall must be removed to establish a direct pedestrian route connecting the Residence Hall to University Hall and Behavioral Sciences.

**West Side:** In contrast to the east side of campus, the west side depends almost entirely on city sidewalks for pedestrian circulation within the campus core. Although this urban street grid helps to establish an understandable, organizing structure for the west side of campus, these streets also create **barriers** -- both real and psychological -- to movement between facilities located on different blocks.

**Wood Street** presents a particularly difficult problem in this respect. Conflicting demands are placed on this street because of its central location, and the outpatient and academic uses located along it. Through traffic, outpatient pick-up and drop-off activity, service access, and significant volumes of pedestrians are all accommodated on Wood between Polk and Taylor. As a result, the street serves none of its "users" particularly well; but pedestrians, and the street's role as a critical link between major campus facilities (the Medical College, out-patient clinics, Hospital, and Health Sciences Library), suffer most.

Especially in the area between Polk and Taylor, from Damen to Ashland, **street closures** must be considered to allow the development of a more clearly defined and functionally unified campus core which provides a quality environment for pedestrians. In planning for these street closures, consideration must be given to campus needs for out-patient and service access. For example, if Wood Street is to be closed to traffic and converted to a pedestrian mall between Polk and Taylor, it will be necessary to relocate existing out-patient clinics to the south, preferably opposite the UIC Hospital on Taylor, where the clinics would be easily accessible from the Wood Street parking deck. The access needs of other Medical Center institutions, and nearby neighborhoods, must also be considered in weighing the costs and benefits of increasing the pedestrian orientation of the campus core by minimizing vehicular traffic.

While additional street closures are needed to establish a more clearly defined, "people-oriented" pedestrian system within the west side campus core, several **off-street pedestrian connections** have already been created. These include the east-west mall extending from Damen to Wolcott, south of the Union and the north-south mall linking the UIC Hospital to Rush, north of Polk. These isolated pedestrian connections must be linked together, and integrated with new components, to create a continuous off-street system that unifies the core's development blocks.

**West Side Tunnel System:** The tunnel system, which links a number of buildings on the west side of campus, is used by students, staff and faculty, especially during the winter months. The layout of this system is complex and points of access and egress are not well identified; as a result, only frequent users develop an adequate sense of orientation within the tunnel system. In addition, the physical appearance of the system is poor.

Although the tunnel system serves important functions -- in transporting patients from building to building and in distributing material -- it is not well-suited for use by campus visitors and has significant use limitations even for students, faculty and staff. As a result, a heavy dependence on the

tunnel system as a primary component of the pedestrian circulation system is not recommended; however, it should be used to maximum advantage in achieving increased efficiency in service and distribution.

### **Major "Spines"**

The primary components of the pedestrian circulation hierarchy are the major walkway "spines" which connect important activity generators and link development blocks to one another and to the "central place" on each side of the campus. If these spines also have a clearly dominant design treatment (defined by their width and the use of special paving materials), and are reinforced by the location of important open spaces, they will serve as strong organizing elements, both functionally and visually. When facilities attracting significant evening use are also located on these high volume activity corridors, security will also be improved.

**East Side:** The original plan for the east side of the UIC campus was organized around such a spine -- the *elevated walkway*. In addition to serving as the central organizing element, this primary north-south pedestrian corridor provides conflict-free crossing points to link transit and parking to major campus destinations across arterial streets, and to connect development blocks together.

The creation of two levels of pedestrian circulation was also intended to accommodate high volumes of pedestrian movement efficiently by providing two entry levels for many buildings, thereby allowing more intensive development and the separation of service areas and pedestrian corridors.

Today, however, the majority of the elevated walkway system is not intensively used. This is, in part, a result of the fact that its role as a major north-south pedestrian route has not been consistently reinforced by building location, design and programming decisions. The most successful portion of the elevated walkway is the segment connecting the Circle Center and the Forum Plaza to, and through, the Science and Engineering Labs (SEL) Building to the south. This relatively short span of the elevated walkway connects two major activity generators and provides protection from the weather as it passes through the SEL Building. In contrast, the walkway segment located to the north of the Forum is not heavily used. Although the elevated system provides a grade-separated crossing at Harrison, and a connection to the CTA station and Alumni Hall to the north, there are no other major activity generators located on this relatively long walkway segment.

Because the majority of the elevated walkway system is not well used, it has been widely criticized. Indeed, its potential to serve as a meaningful part of the campus pedestrian system has been questioned, despite the fact that it represents a significant capital investment which has been reinforced by other substantial investments in the buildings which are tied to it. Because there has been a high degree of ambivalence about the elevated walkway, decisions have been made over the past several years which undermine its functioning. Although the problems associated with

low levels of use on the elevated walkway system can be solved, their resolution will require a clear and continuing commitment to its improvement.

The following issues have been identified as the most critical in attracting increased volumes of pedestrian use on the elevated walkway to fulfill its intended role as a north-south activity spine:

- Too few **major activity generators** are located along the elevated walkway, especially to the north of the Forum. The addition of new buildings is essential if the elevated walkway is to serve as a direct route between major destinations and attract increased levels of use.
- Regular use of **walkway level building entrances** has been eliminated or restricted. If the walkway is to function as a major pedestrian route, building entrances at walkway level must be provided and given appropriate design emphasis.
- Major activity generating **uses within buildings** located adjacent to the walkway (for example, the library circulation desk or food service areas in the Circle Center) have not been located at walkway level. Use of the elevated walkway will be increased only if important activities are located along it.
- Overall, there are too **few points of access** to the elevated walkway system and it is not handicapped accessible. The number of access points must be increased; to the greatest possible extent, elevators and stairs should be provided within buildings adjacent to the walkway.
- Snow removal from the elevated walkway is relatively difficult and expensive; as a result, winter use is severely restricted. In addition, water leaking from the walkway aggravates the deterioration of the pavement below and creates an unpleasant at-grade environment. The addition of a **clear canopy** over the elevated walkway would eliminate these problems and make the walkway usable year round.

It is also important to note that the elevated walkway system is critical to the successful functioning of the **Forum**, the second-level plaza located at the heart of the campus between the Library and the Circle Center. Given its strategic location, and the important shared uses which form its eastern and western edges, the Forum is a natural "crossroads" of campus activity and constitutes the symbolic center of the east side of campus -- its "central place." Without the pedestrian access provided by the elevated walkway system, the future viability of the Forum as a campus image and activity focus would be severely undermined.

**West side:** Although there is no clearly defined pedestrian "spine" on the west side of campus today, opportunities exist for creating important north-south and east-west connections. For example, if **Wood Street** were closed between Polk and Taylor, and converted to a pedestrian mall, a primary pedestrian corridor could be established connecting the

Health Sciences Library and the Hospital through the academic core of the campus. By closing **Wolcott Street** between Polk and Taylor, it would be possible to establish another major north-south pedestrian corridor connecting the Union to campus facilities located south of Taylor and, ultimately, to future development in the campus expansion zone along Roosevelt and in the area to the south.

An **east-west spine** could also be created by linking the existing mall, located to the south of the Union, through the Medical College courtyard, to the walkway on the north side of the Hospital. This corridor could be extended east of the Hospital to Ashland Avenue as infill development occurs on the existing surface parking lots located on this important campus edge. The Union, and the existing student housing concentration on Damen, establish an activity anchor at the western end of this campus "spine." The research concentration, and supporting parking, planned along Ashland and Paulina would create an eastern anchor. This primary east-west walkway would also connect the major open spaces to be created within the interior of each development block through "gateway" openings in the buildings which define the block edges.

### **A Quality Environment**

The detailed design treatment of pedestrian corridors and open spaces will have a significant impact on the quality of the campus environment and on UIC's image for visitors, students, faculty and staff. The consistent use of high quality paving materials, furniture (for example, benches, light fixtures, and litter baskets), and landscape treatments is essential in creating a recognizable and appealing campus identity and in defining the different components of the pedestrian circulation hierarchy (see Section VI, *Campus Design Guidelines*).

The **Lecture Center area**, located beneath the Forum Plaza, serves as a special example of the importance of attention to the quality of pedestrian environment. This location is a major crossroads of pedestrian activity; as a result, it should present the best that UIC can offer. Instead, its deteriorated paving, poor lighting, and lack of color and interest present a negative image. Because of its location below the Forum and the elevated walkway, the Lecture Center area presents an especially difficult set of problems; nevertheless, its quality as an environment for pedestrians could be dramatically improved -- for example, by enclosing the Lecture Center with a glass curtain wall to create a climate-controlled, interior space; adding colorful paving (or carpeting); increasing illumination levels; and providing banners, art work and/or plants for visual interest.

### **East-west Linkage**

**Taylor** is the only continuous local street which links the east and west sides of campus together. Because it is edged by retail functions which serve both the neighborhood and the campus, it offers a special opportunity to establish a pedestrian linkage between UIC's two subcampus areas. Along this street, all the

diverse components of the neighborhood -- commercial, residential and campus -- are represented. As a result, it can also serve as a focal point of university/community interaction.

Taylor Street's character as a pedestrian corridor can be upgraded -- within both the campus and the neighborhood. UIC can play a leadership role in encouraging streetscape improvements along this important corridor by using investments on campus to illustrate the design themes and desired level of quality which could be implemented within the neighborhood between Ashland and Morgan.

### **Concept Guidelines and Framework Plan**

The following concept guidelines *summarize* the Master Plan's recommendations for managing the campus pedestrian circulation system. The major components of the campus pedestrian system are illustrated in the preceding plan, in combination with important open space elements.

#### **Emphasis on Pedestrians**

Give priority to the quality of the campus pedestrian experience.

- Encourage a compact and ***concentrated pattern of development*** to maximize convenience.
- Emphasize the development of an ***off-street pedestrian system*** that builds on existing links to connect major campus zones.
- Where possible, ***close street segments*** with heavy volumes of through traffic to unify campus zones and provide for safe and continuous pedestrian movement (Morgan, Wood, Wolcott).
- Provide ***elevated walkway connections*** crossing the major arterial streets which separate development blocks to avoid pedestrian/vehicular conflicts.
- Establish a high quality pedestrian environment on ***internal campus streets*** which will continue to carry vehicular traffic (e.g., Taylor and Polk).
- Provide for improved ***handicapped access*** by facilitating movement between ground level and elevated walkways.
- Control ***service traffic*** in the interior of the campus.

#### **Walkway Hierarchy**

Establish a clearly defined hierarchy of walks that enhances campus orientation. Coordinate the location of primary pedestrian corridors and major activity generators.

- Locate ***important destinations and shared facilities*** (e.g., Library, Union) on major walks.

- To enhance real and perceived ***security***, concentrate facilities which are heavily used during evening hours along high activity corridors.
- Locate/distribute ***parking facilities*** to minimize walking distances while maintaining a pedestrian-oriented campus core.

### **Taylor Street Link**

Treat Taylor as a special pedestrian street connecting the east and west sides of campus and integrating campus and neighborhood.

### **Elevated Walk System**

Use elevated walk connections to link buildings; design this second level walk system as an integral part of the buildings it connects.

- On the ***east side***, retain and improve the existing north-south elevated walkway as a central organizing spine and a unique identity-giving element. Extend the walkway to link to new buildings and parking decks.
  - . Locate new buildings along/over the walkway.
  - . Make vertical transitions within buildings.
  - . Locate major building entries and activity generators at the second level.
  - . Install a canopy over the walkway segments which do not pass through buildings.
- On the ***west side***, establish elevated walk connections through buildings and across streets to link important patient care destinations.

## E. VEHICULAR CIRCULATION AND TRANSIT

### Role of the System

UIC's location adjacent to the Dan Ryan and Eisenhower Expressways makes the campus easily accessible within the city and the metropolitan region. Nevertheless, if campus *identity* and *orientation* are to be improved -- especially on the west side -- special measures must be taken to ensure that visitors can find their way easily to campus entries from expressway ramps.

Where expressways form a campus edge, they create special opportunities for the development of uses and facilities which require high visibility and community recognition and/or those which attract high volumes of visitor traffic. The major arterial components of the surface street network also provide high visibility and exposure. Development sites along these arterial streets offer opportunities to establish an enhanced identity for UIC; to provide the visual "cues" which will simplify wayfinding for visitors; and to intercept vehicular traffic at the edge of the campus core to strengthen its *pedestrian* orientation and *amenity*.

Expressways present significant barriers to campus expansion because of the difficulty and expense of establishing strong connections across them. Major surface streets also create barriers to pedestrian movement; because they have broad cross sections and carry high volumes of through traffic, these arterial streets (for example, Roosevelt, Ashland) establish the edges of zones within which a clear pedestrian orientation and strong functional integration can be created. The constraints established by the existing vehicular circulation system must be considered in making decisions concerning the *functional organization* of land uses. However, special measures (for example, signalized or grade-separated crossing points) can be implemented to create *safe and convenient pedestrian connections* across major arterial streets which separate development blocks.

In most cases, the major traffic streets which define the edges of the campus core must remain open to serve the needs of the larger urban area. However, opportunities to close collector streets located within the campus core should be identified and implemented, where possible, so that its amenity and convenience as a high quality pedestrian environment can be enhanced. A better *balance between vehicular and pedestrian needs* should also be established on those interior streets which must remain open within the campus core. To accomplish this, different traffic flows (service, through-traffic, drop-off functions, and pedestrians) must be sorted out, and conflicts minimized, by establishing a circulation hierarchy which gives priority to different sets of users on different streets. To the greatest extent possible, through traffic and cross-campus traffic should be routed to major arterial streets and intercepted by parking decks located at the edge of the core.

Chicago Transit Authority (CTA) rapid transit stops on the east and west sides of campus improve accessibility and reduce dependence on cars and subsequent needs for parking. But the pedestrian connections from



these CTA stops to campus core destinations must be improved by upgrading their quality and providing direct and attractive linkages to the campus off-street pedestrian system.

UIC operates a shuttle bus system to facilitate movement between the east and west sides of campus. Though the costs associated with the operation of the shuttle system are not insignificant, it is an essential service in encouraging and supporting ***east-west connections***.

## **Issues and Opportunities**

### **Expressway Access**

On the east side of the campus, expressway exits serving UIC are located on the Dan Ryan at Roosevelt/Taylor and on the Eisenhower at Morgan and Racine. Although the campus is visible from these exits, and direct surface street connections into the campus are available, orientation for first-time and infrequent campus visitors could be enhanced through the expanded use of an improved campus signage system (see Section VI, *Campus Design Guidelines*).

Signs assisting visitors in locating UIC within the Medical Center District, and identifying campus edges and entries, are more critically needed on the west side. Here, exits serving the campus from the Eisenhower Expressway are located several blocks away from UIC, and major visitor destinations (the Hospital, clinics, Eye and Ear Infirmary, School of Dentistry) are "buried" within the campus, at some distance from Ashland and Damen, its high exposure arterial edges.

### **Arterial Approach Routes**

Major arterial streets on the east side of the UIC campus include Harrison, Halsted, Roosevelt and Racine. On the west side, Ashland and Damen Avenues and Roosevelt Road are the major arterials.

**Visibility:** Although community recognition, a positive identity, and easy ***visitor access and orientation*** are important on both sides of campus, they are especially critical to the success of the west side's patient care functions. However, the west side's arterial frontage is limited and, as noted above, important visitor destinations have not been located to benefit from the visibility these streets offer. Moreover, UIC's identity is blurred by its Medical Center District context; it is difficult to distinguish the west side campus as a physical entity, much less identify specific campus destinations. As UIC considers options for accommodating future growth, and ultimately expanding beyond existing campus boundaries, increased frontage on Damen, Ashland, and Roosevelt should be treated as priority objectives.

In contrast to the west side of campus, the east side has ample frontage on major arterials. Here, planning strategies which will eliminate at-grade pedestrian/vehicular conflicts on arterial streets are the primary issue.

**Land Use and Urban Design Treatment:** The quality of development -- both buildings and open space treatments -- along campus arterial frontages determines the character of the campus image and can help visitors to gain an understanding of campus structure and organization. For the most part, development on the ***east side*** of campus presents a positive image along arterial "edges." Although opportunities exist for improvements, campus arrival zones and entries have been successfully defined in a number of locations (for example, at Morgan and Harrison). Important visitor destinations (for example, the Pavilion and the Chicago Circle Center) and major parking facilities have also been located on these arterial streets to ensure that they are easy to find.

On the ***west side***, however, campus arterial frontage is limited to one block on Damen Avenue and one block on Ashland. While development on the Damen frontage creates an attractive campus image, the Ashland edge is dominated by surface parking. However, it is the Ashland edge which has the greatest impact on the image of the west side today; the great majority of motorists (55 percent) approach the campus from the north along Ashland. This high visibility arterial edge could be put to better use, and contribute to a more positive campus image, if parking were consolidated in a deck and these surface lots were used to accommodate new infill development.

On the west side, special efforts also need to be focused on the clear definition of entries to the campus from arterial streets. These entries should be located in close proximity to parking resources -- especially the parking designated to serve visitor needs -- so that through traffic can be intercepted as close to the edge of the campus core as possible and traffic within the campus and the Medical Center District can be reduced.

**Capacity:** With one significant exception -- the Ashland/Harrison intersection -- the arterial street system serving the east and west sides of the UIC campus works well, and provides substantial capacity for accommodating traffic increases generated by future campus growth. Existing capacity problems on Ashland are likely to be relieved somewhat by the re-opening of the Dan Ryan Expressway and the completion of ramp construction on the Eisenhower Expressway at Damen. However, this intersection is the one most likely to experience future capacity problems. Because all of the Medical Center District institutions -- and the larger urban area -- depend on the adequate functioning of the arterial street network, special care must be exercised to avoid increasing peak hour demands at Ashland/Harrison. This will require careful consideration of the potential impacts of parking deck location decisions and proposed modifications to the collector street system by all Medical Center institutions.

### **Campus Collector Streets**

On the east side, Taylor and Morgan are the collector streets which "penetrate" the campus. On the west side, there are many more collector streets including Polk, Taylor, Wolcott, Wood, and Paulina.

**Closures:** There are a number of instances on the east and west sides of campus where the closure of collector streets would have a positive impact in "knitting" related functions and development blocks together and eliminating pedestrian/vehicular conflicts. But because these streets serve many other property owners and users, UIC's needs for a unified, pedestrian-oriented campus must be carefully balanced against the other interests.

On the east side of campus, *Morgan Street* from Vernon Park Place to Harrison presents the most critical problems. This relatively high-volume collector separates the Behavioral Sciences Building from the new Residence Hall and the Library, Forum/Lecture Center, and Circle Center at the heart of the campus. Although a grade-separated crossing has been provided between University Hall and Behavioral Sciences, this route is so indirect, and the volumes of at-grade pedestrian traffic are so high, that a dangerous conflict point has been created on Morgan. In view of the seriousness of this conflict, and with the support of neighborhood representatives, the City agreed that Morgan Street would be vacated between Vernon Park Place and Harrison Avenue. As a result, both Morgan and Vernon Park Place will provide local access (including service) to abutting properties, but will no longer carry through traffic. The vacation of Morgan Street will require the relocation of the existing shuttle bus route; but it will also allow the development of a strategically located open space and entry to the east campus on Harrison at Morgan, between University Hall and Behavioral Sciences.

On the west side, the street closing with the highest priority for implementation is the segment of *Wood Street* between Polk and Taylor. The clinics located along this block at the heart of the west side campus core attract a high volume of drop-off/pick-up activity; in addition, this block also accommodates through traffic, service vehicles and high volumes of pedestrian activity. Until out-patient functions are relocated and consolidated elsewhere, this street segment cannot be closed without displacing drop-off/pick-up activity to Polk and Taylor, causing congestion on these busy east-west streets.

Today, there are approximately 4,500 vehicles per day on this block of Wood Street. When Wood is closed to through traffic to create a unified, pedestrian-oriented campus core, this traffic will be shifted to Paulina Street, the only other north-south street connecting Roosevelt to Harrison. Paulina has adequate excess capacity to absorb this increase and will continue to play an important role as a service and parking access street. It is important that Paulina remain open; if it were to be closed, substantially increased traffic demands would be placed on Ashland Avenue, where capacity problems are already being experienced.

**Improved Use Balance:** Those streets within the campus which must remain open to traffic -- especially those serving an important pedestrian circulation role -- must be improved to establish a better balance between vehicular and pedestrian circulation needs. On the west side of campus, in particular, the quality of the pedestrian zone on Polk and Taylor must be improved, even though increases in traffic demand will also require the addition of travel and turning lanes on these important east-west streets.

## **Visitor Arrival Sequence**

On the **east side** of campus, orientation for visitors is quite good. Most visitor destinations (for example, the Pavilion and the Chicago Circle Center) are located on arterial streets and have good visibility; some provision has been made for drop-off/pick-up activity; and a clear relationship to major parking facilities exists. Even so, improvements can be made. For example, some important visitor destinations (the Alumni office, admissions, and career placement) are not well located for easy recognition and accessibility. Consideration should be given to relocating these functions closer to the heart of the campus at major entry points or within landmark buildings.

On the **west side**, less progress has been made in facilitating visitor orientation, even though it is critically important to the "marketability" of the health care services UIC offers. Clinics are scattered along Taylor, Wood and Polk, rather than being concentrated in an easily accessible, highly visible location. Entries to the UIC campus are not clearly designated on major arterial approach routes; off-street parking for visitors is not clearly related to campus entries and patient destinations; and inadequate provisions have been made for accommodating patient drop-off/pick-up activity and short-term parking. Significant improvements can be made on all of these dimensions of the visitor arrival experience if future decisions on land use, circulation, and parking are carefully coordinated and a commitment is made to enforcing short-term parking limits.

## **East-west Connection**

As noted in the discussion of the campus open space system, streetscape and open space treatments can have a powerful impact in establishing a visible sense of continuity between the east and west sides of campus. Good functional connections are also needed, however. Because the walking distance between the two sides of campus is substantial (15 to 20 minutes) and the east and the west sides cannot be physically joined together, this functional linkage must depend heavily on transit availability.

UIC currently operates a shuttle bus system using two basic routes. The first route consists of one-way loops around the east and west sides of campus with a connection along Harrison Street. The second route connects remote campus facilities on the east and west sides (Chemical Engineering on the east and the School of Public Health on the west) via Taylor Street.

Operating two shuttle routes to provide connections between remote facilities adds to system operating expense. If the primary goal in operating the shuttle system is to provide an efficient connection between the east and west sides of campus -- rather than linking destinations within each subcampus area -- the Taylor Street route appears to be more valuable. This route clearly provides the most efficient connection (in terms of route miles and riding time) between the east and west sides, but only if traffic congestion within the Taylor Street commercial area does not create undue delays. Walking distances to the great majority of campus

destinations from Taylor Street are also reasonable (5 minutes or less). Nevertheless, continued operation of two shuttle routes may continue to be necessary, especially as development occurs to the south of Roosevelt Road.

### **Concept Guidelines and Framework Plan**

The following concept guidelines describe the principles and policies for managing vehicular circulation and transit. The proposed campus circulation system is illustrated in the accompanying Framework Plan diagram.

#### **Street Hierarchy**

Define a hierarchy of streets with special campus support functions; use urban design treatments to distinguish these street types and to enhance campus identity, strengthen east-west connections, and improve orientation.

- Emphasize ***visual continuity***, a ***positive identity***, and clear definition of ***entries*** on arterial streets.
- Create an environment that ***balances pedestrian and vehicular needs*** on internal collector and service streets.

#### **Pedestrian Orientation**

Encourage vehicular traffic to move around the campus on arterial streets to maintain a clear pedestrian orientation in the campus interior.

- ***Close street segments*** which do not serve as an essential part of the urban street network to remove through traffic and unify campus zones.
- To discourage through traffic, locate ***parking decks*** in close proximity to arterial streets and campus entries.

#### **Visibility and Image**

Capitalize on the visibility provided by arterial streets to establish a recognizable, high-quality campus image.

- Create a positive campus ***arrival image*** where arterial streets intersect.
- Create well-defined campus ***entries*** where arterial streets and internal campus collectors intersect.
- To create a sense of ***visual continuity*** across the campus, use consistent streetscape treatments, especially on major arterials.



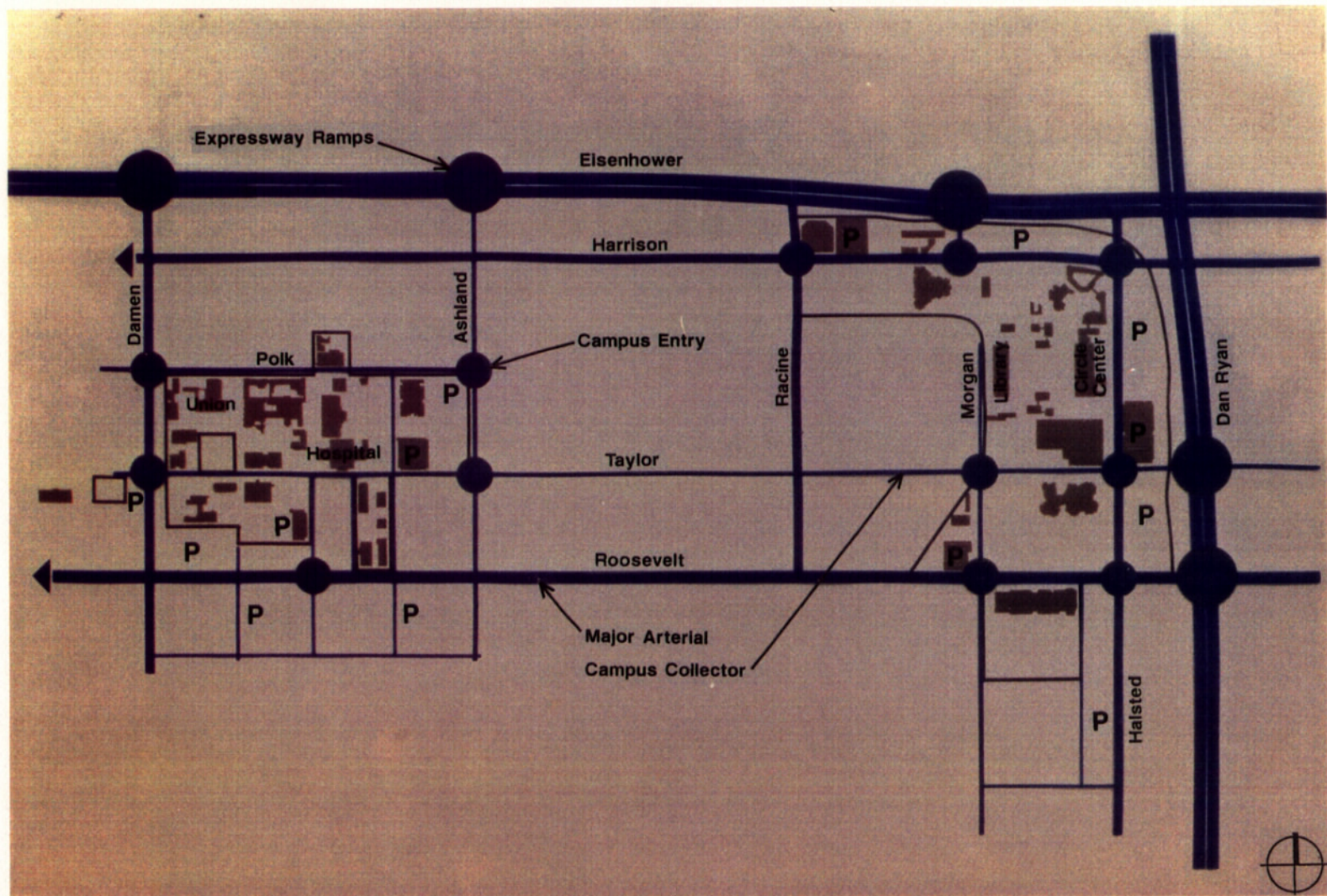


Figure 5: Vehicular Circulation and Parking

### **Drop-off Zones**

Create attractive, off-street drop-off zones at important patient care and visitor destinations; ensure that these drop-offs are part of a clearly understandable arrival/parking sequence.

### **Shuttle System**

Improve shuttle service to provide more convenient transportation between the east and west sides of campus.



## F. PARKING

### Role of the System

Parking is an essential campus support function. Because parking allows for the transition between vehicular and pedestrian movement, decisions on campus parking must be carefully coordinated with planning for vehicular and pedestrian circulation, as well as land use organization.

If **convenience** for campus users is to be maximized, off-street parking must be available in adequate quantities and carefully distributed to maintain reasonable walking distances to important campus destinations. When parking is located close to major arterial approach routes, and campus entries, it is highly visible and easily accessible; **orientation** for campus visitors is improved as a result. In addition, if parking is located close to arterial streets, motorists can be intercepted at the edge of the campus core, making it possible to minimize traffic and create a **people-oriented environment** with a high degree of **amenity** within the core itself.

While their construction involves significant costs and lead times, parking decks use land more **efficiently** than surface parking lots and make it possible to provide a greater number of parking spaces within easy walking distance of the campus core. Large areas of surface parking have a negative impact on the campus **image**, while carefully designed parking decks can be blended more effectively into the architecture which defines the edge of development blocks. Surface parking areas separating buildings within the campus core also make it difficult to establish a positive pedestrian environment and to link related uses effectively to one another. In addition, surface lots also interrupt the continuity of the "streetwall" created by buildings edging development blocks and make it difficult to establish an understandable **campus development structure**.

Because parking facilities are major generators of pedestrian traffic, their location must be carefully coordinated with the campus pedestrian system, especially the location of major pedestrian "spines." If decks are located along these major spines, or in close proximity to them, pedestrian activity can be concentrated in high activity corridors. This is especially critical during evening hours, when **security** is a significant concern. A transition from surface to deck parking can also influence real and perceived security by allowing parking to be located closer to the heart of the campus where police patrols can be more efficiently provided.

### Issues and Opportunities

#### **Parking Quantities**

On the east side of the UIC campus, parking demand and supply are in balance. With the addition of a new parking deck on Wood south of Taylor, the supply deficit which existed on the west side has also been substantially eliminated. However, the time lag which occurred between the increase in parking demand and the availability of these 500 additional west side parking spaces demonstrates the importance of

initiating planning for new parking facilities coincident with the planning for major new building projects. Although funds for the development of new buildings and new parking decks are derived from different sources, coordination in timing the availability of planning and construction dollars, and the completion of construction, are critical if parking shortages are to be avoided in the future. Because much of the new development which will occur on the UIC campus will displace existing surface parking lots, this coordination will become increasingly important.

### **Parking Allocations**

On both the east and west sides of campus, approximately 55-60% of the UIC-owned off-street parking supply is provided in surface lots; 40-45% is provided in parking decks. But on the west side, a significant percentage of the total supply considered to be available for UIC use is made up of on-street parking spaces. This on-street parking inventory constitutes about 27% of the total west side parking supply, but only 4% on the east side.

This heavy reliance on on-street parking is a particular problem within the Medical Center District because other institutions' employees, patients, and visitors compete for the use of these spaces. As result, much of this on-street parking inventory is often unavailable for UIC's use. In addition, because the enforcement of short-term parking limits is not particularly aggressive, these on-street spaces are likely to be occupied all day by early-arriving employees, rather than by out patients and visitors.

The apparent shortage in out-patient and visitor parking on the west side has been confirmed by a survey of patients. In addition, only 20% of the UIC-owned parking supply on the west side has been allocated for use by cash customers. This is the same percentage allocated for public use as on the east side of campus, although the need for visitor parking appears to be much greater on the west side.

### **Patient and Visitor Parking**

The importance of setting aside a greater portion of the UIC-owned parking supply for visitor and out-patient use is clearly recognized on the west side; however, as long as out-patient functions are spread across the campus, it will be difficult to find an efficient and effective means for addressing this need. The construction of a new Ambulatory Care/Professional Medical Services Building -- anticipated within the near future -- could resolve this problem if the majority of out-patient functions can be consolidated in this facility on the south side of the Wood/Taylor intersection. If out-patient functions can be consolidated in this location, it will be possible to designate spaces in the adjacent Wood Street deck for visitor parking.

Drop-off/pick-up space will also be needed to serve this new out-patient facility in order to establish an efficiently functioning arrival/parking sequence. If these short-term parking spaces are provided along an entrance drive to the building -- rather than on the street -- UIC will be better able to ensure their availability by enforcing controls on their use.

## **Parking Locations**

**Orientation:** All of the east side's parking lots and decks are located to be visible and accessible from major arterial approach routes. On the west side, however, the majority of UIC's parking facilities are not easily visible from arterial streets. Indeed, the west side of campus has poor overall visibility and a weak identity on important arterial streets -- especially Ashland and Roosevelt. As a result, orientation for visitors, including the identification of visitor parking destinations, is difficult. Efforts should be concentrated on improving campus visibility on these arterial streets and locating parking in close proximity to campus entries and visitor destinations.

**Image:** The location of surface parking lots along major arterial approach routes has an impact on UIC's image, as well as orientation for visitors. On the west side, the unrelieved expanse of parking lots along Ashland Avenue between Polk and Taylor makes it difficult to identify UIC within the Medical Center District or to create an attractive image at important campus entries. Although large surface parking lots are also located along Harrison and Halsted, important arterial approach routes on the east side of campus, their impact is significantly different. This is because these parking lots are located across the street from a well-developed campus edge, where the architecture projects a clear campus identity and a positive image.

**Pedestrian Orientation:** The location of surface parking lots within the campus core influences the feasibility of establishing pedestrian connections that facilitate movement and interaction between related facilities. On the west side, for example, surface parking lots located at mid-block along Paulina Street serve to isolate the School of Dentistry from the balance of development in the campus core and severely limit the area's attractiveness for people on foot. If this parking supply were replaced in a parking structure, these sites could be made available for building and open space development defining the eastern half of an east-west pedestrian spine extending from Ashland to Damen.

## **Parking Distribution**

All of the parking facilities on the east and west sides of campus are located within a 10 minute walking radius of the campus center (the Forum/Lecture Center are on the east side and the Wood/Taylor intersection on the west side). Nevertheless, almost 20% of UIC's west side parking spaces are located to the west of Damen; the majority of these spaces are in a leased lot west of Ogden Avenue. This lot is perceived as a "remote" facility because it has little physical or psychological relationship to the campus; as a result, users consider it significantly less convenient and less secure than other UIC parking areas. Although remote parking lots, such as this, are not ideal, they are often needed to provide "surge" parking capacity as existing, close-in lots are used for new infill development.

On the east side, the parking supply is evenly distributed to the north and the south of the Forum/Lecture Center at the heart of the campus. However, 76% of this existing parking supply is located to the north of

Taylor Street. As the development of additional science- and research-oriented facilities occurs between Taylor and Roosevelt, and existing surface lots are displaced, additional parking must be provided in this area.

On the west side, 72% of the existing UIC-owned parking supply is located north of Taylor and 52% is located east of Wood. The addition of parking decks on the west edge of the campus will be needed in the future to improve parking distribution and support new development. Because it is likely that this will require the acquisition of property, and relocation of existing uses, planning for these parking additions will require substantial lead time.

## **Design**

The design treatment of UIC's parking lots and decks have a significant influence on their visual impact. While there are a number of positive examples of parking lot and deck design on campus today, more consistent application of these quality design treatments is needed.

Landscaped setbacks should always be used to separate and screen parking lots and decks from pedestrian areas and primary buildings. For parking lots, this landscaped area should include hedges (to screen parked cars from the street) and canopy trees to create a unified foreground. The landscape treatment at parking decks can be more intensive, including the use of groundcover, shrubs, and intermediate height trees, as well as shade trees. The architectural design of parking decks is also critically important. Parking decks should be designed to blend in with nearby primary (non-parking) buildings by using the same materials, colors and overall facade organization. (See VI, *Campus Design Guidelines*.)

## **Concept Guidelines and Framework Plan**

The following guidelines describe the recommended Master Plan policies and for managing the campus parking system. The locations of existing and proposed parking decks are shown in the preceding framework plan illustration, in combination with the components of the circulation network.

## **Supply and Demand**

Maintain a **balance** between parking supply and demand as new development occurs.

## **Transition to Decks**

Plan for the addition of parking decks, and a transition away from surface parking, to expand the parking supply in convenient locations; use land efficiently; improve campus structure; and enhance the quality of the pedestrian environment.

- Designate key locations for new parking decks and reserve them for future development.

- To ensure cost-effectiveness, designate parking deck sites which can accommodate a minimum of 500 spaces and can be expanded in similar increments.
- Use landscape setbacks and sensitive architectural design to establish a positive campus image and pedestrian environment.

### **Distribution**

Distribute parking supply to ensure ***convenience*** for the greatest number of users, giving priority to the needs of patients and visitors.

### **On-Street Parking**

Discourage on-street parking in nearby residential areas and on campus, with the exception of special handicapped and short-term users.



## G. SERVICE AND UTILITIES

### Role of the System

The convenience, appearance and overall quality of the campus as an environment for people on foot is influenced by the location of service points and routes. If service areas open onto major pedestrian corridors or open spaces -- and/or large numbers of service vehicles are routed through these activity areas -- the **people orientation** of the campus will be compromised. However, if buildings are located at the edges of development blocks, they can be serviced from perimeter streets. As a result, it will be possible to eliminate service activity within the block interior where open spaces and pedestrian activity are concentrated. However, the service points located on these perimeter streets must be carefully screened or they will also compromise the quality of the campus **image**.

Certain facilities -- especially health care and research -- have special service requirements (for example, the disposal of toxic or contaminated waste). If these facilities are clustered together, they can be serviced with greater **efficiency** than if they are scattered across the campus.

Because development usually cannot occur over utility lines, utility locations pose constraints on future development potentials and capacities. If UIC-owned land is to be used efficiently, care must be taken in locating utility corridors and extending them to serve new buildings. The alignment which appears most **cost-effective** in the short-term (usually the shortest distance) will not be the best choice in the long-term if development sites cannot be used to capacity as a result, or if utility lines have to be relocated. By concentrating utilities in shared corridors, and locating these corridors at the edges of development blocks, more efficient use can be made of land resources.

### Issues and Opportunities

#### **Service**

**East side campus core:** The majority of existing buildings on the east side of the UIC campus are serviced from perimeter streets. However, the **Lecture Center**, and the clusters of small classroom buildings located to the north and south, are not easily accessible. To reach these facilities, service and maintenance vehicles must move into and across the heart of the campus core, detracting from its quality as a pedestrian environment. Indeed, much of the interior of this important block has been paved with asphalt to facilitate vehicle movement. This has created an inappropriate balance between hard-surface and landscaped areas and has blurred the definition of major walkway corridors.

Service access within this campus core block must be more carefully controlled so that the quality of the pedestrian setting can be improved by (1) reducing service traffic; (2) reducing the overall amount of paving; and (3) repaving walkways which are to remain with higher quality materials.

To accomplish this, it will be necessary to create **service courts** in close proximity to the buildings located within the block interior. These service courts should be accessed from perimeter streets and should be of an adequate size to allow some vehicle parking and temporary storage for materials being loaded and unloaded. The movement of materials between these service courts and the buildings on the block interior should be accomplished, to the greatest possible extent, by electric or hand carts. If vehicle access beyond the service court is required, it should be scheduled during non-peak student activity hours.

Because implementation of this service court concept will require some double handling of materials, operational efficiency and cost may be effected. These added costs will be well-justified, however, if the quality of this important campus core area is improved as a result. To avoid similar service difficulties in the future, new buildings should be located at the perimeter of development blocks where they can be easily serviced from adjacent streets. If a new building is added at the center of the campus -- within or adjacent to the Forum/Lecture Center -- a **service tunnel connection** should be provided from a perimeter building.

**West side tunnel system:** The west side tunnel system offers special opportunities for consolidating service points and facilitating material distribution and collection. Increased use of the tunnel system for service will be essential in the Medical College block, where existing service docks are considered obsolete and street closures proposed on Wood and Wolcott will alter service access routes.

The opportunity exists to create a new, **underground service area** as part of the construction of new buildings on sites at the north- or southwest quadrants of the Wood/Taylor intersection. This central location will facilitate service to both existing facilities and future development sites. This same pattern of servicing clusters of buildings through a single dock, using tunnel connections to create links between buildings, can be used for new development sites on both the east and west sides of campus.

## Utilities

**East Side:** On the east side of campus, heating (high temperature hot water) and cooling (chilled water) are provided from a central utility plant located south of Taylor and west of Morgan. Distribution lines are located in a utility tunnel that connects to all existing buildings except the Pavilion, located at Harrison and Racine.

Excess central **plant capacity** is available today; in addition, the already-planned construction of a co-generation plant will further increase heating capacity. Existing units can also be replaced (within the existing building) to provide even greater heating and cooling capacity in the future, if needed. However, if intensive development were eventually to pre-empt the recreational playing fields proposed for the zone south of Morgan Street, UIC representatives believe that an additional utility plant would be required to serve that area.

Extensions of the utility tunnel system will be required to bring high temperature hot water (HTHW) and chilled water (CW) to development opportunity sites north of Harrison Street and along the north side of Roosevelt Road between Morgan and Halsted. The majority of these **tunnel extensions** can be accomplished cost-effectively because the more expensive connections under major roadways are already in place; the extension of the utility tunnel to the east of Morgan, north of Harrison Street, is the primary exception.

These utility tunnel extensions should be located in the setback between the street and the building zone to ensure that the development capacity of opportunity sites is not compromised. Where the utility tunnel already cuts across a future development site -- for example, on the northeast quadrant of the Morgan/Taylor intersection -- special design approaches, requiring greater construction costs, will be required.

**West Side:** On the west side, a central steam plant provides heating for UIC buildings (as well as other institutions), but cooling is provided on a building-by-building basis. Steam distribution lines are located within or adjacent to existing street rights of way.

University representatives report that adequate **steam capacity** is available to meet the needs of UIC's projected 40-year building program. Beyond that time frame, it may be necessary to consider the construction of an auxiliary steam plant, or the installation of an upgraded distribution system, to serve the campus expansion area located to the south of Roosevelt Road. The University may also consider the construction of a central **chilled water facility** in this area in the future.

Future development sites north of Roosevelt Road -- both within and beyond UIC's current campus boundaries -- can be served by relatively modest extensions of the existing steam tunnel system. More costly extensions under Roosevelt Road will be required to serve the area to the south.

### **Concept Guidelines and Framework Plan**

The following guideline statements highlight important policies for managing service and utility systems on the UIC campus in the future. The accompanying plan illustrates the proposed service and utility framework.

#### **Service Access**

Provide service access from the perimeter of development blocks.

- Strictly **limit vehicle access** into and through pedestrian zones.
- Develop **service courts** which support clusters of new buildings.
- Confine **service and vendor vehicle parking** to designated service court areas on the edges of development blocks.



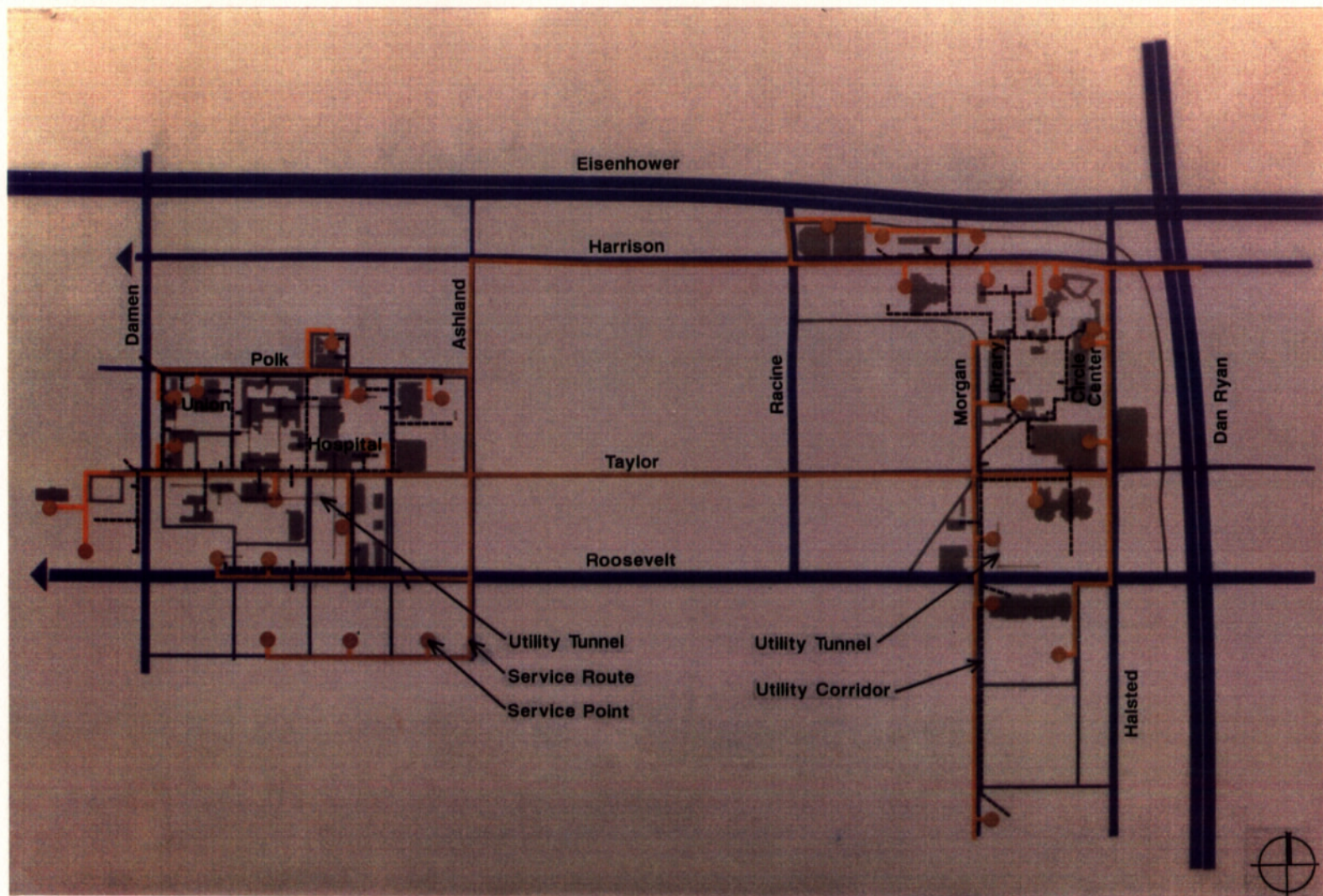


Figure 6: Service and Utilities

### **Tunnel System**

Use the tunnel system increasingly for service and material distribution. In planning future development, include tunnel links between new buildings to improve operational efficiency and convenience.

### **Receiving Docks**

Establish major receiving points on each side of campus which provide a moderate amount of storage capacity.

### **Utility Corridors**

Reserve corridors for future utility extensions. Define these corridors to provide cost-effective service to future development sites and to avoid the need for future utility relocations.



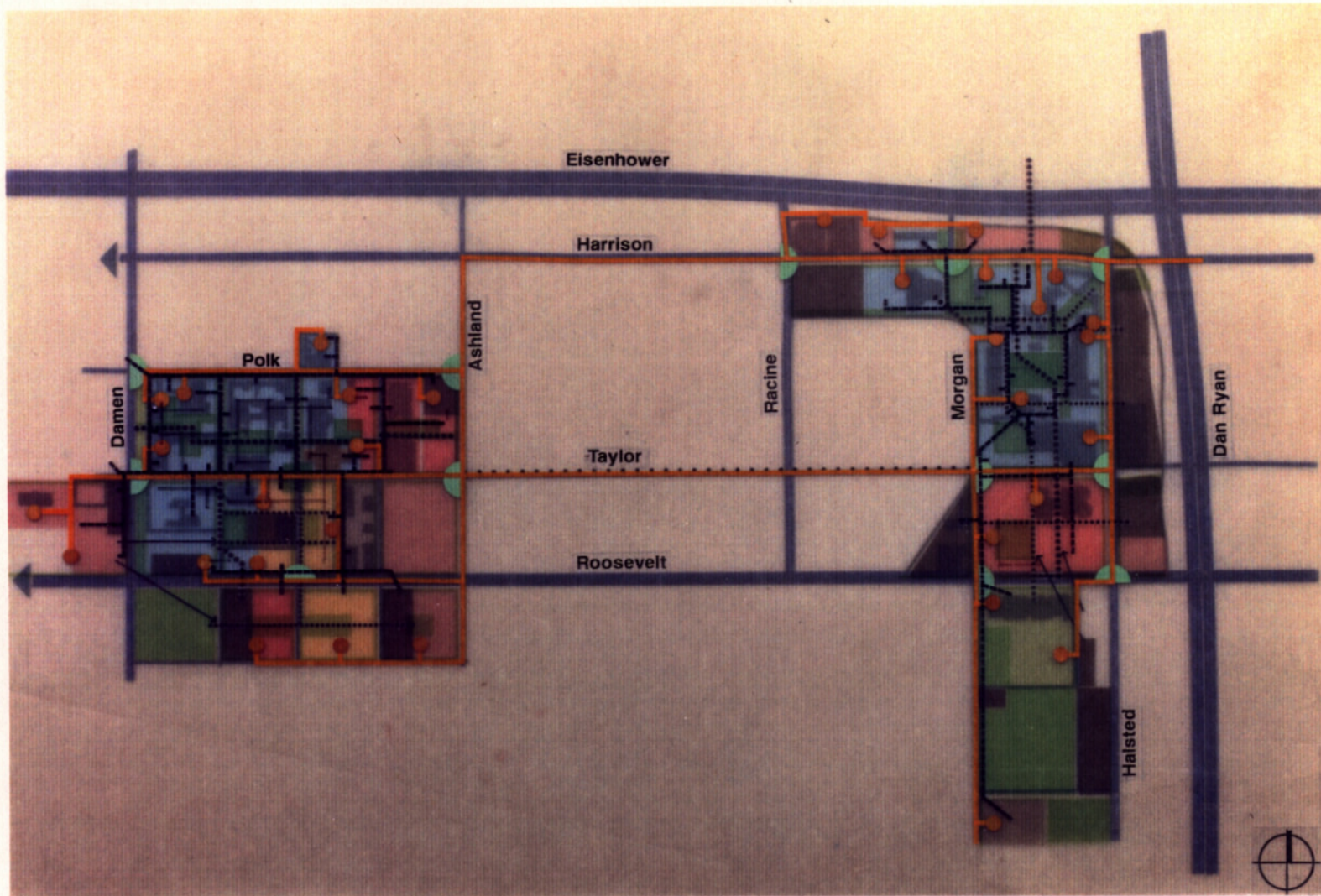


Figure 7: Framework Composite

### III. SUBCAMPUS PLANS

#### A. INTRODUCTION

##### Role of the Subcampus Plans

The Subcampus Plans for UIC's east and west sides illustrate in greater detail how the Concept Guidelines and Framework Plans presented in Section II, can be interpreted and implemented. The Subcampus Plans identify development opportunity sites; propose land use assignments based on UIC's 40-year Program Projections; and illustrate circulation and open space system improvements. Important criteria for building placement, height and inter-relationships are also recommended by illustrating the three-dimensional "envelopes" within which future development should occur. The Subcampus Plans' illustrative criteria for the height and massing of future campus buildings also provide the theoretical basis for the capacity estimates presented in Section IV, *Program Needs and Plan Capacities*.

##### Organization

First the east side, and then the west side, Subcampus Plans are presented. A **summary description** of each is provided using the following organizing framework:

- **Development Patterns**
- **Open Space and Pedestrian Circulation**
- **Circulation and Transit**
- **Parking**
- **Service and Utilities**

This overview is followed by a discussion of **special issues** considered in the preparation of each Subcampus Plan. On the **east side**, these special issues include:

- **Library expansion alternatives**
- **Revitalization of the campus center (Forum/Lecture Center, Library, Circle Center)**
- **Improvement of the elevated walkway system**
- **Morgan Street plaza development**
- **Student housing location alternatives**
- **Campus development south of Maxwell Street**

On the **west side**, the special issues discussion addresses:

- **The east-west pedestrian "spine" (the Academic Way)**
- **Consolidation of patient care functions**

- **Concentration of specialized research facilities**
- **Campus expansion priorities**

Photographs of the subcampus plan models, sections and elevations illustrate the narrative description.

## B. EAST SIDE SUBCAMPUS PLAN

### Plan Overview: Development Patterns

#### Infill Development Sites

The east side Subcampus Plan clearly illustrates that substantial infill development potential is available in the area to the **north of Roosevelt Road** to maximize the efficient use of University-owned land and to maintain a compact, convenient, walkable campus. Twenty infill opportunity sites (shown in blue and designated by number on the Subcampus Plan) are illustrated in the area north of Roosevelt. Fourteen of these sites -- ranging in size from 0.3 to 4.8 acres -- have been designated for future building development (totalling approximately 23 acres). Six sites have been designated for future parking use (sites 2, 5, 9, 11, 15 and 19, totalling 14.5 acres).

**South of Roosevelt Road**, there are only 2 potential development opportunity sites -- with a total of 6.1 acres -- within UIC's ownership. One of these (site 22b) has been designated as a future building site; the second (site 22a) has been designated for recreational playing field use.

The development of these opportunity sites will require the **displacement of existing functions**. In only a limited number of cases (sites 7, 15, 19, and 20), future use and development will require the demolition of existing **buildings** (and the loss of approximately 264,000 GSF of existing building space). However, the future use of 11 of the 22 development opportunity sites on the east side will require the displacement of existing **surface parking lots** (and the loss of approximately 3,100 parking spaces). Nevertheless, the development of parking structures on the Subcampus Plan's six designated parking sites will result in a net parking increase of over 5,500 spaces. In other words, less land area (approximately 7 fewer acres) will be used to provide a significantly increased parking supply (approximately 70% more spaces).

In five instances (sites 5, 9, 12, 18, and 22b), future infill development will displace existing **open space or recreational uses**; however, the Subcampus Plan illustrates a net increase in informal open space acreage within existing campus boundaries, as well as substantial improvements in the quality and usability of existing open spaces. In large part, the existing recreational facilities (ballfield, track, tennis courts) which will be displaced by new development must be replaced outside of existing campus boundaries in the area south of Roosevelt Road. Substantial additions in recreational facilities are also needed to meet existing deficits.

#### Campus Expansion

The east side Subcampus Plan illustrates a campus development zone in the area **south of Maxwell Street** between Morgan and Halsted. Acquisition of this area will be required to provide the **recreational facilities** needed to eliminate existing deficits and to replace those facilities which must be relocated (notably, the ballfield) so that new buildings identified in UIC's 40-year Program Projections can be



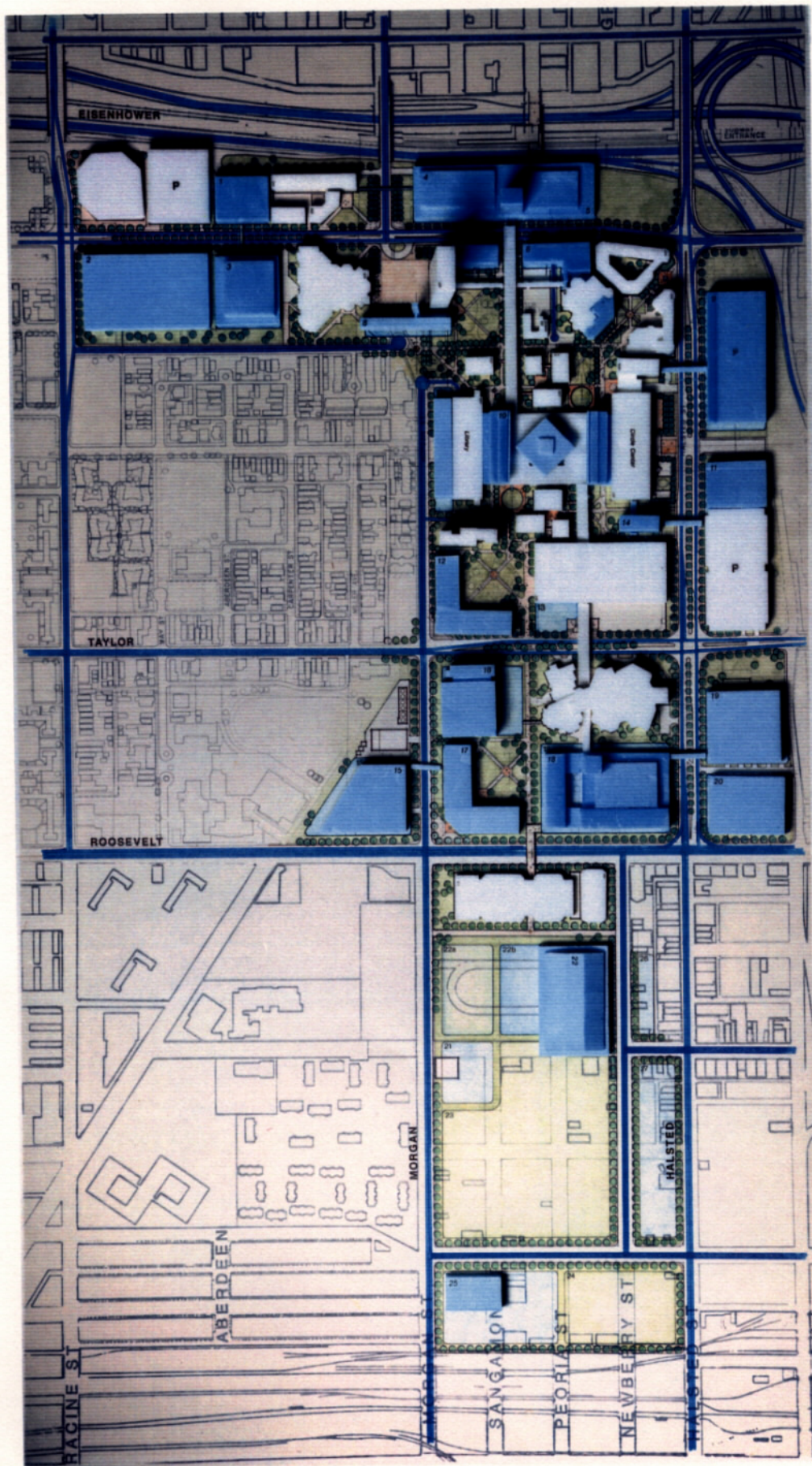


Figure 8: East Side Subcampus Plan

accommodated in the area north of Roosevelt Road. The expansion of **service functions** (for example, motor pool; campus security) necessary to support increased campus development can also be accommodated in this area. In addition, a portion of this new campus development zone is likely to be needed for **temporary surface parking** as new parking decks are constructed on sites that now serve as parking lots.

Approximately 31 acres will be available for future use and development in this area if both the Maxwell Street and South Water Markets are relocated. The majority of this area is already vacant and a significant percentage is now owned by the City of Chicago and the Chicago Board of Education.

The Master Plan recommends southward expansion of the campus to meet future needs for two primary reasons:

- To **minimize economic and social costs** associated with the displacement of existing uses, and
- To maintain the contiguity necessary for reasonably **efficient operation** and **convenient access** for students, faculty and staff.

Expansion south of Maxwell Street will require **careful coordination** with the City, area businesses, and residents to ensure that competing priorities are appropriately balanced; however, it appears that these issues can be successfully resolved. In contrast, other alternatives for meeting future campus expansion needs -- for example, by attempting to acquire land (1) in the neighborhood areas located to the west of Morgan Street or (2) in the less accessible and more heavily developed areas located east of the Dan Ryan and/or north of the Eisenhower Expressways -- present much more complex issues and significantly higher costs, to both the University and the community.

University expansion into the area south of Maxwell Street presents **potential benefits** to adjacent uses. For example, the expansion of UIC's recreational facilities will create a stable, well-maintained edge adjacent to the existing residential area west of Morgan and will increase UIC's ability to accommodate community recreational use of campus facilities. UIC's planned re-use of the Maxwell Street Station as a campus police headquarters will also create a strong security presence and maintain a neighborhood landmark.

### **Land Use Organization**

On the east side of the UIC campus, existing functional concentrations can be expanded into adjacent areas. As a result, the program needs identified in UIC's 40-year Program Projections can easily be accommodated within the conceptual land use framework illustrated in Section II, Figure 4.



The following land use assignments are proposed, using the parcel numbers shown on the east side Subcampus Plan as a locational guide:

- Expansion of **academic uses** is proposed in the area north of Roosevelt Road. Social science and humanities functions are recommended on sites 3, 6, 7, and 8 and might also be accommodated on site 10, depending on the height and capacity of proposed building additions. More research-oriented science and engineering functions are proposed for sites 13, 16, 17, and 18, providing ample capacity to accommodate this high-growth component of UIC's 40-year Program.
- **Administrative use** is proposed on site 6 to take advantage of this highly visible and accessible location adjacent to University Hall at an important entrance to the east side of campus. It is recommended that heavily used visitor and student service functions ultimately be moved to this location. Student service functions can also be located on site 10 within the campus center.
- The Subcampus Plan recommends that shared **campus life** functions (for example, the expansion of the library, student lounge and meeting space, eating facilities and leisure-time activities) continue to be concentrated and expanded at the heart of the east side on site 10. This will make it possible to reinforce this location as the "central place," or focus of campus activity. However, the science- and engineering-related portions of UIC's library expansion program might be located on site 16, in closer proximity to the user concentration which will develop on the "research" block located between Taylor and Roosevelt. Site 16 can be directly linked to the heart of campus via an elevated walkway extension from SES.
- Undergraduate **student housing** is proposed for sites 12 and 14 within the academic core of the east side subcampus and in close proximity to campus life functions.
- **Special uses** are proposed on site 4/5 and, in the longer-term, on site 20. Both of these sites are ideally located for visibility and access from the expressway and arterial street systems.
- The expansion of **recreation** (sites 22a, 22b, 23, and 24) and campus **support functions** (sites 21 and 25) is proposed in the area south of Roosevelt Road. The existing Physical Education Building serves as an anchor to this new development.
- New **parking decks** are proposed on sites 2, 5, 9, 11, 15, and 19. All of these sites have easy access and visibility from major arterial streets and are within convenient walking distance of the destinations they serve. With the exception of the deck proposed on site 2, the Subcampus Plan recommends that these new parking structures be linked to primary campus buildings by elevated walkway connections across major streets.

**Surface parking lots** are proposed on sites 21 and 25 as an adjunct to the primary support functions on these parcels. Additional surface lots are proposed on sites 26 and 27 to support adjacent recreational uses; this parking might also be shared with fixed merchants located on Halsted Street during non-peak University use periods.

## Urban Form

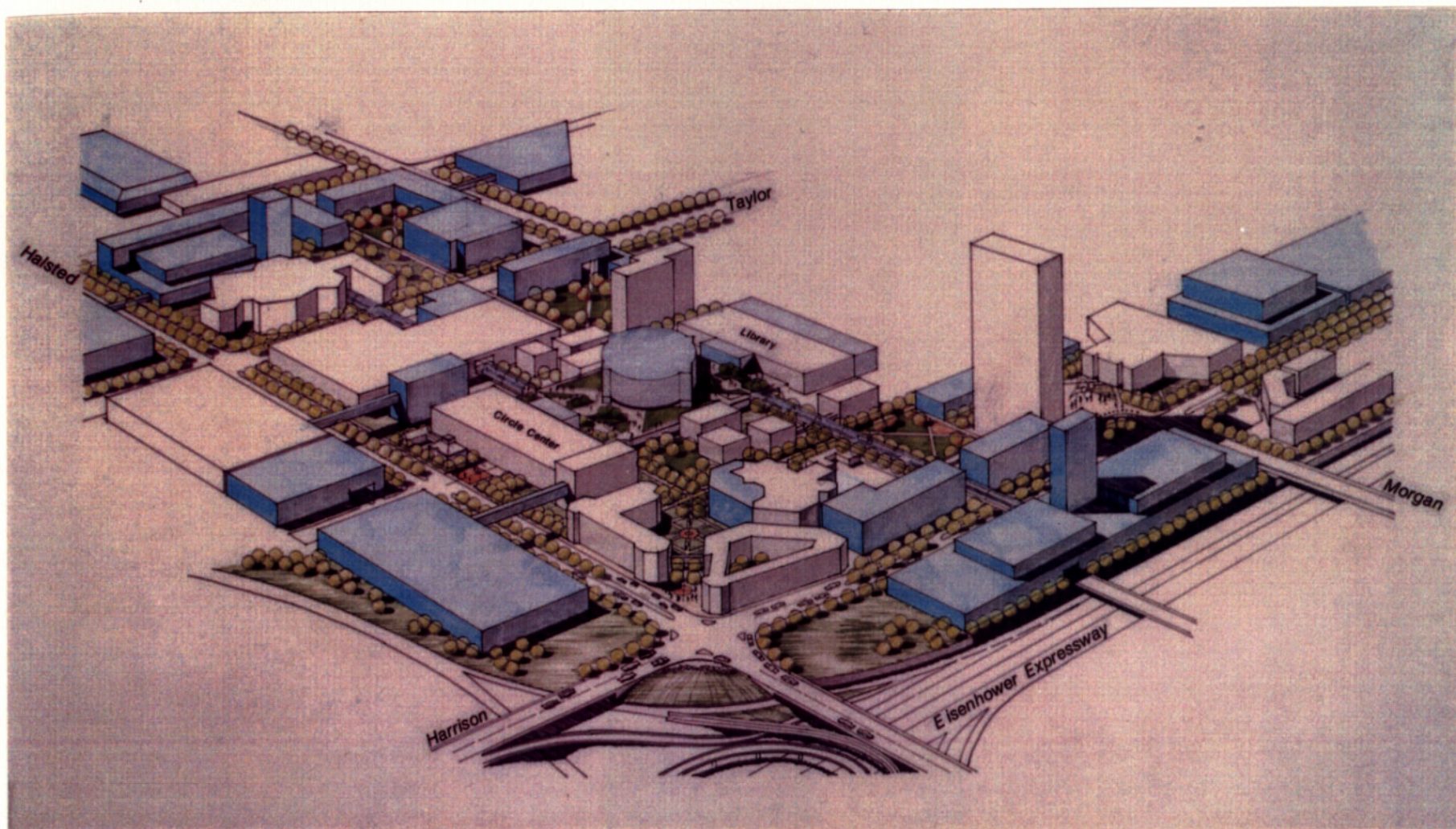
**Campus Edges and Entries:** North of Roosevelt Road, building envelopes are located to establish consistent, clearly defined edges along the perimeter of development blocks. Existing **building setbacks** are used as the reference for defining the relationship between the street and new infill development sites; this repetition of existing development patterns will establish a consistent sense of spatial definition, as well as a distinctive, urban image for UIC along important vehicular routes.

**Deeper open space setbacks** are established at major campus arrival zones and entries (for example, Harrison and Halsted; Harrison and Morgan; Halsted and Taylor) to give a special sense of definition and a heightened identity to these important image and orientation points. In some instances, **special architectural design features** are also recommended to create a UIC "signature" at important campus entries -- for example, on sites 4, 6, 16, and 18. On sites 12 and 17, the definition of gateways through building envelopes is recommended to create special pedestrian entries, as has been done successfully at the new Residence Hall on the corner of Harrison and Halsted.

**Interior Open Spaces:** The location of infill development on the perimeter of larger development blocks also defines interior open space areas which serve as **focal points** relating a cluster of buildings. The configuration of building envelopes on the block bounded by Taylor, Roosevelt, Morgan and Halsted serves as an example. On the larger superblock north of Taylor, infill sites are located to create and/or strengthen the definition of several open spaces (for example, the SEO Garden, the proposed Morgan Street plaza, and the open space to the east of University Hall). These open spaces -- in combination with a signature building, a campus entry, and a strong pedestrian link to the campus center -- help to create a series of **identifiable sub-areas** which give a richer character and clearer overall structure to this large development block.

The location of **building entries**, and the character of **ground level architecture**, are important factors in developing the building sites which frame interior open spaces. Primary building entries should be oriented toward these open spaces areas so that pedestrian movement will be naturally channeled through them; as a result, the open spaces will become an integral part of the campus pedestrian circulation system. In addition, the architectural design of these "space-defining" buildings should include **ample window openings** - especially at ground level -- to establish strong visual relationships between interior and exterior spaces; as a result, indoor activity will help to animate outdoor spaces and outdoor spaces will lend visual appeal to building interiors.





*Figure 9: East Side Aerial Perspective*

**Elevated Walkway:** The Subcampus Plan illustrates the addition of buildings along the north-south elevated walkway spine to re-establish its **functional importance** as the east side's primary pedestrian corridor and to give **visual emphasis** to its alignment. New development on sites 4/5, 10 and 18 will play a critical role in ensuring that the elevated walkway becomes a meaningful component of the campus pedestrian movement system and is reinforced as the most important organizing element in the east side's overall subcampus structure. These are three of the Subcampus Plan's highest density development sites; as a result, they will serve as important **generators of pedestrian activity** along the north-south spine. However, the programming and design of these buildings will have an important influence on their contribution to the increased use of the elevated walkway. In particular, major activity generating uses within these buildings must be located at elevated walkway level and **walkway-level building entrances** must be given an importance equal to entries at grade.

The east side Subcampus Plan also recommends that development on each of these three sites include **special architectural treatments** -- either in the form of taller components (as illustrated in sites 4/5 and 18) or a distinctive building configuration or facade treatment. These "signature" buildings will give visual emphasis to, and establish points of orientation on, the east side's primary north-south spine.

**Central Place:** The east side Subcampus Plan recommends significant **new development** within the campus center, made up of the Library, Forum/Lecture Center, and Circle Center (site 10). The objectives in identifying and exploring infill development opportunities within this central zone are to (1) **reinforce its functional importance** as the crossroads of campus activity and (2) create **a vehicle for critically needed physical improvements** to its character as a people-oriented gathering place and as a symbol of campus identity. The recommended characteristics of this campus center development are discussed in some detail below (see Special Issues: Revitalization of the Campus Center).

### **Plan Overview: Open Space and Pedestrian Circulation**

The Subcampus Plan illustrates a continuous east side open space system integrated with an improved pedestrian network. The coordinated implementation of these pedestrian circulation and open space recommendations will establish a unified campus fabric; enhance the quality of the campus environment for people on foot; and make the physical structure and functional organization of the east side more visible and understandable.

### **Continuity**

To create a more continuous open space system, the Subcampus Plan recommends the development of new, and the substantial improvement of existing, open spaces in two key areas on the east side. The development of more emphatic open space connections is illustrated (1) across Morgan Street and (2) between the Forum/Lecture Center and the Residence Hall courtyard (to the northeast) and the SEO Garden area (to the southwest).



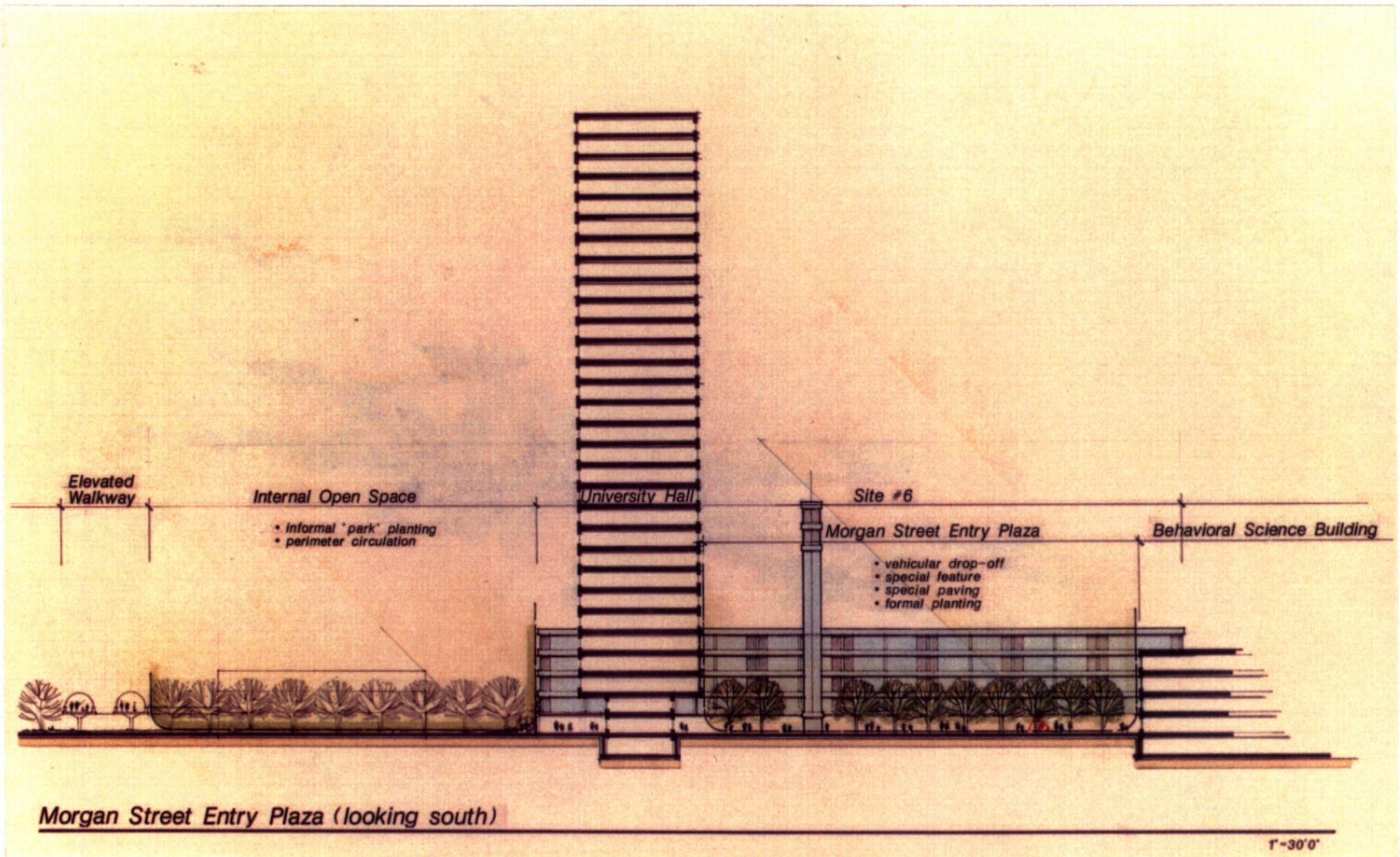


Figure 10: Proposed Morgan Street Entry Plaza

**Morgan Street:** The Subcampus Plan illustrates the vacation of Morgan Street and proposes the development of a **major entry plaza** opening onto Harrison and framed on the south by development site 6. The Plan also illustrates the removal of the surface parking area located to the south of University Hall and its replacement with open space.

These changes will eliminate one of the most dangerous points of pedestrian/vehicular conflict on campus. In addition, they will allow the creation of **continuous open space/pedestrian links** from the Behavioral Sciences Building, through site 6, to (1) the Residence Hall dining area to the east and (2) the campus center to the southeast. To accommodate these important pedestrian flows, and to allow for development above the utilities located in the Morgan Street right-of-way, the central portion of the building located on site 6 must be raised above grade to **preserve ground level circulation and access**. This can be accomplished by designing the building to "bridge" the central half of the site, with entrance lobbies supporting the eastern and western ends of the "bridge."

Other improvements in this area include the removal of the existing double helix ramp located west of University Hall; redesign of the open space located to the east of University Hall; and the development of a primary, **east-west walkway** located along the southern edge of this major green space. The clear definition of at-grade pedestrian corridors linking major open space areas is a critical part of the strategy for creating a continuous, inter-connected open space system.

**Tree Garden Areas:** The Subcampus Plan illustrates a conceptual design approach to the improvement of the Tree Garden areas located at the northeast and southwest corners of the Forum/Lecture Center. Although relatively small in size, these open spaces play a strategic role in defining the image of the campus center and in accommodating pedestrian movement diagonally across the superblock. Today, however, the design character and landscape condition of these spaces fail to fulfill several important visual and functional needs; for example, they do not:

- Establish a **positive image** for the campus center or a counterpoint to the predominantly hard-surface character of Lecture Center and Forum Plaza;
- Establish **clearly defined pedestrian routes**; or
- Provide needed **connections** from ground level **to the Forum Plaza**.

The east side Subcampus Plan illustrates how these spaces can be improved by reducing the amount of paving; replacing asphalt with higher quality special pavers; and providing landscaping with greater visual impact. In addition, it is recommended that enclosed stairwells be added in these open spaces at the north and south edges of the Forum to create highly visible opportunities for moving between ground level and the elevated walkway system.



## Walkway Hierarchy

The Subcampus Plan illustrates the basic components of the walkway hierarchy shown in Section II, Figure 5 (Open Space and Pedestrian Systems); the design treatments for primary, secondary, and other walks are described in Section VI, *Campus Design Guidelines* (see Paving).

On the east side of the UIC campus, the hierarchy's **primary walkway components** include (1) the existing north-south elevated walkway -- and its proposed extension north of Harrison and south of the Science and Engineering South (SES) Building -- and (2) a new at-grade, east-west walkway linking the Residence Hall dining area to site 6.

It is important to note that the location of these primary walkways is coordinated with the location of major campus destinations (for example, the proposed conference/performing arts complex on site 4/5, the campus center, dormitories, major classroom and research facilities, and the Physical Education Building). As a result, **high levels of activity** will be attracted to these primary corridors to make them important settings for informal **social interaction**. Moreover, the coordination of land use and pedestrian system planning will allow activity to be concentrated in selected corridors to enhance night time **security** for campus users.

The use of **design treatments** which give unmistakable emphasis to the pedestrian routes which lead to major destinations will make the functional organization of the campus more understandable and improve orientation. The new at-grade, east-west walkway should be 16 feet wide, surfaced with special pavers, and defined by shade tree plantings, as described in the Campus Design Guidelines. Attention to the quality of physical design (landscaping, paving, furniture) will contribute significantly to the east side's attractiveness as a setting for people activity.

**Secondary walkways** (see Section II, Figure 5) complement the north-south spine and provide east-west connections in both the superblock, north of Taylor, and the research block to the south. A north-south secondary walk extends from the open space to the east of University Hall through the campus center, to Taylor Street and through the research block, south to Roosevelt Road. The secondary east-west walkways are located (1) at the southern edge of the campus center and (2) along the northern edge of the major research block open space. These secondary walkways also provide critical connections between major campus activity generators -- for example, from parking facilities to important destination buildings -- and are located to capitalize on the amenity offered by major campus open spaces and to channel activity through them.

## The Elevated Walkway

As noted above, the Master Plan recommends that the elevated walkway be improved and extended to serve as the primary north-south pedestrian circulation route on the east side of campus. The addition of several significant, **new buildings** along the elevated walkway alignment will feed

activity to it, re-establishing its functional importance in the overall subcampus pedestrian circulation network. These new buildings should also provide stairs, elevators and escalators to establish additional points of access to the walkway from ground level.

To ensure that the elevated walkway is usable year-round, the Master Plan recommends the addition of a **clear canopy** for weather protection. This will also improve the quality of the pedestrian environment below the walkway by eliminating water leaks.

Extensions of the walkway to the north (through site 4/5) and south (through site 18) should be designed as **pedestrian "streets"** which pass through proposed buildings. In addition, new buildings on development sites 12 and 13 (on the superblock) and sites 16 and 17 (on the research block) should be designed to connect to each other, and link into the elevated north-south walkway spine, by creating major circulation corridors at the second level. The character of development on these sites will make a substantial contribution to the intensity of use the elevated walkway receives.

Elevated walkway extensions should also link **parking decks** located to the east of Halsted and west of Morgan into this second level pedestrian system (see sites 9, 11, 15, and 19). These grade-separated crossings will maximize convenience and eliminate pedestrian/vehicular conflicts at street level.

Although the Master Plan recommends the retention, improvement and extension of the elevated walkway system, removal of the walkway segment connecting University Hall to the Behavioral Sciences Building across Morgan Street is proposed. This portion of the walkway will no longer be needed when Morgan Street is vacated and the proposed plaza is developed in the right-of-way.

### **Campus Center**

The Lecture Center and Forum Plaza at the heart of the east side subcampus are significant -- but non-traditional -- open spaces and pedestrian connections. However, substantial improvements are needed to allow these spaces to function more effectively and to project an appropriate image of quality.

**Lecture Center:** The quality of the Lecture Center environment (below the Forum), and of the existing walkways immediately to the east and west, is poor because of inadequate light; deteriorating paving; runoff leaking from above; and the overall lack of color and interest. The Subcampus Plan concept for improving the Lecture Center area is to create a **glass-enclosed, climate-controlled space** below the Forum Plaza, with glass "vestibule" connections to the Library and the Circle Center. This will allow the Lecture Center to be artificially illuminated and enlivened by colorful paving/carpeting, interior landscaping, artwork and banners to create special -- and uniquely attractive -- pedestrian corridors and public spaces at this ground level crossroads of campus activity. The addition of **vestibule spaces** connecting the Library and Circle Center to the Lecture Center will ensure that climate-controlled links to these high-

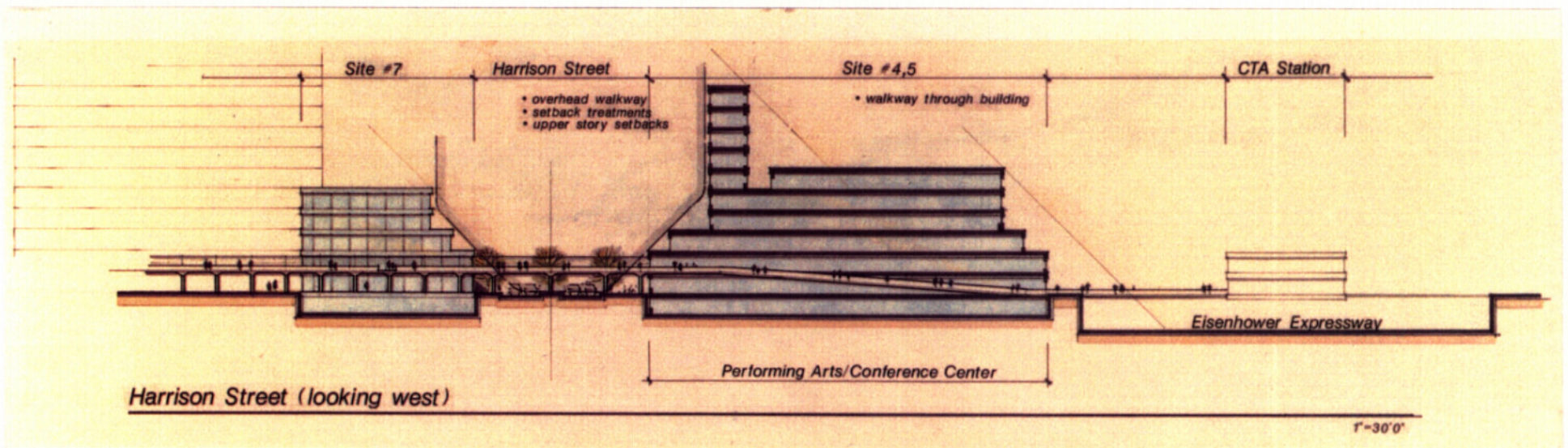


Figure 11: Section Across Harrison (Looking West)

use buildings are provided. The vestibules also create an opportunity to add stairs (and elevators or escalators) which expand opportunities for moving between Lecture Center and Forum Plaza levels.

Although the existing **amphitheater** may ultimately be replaced by an interior public space, an important campus gathering place should continue to be available at this location, providing a brighter, more attractive and humane environment that is usable year round.

**The Forum:** The Forum Plaza is located above grade on the elevated walkway system. Because the second-level entrance to the Library has recently been closed, the Forum is now directly accessible only from the Circle Center. Because access is restricted, and the elevated walkway is not heavily used today -- especially in the colder months -- use of the Forum Plaza is limited. In addition, the Forum's large size (over 3 acres) and its lack of enclosure give it an overwhelming scale. The Plaza is also dominated by hard surfaces with no landscaping to soften microclimate extremes or provide a sense of human scale.

As development occurs on the infill sites located along the elevated walkway, the volume of pedestrian activity on this north-south pedestrian spine, and within the Forum Plaza, will increase. As noted above, however, the intensity of use on the second-level walkway system will depend heavily on the way in which these new buildings are designed and programmed. Moreover, the location of **building entries** and **high activity-generating uses** in the Library and Circle Center must be re-evaluated to ensure easy access to, and increased use of, the Forum. Finally, the addition of a canopy to the elevated walkway, and the development of **additional points of access** from ground level, will encourage increased pedestrian use and channel activity into and across the Forum.

Even though activity levels within the Forum can be substantially increased, its character as a setting for people and as a symbol for the campus must also be improved. Greater **visual appeal**, a more **pedestrian sense of scale**, and a **more humane environment** must be created. The east side Subcampus Plan illustrates the **addition of 5-story building** at the center of the Forum/Lecture Center, as one of several options discussed during the planning process (see Special Issues: Revitalization of the Campus Center, below). Vertical expansion is feasible at this location and will achieve several plan objectives concurrently:

- Create a new generator of **activity** at the Forum/elevated walkway level;
- Establish a more "legible" **landmark** in the campus center;
- Reduce the overwhelming **scale** of the Forum Plaza by creating four smaller courtyard spaces.

To create more appealing spaces for informal social activity, these four Forum-level courtyard spaces are designed to include shade trees in raised lawn areas edged by seatwalls. Although these changes will



eliminate the potential for large gatherings at the heart of the campus, this type of activity can be accommodated in the proposed Morgan Plaza, instead.

**Ground Plane Quality:** Because the Subcampus Plan recommends that new development and service courts be located on the block perimeter, with easy access from adjacent streets, it will be possible to strictly limit service vehicle movement within the block interior. This will allow a high quality pedestrian/open space environment to be created, while at the same time providing adequate service access.

### **Plan Overview: Circulation and Transit**

With the exception of a number of local streets in the campus expansion zone south of Maxwell, the existing vehicular circulation system on the east side of the UIC campus is made up of major arterials and collectors. Because these major routes are essential components of the surface street network serving the larger urban area, only limited modifications are proposed. To ensure that safe pedestrian connections are provided across these streets, the Plan emphasizes the extension of the existing elevated walkway system in combination with infill development which will make existing and new grade-separated pedestrian crossings on major streets more usable.

The Subcampus Plan also recognizes that the Eisenhower and Dan Ryan Expressways establish barriers to campus expansion and illustrates how the new development can capitalize on the access and exposure they provide. Major arterial streets on the east side (Harrison, Halsted, and Roosevelt) provide similar advantages; the Plan seeks to use these streets to maximum effect in defining a distinctive campus image and clearly defined arrival/entry areas. The Plan also considers campus shuttle routes and future modifications which may be needed to serve the campus in the future.

### **Circulation Modifications**

Although the east side Subcampus Plan builds on the existing street system, it also proposes several important circulation modifications.

**Morgan Street:** The Plan illustrates the already-approved vacation of Morgan Street between Vernon Park Place and Harrison Street. This will eliminate one of the most dangerous points of pedestrian/vehicular conflict on the campus and will allow for the development of a ***strategic open space/pedestrian connection*** linking the Behavioral Sciences Building to the campus center (Library, Forum/Lecture Center, and Circle Center) and the Residence Hall. In addition to unifying two important campus development blocks, the vacation of this segment of Morgan Street will also create the opportunity to establish a significant ***campus entry*** in the form of an expanded plaza framed by University Hall, Behavioral Sciences and a new building on development site 6. Because this new entry plaza, and surrounding buildings, will serve as an introduction to UIC for visitors to the east side, it must present the highest quality of open space and architectural design which the campus can



offer. In addition, these buildings should accommodate visitor-related functions (for example, admissions, development, and jobs placement offices) and provide campus orientation information.

As agreed with the City and neighborhood representatives, Vernon Park Place and Morgan (south of Vernon Park Place) will become dead end streets and traffic -- most importantly on Morgan -- will be substantially reduced. Through traffic now carried on Morgan Street will be shifted to Racine and Halsted Streets, the major arterials located immediately to the east and west. These streets have the capacity to accommodate this increase in traffic, as well as increases which are expected to result from the new development anticipated in UIC's 40-year Program Projections. This reduction in traffic on Morgan Street will make it possible to consider the **re-design of the right-of-way** to establish a softer, landscaped edge between the campus and the neighborhood.

The closure of Morgan to through traffic will require modifications to the existing campus **shuttle route**. As discussed below, two alternatives can be considered:

- Establishing a connection from Morgan to Vernon Park Place for shuttle vehicles only, thereby maintaining an east side subcampus loop and a University Hall boarding point (now the highest volume stop on the east side); or
- Using Taylor Street and/or Roosevelt Road (rather than Harrison Street) as a part of the campus-wide shuttle loop linking the two subcampuses.

**South of Maxwell Street:** The Subcampus Plan also illustrates a number of street vacations in the proposed campus expansion zone located south of Maxwell Street between Morgan and Halsted. These include the vacation of Maxwell Street between Morgan and Newbury; 14th Street between Morgan and Halsted; and Peoria and Sangamon Streets between the rail lines and Maxwell. No modifications are proposed on Morgan Street south of Roosevelt Road, on Halsted, or on 14th Place; Newbury Street will also remain open between Roosevelt Road and 14th Place.

The recommended street closures south of Roosevelt Road will allow the **consolidation of separate blocks** into an integrated athletic campus by creating parcels which can be used and developed more efficiently. Implementation of these modifications will, of course, depend on UIC's acquisition of this development zone and the relocation of the Maxwell Street Market. These circulation changes are not expected to have a significant impact on the operation of the South Water Market (located between Morgan and Racine, south of 14th Place); nevertheless, the vacation of Morgan Street between Vernon Park Place and Harrison will have an impact on existing access patterns to and from the north.

## Visibility and Exposure

As noted above, expressways and arterial streets provide high visibility and easy access for UIC's east side. These special corridors can be used to advantage in creating visual continuity and a positive identity for the campus; establishing entries which aid in visitor orientation; and in guiding decisions on land use and functional organization.

**Image, Continuity and Orientation:** Development along campus arterial corridors and expressway edges will play a major role in defining UIC's image. Consistency in the spatial relationship between buildings and the street, in the landscape treatment of entry areas and setbacks, and in the choice of building materials must be encouraged to help establish a recognizable UIC image that complements the urban setting. Section VI, *Campus Design Guidelines*, provides a number of recommendations for achieving a distinctive and unified campus identity (see Architecture - Materials, Colors and Street-edge Treatments and Entry Treatments). The east side Subcampus Plan also illustrates a number of these recommendations in conceptual form, for example:

- The placement of new buildings to define a ***continuous "streetwall,"*** using existing setbacks as a reference;
- The consistent use of a ***formal pattern of tree plantings*** within these building setbacks to create an positive urban image within each subcampus area and on those streets linking the two sides of campus together; and
- The improvement of existing campus arrival zones (for example Harrison and Halsted) and entries (for example, Morgan and Harrison) and the clear definition of new entries (for example, Taylor at Halsted and Morgan) through the careful placement and ***design of buildings*** and the consistent use of ***special signage, lighting and landscaping.***

**Functional Organization:** The Subcampus Plan illustrates the location of important east side ***visitor destinations*** (for example, the proposed conference/performing arts center) on arterial streets and expressway edges in order to ensure that these facilities are easy to find and contribute to UIC's recognition within the community. The Plan also locates all proposed parking decks on arterial streets to guarantee easy access. The concentration of parking on the arterial "edges" of the campus will also allow existing surface parking areas in the campus core to be used for the new development anticipated in UIC's 40-year Program Projections.

## Campus Shuttle

The campus shuttle now operates on two routes. The first makes a one-way loop around the east side subcampus (using Harrison, Halsted, Roosevelt and Morgan) and a one-way loop around the west side (using Paulina, Taylor, Ogden and Polk), with Harrison serving as the (two-way)

connection between the subcampuses. The second route provides two-way movement on Taylor Street and extends east to Clinton (to serve the Chemical Engineering Building) and west to Oakley.

Although no detailed user survey is available, it has been observed that the shuttle is used primarily for travel between the two subcampus areas and that stops located in the core of each subcampus (Morgan Street at University Hall; Polk and Taylor at Wood) are used most heavily.

**Taylor Street Route:** In the future, as significant building square footage is added south of Taylor (on the east side research block), the focus of shuttle service demand on the east side is likely to shift to the south. Such a change in demand patterns will become even more pronounced if the decision is made to locate the science and engineering portions of the east side library expansion program on development site 16. Ridership on the existing Taylor Street shuttle route is likely to increase as a result, because this route provides the ***most direct and efficient connection*** between the two sides of campus -- as long as congestion and delay in the Taylor Street commercial area do not increase. Indeed, this route brings users to within a five minute walk of all but a few northern destinations on the east side of campus (for example, the Pavilion and Alumni Hall).

The Master Plan recommends that "remote" academic and administrative functions on the east side (for example, in the Chemical Engineering Building on Clinton and, perhaps, Alumni Hall) be relocated over time into the heart of the campus. When this is accomplished, the eastern extension of the Taylor Street shuttle route can be eliminated. In its place, a loop extending south of Roosevelt Road to 14th Place can be added to provide shuttle service to the recreational facilities and playing fields to be developed in this area.

**Double Loop Route:** This route requires a longer riding time for users traveling between the east and west sides of campus, but brings them closer to a greater number of destinations. In addition, the double loop configuration allows for shuttle transit between stops within each subcampus area -- at least in the clockwise direction of travel.

As infill development occurs on both sides of campus, and especially as the west side campus expands to the south -- to, and ultimately, across Roosevelt Road -- a variation on this double loop route is likely to become increasingly important in maintaining convenient walking distances to transit stops and providing easy access to destinations within each subcampus area. At some point in the future, UIC may also consider the costs and benefits of implementing a three-route transit system with independent loops serving each side of campus and a "linking" route following one of the two general alignments that exist today.

With the ***vacation of Morgan Street*** between Harrison and Vernon Park Place, the east side portion of the double loop system will have to be altered. As noted above, two basic choices are available:

- Maintain a shuttle vehicle connection between the cul-de-sac turnarounds to be created on Morgan and Vernon Park Place, connecting to Harrison via Racine, or
- Use Roosevelt Road or Taylor Street as an alternative to the east-west loop connection now located on Harrison.

Roosevelt Road and Taylor both pose potential problems as an alternate to the existing two-way connection on Harrison, however. The limited vehicle carrying capacity of Taylor Street (currently 2 traffic lanes through much of the area) and the potential for congestion and delays on the commercial portion of the street (between Morgan and Ashland) may make it difficult to "overlay" two shuttle routes in this right-of-way. On the other hand, Roosevelt Road provides ample carrying capacity, but is viewed as a relatively unsafe route today, especially in the area between the two subcampuses (although shuttle stops need not be located between Morgan and Ashland). In the future, however, both real and perceived security on Roosevelt may improve to the extent that it can become a viable alternative shuttle route. This process is likely to be accelerated by UIC's future expansion into the area south of Roosevelt Road on both the east and west sides of campus.

#### **Plan Overview: Parking**

The Subcampus Plan illustrates the infill development sites which are reserved for the future construction of parking decks (sites 2, 5, 9, 11, 15, and 19). Parking has been recommended on these sites for several reasons:

- All are located at the edge of the east side subcampus on arterial streets. As a result, parking will be readily **visible** and easily **accessible**; in addition, parking will be shifted out of the campus core (Harrison, Halsted, Roosevelt, Morgan) to create a high quality, pedestrian-oriented environment.
- All are located within a convenient **walking distance** (3-5 minutes) of the destinations they serve; in all but one instance (site 2), elevated walkway connections are proposed to link the parking sites to campus core destinations across major arterial and collector streets.
- Each can accommodate over 500 spaces (assuming a five-level deck configuration). On all but two sites (5 and 11), initial parking deck construction can accommodate **incremental expansion** to provide well over 1,000 spaces. On two sites (2 and 9), the ultimate parking capacity is almost 2,000 spaces. As a result, UIC will be able to achieve cost-efficiencies in deck construction that cannot be realized on sites with lesser capacities.

## Parking Capacity

Because of their location and size, these six sites are uniquely suited for parking use; they should be reserved for this purpose to ensure that UIC can conveniently and cost-effectively meet east side parking needs over the long term.

Overall, these sites provide parking capacity for almost 8,000 cars. When surface parking lost to infill development on all east side opportunity sites is deducted from this total, a substantial **net Increase of 5,500 spaces** is still provided. This increase in parking supply can meet the demand created by developing all of the future building envelopes illustrated in the Subcampus Plan north of Roosevelt Road. Four of the six designated parking deck sites will be needed to meet the increased parking demand generated by the projects included in UIC's 40-year Program Projections.

## Supply/demand Balance

Parking demand and supply are now in balance on the east side of the UIC campus. This balance should be maintained as new development occurs. To accomplish this, planning for new parking facility construction must be undertaken in coordination with planning and capital budgeting for new primary (non-parking) campus facilities. Because different funding sources are used for parking and non-parking projects, coordinating the timing of demand and supply increases will be difficult. Indeed, because the campus parking system must be financially self-supporting (and each space must pay for itself), additions to the campus parking supply will almost always lag behind increases in demand. The goal is to minimize this lag time without jeopardizing the financial stability of the parking system.

## Deck Parking

The availability, distribution and cost of parking are important factors in determining the overall campus quality of life. Indeed, adequate quantities of safe, affordable parking are considered to be an important factor influencing UIC's overall ability to compete successfully for top-quality faculty and students. Decks can provide **conveniently located** parking for a greater number of users than is possible with surface parking lots; in addition, close-in decks will provide a higher degree of user **security** than remote parking lots. However, the cost of constructing deck parking is substantial and is likely to have an impact on parking fees. Nevertheless, the option of expanding surface parking capacity to meet the growing demand on the east side of campus is likely to be an even more expensive proposition in the long run -- and may not be a feasible alternative. Almost 60 acres would be required to meet the increased parking demand created by utilizing the 4.0 million GSF infill development capacity illustrated on the east side Subcampus Plan. Only half of this acreage could be provided if all of the UIC development zone located south of Maxwell Street (31 acres) were to be used for surface parking rather than recreational facility expansion.



## **Design**

The design of parking lots and decks will have an important impact on the quality of the campus environment and the image UIC presents. Section VI, Campus Design Guidelines, provides a number of recommendations for ensuring that parking facilities are effectively integrated into a high-quality campus setting. Consideration should also be given to the feasibility of constructing some new parking decks as an integral part of a larger development project. This is difficult to accomplish because funding sources are tailored to the development of freestanding structures. Nevertheless, the proposed conference/performing arts center (development site 4/5) serves as an example of the type of cooperative University/private sector- project in which parking could be physically integrated with primary building components.

### **Plan Overview: Service and Utilities**

#### **Service**

On the east side, opportunity sites have been located to permit service access directly from the streets which edge major development blocks. On larger blocks, this will make it possible to create a clear pedestrian orientation within the block interior by eliminating the need for service vehicle access. On narrower blocks (for example, between Harrison and the Eisenhower Expressway), service points should be located away from arterial frontages to minimize their visibility and impact on the campus image.

The Subcampus Plan also illustrates several important improvements which will significantly reduce service vehicle movement within the superblock (bounded by Harrison, Halsted, Taylor and Morgan) to allow the quality of the ground level pedestrian environment to be upgraded. (See Section II, Figure 7 for a more complete diagram of proposed service points.)

**Shared Service Courts:** The development of two new service courts is proposed on the east side superblock to control service vehicle access to the three-building clusters located to the north and south of the Forum/Lecture Center and to the Lecture Center, itself. One service court is located between the Art, Architecture and Urban Planning Building (AAUP) and the electrical substation, south of development opportunity site 8. To allow access to this service court from Harrison, site 8 must be developed to preserve an at-grade driveway passing under a portion of the new building. In addition, the service court must be effectively screened from the primary east-west pedestrian walkway which passes along its southern edge. The second service court is located between the south end of the Library and the Science and Engineering Office (SEO) Building. Access is provided from Morgan Street; this service court must also be effectively screened from the secondary pedestrian corridor which passes its eastern edge.

These service courts must be large enough to provide parking for several vehicles and some temporary storage for materials being loaded and unloaded. The movement of materials between these service points and

buildings on the block interior should be accomplished -- to the greatest possible extent -- by electric or hand carts. Any vehicle access required beyond the service courts should be scheduled during non-peak student activity hours.

**Primary Service Dock:** More efficient service could be provided within the east side superblock if the existing Library dock (located underground at the north end of the building) were expanded to allow additional temporary storage capacity. This dock expansion can be accomplished most effectively as part of the building addition proposed on the west side of the Library.

**Forum/Lecture Center Building Addition:** In preparation for the development of a new building in the heart of the campus center, it will be necessary to construct a service tunnel, extending east from the Library basement floor elevation into the Lecture Center amphitheater. When the new building is constructed, a service elevator will be added.

This new service corridor will provide underground service access to the campus center from the expanded Library loading dock (described above). As a result, service access and operational efficiency will be improved, not only to the new building, but to the entire Lecture Center/Forum area.

**Reduction of Existing Service Points:** A number of existing buildings on the east side have multiple service points. In some instances -- for example, the Science and Engineering Labs (SEL) and Behavioral Sciences (BSB) buildings -- these "extra" service areas make the creation of a quality pedestrian environment significantly more complicated. Wherever possible, duplicate service points which create conflicts with pedestrian and open space use should be eliminated.

## **Utilities**

**Central Plant:** Improvements to the east side's existing heating and cooling plant will be required to meet the increased service demands created by the new development illustrated on the Subcampus Plan. However, UIC representatives anticipate that this expanded central plant capacity can be provided on the site this facility now occupies.

**Utility Tunnels:** Utility tunnel extensions will also be required to serve development opportunity sites located north of Harrison between Morgan and Halsted (sites 1 and 4); site 8, located on the northern edge of the superblock; and site 18, on the research block. Extension of the utility tunnel east of Morgan to serve site 4 will be most costly because of the need to excavate below the existing street.

**Utility Access:** Existing utility alignments have influenced the approach to development recommended on sites 6 and 12. The building envelopes for both of these sites illustrate elevated building segments that "bridge" existing utility corridors to maintain necessary access. The openings through buildings at these two locations also create gateways which give special articulation to these campus entry points.

## **Special Issues: Revitalization of the Campus Center**

One of the highest priorities in planning for the future of UIC's east side is the improvement of the campus center. This concentration of shared-use facilities, located at the geographic heart of the east side, includes the Library, Forum/Lecture Center, and Chicago Circle Center. From a programmatic standpoint, this area should continue to serve as the east side's "center of gravity." From a design perspective, it should welcome people, encourage social interaction and project a positive UIC identity. Although the Forum Plaza and Lecture Center areas are the focus of the problems that must be resolved, the quality of the ground plane in the area immediately to the north and south of the Forum/Lecture Center (especially the Tree Gardens), and the future of the elevated walkway system, are critical related issues.

### **Objectives**

As the east side's image and activity focus, the programming and physical appearance of the campus center should:

- Draw users from across the campus, serving as a **"magnet"** and a "mixing" place;
- Accommodate the **highest intensity of development** on the east side to reinforce activity levels in, and to give clear visual definition to, the "central place";
- Use open spaces (albeit non-traditional in form) to define its significance and to establish a **positive image** and strong **people-orientation**;
- Be located at the heart of a network of primary and secondary walkways -- the east side's **"crossroads"** of activity -- for high visibility, intensive use levels and good security.

### **Alternatives**

Early in the master planning process, several alternatives for the future of the campus center were presented and discussed in order to establish the basic principles and policy approaches for its future. These alternatives included:

- The **"restoration"** of the Forum/Lecture Center and elevated walkway system to their original structural condition and design;
- Their **"removal"** and the substitution of a more traditional at-grade open space quadrangle in the campus center; or
- **"Restructuring"** to resolve current functional and visual problems and address the "central place" objectives outlined above.

Campus participants in the master planning process agreed that the Plan should lay the groundwork for "restructuring" and improving the campus center while retaining the Forum/Lecture Center and the elevated

walkway system. This decision confirmed UIC's early direction to the consultant team that the original concept for the physical organization of the east side, and the elevated walkway system, should be preserved and strengthened (Guidelines for the Development of the Master Plan, June 1987).

### Principles

As a result, the following principles were established for improving the Forum/Lecture Center area as the east side's "central place";

- Explore opportunities for concentrating ***shared academic and social uses*** (for example, library, study areas, lounges and informal social spaces, student services, faculty or department offices) in the campus center to create a focus shared by all east side users.
- Improve ***access*** to the second-level Forum Plaza and the elevated walkway system.
- Create an increased sense of spatial definition for the Forum Plaza and a more ***human sense of scale***.
- Correct the poor quality of the ***at-grade*** Lecture Center ***environment***.
- Provide climate-controlled, as well as outdoor, gathering places to establish a ***year-round activity center***, improve ***security***, and extend the cycle of campus activity.

### Master Plan Concept

The following conceptual approach to "restructuring" the campus center was outlined in response to these principles:

- ***Expand the Library and Circle Center buildings*** to the edge of the Forum Plaza to give it clear definition; create an improved sense of scale; and bring activity closer to this major open space. Design these building additions to "share" their internal activity with the adjacent open space by (1) using large areas of glass to reveal internal activities and (2) locating major entrances and activity generators at Plaza level.
- ***Enclose the ground-level Lecture Center*** area with a glass curtain wall to create a climate-controlled environment with improved lighting, added color, and greater perceived security. Maintain north-south and east-west pedestrian circulation corridors at ground level and enhance their potential to serve as social spaces at this crossroads of campus activity. Maintain the Lecture Center auditoria as important shared academic facilities.
- ***Enclose the amphitheater*** with a clear canopy to create a climate-controlled atrium space as a year-round center of social activity.

- **Create canopied walkways** on the upper-level Forum Plaza which serve as continuations of an improved elevated walkway system (see below) and help to create a more human sense of scale in the Plaza.
- **Improve the Tree Gardens** located to the northeast and southwest of the Forum/Lecture Center and provide stairs in these areas for better access between grade and Plaza levels.

Perhaps the most important issue in moving forward with improvements, however, was the question of identifying a program need which would "drive" the capital investments necessary to resolve existing problems concerning the campus center's appearance and functioning. Given limited State and campus funding sources, it was considered likely that the revitalization of the campus center would depend heavily on its inclusion as part of a major building project identified as an early need in UIC's 40-year Program Projections.

### **Special Study**

With this in mind, UIC initiated a special study to test the feasibility of the initial concept for the campus center and to propose modifications necessary to define an achievable revitalization approach. Preliminary evaluations of engineering feasibility, probable construction cost, and implementation phasing were considered to establish a basis for (1) defining a first phase of improvements and (2) guiding the detailed design of a workable concept. This study paralleled the completion of the Master Plan and involved the participation of a 12-member campus Review Committee.

The Review Committee evaluated **four alternative plan concepts** for the Forum/Lecture Center. These alternatives included:

- The addition of a 7-story Library building to the center of the Forum/Lecture Center (including the renovation of the existing Library for use by the School of Business Administration);
- The addition of a 5-story campus life building to the center of the Forum/Lecture Center and the expansion of the existing Library building to the west;
- The expansion of the existing Library and Circle Center buildings into the Forum/Lecture Center (a refinement of the original revitalization concept); and
- The addition of circulation "vestibules" linking the Library and Circle Center more effectively to the Forum/Lecture Center.

All four alternatives shared the following elements:

- Enclosure of the Lecture Center with a glass curtain wall;



- Waterproofing of the Forum level and renovation of the existing lecture halls;
- The addition of enclosed stairwells at the northeast and southwest corners of the Forum; and
- Improvement of the existing elevated walkway system and the addition of clear canopies to provide weather protection.

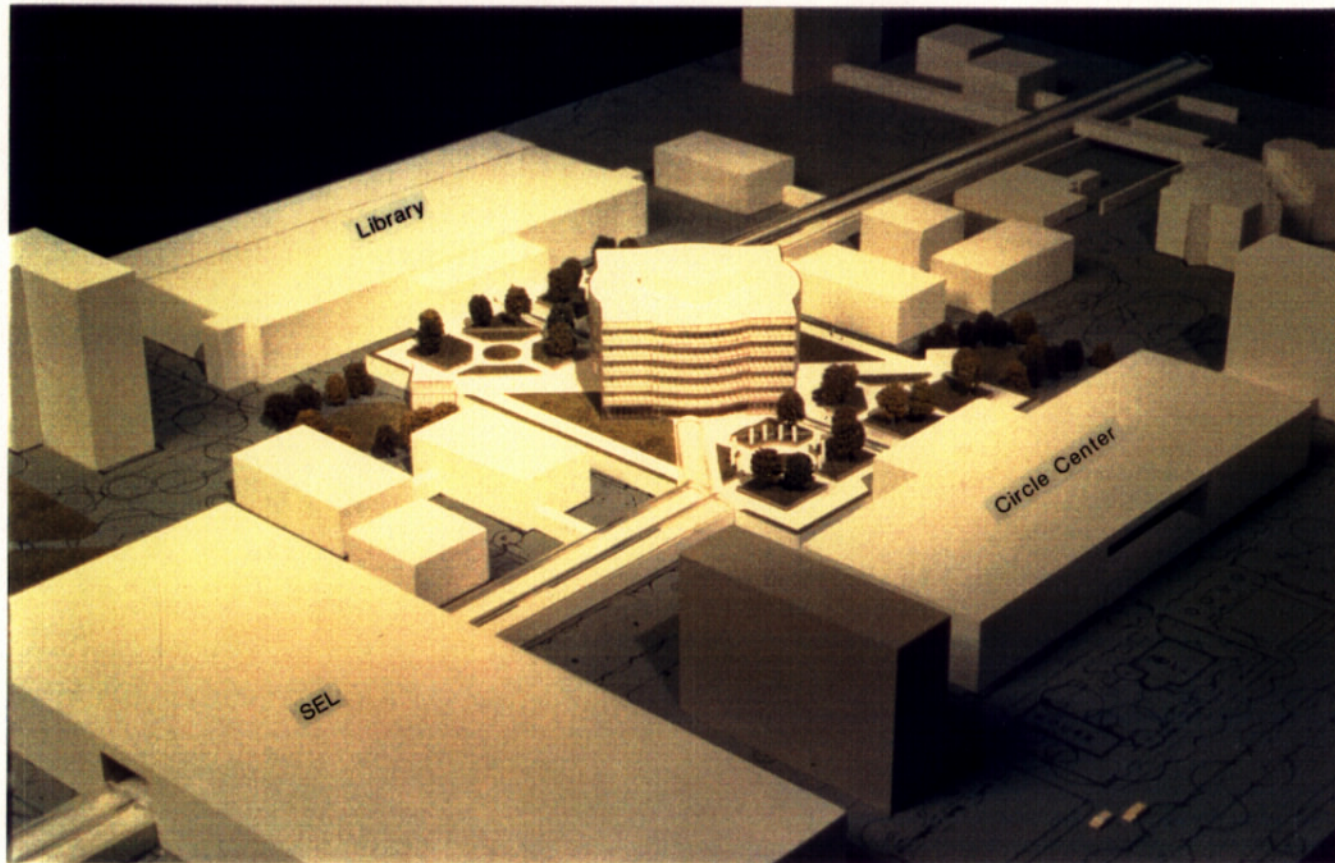
The ***preferred alternative*** proposes the addition of a 5-story building at the center of the Forum/Lecture Center (with approximately 150,000 GSF of floor area). This building could accommodate a portion of the identified library expansion program (for example reference and reading rooms), as well as additional lecture/classroom facilities, student meeting space and/or faculty or department offices; it should also include an enclosed public gathering place where the amphitheater now exists. Three-story expansions of the Library and Circle Center towards the Forum are also proposed to create climate-controlled circulation vestibules.

The enclosure and re-design of the Lecture Center (as described previously) and the development of four upper-level courtyard spaces are also proposed as part of the plan. (For additional details on this study and the preferred alternative, see the Forum/Lecture Center Study, 1990, JJR and Smith Hinchman & Grylls.)

### **Special Issues: Library Expansion**

UIC's 40-year Program Projections call for approximately 270,000 GSF of additional library space on the east side of campus. The existing east side Library (264,000 GSF) now serves approximately 20,000 students and 2,000 faculty, although it was originally designed to serve only half that number. In addition, this building does not meet the document conservation, processing, and storage needs of campus research programs -- an increasingly important component of the east side's activity mix.

Although the library expansion program for the east side has not been broken down by discipline (humanities, social sciences, engineering, basic sciences), it is anticipated that a significant percentage of this new library space will support science and engineering research activity. As a result, UIC's Facilities Programming and Management Committee selected a ***location south of Taylor Street*** (development opportunity site 16) as the preferred site; a new library at this location would maximize convenience for the growing concentration of research block users. Nevertheless, significant unmet library collection storage needs also exist for faculty and students in the social sciences and humanities (Respecting the Past; Pursuing the Future, 1987). A new library location south of Taylor would not serve these users as conveniently as the renovation and expansion of the existing Library in the campus center.



*Figure 12: Forum/Lecture Center*

## Issues

Even more importantly, however, locating a major, new library south of Taylor Street can be expected to have a detrimental impact on the future of the campus center, as well as presenting significant implications for the organization and functioning of the east side, overall. For example:

- Given its campus-wide, shared-use orientation, proposed library expansion is the only project identified in UIC's 40-year Program Projections which is well-suited to the campus center. If it is assumed -- as seems likely -- that the significant **funding commitment** needed to improve the Forum/Lecture Center will only be made if an important program need can also be met, a commitment to library expansion at this high priority location may be essential to "drive" the funding of necessary improvements.

As suggested in the preceding discussion of campus center revitalization, however, there may be other significant short- and mid-term program needs -- for example, student lounge and meeting space, study space, a library reference and reading room, departmental office space -- that can be appropriately met in the campus center; however, these needs have not been included in UIC's program statement. Until such additional program requirements are given high priority, library expansion will remain the best vehicle for obtaining the funding necessary to revitalize the campus center.

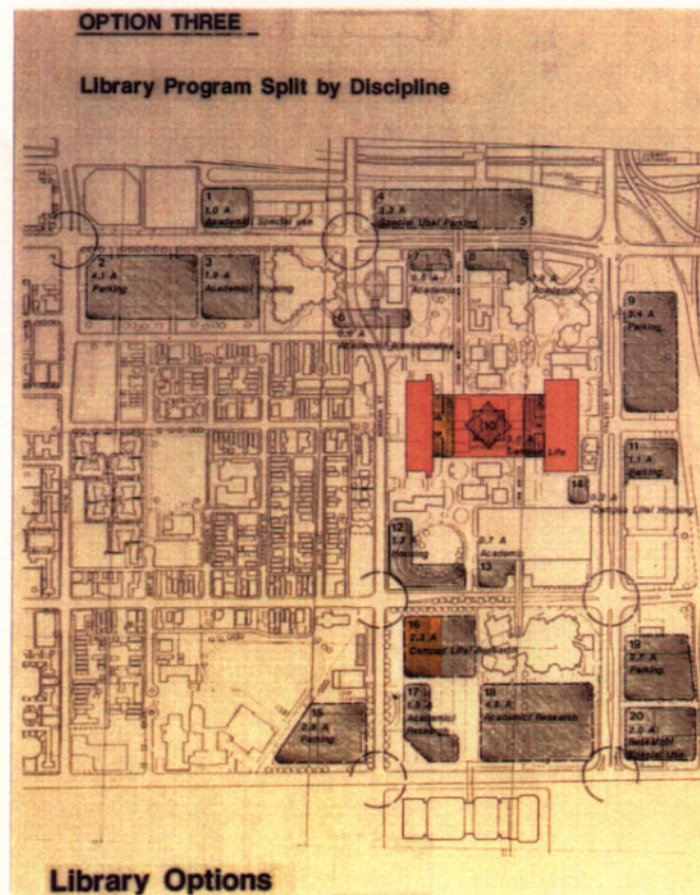
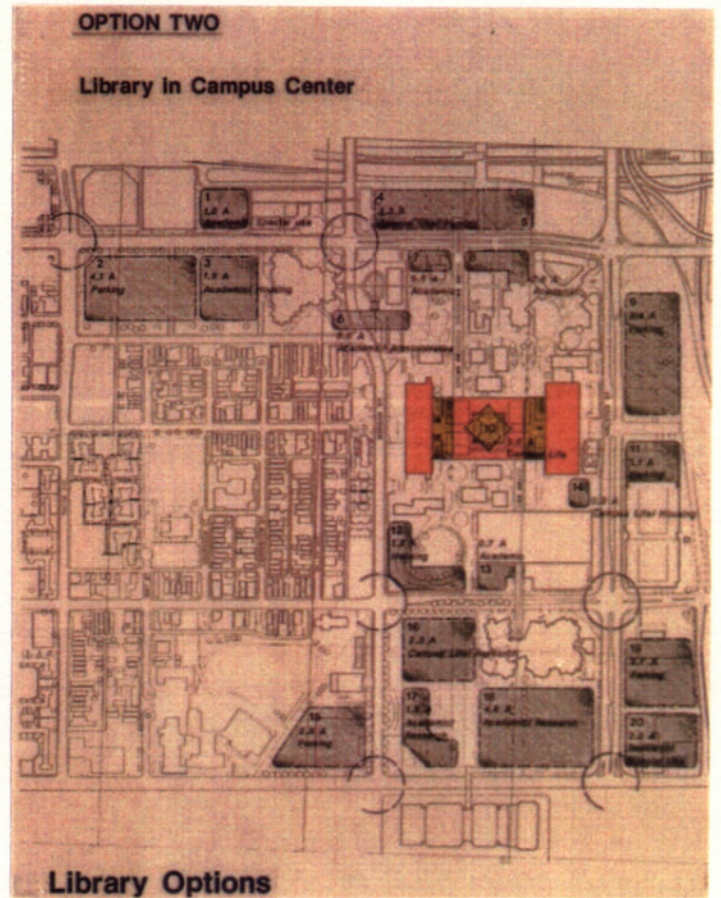
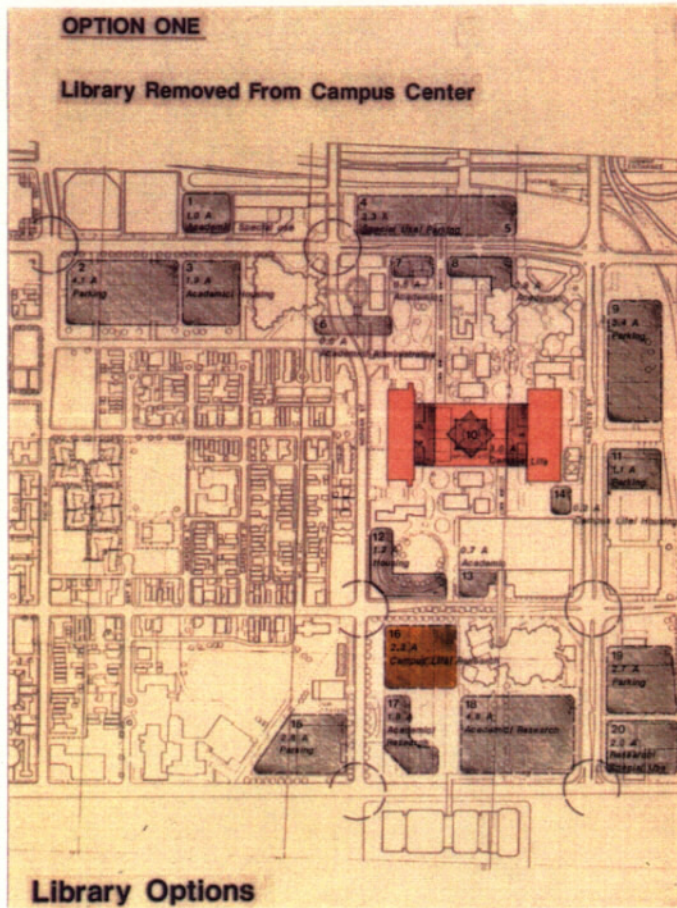
- A new library south of Taylor Street will reduce the intensity of activity in the campus center by creating a **new campus-wide activity magnet**. As a result, the new library could diffuse support for revenue-dependant uses in the Circle Center (food service, bookstore, etc.) and create pressure for the duplication of auxiliary services (and operating costs) south of Taylor.
- In creating a competing campus center that is not located on the east side's primary pedestrian spine, a new library on site 16 will limit the success of efforts to intensify use of the **elevated walkway** and will dilute the clarity of campus organization.

## Alternatives

Given these concerns, three alternative scenarios for library expansion were presented to master planning participants and University decision-makers. These alternatives were:

- To accommodate the entire library expansion program in the **existing campus center** through the addition of a major new building in the Forum/Lecture Center area;
- To meet all library expansion needs on **site 16**, located south of Taylor at Morgan; or





**Figure 13: Alternative Library Locations**

- To ***split the library expansion program*** by discipline, accommodating social science and humanities collections in the existing campus center (by expanding the existing Library building to the west) with engineering and basic science collections located in a new facility on site 16.

After reviewing the implications of these three alternatives, it was agreed the third alternative (splitting the library expansion program by discipline) offered the greatest number of advantages and should be given further consideration in detailed analysis and planning.

### **Special Issues: The Elevated Walkway System**

Historically, there has been a high degree of ambivalence and disagreement about the elevated walkway and whether it can ever become a meaningful part of the campus pedestrian system. This ambivalence is reflected in decisions which have been made undermining the walkway's functioning -- for example, the recent closing of the Library's walkway-level entrance.

Today, the walkway system is not well used and, as a result, is generally criticized. Although there are a number of potentially effective solutions to its problems, the elevated walkway will not become an integral, functioning part of UIC's east side unless a clear commitment is made to its improvement.

### **Problems and Benefits**

A number of major problems concerning the elevated walkway were identified early in the planning process through campus interviews and surveys.

- Too few ***major activity generators*** are located along the elevated walkway -- especially to the north of the Forum area.
- Regular use of ***walkway-level building entrances*** has been eliminated or restricted.
- Within adjacent buildings, major activity ***generators*** are often not located ***at walkway level***.
- There are too few ***points of access*** to the elevated walkway system; stairs are "buried" in the center of the double walk segments instead of being highly visible.
- ***Snow removal*** is difficult and relatively expensive; as a result, winter use is severely restricted.
- Differential settlement has caused the walkway's granite slabs to shift, creating ***uneven surfaces*** and tripping hazards. In addition, sealant joints above the Lecture Center have ruptured; as a result, water leaks to the area below.
- The elevated walkway is not ***handicapped accessible***.



- Because the majority of the elevated walkway system was not designed to be waterproof, runoff creates an unpleasant ***environment at grade***.
- The closely spaced columns supporting the elevated walkway create a cramped feeling at grade; limit ***visibility***, and contribute to a sense of insecurity.

Despite these problems, the elevated walkway and the Forum are the foundations of a dramatic concept for campus organization -- a concept which has been reinforced by significant investments in existing buildings. This concept has worked well as a means of creating a strongly defined central movement spine and clear visual and functional organization for the east side. However, this organizing structure has little flexibility in the face of changing needs and priorities because it is a fixed route. If new buildings are not consistently located and designed to reinforce the elevated walkway system, its legitimacy and use potential are undermined. In addition, the elevated walkway system provides conflict-free pedestrian crossing points on arterial streets to link transit and parking to destinations and to link campus development blocks together. It also provides an opportunity for people to get up above an intensively used urban environment to enjoy a sense of openness and dramatic views across the city.

### **Master Plan Concept**

The Master Plan recommends a number of strategies to capitalize on the benefits the elevated walkway system offers, while addressing the problems it presents.

- Add ***new buildings*** along the north-south portion of the elevated walkway (especially on sites 4/5, 7, 8, and 18) to encourage use by making it a more direct and convenient route between important destinations.
- Design these buildings to include new ***walkway-level entrances***; provide major activity generators at walkway level; and increase the number of access points to the elevated walkway system.
- Design at least some of these buildings to enclose portions of the walkway and create ***interior pedestrian "streets"***. Link other new buildings (on sites 12, 13, 14, 16 and 17) to the walkway system by incorporating circulation corridors on the second level.
- Ensure that the original walkway level entrances to existing buildings are operational and re-evaluate the use of space within these buildings to locate ***major activity generators*** at walkway level (Library circulation desk; Circle Center food service).
- Level granite slabs to eliminate ***tripping hazards***; provide for ***handicapped accessibility*** along the walkway's primary north-south spine.

- Add a ***clear canopy*** to provide weather protection on those portions of the walkway which do not pass through buildings to make it usable year round.
- Construct ***pedestrian bridges*** to connect parking decks to campus destinations across arterial streets (Building 605b and sites 14, 17 and 18).

With these strategies as a foundation, a long-term commitment to the improvement of the elevated walkway system can succeed in making it a meaningful and attractive campus amenity. Although significant investments must be made, they will yield substantial benefits. In contrast, the substantial costs associated with the removal of the elevated walkway system would produce no comparable benefits in terms of new building space to meet program needs. In addition, significant "ripple" effects would have to be addressed including, for example, undermining the role of the Forum as a significant campus open space; requiring the re-design of access to existing buildings linked to the walkway system (especially as needed to meet building code requirements); and necessitating alternative approaches to providing safe pedestrian crossings on major streets.

#### **Special Issues: Proposed Morgan Street Plaza**

Early in the master planning process, the City and UIC agreed that the segment of Morgan Street between Harrison and Vernon Park Place should be vacated to eliminate a dangerous pedestrian/vehicular conflict point. As illustrated in the Subcampus Plan, this street vacation will also permit the development of (1) a critical open space/pedestrian connection from the Behavioral Sciences Building to the campus center and the new Residence Hall and (2) a new campus entry and plaza area.

These important east side improvements cannot be implemented, however, until UIC can resolve the ***funding impasse*** presented by existing limits on University investment in non-University-owned property. One possible solution to this dilemma might be to solicit donor sponsorship for the project; alternatively, an exception to the University's funding limits might be sought. In any case, a solution should be aggressively pursued.

The Subcampus Plan recommends the removal of the existing double helix ramp (located west of University Hall) and elevated walkway connection to Behavioral Sciences; removal of the surface parking lot located south of University Hall; and the development of a building on opportunity site 6 as critical components of this important improvement project. Building construction on site 6 will provide a clearly defined southern edge to the plaza space and could include the development of a new pedestrian-scale campus landmark (see the proposed campanile in figure 10). Development on this site must also be designed to "bridge" the existing Morgan Street right-of-way for two important reasons:

- To encourage a free flow of pedestrian traffic to and from the southeast and
- To maintain access to utilities located below the street.

The Subcampus Plan also recommends that a vehicular drop-off be created along the Harrison Street edge of the plaza to facilitate visitor access and orientation.

### **Special Issues: Alternative Student Housing Locations**

UIC anticipates the addition of 1,000 additional undergraduate student dorm rooms (2,000 additional resident students) on the east side. Because of the difficulty of funding student housing projects, no specific timetable has been established. Nevertheless, UIC strongly believes that the availability of additional on-campus housing opportunities is essential in ensuring a the university a competitive position in attracting undergraduate students.

The Master Plan recommends that these new undergraduate dorm rooms be located on the east side superblock (bounded by Harrison, Halsted, Taylor and Roosevelt) to maximize convenient access to the Circle Center, Library and undergraduate classrooms. In the past, UIC has located dormitories to allow the development of highly secure, enclosed connections to related facilities (the Circle Center on the east side; the Chicago Illini Union on the west side) in a "block" configuration. This approach, however, has the disadvantage of limiting the volume of pedestrian movement through (and visible activity within) campus core blocks, especially during evening hours. The development of such high-activity corridors is necessary to improve both real and perceived campus security.

Three development opportunity sites on the superblock were evaluated as potential housing sites during the preparation of the Subcampus Plan:

- Site 8, located immediately adjacent to the new Residence Hall;
- Site 14, located to the south of the Circle Center, and
- Site 12, located on the northeast corner of the Morgan/Taylor intersection.

Although **site 8** is ideally located to extend the "block" dormitory development concept, it is also essential to the future expansion of the Art, Architecture and Urban Planning (AAUP) Building. Preserving the potential to expand academic uses onto immediately contiguous sites must be given a high priority to guarantee user convenience and operational efficiency. Because alternative housing development sites are available, it is recommended that this site be designated for academic -- rather than housing -- use.

**Site 14** is also ideally located to extend the "block" dormitory concept and offers the added benefit of establishing a critical elevated walkway connection between the parking deck on the east side of Halsted and the



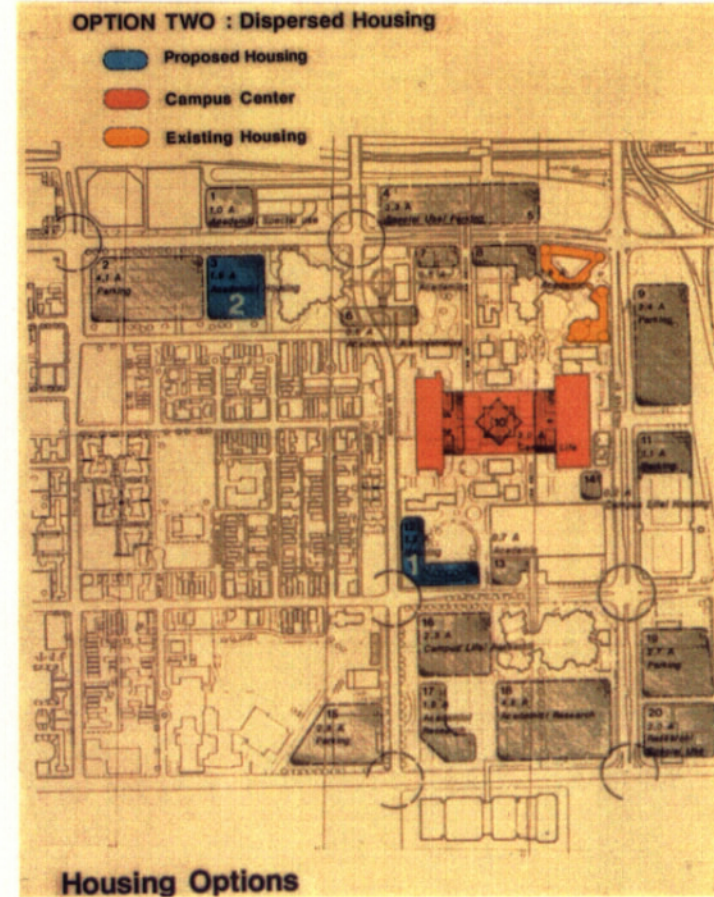
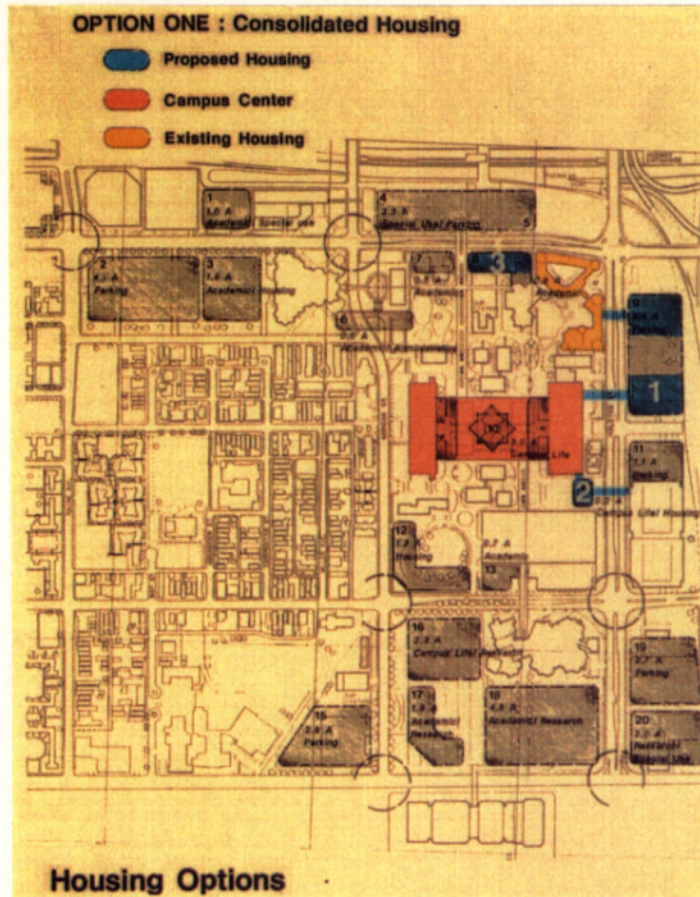


Figure 14: Alternative Housing Locations

campus core. If this parking-to-core connection is to be established, however, the building developed on site 14 must provide a major campus circulation corridor at the second story.

Site 14's limited size will require a mid-rise housing format in order to achieve an acceptable level of cost-efficiency. An 8-story building is recommended to mirror the height of Building 605b, located at the northern end of the Circle Center. Nevertheless, it will not be possible to accommodate 1,000 additional dorm rooms within this building envelope. In addition, since the campus has opted for low-rise housing on the east side in the past, there may be some resistance to a mid-rise dormitory for undergraduate students.

**Site 12** provides ample development capacity for an additional 1,000 dorm rooms in a single building project. Although this site is located further from the Circle Center than either of the alternate sites, a weather-protected connection can be created through site 13 to the improved elevated walkway system. Site 12 has the additional advantage of being located on the edge of a major campus open space which can serve as an amenity and focal point for new housing development.

#### **Special Issues: University Expansion south of Roosevelt Road**

It is clear that campus expansion into the area south of Roosevelt Road will be ***required to meet UIC's 40-year Program Projections*** for the east side. These expansion needs have been discussed with representatives of neighborhood interest groups and the City of Chicago Planning Department throughout the preparation of the Master Plan in an effort to arrive at a balanced approach which is mutually acceptable to the City (representing community interests) and the University.

As part of this continuing discussion, UIC has proposed that a ***University Development Zone*** -- bounded by Maxwell Street, Halsted Street, the B & O Railroad alignment and Morgan Street -- be established. Within this Development Zone, UIC will acquire properties as opportunities and resources allow, for the future development of recreational (Fieldhouse and playing fields) and support facilities. Because these facilities are needed in the short term, and their development will require street closures, relocation options for the Maxwell Street Market (now operating once a week on streets south of Morgan) are being explored. Discussions are also underway with the South Water Market, located between Morgan and Racine Streets north of the railroad; these discussions concern the interim use of the blocks located between Morgan and Halsted Streets south of 14th Place for parking and loading functions related to the South Water Market.

The future use and character of the ***Halsted Street commercial corridor*** -- especially the Roosevelt Road intersection -- is also of significant interest to UIC because of its close relationship to the campus. It is in UIC's best interest to encourage improvements to the visual quality, maintenance and security of this important approach route, as well as the recruitment of businesses which capitalize on and complement University activities. In the short term, UIC proposes to take an active role in efforts to upgrade and strengthen this commercial corridor, working in



cooperation with the City and local private interests. As opportunities are presented, UIC will also acquire property for the rehabilitation or redevelopment of key sites.

In the longer term, UIC also anticipates a need for additional contiguous land to accommodate research and academic functions which cannot now be foreseen. As a result, UIC has proposed the establishment of a University ***Long-term Expansion Zone*** (bounded by Roosevelt Road, Union Street, the B & O Railroad alignment, Halsted and Newbury Streets) along the Halsted corridor. It is anticipated that this Expansion Zone will continue to accommodate commercial enterprises, as well as UIC use, and may include UIC/private sector joint venture projects. The University anticipates the development of new organizational structures to allow this non-traditional participation in the revitalization of the Halsted corridor.

## C. WEST SIDE SUBCAMPUS PLAN

### Plan Overview: Development Patterns

#### Infill Development Sites

The west side Subcampus Plan illustrates that there is only *moderate infill development capacity* available within existing UIC boundaries. Twelve infill sites (shown in blue and designated by number on the Subcampus Plan) are available, totalling approximately 10.5 acres. Ten of these sites -- ranging in size from .3 to 1.5 acres -- have been designated for future building development. Two infill development sites (sites 8 and 20, with a total of 3.5 acres) have been designated as future parking decks.

A number of existing buildings provide the potential for *vertical expansion* to add to the overall infill capacity on the west side. These buildings include:

- The Benjamin Goldberg Research Center, located on the northeast corner of the Damen/Taylor intersection;
- The Nursing Tower addition (labeled B on the Subcampus Plan);
- The Health Sciences Library, on the northeast corner of the Wood/Polk intersection;
- Additions to the west side of the Pharmacy Building, located west of Wood between Polk and Taylor; and
- Additions to the north- and southeast corners of the UIC Hospital.

Each of the west side's two existing parking decks (on Wood Street and on Taylor at Paulina) have also been designed to allow the addition of two more levels.

The use of the west side's twelve development opportunity sites will require the *displacement of existing functions*. In only one instance -- the proposed parking deck on site 8 -- will the demolition of an *existing building* be required (the Marshfield Building with a total of 96,000 GSF). However, UIC and the State are discussing the potential transfer of the Illinois State Psychiatric Institute (ISPI) to University ownership. If an agreement can be reached on this transfer, and ISPI programs can be relocated, an alternative parking deck site could be provided immediately to the south of Taylor (between Paulina and Ashland Avenue).

The Subcampus Plan also illustrates the potential for expanding the open space area on the interior of the Medical College block and opening it up to Wolcott. This could be achieved by removing Buildings 955 (Institute for Juvenile Research) and 914 (Campus Health Services) in the future, if it is determined that renovation and re-use are not high priorities.



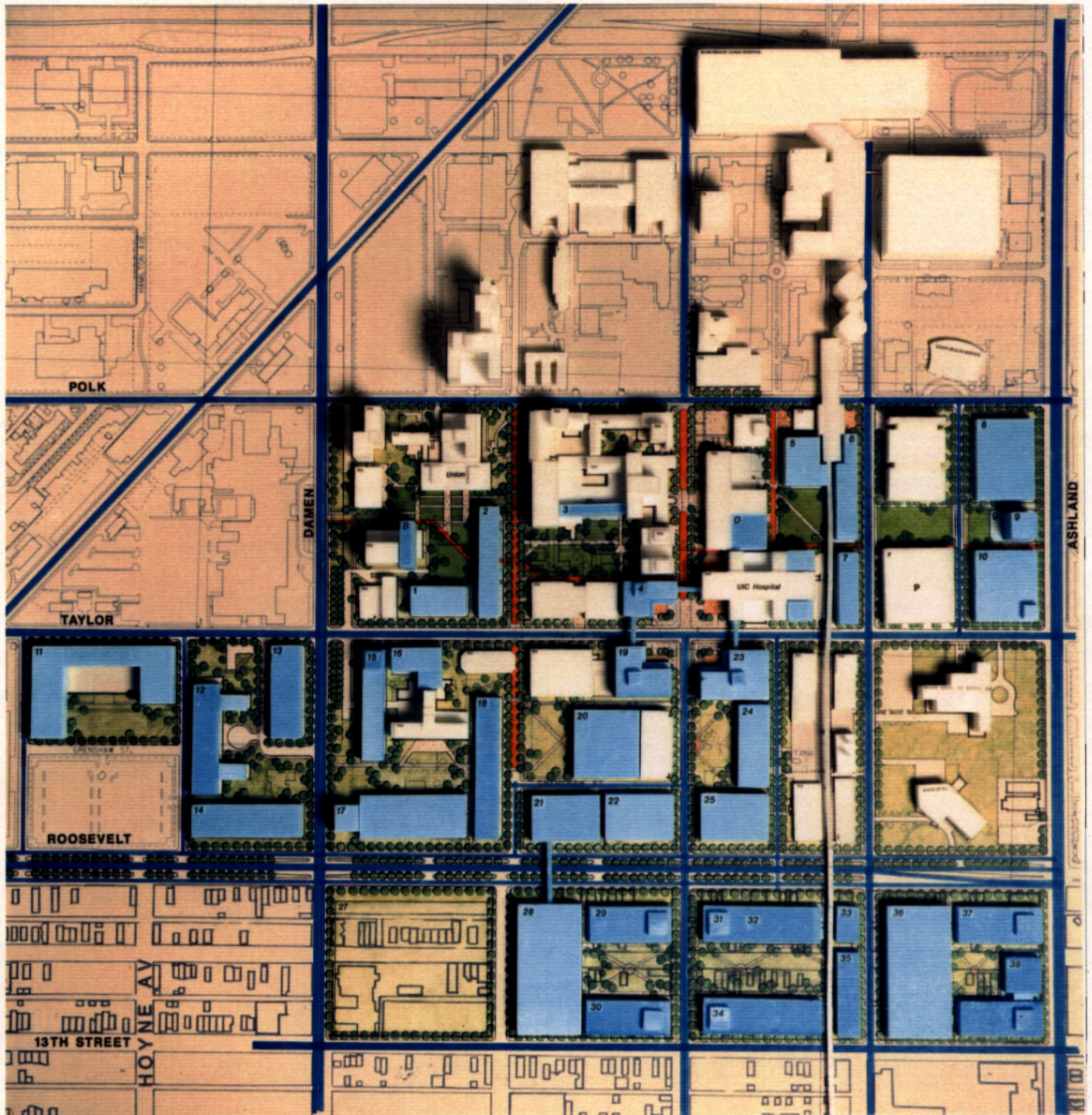


Figure 15: West Side Subcampus Plan



As on the east side of campus, use of the majority of the infill opportunities on the west side (sites 5, 6, 7, 9, 10, 15, 16, 19 and 20) will require the displacement of existing **surface parking lots**; approximately 1,170 parking spaces will be lost as a result. Nevertheless, the development of new parking decks on sites 8 and 20, in combination with the vertical expansion of the existing Wood and Paulina decks, will result in a net parking increase of over 3,300 spaces. As a result, slightly more than half of the land area used for parking today will provide a significantly increased parking supply (more than 2.5 times more spaces).

In four instances (sites 3, 4, 8 and 15), future infill development will displace existing **open space or recreational uses**; however, the west side Subcampus Plan illustrates a net increase of more than one acre of open space (not including building setbacks) within existing campus boundaries, as well as the proposed conversion of two street rights-of-way (Wolcott and Wood between Polk and Taylor) to pedestrian malls. In addition, the Subcampus Plan illustrates the addition of 6 acres of recreational playing fields in the campus expansion zone located south of Roosevelt Road.

### **Campus Expansion**

The west side Subcampus Plan also illustrates future campus expansion and development opportunities in two areas: the zone between the existing campus boundary and Roosevelt Road (from Hamilton to Hermitage) and the area south of Roosevelt Road, between Damen and Ashland.

**North of Roosevelt Road:** Properties in this area have been given the **highest acquisition priority** because they will allow UIC to grow in a compact, contiguous pattern and, at the same time, increase campus visibility on important campus approach routes (Roosevelt Road, Ashland and Damen Avenues). If all of this area (a total of approximately 28 acres, not including street rights-of-way) could be acquired by UIC, 13 new sites, totalling approximately 13 additional acres, could be provided for the future development of buildings and parking decks. Acquisition of at least a portion of this area will be required to accommodate new building projects identified in UIC's 40-year Program Projections in a manner consistent with the recommended west side land use pattern.

Although the great majority of this priority expansion area is owned by the State of Illinois and used by State agencies, other private health and social service providers are located in this zone (for example, Holy Trinity Church and the Lighthouse for the Blind). To lay the groundwork for possible property transfers and/or purchases, UIC has initiated discussions with these property owners concerning their future needs and plans. Through these discussions, it has been determined that the Lighthouse for the Blind (on Roosevelt between Wolcott and Wood Streets) is undertaking a major expansion and improvement program which will ensure their continued presence at this location for the foreseeable future. Although no final agreements have been reached, it is anticipated that other properties in this zone will be available in the short- to mid-term.

In addition to this area between Hamilton and Hermitage, UIC is pursuing agreements with the State concerning the future ownership and use of the block bounded by Roosevelt, Ashland, Taylor and Paulina (excepting the private properties located at the Ashland/Roosevelt corner). This 10-acre area is now occupied by the Illinois State Psychiatric Institute (ISPI) and the Illinois Institute for Developmental Disabilities (IIDD). Depending on the outcome of these discussions, and the future of the programs now located in these buildings, UIC may have the option of redeveloping one or both of these sites in the future.

**South of Roosevelt Road:** The Subcampus Plan has also considered future UIC expansion in the area south of Roosevelt Road. If this area (approximately 37 acres, excluding street rights-of-way) could be acquired, it would provide over 13 additional acres in future development opportunity sites, as well as over 6 acres for intramural sports fields.

Although the Master Plan places the highest priority on campus expansion to the north of Roosevelt Road, UIC must also begin to pursue opportunities for land acquisition in the area to the south. Land must be acquired in this area if UIC's program requirement for 8 acres of ***recreational playing fields*** is to be met on the west side. Even more importantly, UIC must ensure that ***options for meeting future campus growth needs*** are available to address the possibility that sufficient land area might not be acquired to north of Roosevelt. Alternatively, it may be necessary for UIC to offer nearby ***relocation sites*** to the state and private institutions now located north of Roosevelt in order to negotiate acquisition agreements. If UIC is to have the flexibility to deal with these possibilities, the University must control land in the area south of Roosevelt.

Finally, the Roosevelt Road frontage, and the area to the south, have special value for UIC. Because there is little potential for the west side subcampus to expand to the north, east or west, the University's long-term ability to meet future growth needs at minimum social and economic cost rests on its ability to control the future use and development of land to the south of Roosevelt. This does not mean that this land must remain vacant or underutilized until needed for UIC development; interim, productive University uses can be found for certain parcels (for example, recreation or surface parking), while other parcels can be made available for non-University development on a long-term lease basis. As a result, the Master Plan recommends that UIC begin now to work with the Medical Center Commission, the City, and area representatives (residents, businesses and property owners) to define a plan for the area's future which will allow UIC expansion.

### **Land Use Organization**

To strengthen the clarity of campus organization, future land use decisions must build on existing functional concentrations and encourage expansion into contiguous areas as indicated in the conceptual land use framework illustrated in Section II, Figure 4. The following land use assignments are proposed, using the parcel numbers shown on the west side Subcampus Plan as a locational guide:



- The expansion of **academic uses** is proposed in the area between Damen Avenue and Wood Street to the north and south of Taylor (sites 1, 2, 3, 4, 15, 16, 18, and 21); however, patient care or research uses may take priority on sites 19 and 22 on Wood Street. In the long-term, academic expansion may also occur to the west of Damen Avenue on sites 11 and 14, although consolidation in the core area (west of Damen) is preferred.
- The development of **specialized research facilities** is recommended along Ashland Avenue and Paulina Streets (sites 5, 6, 7, 9, and 10). In the future, the potential may exist to expand specialized research use south to Roosevelt Road (on the ISPI and IIDD sites now owned by the State). Additional research expansion potential is available to the south of Roosevelt Road on sites 29, 30, 34, 37, and 38.
- The consolidation and future expansion of **patient care** functions are proposed on sites 23, 24, and 25, immediately to the south of the UIC Hospital on Wood Street. Additional patient care expansion could occur on sites 19 and 22 (on Wood Street north of Roosevelt Road) and to the south of Roosevelt Road on sites 31 and 32. Site 12 is also designated for patient care use to reflect a prior decision to locate the proposed AmVets Teaching-Nursing Home in close proximity to its institutional cosponsor, the Westside Veterans' Administration Hospital.
- **Special uses** are proposed on sites 33, 37 and 38, south of Roosevelt Road. These special uses might include jointly sponsored University-private sector research ventures.
- **Recreational use**, in the form of intramural playing fields, is proposed on site 27 south of Roosevelt Road. This will allow the consolidated development of recreational facilities within easy access (a 7-minute walk) of the west side's existing student housing concentration (at Damen and Polk).
- UIC's 40-year Program Projections do not include any expansion of **campus life** facilities (student union, library); on-campus **student housing**; or **administrative** uses. However, if such facilities are expanded in the future, they should continue to be concentrated in the area between Damen Avenue and the Hermitage Mall, north of Taylor Street.
- New **parking decks** are proposed on sites 8, 13, 17, and 20 north of Roosevelt Road and on sites 28 and 36, south of Roosevelt. These sites have been selected to (1) ensure good visibility and easy access from major arterial approach routes and (2) provide an appropriate distribution of parking to maximize convenience for users.

## Urban Form

The Subcampus Plan illustrates how building and open space relationships can be managed to establish a coherent development structure, using the street grid and the model offered by the Medical College block as starting points. The Subcampus Plan also demonstrates how other opportunities for creating a more understandable structure and positive identity can be used to advantage, including the development of:

- Improved campus edges and entries;
- A clearly defined "central place;" and
- A hierarchy of off-street pedestrian movement corridors.

**Overall Development Structure:** The *street grid* -- which creates development blocks of similar size -- is the strongest organizing element on the west side today. Nevertheless, the lack of consistent *setback relationships* between buildings and streets weakens the legibility of this underlying structure. The Subcampus Plan illustrates how infill development can strengthen the definition of this west side grid structure by establishing a more consistent and continuous "street wall." Using existing buildings as references, new buildings are located to edge development blocks and maintain a landscaped setback along the sidewalk; formal rows of street trees within this setback create a unified foreground, an identifiable UIC image, and a more attractive pedestrian environment.

By locating new buildings to frame the edges of development blocks, *open space areas* will also be created within the block interior to serve as the unifying focal point for the building cluster. This is the basic development pattern used on the Medical College block (bounded by Polk, Wood, Taylor and Wolcott). The Subcampus Plan demonstrates how this pattern can be repeated on other blocks to establish a more understandable physical structure on the west side, while at the same time creating a series of open spaces with a comfortable sense of enclosure and human scale.

**Edges and Entries:** Perhaps the single most important step in improving UIC's identity within the Medical Center District will be *expansion south* to the Roosevelt Road frontage. This will give UIC a full 2-blocks of exposure on Damen and Ashland Avenues and 3-4 blocks of new frontage on Roosevelt Road. Visibility on these high-volume arterial streets presents the opportunity to create (1) clearly defined campus "edges" which present a positive institutional image and (2) easily identifiable entries, designed to assist visitors in finding their campus destination.

To take advantage of these opportunities, UIC must coordinate decisions on the placement and design of buildings, and the landscape development of setbacks, on arterial street frontages. A consistent design vocabulary for the *treatment of campus entries* must also be developed (see Section VI, *Campus Design Guidelines*).



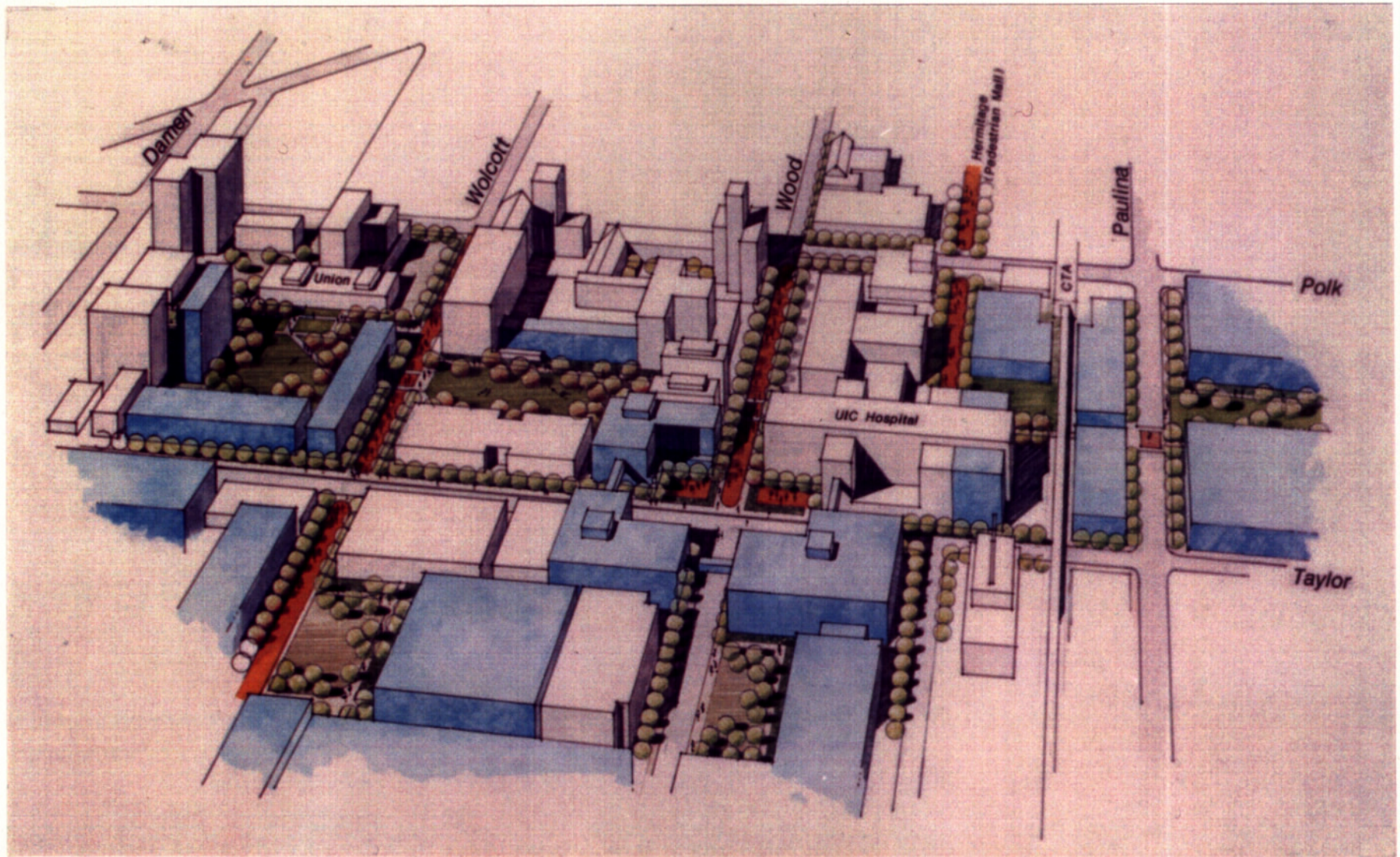


Figure 16: West Side Aerial Perspective

The Subcampus Plan illustrates the use of substantial open space **setbacks along Damen, Roosevelt and Ashland** to create a simple, but powerful visual statement. A different setback dimension can be used on each of these three arterial streets, as long as a consistent "streetwall" is established in each instance. For example, the proposed closure of the Damen service drive presents a unique opportunity for establishing an extraordinarily deep open space setback (approximately 80 feet), while a 30- to 40-foot setback is more appropriate on Roosevelt and Ashland where space is more limited.

In contrast to the east side of campus, existing development patterns and space limitations on the west side limit the feasibility of using ample open space areas to create dramatic entry statements. As a result, the west side Subcampus Plan illustrates the use of special architectural features - or "**signature**" **buildings** -- to create a clear identity at key campus entries. This signature architecture -- which might take the form of a taller building component -- is shown on sites 10, 15, 17, 29 and 31 to distinguish the following priority entry locations:

- Taylor at Ashland
- Taylor at Damen
- Damen at Roosevelt
- Wood at Roosevelt

**Central Place:** The Wood/Taylor intersection, located at the geographic heart of the west side subcampus, presents the opportunity to create a clearly defined central place. This intersection is already a significant **activity magnet** because of the location of the UIC Hospital -- a major visitor/out-patient destination. Although this intersection attracts a high volume of activity, it has not been developed to serve as a positive **Image focal point**; however, it has the potential to play an important role in establishing a clear sense of orientation and a high-amenity environment for visitors and patients. In addition, the Wood/Taylor intersection must accommodate both vehicles and people on foot -- in contrast to the Forum/Lecture Center on the east side, which is an exclusive pedestrian use area.

The Subcampus Plan illustrates how the **consistent height and placement of Infill development**, and building-to-open space relationships, can give clear definition to this subcampus "center." New development is proposed on the northwest, southwest, and southeast quadrants of the intersection, using building heights and setbacks that mirror those established by the existing hospital. This cluster of 9-story buildings will not only give strong visual definition to this "central place," it will also ensure that the intersection becomes a more intensively used focus of campus activity. **Elevated walkway connections** linking these buildings across street rights-of-way are also proposed to (1) give special visual emphasis to the intersection and (2) facilitate pedestrian movement between the patient care functions clustered at this location.

The use of identical, deep building setbacks on all four quadrants of the Wood/Taylor intersection creates a dramatic **open space** expression which also marks this location as special. The design treatment of these setbacks -- and of the street right-of-way itself -- must be carefully



coordinated to make this location "read" as a center of campus activity and to establish a high amenity environment for pedestrians and motorists. The proposed closure of Wood Street between Taylor and Polk gives this intersection special significance as a gateway to the west side's pedestrian-oriented academic/research core.

**Pedestrian Hierarchy:** The creation of an off-street pedestrian system with a clearly defined hierarchy of primary, secondary and tertiary movement corridors will also enhance the west side's organizational structure, especially if its development is coordinated with the location of major activity generators and open spaces. The off-street pedestrian network illustrated in the Subcampus Plan is described in detail below (see Plan Overview: Open Space and Pedestrian Circulation).

**Building Heights:** As campus infill occurs, and as the campus expands to the south, decisions on building heights, and on the location of taller buildings, can be used to enhance the overall sense of campus unity and organization. Today, building heights range from 1 to 16 stories, although the five tallest buildings are concentrated on two blocks (the Nursing Block, along Damen Avenue and the Medical College Block, along Wood and Polk Streets).

Two *height references* are recommended for new buildings:

- 9 stories for buildings which mark significant pedestrian corridors and/or the subcampus "central place," and
- 5 stories for all other buildings.

To use west side development capacity efficiently, the Plan also recommends that no new buildings be less than three stories in height.

### **Plan Overview: Open Space and Pedestrian Circulation**

The Subcampus Plan illustrates a dramatic increase in open space area and the creation of a more pedestrian-oriented core as fundamental parts of the recommended strategy for campus infill and expansion.

#### **Open Space**

Open spaces are used as the focal point in establishing block development patterns which create an understandable and appealing ***development structure*** on UIC's west side. On each of the four development blocks located between Damen and Ashland Avenues north of Taylor, and in the area south of Roosevelt Road, opportunity sites are located to define major open spaces on the block interior. Because the majority of these ***"internal" open spaces*** will not be visible from the streets which edge development blocks, they will be used and enjoyed primarily by university students, faculty, and staff moving through campus on the off-street pedestrian system.

The Subcampus Plan illustrates a number of major ***"external" open spaces***, in addition to the setbacks reserved on the perimeter of every development block. These open spaces occupy the foreground in the



proposed campus patient care zone, anchored on the north by the UIC Hospital and extending south along Wood Street and across Roosevelt Road. The open spaces on these block frontages -- and at the Wood/Taylor intersection -- are visible and accessible from the street to contribute to the quality of the patient/visitor arrival experience. For example, each of the buildings at the Wood/Taylor intersection is set back from the corner to create a large open space area which serves as an easily identifiable patient care destination and the west side's "central place." Similarly, a large open space area is maintained along the east side of Wood Street south of Taylor as the focal point for a cluster of patient care buildings (sites 23, 24 and 25) and to provide a clear visual relationship to the parking deck which serves them.

### **Pedestrian Circulation**

The creation of a more ***pedestrian-oriented core*** is the principal goal in modifying the west side's pedestrian circulation system. Today, most pedestrian movement corridors are located along the edges of development blocks on city sidewalks and high volumes of pedestrians crossing streets within the campus -- especially on Wood -- create conflict points. The Subcampus Plan illustrates a strategy for unifying the development blocks which make up the academic/research core by closing segments of two north-south streets and by creating a continuous east-west pedestrian spine.

**Off-street Pedestrian System:** This new off-street pedestrian system includes the development of:

- A primary east-west pedestrian spine, linking the development blocks located north of Taylor Street between Damen and Ashland Avenues;
- Two primary north-south corridors are located in the Wood (Taylor to Polk) and Wolcott (Polk to Roosevelt) rights-of-way; and
- Secondary east-west connections located (1) on the north and south sides of the Wood Street parking deck, extending from Wolcott and Wood and (2) south of Roosevelt Road, between Wolcott and Paulina.

The proposed ***east-west spine*** links together existing, isolated off-street walkway segments (including the Mall south of Union, between Damen and Wolcott; the courtyard in Medical College Block; and the walkway north of the Hospital) to create a continuous corridor. In addition, the spine extends east to Ashland through open spaces created by converting parking lots into green areas framed by buildings.

The ***primary north-south corridors*** are created by closing Wood and Wolcott Streets to vehicular traffic between Polk and Taylor and re-designing the rights-of-way as pedestrian malls. Because the Wolcott Street mall extends south to Roosevelt Road, it offers the best location for establishing an elevated pedestrian crossing to the campus expansion area to the south; the transitions between grade and walkway levels can be made within the buildings on opportunity sites 21 and 28. While the

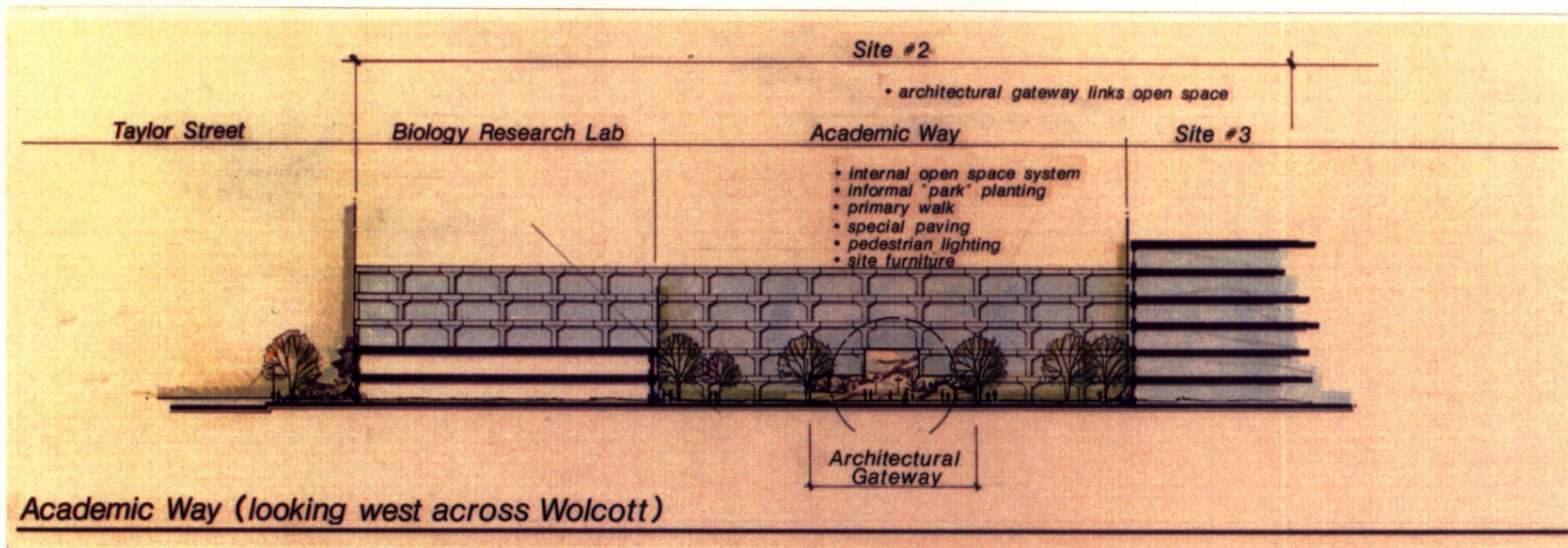


Figure 17: Academic Way Wolcott Street Gateway

proposed Wood Street mall only extends to Taylor Street, on-street walkways can provide a secondary pedestrian connection to the south, with a signalized, at-grade pedestrian crossing at Roosevelt Road.

A number of out-patient clinics requiring vehicular access are now located on Wood Street between Polk and Taylor; these clinics must be relocated into a new Professional Medical Services Building before this block can be closed to vehicular traffic.

Special **design treatments** are needed to give clear visual definition to these major off-street pedestrian corridors (see Section VI, Campus Design Guidelines, Paving). Important **activity generators** must also continue to be located along these pedestrian spines to reinforce their functional importance and to enhance real and perceived campus security by concentrating use to establish high-activity corridors

Similarly, new **buildings and open spaces** must be located and designed to reinforce the corridors' functional and visual importance. To accomplish this, the Subcampus Plan illustrates the coordinated location of primary walkways and major open spaces along the east-west "Academic Way" and along the Wolcott and Wood Street pedestrian malls. In addition, buildings on sites 2, 6 and 7 are configured to create **"gateway" openings** which invite and encourage movement between blocks, while at the same time maintaining a strong definition of the street grid. Finally, major **building entrances** must be oriented towards the pedestrian spines and the open spaces which they link together.

**On-street Pedestrian Links:** Important pedestrian activity generators -- the Health Sciences Library and the CTA transit stop -- are located on Polk Street between Wood and Paulina at the northern edge of the west side subcampus. As a result, this block of Polk Street will continue to play an important role in the west side's pedestrian system by providing a link to the Hermitage and Wood Street malls. Although this block is particularly significant, the pedestrian environment on the balance of Polk Street, on Taylor Street between Damen and Ashland, and on Wood Street south of Taylor should also be upgraded. Improved **sidewalk paving and streetscape treatments** are recommended (see Section VI, *Campus Design Guidelines, Architecture - Materials, Colors and Streetedge Treatments and Paving*).

These collector streets are also important components of the vehicular circulation system within the campus and the larger Medical Center District. As UIC and other Medical Center institutions grow, traffic demands on these streets will increase. Additional carrying capacity can be provided within existing roadway dimensions by removing on-street parking and channelizing intersections to facilitate turning movements; but it is essential that a **generous pedestrian zone** also be maintained. An appropriate balance between vehicular and pedestrian needs must be created on these streets; this may require that a higher than desirable level of traffic congestion be tolerated in the longer term.



**Pedestrian Movement Levels:** On the west side, pedestrian movement will occur on three different levels. The primary, campus-wide pedestrian system is located *at grade*; however, *elevated walkway connections* are also proposed between key patient care buildings (the Hospital, site 23, and site 19) and the Wood Street parking deck to facilitate patient/visitor access and ensure the efficiency of related health care operations. The existing west side *tunnel system* will also continue to be used by students, faculty and staff, especially during the cold weather months. Because the Master Plan proposes increased use of the tunnel system for service and goods distribution, however, efforts to encourage increased use by pedestrians (for example, investments in improved signage and lighting) should not be given a high priority.

### **Plan Overview: Circulation and Transit**

Campus exposure to major *arterial approach routes* on the west side is limited. Because the subcampus is "buried" within the Medical Center District, patients and visitors find it difficult to locate UIC, much less their campus destination. An increased University presence is needed on Ashland, Damen and Roosevelt to orient users and to effectively communicate an institutional image of excellence in academic, research and health care activities.

Although the urban *street grid* serves as an important organizing element on the west side, the numerous collector streets within the core create barriers to pedestrian movement between key development blocks and activities. As described above, the Subcampus Plan illustrates opportunities for "knitting" these blocks together by closing two streets segments. Even when closed to vehicular traffic, however, these rights-of-way must be kept open as part of the campus pedestrian/open space system to preserve the organizing grid structure.

The proposed street closures will also encourage through traffic and campus-bound motorists to circulate around the perimeter of the campus on arterial streets, thereby *minimizing traffic* on the collectors which remain open *within the core*. To reinforce this preferred circulation pattern, the Subcampus Plan also recommends that parking decks be located to intercept traffic entering the campus from arterial streets. Even so, the Plan recognizes that different user groups on the west side have different access and parking needs. As a result, the consolidation of patient care functions in a zone which is easily visible and accessible from both arterial streets and major parking facilities is recommended. This will allow *patients and visitors* to move closer to their destinations as motorists to facilitate way-finding and provide a smooth transition from drop-off points to parking decks and from parking to building entrances.

### **Visibility and Orientation**

**Expressway Exit Directional Signs:** Because the west side subcampus is located at some distance from the Eisenhower expressway exits, signs are needed to direct arriving motorists to UIC and other Medical Center District destinations. Such District directional signs are recommended on Damen north of Harrison and at the Ashland/Harrison intersection (see Section VI, *Campus Design Guidelines*, Signage: Medical Center).

**Arterial Exposure:** *Campus expansion* south to Roosevelt Road will dramatically increase UIC's visibility on major arterial streets. The **types of uses** which are located on these arterial edges will have a significant impact on UIC's identity and recognition within the community. Because these sites have outstanding visibility and access, they are also ideally suited for uses which draw large numbers of campus visitors. As a result, the Subcampus Plan recommends that patient care functions be expanded south along Wood Street to Roosevelt Road and that new parking facilities be located on Damen, Roosevelt and Ashland. Specialized research functions are proposed along the high-visibility Ashland edge of the campus to underscore their fundamental role in ensuring UIC's leadership as a health care provider and academic institution.

The **character of development** on these arterial streets will also have a significant impact on UIC's image and the ease with which campus visitors find their way. As described above (see Plan Overview: Development Patterns), broad landscaped setbacks and the development of a consistent building edge -- or "streetwall" -- are proposed on Ashland, Roosevelt and Damen. The use of special architecture is also recommended to give clear definition to important campus entries on Taylor at Damen and Ashland and on Roosevelt at Damen and Wood. The site development (landscaping, lighting, signage) at these campus entries must also establish a high quality image and assist in orienting visitors (see Section VI, *Campus Design Guidelines*, Entry Treatments and Signage: Campus Identification and Directional Signs).

### **Circulation Modifications**

The Subcampus Plan illustrates a number of circulation modifications within existing campus boundaries and in the expansion areas located (1) west of Damen Avenue and (2) south of Roosevelt Road.

**Campus Core:** Two street closures -- Wood and Wolcott between Polk and Taylor -- are recommended to enhance the pedestrian-orientation of the campus core and to better integrate its functions by facilitating movement between them.

Today, this block of **Wood Street** accommodates 4,500 vehicle trips per day, as well as a significant volume of patient drop-off activity, service vehicle access to loading docks, and a high level of pedestrian use. This combination of use requirements has negatively impacted the quality of the pedestrian environment at the heart of the west side subcampus.

The Subcampus Plan illustrates the closure of this block of Wood Street to remove traffic and allow the development of an off-street network of pedestrian connections. Nevertheless, the street must remain open to traffic until the out-patient clinics located along this block can be consolidated with other out-patient functions in a new Medical Professional Services Building, proposed to the south of Taylor Street. In addition, alternative access must be provided for service to buildings in the Medical College Block.



Between Polk and Taylor, **Wolcott Street** operates one-way, northbound and carries less than 1,700 vehicles per day. Because Wolcott has already been closed to vehicular traffic south of Taylor, converting this block to a pedestrian mall will allow the development of continuous north-south walkway spine linking student housing and the Chicago Illini Union to existing and expanded academic and research uses located south of Taylor. A through-campus pedestrian corridor at this location can also be extended across Roosevelt Road (via a pedestrian bridge) as expansion occurs to the south in the longer term.

Traffic on Wood and Wolcott will be shifted to Paulina Street (east) and Damen Avenue (west) when these street closures are implemented. Both of these **parallel corridors** have the capacity to absorb these traffic increases. In the future, however, it will be necessary to eliminate on-street parking on Damen and increase carrying capacity by adding two travel lanes in the mid-term and four travel lanes in the longer-term future.

It is also important to note, that Paulina must be retained as an essential north-south collector street to avoid shifting increased traffic to Ashland Avenue, where congestion and delays already occur at peak hours. In addition to providing access to UIC and Rush Presbyterian parking decks, Paulina serves as an necessary component of the west side shuttle bus loop and as an important goods delivery and distribution route.

The **Damen Avenue service drive** is the third street closure proposed in the west side subcampus core. This street now functions primarily as a surface parking lot, but also affords service access to a number of existing UIC buildings. By closing the service drive, UIC can substantially upgrade the campus image on a major arterial approach route by creating a broad landscaped setback to replace a foreground dominated by parked cars. Because parking is in short supply on the west side, the loss of these parking spaces must be compensated elsewhere. However, this new parking can be provided in a location and format which will improve user convenience and security. In addition, as illustrated in the Subcampus Plan, access for service vehicles must be maintained to buildings immediately to the north and south of Taylor Street.

**Campus Expansion Zones:** Additional circulation modifications are proposed in (1) the area west of Damen Avenue and (2) south of Roosevelt Road. **West of Damen**, the closure of Seeley Avenue (between Grenshaw and Taylor) and Grenshaw (between Damen and Hoyne Avenues) is proposed to allow for the development of the proposed AmVets Teaching-Nursing Home on site 12 and a new parking deck on site 13. A portion of Grenshaw Street will remain open as an entry drive serving these two sites.

**South of Roosevelt Road**, the Subcampus Plan also proposes the closure of Washburn Street and several alleys located between Roosevelt Road and 13th Street. This will make it possible to form larger blocks which can be developed more efficiently.

## Patient Access and Drop-off

Over eighty percent of the patients coming to the UIC's west side arrive by car. Today, their building and parking destinations are scattered across the campus and their arrival experience is frustrating and confusing. Because health care is a competitive market, it is important that UIC take appropriate steps to simplify way-finding for patients and visitors and develop a smooth and understandable arrival sequence.

To accomplish these goals, the Subcampus Plan recommends that decisions concerning land use, circulation and parking be coordinated to **maximize patient care visibility and accessibility** by consolidating the majority of these functions along Wood Street to the south of the UIC Hospital. Clearly defined and appropriately signed **entries** to the campus must also be created on Roosevelt at Wood Street and on Taylor at Damen and Ashland Avenues. In addition, the Wood/Taylor intersection should be developed as the "100% corner" -- or "**central place**" -- for patient functions to define a clear destination point. An adequate amount of the **parking** supply located in close proximity to the patient care zone (in the Wood Street and Paulina Street decks) must also be designated for visitor use. Finally, **visitor/patient drop-off areas** -- including a limited amount of short-term parking -- must be provided at the entrance to new patient care facilities. This drop-off activity can be accommodated most efficiently by developing an entry drive along the perimeter of the open space which serves as the focal point for development sites 23, 24 and 25.

## Campus Shuttle

As noted in the description of the east side Subcampus Plan, the shuttle now operates on two routes. The first makes a one-way loop around the east side and a one-way loop around the west side, using Paulina, Roosevelt, Taylor, Ogden and Polk. Harrison Street serves as the (two-way) connection between the subcampuses. The second route provides two-way service on Taylor Street; at its western end, this route reverses direction via Wolcott, Polk, and Oakley before returning to Taylor. The proposed **closure of Wolcott Street** between Polk and Taylor will require that Damen Avenue be considered as an alternate north-south routing.

With this minor modification, the existing shuttle routes will continue to serve the west side for the foreseeable future. In the longer term, as the campus expands to Roosevelt Road and, ultimately, to the south, one of the existing routes should be altered to extend service to this area. For example, this could be accomplished by routing buses south to 13th Street on Paulina and north on Damen to Polk Street. Alternatively, UIC could evaluate the costs and benefits of establishing a three-route system which provides service (1) in a one-way loop within each subcampus; (2) as a double loop connecting to the two subcampuses; and (3) along Taylor Street between the two subcampus cores.

## **Plan Overview: Parking**

The Subcampus Plan illustrates the development opportunity sites which are reserved for the future construction of parking decks (sites 8, 13, 17, 20, 28 and 36). Vertical expansion of two existing decks -- on Wood Street and on Taylor at Paulina -- is also proposed. These sites have been designated for future parking use for the following reasons:

- The majority are ***visible and easily accessible*** from major arterial approach routes. As a result, it will be easy for visitors to find parking resources and motorists will be intercepted at the edge of the campus, thereby minimizing traffic on collectors within the campus core.
- Those decks which are not immediately adjacent to arterial streets (namely, the existing Wood and Paulina Street decks and the proposed expansion of the Wood deck on site 20) are well located with respect to important ***visitor/patient destinations*** -- the existing Hospital and the proposed patient care concentration along Wood Street.
- Decks in these locations will concentrate parking within campus boundaries and distribute that parking supply effectively. Each site is located within a ***convenient walking distance*** (in most instances, 3 minutes) of the destinations it serves.
- Each site can accommodate 1,000 parking spaces or more (assuming a seven-level deck configuration). This means that initial parking deck construction can be incrementally expanded to achieve ***cost efficiencies*** which could not be realized on sites with lesser capacities.

## **Parking Capacities**

Overall, these six sites and the vertical expansion of the two existing decks provide parking capacity for 10,000 cars. When surface parking lost to infill development on all west side opportunity sites is deducted from this total, a substantial ***net increase of over 8,500 spaces*** is still provided. This increase in parking supply can meet the demand created by developing all of the future building envelopes illustrated in the Subcampus Plan. Three of the six designated parking deck sites, and vertical expansion of both of the existing parking structures, will be needed to meet the increased parking demand generated by the projects included in UIC's 40-year Program Projections.

**Supply and Demand Balance:** In comparison to the east side subcampus, the parking supply on the west side is tight; however, the addition of the Wood Street deck (500 spaces) has greatly reduced the supply deficit. Moreover, the parking situation on the west side is complicated by the fact that on-street parking and UIC's non-key card spaces are used by the staff, patients and visitors of other Medical Center institutions.

As a result, it is critically important that new parking be added to UIC's inventory as new demand is created. This will require that the planning, funding and construction of new buildings and new parking decks be coordinated, even though they are funded from different sources. Careful monitoring and refinement of the overall parking strategy outlined in the Master Plan will also be required as programming for new buildings makes the more accurate forecasting of associated parking needs possible. More detailed planning must also be undertaken to ensure that an adequate parking supply can be maintained as existing surface parking lots are eliminated to allow for new construction on campus infill sites. It may be necessary to provide "surge" parking lots in the campus expansion area south of Roosevelt Road to meet these interim parking needs.

### **Deck Parking**

Adequate quantities of safe, convenient and affordable parking are an important factor influencing UIC's ability to attract top-quality faculty and students and to compete successfully as a health care provider. Although parking decks are expensive to construct -- and new deck construction may have an impact on parking fees -- they can provide more **conveniently located parking** for a greater number of users than is possible with surface lots. In addition, decks located within the campus, close to primary destinations, will provide a higher degree of **security** for users than remote parking lots.

Although the cost of parking deck construction is high, the cost of providing surface lots to meet the growing parking demand on the west side is likely to be an even more expensive option -- and may not be feasible at all. Over 57 acres would be required to meet the increased parking demand created by utilizing the 4.0 million GSF of development capacity illustrated on the west side Subcampus Plan in the area north of Roosevelt Road. Only 65% of this land requirement could be met if all of the area in the campus expansion zone south of Roosevelt Road were used for surface parking.

### **Shared Parking Potentials**

Opportunities for the shared use of new parking decks planned by other Medical Center District institutions were investigated as part of the master planning process. In particular, the 2,000-car deck proposed by **Cook County Hospital** at Damen and Polk presented an attractive shared use potential because of its location on the west edge of the subcampus, where the availability of other opportunity sites suitable for parking is limited. However, it is anticipated that the full capacity of this new deck will be needed to meet the needs of Cook County's staff and patients. The County **Juvenile Court** Facility's proposed deck on Roosevelt between Hamilton and Hoyne Avenues was considered to be located too far from the majority of campus destinations it might serve.



## Design

New parking decks located on the streets which serve as major campus approach routes will clearly have an impact on UIC's image. Careful attention must be paid to design and materials to ensure that these support structures are harmonious with the architecture of primary buildings and make a positive contribution to the visual environment (see Section VI, *Campus Design Guidelines*, Parking Structures).

### Plan Overview: Service and Utilities

#### Service

Although many existing buildings on the west side depend on the tunnel system for material distribution and other service operations, most also have service access from the streets which edge development blocks. The development opportunity sites illustrated in the Subcampus Plan maintain this pattern, ensuring that each new building can be accessed from the street (rather than the block interior) and can also be serviced from adjacent buildings via tunnel system extensions. (See Section II, Figure 7 for proposed service points.)

Street closures recommended by the Master Plan will complicate service access to the Medical College Block. As a result, these existing buildings will rely more heavily on the tunnel system for service access. To provide improved service capacity, a ***new below-grade receiving dock***, with adequate space for temporary storage, is proposed as part of the new development on opportunity site 4 or 19.

#### Utilities

**Central Plant:** On the west side, a central steam plant provides heating for UIC buildings (and non-UIC facilities), but cooling is provided on a building-by-building basis. Steam distribution lines are located within existing rights-of-way.

University representatives report that adequate steam capacity is available to meet the needs of development anticipated in UIC's 40-year Program Projections. Beyond that time frame, it may be necessary to consider the construction of an auxiliary steam plant, or the installation of an upgraded distribution system, to serve the campus expansion area located to the south of Roosevelt Road. The University may also consider the construction of a central chilled water facility in the future; this facility could be located south of Roosevelt on site 33 or 35.

**Tunnel Extensions:** The majority of the development opportunity sites shown in the Subcampus Plan in the area north of Roosevelt Road can be served by relatively modest extensions of the steam tunnel system. The more significant -- and costly -- tunnel extensions will be needed to serve development to the west of Damen Avenue (sites 11, 12, and 14) and on Roosevelt Road between Wood and Wolcott (sites 21 and 22). However, the tunnel extensions needed to serve the area south of Roosevelt Road will be the most costly because of their extent and the need to excavate below a major roadway.

### **Special Issues: The Academic Way**

The Subcampus Plan illustrates the development of a continuous off-street pedestrian corridor that extends through the four campus blocks between Damen and Ashland Avenues, north of Taylor Street. This east-west spine, which has been nicknamed "The Academic Way," helps to achieve a number of important planning goals for the west side by:

- Establishing a ***unifying element*** that will create a more coherent structure on the west side and help users to understand campus organization;
- Creating a ***pedestrian-oriented campus core*** and providing opportunities for informal social interaction;
- Concentrating pedestrian movement in a high-activity corridor to respond to campus ***security*** concerns; and
- Creating a pedestrian/open space spine which serves as an ***orienting focus*** for infill development.

### **Alignment**

Although some pieces of the Academic Way are already in place, linkages and extensions are needed to create a continuous corridor; these include the following:

**Acquisition at Wolcott/Taylor:** Discussions have been initiated with representatives of the Chicago Archdiocese and ***Holy Trinity Church*** to lay a foundation for future University acquisition of this property at Wolcott and Taylor. As illustrated in the Subcampus Plan (sites 1 and 2), redevelopment of this area will allow the creation of a more continuous alignment for the Academic Way, as well as a major open space immediately south of the Union. Design of the building on opportunity site 2 must include a generously proportioned "gateway" opening to encourage continuous east-west pedestrian movement.

**IJR Demolition:** The acquisition and demolition of the state-owned ***Institute for Juvenile Research*** (IJR) on the east side of Wolcott will open up the Medical College courtyard to the Wolcott Street pedestrian mall and make the Academic Way connection across Wolcott easily visible. If it is determined that the IJR building must remain in the long term, major renovation will be required to create a pedestrian corridor through the building, linking the Medical College courtyard to the block to the west.

**NPI Lobby Renovation:** On the eastern edge of the Medical College Block, the central lobby space of the ***Neuropsychiatric Institute*** (NPI) can be re-designed to create a "gateway" which defines the Academic Way connection to Wood Street. Alternatively, the Academic Way could be located between NPI and opportunity site 4.

**Hospital Setback Protection:** The open space/setback at the northwestern corner of the *UIC Hospital* should be preserved as a plaza space that guides pedestrians to the Academic Way as it continues east into the Hospital Block.

**Parking Lot E Treatment:** *East of the Hermitage Mall*, redevelopment of the existing surface parking lot as a major open space framed by new buildings (sites 5, 6 and 7) will extend the Academic Way to the east and create a new focal point for this block. Until this infill development occurs, the Academic Way should be buffered from the parking area by a broad, landscaped open space.

**Parking Lot F Treatment:** *East of Paulina*, a major open space should be developed where the School of Dentistry surface parking lot is now located.

**Eastern Terminus:** *East of Marshfield*, an open space should be reserved at the terminus of the Academic Way as infill development occurs along Ashland Avenue. A taller building (9 stories) is also recommended on site 9 to mark this terminus and to mirror the height of the proposed Nursing Tower addition at the western end of the corridor.

**Special Crosswalk Definition:** Emphatically defined ***crosswalks*** (using special paving or striping) will be needed on Paulina and Marshfield to make these mid-block crossing points clearly visible.

## **Design**

The width and design treatment of the Academic Way should be consistent along its entire length and must clearly distinguish its alignment as a ***dominant path of movement***. As described in Section VI, Campus Design Guidelines (see Paving), primary walkways, like the Academic Way, should be 16 feet wide and should be surfaced with pre-cast concrete pavers in a 90 degree herringbone pattern. The Campus Design Guidelines also describe the pedestrian-scale lighting and site furniture (benches, waste receptacles) which should be used on the Academic Way and throughout the campus.

## **Land Use and Architecture**

Today, a number of significant activity generators -- including the west side's student housing concentration, the Chicago Illini Union, the Hospital, Pharmacy and Dentistry buildings, and the Paulina Street parking deck -- are located along the Academic Way alignment. Future facility location decisions should reinforce the functional importance of this corridor by locating additional ***high-activity uses*** along its length. For example, the Subcampus Plan proposes that specialized research activities and a major, new parking deck be located at the eastern terminus of the Academic Way on Ashland Avenue.

The manner in which new and existing buildings relate to the Academic Way, and the open spaces which it links together, will also be critical to its success. Primary **building entries** must be oriented to this mid-block pedestrian/open space system into order to ensure that it becomes a focus of pedestrian activity.

### **Special Issues: Patient Care Concentration**

As noted above, the Master Plan recommends that patient care activities be concentrated in a highly visible and accessible location in order to simplify orientation and convenience for outpatients and visitors. The UIC Hospital, in the heart of the campus core, establishes a fixed point of reference for this patient care zone; but visibility on a major arterial approach route is also critically needed. As a result, the Subcampus Plan illustrates a patient care zone which extends south from the Hospital, along Wood Street, to Roosevelt Road (sites 19, 23, 24, 25); if needed, future patient care expansion should be accommodated on site 22 and to the south of Roosevelt along Wood Street.

Because Taylor Street, and Wood Street south of Taylor, must remain open to vehicular traffic, the development opportunity sites in this patient care zone will be directly **visible and accessible** to motorists. The existing **Wood Street parking deck** is also ideally located to serve these patient care sites; the Paulina Street deck provides a secondary outpatient/visitor parking location. Parking for outpatients and visitors should be reserved within these structures.

A new medical services/ambulatory care building has been identified as one of UIC's short-term (5-year) facility needs on the west side. Out-patient clinics now located on Wood Street north of Taylor can be relocated into this building to (1) consolidate these functions in a more accessible location and (2) allow this block of Wood to be converted to a pedestrian mall. Development of this facility will also be the critical first step in establishing the new patient care zone.

The Subcampus Plan recommends that the proposed **Professional Medical Services Building** be located on site 23, immediately to the south of the UIC Hospital. This is the preferred site for the following reasons:

- It is the only site which offers adequate development **capacity** to accommodate the estimated Phase I development program, while allowing the anticipated Phase II program to be located on an immediately adjacent site.
- It offers the potential for developing a direct **upper-story connection** (and a tunnel extension, if necessary) **to the Hospital** building.
- It offers the opportunity to create an off-street **patient/visitor drop-off** area. (In the short term, and until additional land is acquired to the south, this drop-off can be located on the south side of the site between Wood and Hermitage Streets; in the

longer term, drop-off activity will occur on the entry drive on the perimeter of the open space area framed by sites 23, 24 and 25.)

- When construction occurs on site 19, it will be possible to establish a system of upper-story pedestrian connections to this site from the **Wood Street parking deck** (the preferred patient parking destination).

Although the State must agree to transfer this site (the Healey School) to UIC ownership, it is anticipated that this transfer can be accomplished in the short term.

### **Special Issues: Specialized Research Zone**

Like patient care functions, special research facilities have unique **utility and service requirements** that can be met most cost-effectively if they are clustered together. Although research activities occur on a smaller scale within many academic and patient care buildings, special high-cost facilities shared by a variety of users from across the campus are best concentrated in one location.

This specialized research zone should be easily **accessible** (both in terms of travel time and psychological distance) from both sides of the UIC campus. It should have an ample supply of conveniently located **parking**; and it should be within **easy walking distance** of major academic and patient care buildings and the Health Sciences Library. In addition, because research is the major "driver" for future west side space needs, the location of the specialized research zone must provide substantial development capacity and **expansion flexibility**.

For these reasons, the development opportunity sites between Polk and Taylor along Ashland Avenue (sites 9 and 10) and Paulina Street (sites 5, 6 and 7) have been designated as the west side's specialized research zone. These sites provide over 850,000 GSF of development capacity, assuming the building envelopes illustrated on the Subcampus Plan are maximized. The State-owned ISPI/IIDD sites, located immediately to the south of Taylor, could provide substantial additional development capacity and/or an alternative parking deck location if (1) an agreement on transfer of this property to UIC could be negotiated and (2) existing State programs could be relocated elsewhere. In addition, the campus expansion zone located to the south of Roosevelt Road could accommodate additional research growth in the longer term.

### **Special Issues: Campus Expansion Priorities**

#### **Infill**

The Master Plan recommends that UIC first utilize infill development sites within existing campus boundaries in a manner consistent with the land use organizational guidelines presented in Section II. Based on these guidelines, 8 of the 12 infill sites now owned by UIC can be used to meet the building needs identified in UIC's 40-year Program Projections (sites 5, 6, 7, 8, 9, and 10 for research functions and the parking needed to support them and sites 19 and 20 for patient care facilities and related



parking needs). Four sites designated for academic expansion will remain available to meet future needs beyond the 40-year program timeframe.

### **Expand**

As a second priority, the Master Plan recommends that UIC work to acquire property between the existing campus boundaries and Roosevelt Road, as well as in the area west of Damen Avenue between Taylor and Roosevelt. This area includes 11 development opportunity sites and the ISPI/IIDD sites. It is anticipated that 6 of these sites will be needed to meet UIC's 40-year Program Projections. To meet these needs in a manner consistent with the Framework Plan's land use guidelines (see Section II, *Concept Guidelines and Framework Plans*) and the building envelopes illustrated in the Subcampus Plan, the following sites are given the highest priority for acquisition:

- The **Holy Trinity Church** property at the corner of Wolcott and Taylor (development opportunity sites 1 and 2) is surrounded by UIC-owned land. As noted above, discussions with representatives of the Archdiocese and Holy Trinity have indicated that a property transfer would be considered; however, a number of important prerequisites for relocating existing Holy Trinity functions were enumerated, including a base of operations for the campus ministry, replacement school facilities for deaf children, worship space, office and meeting space, parking and good access to public transit. Joint development options might also be considered attractive.
- The state-owned **Healy School site** (site 23) located on the southeast corner of the Wood/Taylor intersection is recommended as the location of UIC's proposed Professional Medical Services Building. Acquisition of the adjacent state-owned **Visually Handicapped Institute** (sites 24 and 25) would allow for the planned expansion of the Professional Medical Services Building and the future addition of patient care facilities. It may be possible to identify attractive relocation sites for the functions now located on both of these properties in the area south of Roosevelt Road.
- The state-owned West Area Office of the **Department of Children and Family Services**, on Damen north of Grenshaw (site 13), may be needed to provide parking to support the proposed AmVets Teaching-Nursing Home (site 12) and other development on the west edge of the subcampus.
- As noted above, the transfer of the state-owned **ISPI and IIDD sites** to University ownership would provide flexibility in choosing a location for a parking deck to serve new specialized research development along Ashland and Paulina, as well as affording a contiguous area for future research expansion.

## Jump

Finally, the Master Plan recommends that UIC pursue the control of land to the south of Roosevelt Road to provide ***potential relocation sites*** for health care and social service providers now located to the north of Roosevelt; to ensure that ***University expansion capacity*** is available in the long-term future; and to meet needs for ***recreational playing fields*** identified in UIC's 40-year Program Projections. The Plan also recommends that UIC undertake this acquisition within the context of a plan for the future of the area south of Roosevelt, prepared with University, Medical Center Commission, City and neighborhood participation.

Although planning for the future of this area must begin now, and the Medical Center Commission and/or University may acquire property as opportunities arise, the Master Plan recommends that available development sites north of Roosevelt Road be utilized before new UIC buildings are developed south of Roosevelt. To "jump" across Roosevelt Road with new development before it is absolutely necessary would be inconsistent with campus planning objectives for improving user orientation, convenience, and security and for promoting operational efficiency. Ideally, the development of UIC buildings in this area should wait until it is likely that a sufficient critical mass can be created to establish a positive image, a secure environment, a cost-effective infrastructure investment and efficient service patterns within a relatively short time period

#### IV. PROGRAM NEED AND PLAN CAPACITIES

##### A. PROGRAM DESCRIPTION

###### Program Development

Program projections for the next 40 years were developed by UIC with the participation of the Facilities Planning and Management Committee. This Committee, made up of all UIC Vice Chancellors, key Deans and representatives of the Faculty Senate, met over a six month period to review and confirm facility needs assessments developed by each academic unit and presented by the deans. This list of potential projects was then reviewed and amended, as appropriate, by the UIC administration to define priorities and determine which projects should be included in each of three time periods: 0 - 5 years (immediate); 5 - 10 years (short term); and 10 - 40 years (mid-term).

Although these Program Projections represent UIC's best thinking on future facility needs at this time, it is important to note that they are subject to change. In particular, the availability of non-university sources of funds (for example, through campus or alumni fundraising campaigns) will influence the phasing of a number of identified projects and could lead to the addition of new projects. UIC also intends to update these Program Projections on a regular basis. Needs for new buildings are already reviewed annually to select priority projects for the upcoming fiscal year as part of the University's capital budgeting process. In addition, an annual Master Plan review process is being developed which will provide an opportunity for confirming and/or re-evaluating program needs for the short and mid-term.

###### Overview

An overview of the campus-wide 40-year Program Projections is presented below and compared to the existing campus space inventory. Generic land use categories and gross square feet (GSF) of building area and/or acres are used, as appropriate:

Use	Projected Addition	Existing
Academic	496,000 GSF	1,186,000 GSF
Administrative	23,000 GSF	2,365,000 GSF
Campus Life *	270,000 GSF	1,235,000 GSF
Housing	250,000 GSF (estimated)	593,000 GSF

\* **Campus Life** includes, for example, library, lounge; study and meeting space; dining facilities; and bookstore.

Patient Care	509,000 GSF	773,000 GSF
Recreation	150,000 GSF (and 23 acres)	272,000 GSF
Research	2,270,000 GSF	1,155,000 GSF
Special Use **	370,000 GSF	98,000 GSF
Support	126,000 GSF (and 2.8 acres)	854,000 GSF

**\*\* Special Use includes, for example, the Pavilion and the proposed conference/performing arts center.**

These Program Projections identify needs for an additional **4.5 million GSF** of building space, as well as almost **26 acres** of land for recreational playing fields and surface parking needed as an adjunct to support functions (for example, motor pool vehicle storage). The addition of 4.5 million GSF represents a 54 per cent expansion of existing campus floor area over the next 40 years. In addition, it is estimated that **6,175 new parking spaces** will be needed to serve this 40-year development program.

The Program Projections have also been broken down to illustrate (1) the percent of the total program requirement represented by each land use category and (2) the percent increase in building square footage for each category, as compared to existing conditions.

Use Category	% of existing sq. footage	% of new program	% Increase over existing sq. footage
Academic	14%	11%	42%
Administrative	28%	1%	1%
Campus Life	15%	6%	21%
Housing	7%	6%	42%
Patient Care	9%	11%	66%
Recreation	3%	3%	66%
Research	13%	51%	197%
Special Use	1%	8%	300%
Support	10%	3%	26%

### **East Side**

The 40-year Program Projections for the east side call for approximately **2.6 million GSF** of additional building space (not including parking decks) and almost **18 acres** of land for recreation and support-related surface parking. The Program Projections (in gross square feet of building space and/or acres) are presented by phase below. Although an additional 1,000 dorm rooms (approximately 250,000 GSF) are to be added on the east side of campus, they have not been assigned to any phasing period because of the difficulty of predicting funding availability/feasibility. In

addition to these new building projects, approximately 147,000 GSF of off-campus leased space is likely to be replaced within campus boundaries; it is also anticipated that Chemical Engineering (21,000 GSF) will ultimately be relocated within the campus core.

Use Category	0 - 5 years	5 - 10 years	10 - 40 years
Academic	71,000	-	164,000
Administrative	13,000	-	-
Campus Life	-	270,000	-
Housing	250,000 not assigned		
Patient Care	-	-	-
Recreation	150,000 and 15 ac.		
Research	363,000	250,000	610,000
Special Use	-	-	370,000
Support	10,000 and .3 ac.	18,800 and 2.5 ac.	60,000

The most significant of the **immediate projects** (0 - 5 year) proposed on the east side are (1) a new research building for science and engineering and health, physical education and recreation programs and (2) an addition to the Art, Architecture and Urban Planning (AAUP) Building. In the short-term (5 - 10 years), major east side projects include expanded and upgraded library facilities, a fieldhouse, and recreational playing fields. In the mid-term (10 - 40 years), the most significant project proposals are a conference center and performing arts facility, additional research expansion including an engineering research building, and a building for the School of Business Administration.

#### **West Side**

The 40-year Program Projections for the west side call for almost **1.9 million GSF** of additional building space (not including parking decks) and **8 acres** of recreational playing fields. These Program Projections are presented by land use category and phase, below.



Use Category	0 - 5 years	5 - 10 years	10 - 40 years
Academic	153,000	108,000	-
Administration	-	-	-
Campus Life	-	-	-
Housing	-	-	-
Patient Care	426,000	83,000	-
Recreation	-	-	8 acres
Research	212,000	316,000	522,000
Special Use	-	-	-
Support	-	-	38,000

The most significant ***Immediate*** (0 - 5 years) ***projects*** proposed on the west side are new facilities for research in Molecular Biology and a new Professional Medical Services (ambulatory care) building. In the short-term (5 - 10 years), major west side projects include expansion of both the Molecular Biology and Professional Medical Services buildings and the addition of research space. In the long term (10 - 40 years), major projects include additional research expansion, a Biotechnology Center, and additions to the Nursing, Pharmacy and Benjamin Goldberg Research buildings.

## B. PLAN CAPACITY EVALUATIONS

### Introduction

In illustrating how the Master Plan's Conceptual Guidelines and Framework Plans can be implemented, the Subcampus Plans for the east and west sides also provide a basis for evaluating future development capacities. **Spread sheets** have been prepared for each subcampus to display this development capacity information. These spread sheets are presented in Figures 18 and 19 and have been provided to UIC on computer diskette.

The Subcampus Plan capacity evaluations provide *a tool* for assessing how changes in land use designations and building footprints and/or heights will impact overall development capacities, as well as infrastructure demands (for example, the amount and distribution of necessary support parking). Using the spread sheet and the Subcampus Plan capacity evaluations as starting points, UIC will be better able to investigate alternative development scenarios by testing their short- and long-term implications. Indeed, the spread sheets were used extensively during the planning process to optimize the "fit" between UIC's Program Projections and Subcampus Plan alternatives; they were also used to evaluate parking demand and determine optimum parking deck locations and sizes.

It is important to note, however, that the Subcampus Plan capacities discussed here are to be used as a "benchmark" against which other alternatives can be tested. In other words, they are *illustrative* -- not prescriptive -- and represent theoretical, rather than definitive, development capacities.

### Assumptions

A number of important assumptions were made in estimating the theoretical development capacity illustrated in each Subcampus Plan; these assumptions concern building coverages; building heights; and parking ratios.

#### **Building Coverage**

For the majority of development opportunity sites, a building coverage factor of **85%** is used in the spread sheet calculations. This coverage factor anticipates that (1) building footprints will be used to less than maximum capacity and/or that (2) some upper story setbacks may be desirable. On the east side, two additional coverage factors are used; a 65% coverage factor assumes a courtyard building configuration (for example, the new Residence Hall) and an 80% coverage factor assumes a combination of standard and courtyard building types.

#### **Building Height**

For the majority of development opportunity sites, a **5-story** building height is used in the spread sheet calculations. However, taller building heights are used, where appropriate, for sites which help to define a major pedestrian corridor alignment and/or the subcampus "central place". On

the east side, a 5-story building height is used for all parking deck sites. On the west side, where a greater number of new parking spaces will be needed to support the level of development illustrated in the Subcampus Plan, a 7-story parking deck height is used.

### **Parking Ratios**

For the east side subcampus, a single parking ratio -- 1 space for every 700 additional GSF of building floor area (or 1.43 spaces per 1,000 GSF) -- is used as an average for estimating future parking demand. On the west side, three different ratios are used to account for the substantial variations which are expected in parking demand by land use. For all development opportunity sites designated for academic use, it is estimated that 1 new parking space will be needed for every 700 additional GSF of building space. For those sites designated for research use, a ratio of 1 space for every 950 additional GSF of floor area (1.05 spaces per 1,000 GSF) is used. For sites designated for patient care use, a ratio of 1 space for every 400 additional GSF of floor area (2.5 spaces per 1,000 GSF) is used.

These ratios are only intended to provide a *macro-level estimate* of future parking demand, however. As the detailed programs for proposed building projects are developed, more accurate estimates of parking demand can be prepared and used to refine this initial evaluation. The preliminary parking demand estimates provided in the spread sheet are also intended to be conservative -- in other words, more detailed analyses are expected to yield lower demand estimates.

### **Theoretical Development Capacities**

The first section of the development capacity spread sheets lists each of the development opportunity sites (as numbered on the Subcampus Plans) to be used for primary (non-parking) *buildings*. For each site, a land use designation is recommended and a specific project assignment is suggested from the group of projects identified in UIC's 40-year Program Projections (see Project/Phase column). Each site's theoretical development capacity is calculated as a product of site area, an assumed coverage factor, and a recommended maximum building height. In other words:

$$\text{acreage} \times \text{coverage} \times \text{building height} = \text{GSF of theoretical development capacity}$$

In addition, the spread sheet identifies existing facilities displaced as a result of utilizing each development opportunity site: existing building square footage; recreation/open space acreage; or surface parking spaces. Finally, the additional parking demand created by the site's theoretical development capacity is shown, taking displaced surface parking spaces into account.

The second section of the spread sheet addresses each site designated for future *parking* use (as numbered on the Subcampus Plans). Again, each deck is assigned to a development phase (see Project/Phase column) and GSF capacities are calculated using the same acreage-coverage-height formula described above. Site displacements are also

noted. Finally, the number of net, new parking spaces is presented, using 325 GSF per parking space to calculate the gross number of parking spaces and deducting the existing surface spaces lost by utilizing the site.

$$\frac{\text{GSF of capacity}}{325 \text{ SF}} - \text{displaced spaces} = \text{net estimated spaces}$$

The third and final section of the spread sheet provides a subcampus **summary**, comparing existing GSF and parking totals to projected development and parking capacities.

### East Side Subcampus Plan

**Building Capacities:** As illustrated in the Subcampus Plan, the theoretical development capacity of the infill building sites located **north of Roosevelt Road** (within UIC's current ownership boundaries) totals approximately **3.9 million GSF**. In the expansion zone **south of Roosevelt Road**, new development capacity of approximately **.2 million GSF** is illustrated. Overall, the Subcampus Plan illustrates future building development capacity of 4.1 million GSF.

When broken down by recommended land use designation, the following development capacities are illustrated (in million gross square feet):

Use Category	MGSF	% Total
Academic	0.7	17%
Administrative	0.01	3%
Campus Life	0.8	19%
Housing	0.3	7%
Recreation	0.2	3%
Research	1.5	37%
Special Use	0.4	10%
Support	0.2	4%

**Parking Capacities:** The Subcampus Plan illustrates parking deck sites providing the capacity for a total addition of 7,900 parking spaces (a net total of 6,800 spaces when existing surface parking displaced by deck construction is deducted) in the area north of Roosevelt Road. In addition, capacity for adding over 700 surface parking spaces is illustrated in the area to the south of Roosevelt.

### West Side Subcampus Plan

**Building Capacities:** The west side Subcampus Plan illustrates approximately **2.0 million GSF** of infill development capacity on sites now **within UIC's ownership**. An additional **2.1 million GSF** of theoretical development capacity can be provided by the sites located in the **expansion zones north of Roosevelt Road** to the east and west of Damen (not including the ISPII and IIDD sites). In the area **south of Roosevelt Road**, the Subcampus Plan illustrates development opportunity sites with an additional capacity of **1.5 million GSF**. Overall, the west side Subcampus Plan illustrates future building development capacity of 5.6 million GSF.

UNIVERSITY OF ILLINOIS AT CHICAGO:

THEORETICAL DEVELOPMENT CAPACITIES

November 1990

EAST SIDE SUBCAMPUS PLAN

BUILDING DEVELOPMENT SITES				Ac.	Site Coverage		Site Capacity		Site Displacements			Additional Parking Demand				
Dev. Site	Block No.	Recommended Use	Project/Phase		Cov. Fact.	SF Coverage	Bldg. Levels	GSF	Bldg. Coverage	Bldg. GSF	Rec. Ac.	Parking Spaces	# Sp. 1000	Dev. Demand	Displ. Spaces	Total Demand
1	1	Support/Special		1.00	0.85	37,026	3	111,078	0	0	0	137	1.43	159	137	296
3	3	Academic		1.90	0.85	70,349	4	281,398	0	0	0	262	1.43	402	262	664
4	2	Special Use	Conf./ Perf. Arts - 3	2.20	0.85	81,457	5	407,286	0	0	0.8	371	1.43	582	371	953
6	3&4	Acad./Admin.		0.80	0.85	29,621	4	118,483	0	0	0	24	1.43	169	24	193
7		Acad.	Business - 3	0.50	0.85	18,513	5	92,565	11,661	34,984	0	0	1.43	132	0	132
8		Acad.	AAUP - 1	1.00	0.85	37,026	5	185,130	0	0	0	12	1.43	265	12	277
10a		Campus Life	Library - 2(part)	1.00	0.85	37,026	3	111,078	0	0	0	0	1.43	159	0	159
10b	4	Campus Life		0.70	0.85	25,918	3	77,755	0	0	0	0	1.43	111	0	111
10c	4	Campus Life	Library - 2(part)	0.50	0.85	18,513	5	92,565	0	0	0	0	1.43	132	0	132
10d	4	Campus Life		0.70	0.85	25,918	3	77,755	0	0	0	0	1.43	111	0	111
12	4	Housing	1 - 3	1.30	0.65	36,808	5	184,041	0	0	0	0	1.43	263	0	263
13	4	Acad.		0.70	1.00	30,492	4	121,968	0	0	0	0	1.43	174	0	174
14	4	Housing/Cam.	1 - 3	0.30	0.85	11,108	8	88,862	0	0	0	0	1.43	127	0	127
16	7	Campus Life/Res.	Lib.-2(part);Resrch-2	2.30	0.85	85,160	5	425,799	0	0	0	400	1.43	609	400	1009
17	7	Research/Acad.	Eng.Res.-3;Resrch-3	1.70	0.85	62,944	5	314,721	0	0	0	540	1.43	450	540	990
18	7	Research/ Acad.	SES - 1;Research - 3	4.80	0.80	167,270	5	836,352	0	0	3.5	100	1.43	1196	100	1296
20	8	Res./ Spec. Use		2.00	0.85	74,052	5	370,260	56,591	113,181	0	20	1.43	529	20	549
21	9	Sup. (Ex. Bldg.)	Police Facility - 2	0.00	0.00	0	0	0	0	0	0	0	1.43	0	0	0
21a	9	Athletic	Playing Fields - 2	2.00	0.00	0	0	0	0	0	2	0	0.00	0	0	0
22b	9	Athletic	Fieldhouse - 2	4.10	0.85	151,807	1	151,807	0	0	5	0	1.43	217	0	217
23	9	Athletic	Playing Fields - 2	13.60	0.00	0	0	0	0	0	0	0	0.00	0	0	0
24	9	Athletic	Playing Fields - 2	3.40	0.00	0	0	0	0	0	0	0	0.00	0	0	0
25	9	Support	Motor Pool - 3	1.50	0.85	55,539	1	55,539	0	0	0	0	1.43	79	0	79
SUBTOTALS:				48.00		1,056,548		4,104,441	68,252	148,165	11	1,866		5,869	1,866	7,735

PARKING DECK DEVELOPMENT SITES				Ac.	Site Coverage		Site Capacity		Site Displacements				Additional Parking Supply			
Dev. Site	Block Area	Recommended Use	Project/Phase		Cov. Fact.	SF Coverage	Levels	GSF	Bldg. Coverage	Bldg. GSF	Rec. Ac.	Spaces Impacted	# Sp. 1000	Gross Supply	Spaces Impacted	Net Add'l's
2	2	New Deck		4.10	0.85	151,807	4	607,226	0	0	0	526	3.13	1,898	526	1,372
5	2	New Deck	3	1.10	0.85	40,729	5	203,643	0	0	0	0	3.13	636	0	636
9	5	New Deck	2/3	3.40	0.85	125,888	5	629,442	0	0	0	158	3.13	1,967	158	1,809
11	5	New Deck	3	1.10	0.85	40,729	5	203,643	0	0	0	91	3.13	636	91	545
15	6	New Deck		2.50	0.85	92,565	5	462,825	54,990	109,980	0	0	3.13	1,446	0	1,446
19	8	New Deck	1/2	2.30	0.85	85,160	5	425,799	0	0	0	340	3.13	1,331	340	991
25	9	Parking Lot	3	2.50	1.00	108,900	1	108,900	0	0	0	0	3.13	340	0	340
26	9	Parking Lot	2	0.60	1.00	26,136	1	26,136	0	0	0	0	3.13	82	0	82
27	9	Parking Lot	2	2.50	1.00	108,900	1	108,900	0	0	0	0	3.13	340	0	340
SUBTOTALS:				20.10		780,813		2,776,514	54,990	109,980	0	1,115	28	8,677	1,115	7,562

EAST CAMPUS SUMMARY: (a)				Ac.	Site Coverage		Site Capacity		Site Displacements		Rec.	Net Parking Surplus or Deficit		
					% Cov.	SF Cov.	FAR	GSF	Coverage	GSF	Ac.	Prop.	Prop.	
Existing Campus Conditions:				125.50	21.65%	1,183,764	0.75	4,125,947						
Existing Campus Displacements:						123,242		258,145	123,242	258,145	11.3			
Ex. Campus Conditions to Remain:						1,060,522		3,867,802						
Development Site Totals:						1,056,548		4,104,441				7,735	7,562	(174)
Net Campus Changes:					38.73%	2,117,070	1.46	7,972,243						
(a) Summary does not include Parking Deck GSF & SF Coverage														

Figure 18: East Side Spread Sheet



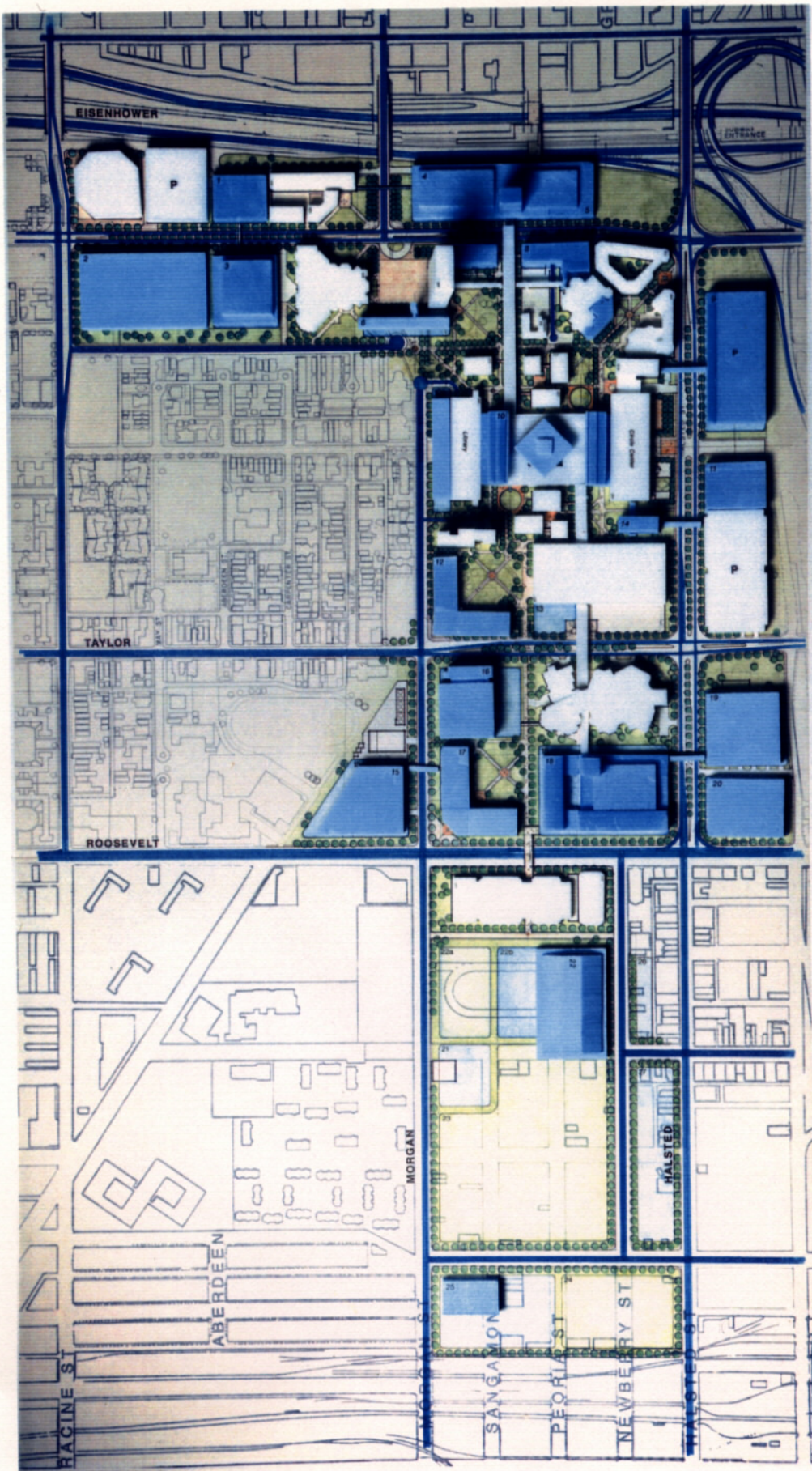


Figure 19: East Side Subcampus Plan



UNIVERSITY OF ILLINOIS AT CHICAGO: THEORETICAL DEVELOPMENT CAPACITIES

November 1990

WEST SIDE SUBCAMPUS PLAN

BUILDING DEVELOPMENT SITES

Dev. Site	Block No.	Recommended Use	Project/Phase	Ac.	Site Coverage		Site Capacity		Site Displacements		Rec. Ac.	Additional Parking Demand				
					Cov. Fact.	SF Coverage	Bldg. Levels	GSF	Bldg. Coverage	Bldg. GSF		Parking Spaces	# Sp. 1000	Dev. Demand	Displ. Spaces	Total Demand
1	1	ACAD/SPECIAL	1 - PH/GERONTLGY(PART)	0.6	0.85	22,216	5	111,078				63	1.43	159	63	222
2	1	ACAD/RESEARCH	1 - P.H./GERONTOLOGY	0.70	0.85	25,918	5	129,591				57	1.43	185	57	242
A	1	RESEARCH	3 - GOLDBERG ADD'T.			0	2	31,000					1.05	33	0	33
B	1	RES/ADMIN.	3 - NURSING ADD'T.			0	9	31,000					1.05	33	0	33
3	2	ACAD		0.30	1.00	13,068	5	65,340	2,400	4,800	0.2		1.43	93	0	93
4	2	ACAD		0.40	0.85	14,810	9	133,294			0.7		1.43	191	0	191
C	3	CAMPUS LIFE				0	2	79,300					1.05	83	0	83
5	4	RESEARCH/ACAD	3 - BIOTECHNLGY(PART)	0.70	0.85	25,918	5	129,591				175	1.05	136	175	311
6	4	RESEARCH/ACAD	2 - RESEARCH RESERVE	0.90	0.85	33,323	5	166,617				88	1.05	175	88	263
7	4	RESEARCH/ACAD	3 - BIOTECHNOLOGY	0.60	0.85	22,216	5	111,078				75	1.05	117	75	192
D	4	RESEARCH/ACAD	3 - PHARMACY			0	8	64,000					1.05	67	0	67
E	4	RESEARCH/ACAD	3 - PHARMACY			0	3	50,700					1.05	53	0	53
H	4	PATIENT CARE					9	72,900					2.50	182	0	182
I	4	PATIENT CARE					9	72,900					2.50	182	0	182
9	5	RESEARCH/ACAD	2 - MOL. BIOLOGY II	0.50	0.85	18,513	9	166,617				302	1.05	175	302	477
10	5	RESEARCH/ACAD	1 - MOL.BIOLOGY I	1.5	0.85	55,539	5	277,695				206	1.05	292	206	498
11	6	ACAD/RESEARCH		1.90	0.85	70,349	5	351,747				60	1.43	503	60	563
12	6	P.C./RESEARCH	1 - AMVETS	1.20	1.00	52,272	3	156,816			0.5		2.50	392	0	392
14	6	ACAD/RESEARCH		1.20	0.85	44,431	5	222,156					1.43	318	0	318
15	7	ACAD/RESEARCH		0.90	0.85	33,323	5	166,617			0.2	34	1.43	238	34	272
16	7	ACAD/RESEARCH		0.50	0.85	18,513	5	92,565				34	1.43	132	34	166
18	7	ACAD/RESEARCH		1.20	0.85	44,431	5	222,156				103	1.43	318	103	421
19	8	RESEARCH/PC	1 - DEVELOPMNT DISAB.	0.60	0.85	22,216	9	199,940				105	1.05	210	105	315
21	8	ACAD/RESEARCH		1.00	0.85	37,026	5	185,130					1.43	265	0	265
22	8	RESEARCH/PC		1.00	0.85	37,026	9	333,234					1.05	350	0	350
23	9	PAT. CARE	1 - AMB. CARE	0.60	0.85	22,216	9	199,940					2.50	500	0	500
24	9	PAT. CARE	2 - AMB. CARE	0.70	0.85	25,918	5	129,591					2.50	324	0	324
25	9	PAT. CARE		0.90	0.85	33,323	5	166,617					2.50	417	0	417
27	11	RECREATION		6.00	0.00	0	0	0					0.00	0	0	0
29	12	RESEARCH		1.00	0.85	37,026	5	185,130					1.05	194	0	194
30	12	RESEARCH		1.00	0.85	37,026	5	185,130					1.05	194	0	194
31	12	PATIENT CARE		0.50	0.85	18,513	5	92,565					2.50	231	0	231
32	13	PATIENT CARE		0.90	0.85	33,323	5	166,617					2.50	417	0	417
33	13	SPECIAL		0.30	0.85	11,108	5	55,539					1.43	79	0	79
34	13	RESEARCH		1.40	0.85	51,836	5	259,182					1.05	272	0	272
35	13	PAT. CARE		0.60	0.85	22,216	5	111,078					2.50	278	0	278
37	14	SPECIAL		1.00	0.85	37,026	5	185,130					1.43	265	0	265
38	14	SPECIAL		1.50	0.85	55,539	5	277,695					1.43	397	0	397
SUBTOTALS:				32		976,180		5,637,276	2,400	4,800	1.6	1,302		8,449	1,302	9,751

PARKING DECK DEVELOPMENT SITES

Dev. Site	Block Area	Recommended Use	Project/Phase	Ac.	Site Coverage		Site Capacity		Site Displacements		Rec. Ac.	Additional Parking Supply				
					Cov. Fact.	SF Coverage	Levels	GSF	Bldg. Coverage	Bldg. GSF		Spaces Impacted	# Sp. 1000	Gross Supply	Spaces Impacted	Net Add't's
8	5	PARKING	2/3	1.7	0.85	62,944	7	440,609					3.13	1,379	0	1,379
F	5	PARKING	1	1.59	1.00	69,173	2	138,347	9,625	96,250	0.5		3.13	432	0	432
13	6	PARKING	1	1.20	0.85	44,431	7	311,018				34	3.13	972	34	938
17	7	PARKING		1.70	0.85	62,944	7	440,609					3.13	1,377	0	1,377
20	8	PARKING	1/2	1.80	0.85	66,647	7	466,528				150	3.13	1,458	150	1,308
G	8	PARKING	2	0.78	1.00	34,107	2	68,215					3.13	213	0	213
28	12	PARKING		2.60	0.85	96,268	7	673,873					3.13	2,106	0	2,106
36	13	PARKING		2.60	0.85	96,268	7	673,873					3.13	2,106	0	2,106
SUBTOTALS:				14		532,782		3,213,073	9,625	96,250	0.5	184		10,043	184	9,859

WEST CAMPUS SUMMARY: (a)				Site Coverage		Site Capacity		Site Displacements		Rec. Ac.	Net Parking Surplus or Deficit		
				Ac.	% Cov.	SF Cov.	FAR	GSF	Coverage		Prop.	Prop.	Prop.
Existing Campus Conditions:				70.00	28.05%	855,197	1.54	4,702,958					
Existing Campus Displacements:						12,025		101,050	12,025	101,050	2.1		
Ex. Campus Conditions to Remain:						843,172		4,601,908					
Development Site Totals:						976,180		5,637,276					
Net Campus Changes:					59.67%	1,819,352	3.36	10,239,184				9,751	9,859

(a) Summary does not include Parking Deck GSF & SF Coverage  
(b) Existing campus acreage does not include proposed acquisition properties

Figure 20: West Side Spread Sheet



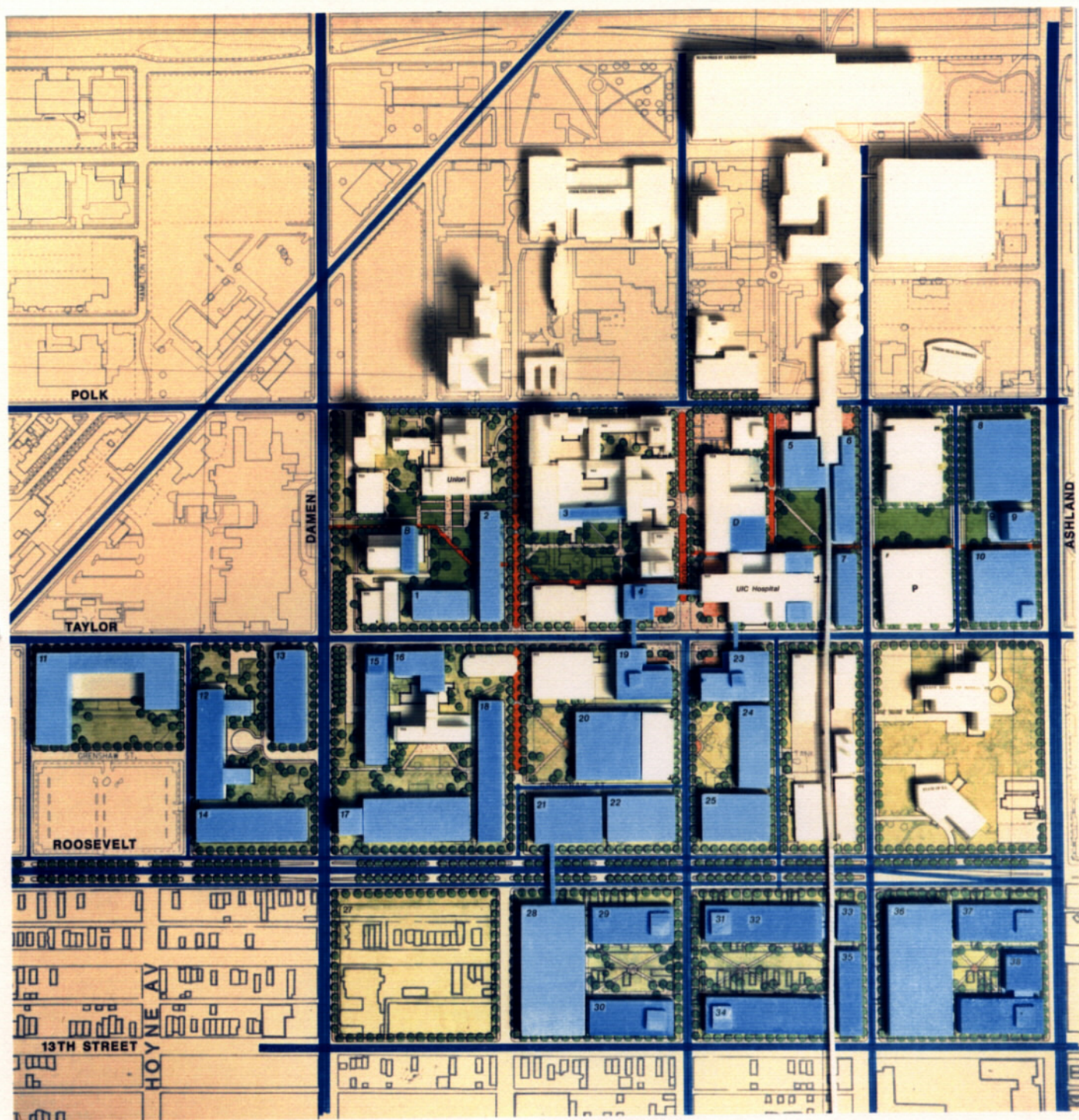


Figure 21: West Side Subcampus Plan

When broken down by recommended land use designation, the following development capacities are illustrated:

Use Category	MGSF	% Total
Academic	1.7	30%
Administrative	0.0	0%
Campus Life	0.08	1%
Housing	0.0	0%
Patient Care	1.2	21%
Recreation	0.0	0%
Research	2.2	39%
Special Use	0.5	9%
Support	0.0	0%

**Parking Capacities:** The Subcampus Plan illustrates parking deck sites with the capacity to provide 3,500 new parking spaces (3,300 spaces when existing surface parking displaced by deck construction is deducted) within existing campus boundaries. In the expansion zone north of Roosevelt Road, capacity for a net addition of 2,100 more spaces is illustrated. South of Roosevelt Road, parking deck capacity for 4,200 spaces is shown.

#### **Comparison of Program Projections and Theoretical Plan Capacities**

Overall, UIC's 40-year Program Projections call for an additional 4.5 million GSF of building space and 26 acres of land for recreational playing fields and surface parking related to support functions. An estimated 6,175 additional parking spaces would be required to meet the increased demand created by this level of new development.

The east and west side Subcampus Plans illustrate the capacity for (1) developing 9.7 million GSF of additional building space and (2) adding 26.3 acres for recreational and support-related surface parking. The capacity to provide approximately 17,400 net new parking spaces is also illustrated in the two Subcampus Plans.

#### **East Side**

On the east side, UIC's 40-year Program Projections identify the need for an additional 2.6 million GSF of building space; approximately 3,400 net new parking spaces would be required to support this new development. The Subcampus Plan illustrates the capacity for developing an additional 4.1 million GSF of building space and approximately 7,600 net new parking spaces.



The Program/Capacity comparison can also be broken down by land use category, using a million gross square feet as a basis.

<b>Use Category</b>	<b>Program Projection</b>	<b>Plan Capacity</b>	<b>Surplus (Deficit)</b>
Academic	0.2	0.7	0.5
Administrative	0.02	0.1	0.08
Campus Life	0.3	0.8	0.5
Housing	0.3	0.3	-
Recreation	0.1 1.5 ac	0.1 19 ac	4 ac
Research	1.2	1.5	0.3
Special Use	0.4	0.4	-
Support	0.08 2.8 ac.	0.2 3.3ac.	0.12 .5 ac

#### **West Side**

On the west side, UIC's 40-year Program projections call for 1.9 million GSF of additional building capacity; approximately 2,800 net, new parking spaces will be required to support this new development. The Subcampus Plan illustrates the capacity to develop 5.6 million additional GSF of building space and approximately 9,900 net, new parking spaces.

The Program/Capacity comparison is presented by land use category below, using a million gross square feet as a measure.

<b>Use Category</b>	<b>Program Projection</b>	<b>Plan Capacity</b>	<b>Surplus (Deficit)</b>
Academic	0.3	1.7	1.4
Administrative	-	-	-
Campus Life	-	0.08	0.08
Housing	-	-	-
Patient Care	0.5	1.2	0.7
Recreation	8 ac.	6 ac	(2 ac.)
Research	1.1	2.2	1.1
Special Use	-	0.5	0.5
Support	0.04	-	(0.04)



## **V. PLAN IMPLEMENTATION**

### **A. INTRODUCTION**

The Master Plan provides a framework for long-term planning which will promote the more effective coordination of campus development decisions by illustrating how campus systems -- development patterns, open spaces, pedestrian circulation, vehicular circulation, parking, and service/utilities -- relate to one another. This comprehensive approach must also be applied to each individual building and/or improvement project undertaken at UIC. In other words, each individual project must consider the Master Plan's Concept Guidelines and contribute to the achievement of Master Plan objectives. To do this, building-specific planning must address more than just the structure, itself; the budget and timing implications of a range of related actions and improvements must also be considered, including:

- Property acquisition and/or demolition requirements;
- The replacement of displaced functions (for example, recreational facilities or surface parking);
- The addition of new, and/or the improvement of existing, open spaces and streetscape treatments;
- The extension and improvement of the campus pedestrian network;
- The parking demand created by new development and the addition of parking spaces;
- Street system modifications and shuttle route changes;
- Service improvements -- both operational and physical -- and utility requirements.

To illustrate the considerations raised by such a comprehensive assessment of individual building proposals, actions and improvements related to each of the major projects identified in Phases I (1990 - 1995) and II (1996 - 2000) of UIC's 40-year Program Projections are listed below. Each of these major projects has been assigned to a specific site (as suggested in the spread sheets presented in Section IV) as the basis for this evaluation. In addition, site improvements identified in the Master Plan which should receive priority funding consideration, but are not directly associated with a specific building project are listed for each of the two phasing periods.

## B. EAST SIDE

### Phase I (1990 - 1995)

#### Programmed Projects

**Program Element:** The proposed Science and Engineering South/Health, Physical Education and Recreation (**SES/HPER**) Building will accommodate over 360,000 GSF of research space as well as some academic and administrative functions. The Subcampus Plan suggests that this proposed facility be located on development opportunity *site 18*, part of which is now occupied by UIC's baseball field.

**Related Actions/Improvements:** The following considerations must be addressed in planning for development on this site:

- Relocation of the **ballfield** to site 23, requiring acquisition of land south of Maxwell Street; relocation of the Maxwell Street Market; clearance of existing structures; street vacations; and possible utility relocations.
- Replacement of approximately 100 surface **parking** spaces now located on site 18.
- **Utility extension** from the existing SES Building (to the north) to site 18.
- Possible **service tunnel** connection from SES to site 18.
- Construction of a **parking deck on site 19** to provide parking capacity (approximately 960 spaces) to meet the added demand created by SES/HPER and to replace the spaces pre-empted on site 18, as well as the 340 spaces now located on site 19. As illustrated in the Subcampus Plan, this deck should include an elevated walkway connection to the new building on site 18, across Halsted Street. **Interim parking** capacity (440 spaces) must also be provided in the area south of Maxwell Street (for example, on sites 26 and 27) until the new deck is completed.
- Roosevelt Road and Halsted Street **streetscape improvements**, including **entry treatments** and UIC signage at the Roosevelt/Morgan and Roosevelt/Halsted intersections.

**Program Element:** The Art, Architecture and Urban Planning (**AAUP**) building addition will provide approximately 71,000 GSF of space for academic and administrative functions to provide for new facilities and to permit the consolidation of functions now accommodated in six different buildings. The Subcampus Plan recommends that this building addition be located on *site 8*.

**Related Actions/Improvements:** The following considerations should be addressed in planning for development on this site:

- Preservation of ***service access*** from Harrison and the development of a ***service court*** between AAUP and the electrical substation to allow service vehicle movement within the campus center to be reduced.
- Harrison Street ***streetscape improvements***.

#### **Other Site Improvements**

**Morgan Street Plaza:** The vacation of Morgan Street between Harrison and Vernon Park Place (as already approved by the City) and the development of a new entry plaza between University Hall and the Behavioral Sciences Building (BSB) will eliminate a significant point of pedestrian/vehicular conflict by establishing a continuous pedestrian/open space connection across this right-of-way. Although this site improvement project should receive high priority, it may be delayed due to University policies limiting expenditures on non-University property. If this is the case, UIC should consider investing in improvements to the plaza area fronting on Morgan to the west of University Hall. The Master Plan recommends the removal of the elevated walkway link across Morgan Street because of its low level of use; if the campus supports this recommendation, action could be taken in the short term to remove the double helix walkway ramp and to re-design the plaza area as the first phase in implementing a design plan for the larger Morgan Street Plaza.

**University Hall Open Space Improvements:** The open space area to the east of University Hall has already been improved to conform to Master Plan recommendations. In addition, however, the Master Plan recommends the removal of parking ***Lot 2***, and the brick wall which screens it, in the area immediately to the south of University Hall. This recommended site improvement is an integral part of the proposal for strengthening the pedestrian/open space connection between BSB and (1) the campus center to the southeast and (2) the Residence Hall to the east.

**Primary East-West Pedestrian Corridor:** Similarly, the development of a clearly defined primary walkway corridor linking the Residence Hall dining area to the proposed Morgan entry plaza is an essential part of the plan recommendations for improving the open space/pedestrian system in this portion of the east side subcampus.

**Harrison/Halsted Arrival Area:** Open space improvements (enhanced landscaping and UIC signage) are recommended at this location to improve the image and identity of the campus from these major surface streets.

**Service Improvements:** These include (1) the addition of a ***service court*** between the Library and the Science and Engineering Office (SEO) Building and (2) re-opening the ***service docks*** at the eastern end of Science and Engineering Labs (SEL) and the closure of the service docks at the western end of the building, adjacent to the SEO Garden. These

service improvements will make it possible to strictly limit service vehicle activity within the interior of the block; consequently, the extent of paved area can be reduced and asphalt paving replaced with more appropriate materials.

**Forum/Lecture Center Improvements:** Two improvement stages are proposed within the Phase I timeframe. The *first stage* includes:

- Renovation of the Forum above all four lecture halls, including waterproofing and roof improvements needed to support the courtyard design components (planting, seatwalls) illustrated in Section III, Figure 12. This work will require that temporary alternative locations for lecture space be identified.
- Landscape improvements to the Tree Garden area located to the northeast of the Forum/Lecture Center.
- Removal and replacement of the paving in the Lecture Center area.
- Replacement of lighting in the Lecture Center area.

The *second stage* of improvements includes:

- New waterproof plaza construction at Forum level around the four lecture halls.
- Courtyard landscape improvements at Forum level.
- Construction of two new stairwells connecting the northeast and southwest corners of the Forum to ground level.
- Renovation of the elevated walkway to the north and south of the Forum and the addition of a clear canopy for weather protection.
- Construction of a new service tunnel connection from the Library to the proposed building site at the center of the Forum/Lecture Center and the installation of a new service elevator in the Library.
- Enclosure of the Lecture Center area with a glass curtain wall; the removal of unnecessary columns and footings; and the installation of new lighting and HVAC.
- Construction of new "vestibule" additions to the east and west sides of the Forum/Lecture Center to provide improved connections to the Library and Circle Center.

## Phase II (1996 - 2000)

### **Programmed Projects**

**Program Component:** As described in the discussion of special issues on the east side, campus participants in the master planning process recommended that the program for **library expansion** and upgrading (270,000 GSF) be split by discipline, if possible (see III. Subcampus Plans, Special Issues: Library Expansion). As a result, it is assumed that the social sciences and humanities components of the library expansion program will be located in the campus core north of Taylor Street (**site 10**) with science and engineering library components located to the south of Taylor (**site 16**).

**Related Actions/Improvements:** Expansion of the existing Library to the west can provide approximately 111,000 GSF of additional floor area (see east side spread sheet **site 10a**). In addition, some portions of the library expansion program (for example, reference and reading rooms; study carrels) could be located in the building proposed to be developed in the center of the Forum/Lecture Center (see east side spread sheet **site 10c**). The following actions and/or improvements are related to development on these two campus core sites:

- Development of a new **public gathering place** to replace the existing amphitheater (at Lecture Center level) as part of the design and construction of the new building in the heart of the campus core.
- Relocation of **lecture space** for the construction period.
- Expansion and improvement of the existing **service dock** at the north end of the Library.
- **Streetscape Improvements** along Morgan (between Vernon Park Place and Taylor), including a reduction in the width of roadway pavement and the addition of landscaping to soften this campus/neighborhood edge.
- Landscape improvements to the **Tree Garden** area located to the southwest of the Forum/Lecture Center.
- Development of a 500-space **parking deck** on the southern portion of site 9 (to support new development and to replace pre-empted surface parking spaces. The construction of an elevated walkway connection across Halsted Street between the new deck and the 8-story portion of the Circle Center building is also recommended.

Development on a portion of **site 16** (located to the southeast of the Taylor/Morgan intersection) can provide the balance of library space needed to serve the science and engineering components of the expansion program. The following related actions/improvements must be considered in this first phase of development:



- Construction of an ***elevated walkway*** extension from SES to site 16 to link this new library building into the elevated walkway system and to the campus core.
- Interim open space development between SES and site 16, unless the research expansion space programmed for this phase (approximately 250,000 GSF) and recommended for development on this site is constructed at the same time as the proposed library component.
- ***Streetscape Improvements*** on Morgan and Taylor and the development of a special campus entry area at the Morgan/Taylor intersection.
- Replacement of approximately 400 ***surface parking spaces*** now located on site 16. Interim replacement parking can be provided south of Roosevelt Road (on sites 26 and 27).
- Expansion of the ***parking deck*** constructed on site 19 (see Phase I) to provide approximately 370 additional parking spaces and the construction of a new deck on site 11 to provide approximately 550 net, new parking spaces. The expansion of the deck on site 19 will require the relocation of Plant Research (to the research block) and the demolition of the existing building on this site. The development of an improved entry treatment at the Taylor/Halsted intersection should also be part of this deck expansion project.

**Program Component:** The addition of approximately 250,000 GSF of ***new research space*** is also anticipated in this phase of UIC's 40-year Program Projections. It is proposed that this research addition be accommodated on ***site 16***, as a complement to the proposed library, to utilize the full capacity of this site.

**Related Actions/Improvements:** Based on the parking ratios used in the spread sheet calculations, the additional ***parking*** spaces needed to support the development of this research floor area can be provided in the parking deck on site 11.

**Program Component:** A 150,000 GSF ***fieldhouse*** for athletic/physical education programs and the addition of 15 acres of ***playing fields*** are included in this phase of UIC's 40-year Program Projections. The Master Plan recommends that these facilities be located in the area to the south of Roosevelt Road on sites ***22a, 22b, 23, and 24***.

**Related Actions/Improvements:** Development and use of these sites will require the following related actions/improvements:

- Completion of ***land acquisition*** south of Maxwell Street; completion of street vacations; possible utility relocations and demolition of existing structures.
- Relocation of the existing track.

- Extension of the north-south ***elevated walkway*** spine from the existing Physical Education Building (PEB) to the new Fieldhouse on site 22b.
- Development of ***surface parking lots*** on sites 26 and 27 (curb and gutter, asphalt paving, perimeter landscape treatment), if not already completed in Phase I. These surface lots are also needed to provide interim replacement parking for site 16; however, once parking deck construction on sites 19 and 11 is complete, these spaces will be available to serve the recreational uses located to the south of Roosevelt Road.
- ***Streetscape Improvements*** on Newbury, Morgan and 14th Place.
- Use of ***site 25*** to serve the parking and loading needs of the South Water Market, unless the Market has been relocated to an improved facility.

#### **Other Site Improvements**

In this program phase, other priority site improvements recommended in the Master Plan should also be implemented. These include:

- Construction of the secondary ***north-south pedestrian corridor*** paralleling the elevated walkway through the superblock (bounded by Harrison, Halsted, Taylor and Morgan).
- Modification of the east side ***shuttle loop*** to provide transit access to the area south of Roosevelt Road.

## C. WEST SIDE

### Phase I (1990 - 1995)

#### **Programmed Projects**

**Program Element:** The development of a ***Professional Medical Services Building*** (185,000 GSF) is a critical Phase I project on the west side of the UIC campus. When this facility is constructed, it will provide space for the relocation and consolidation of outpatient clinics now located on Wood Street to the north of Taylor. Once these clinics are relocated to the new building, it will be possible to close Wood Street between Polk and Taylor to create a pedestrian mall (see Other Site Improvements, below).

**Related Actions/Improvements:** The Master Plan recommends that the Professional Medical Services Building be located on ***site 23***, immediately to the south of the UIC Hospital. Development of this site must address the following considerations:

- ***Acquisition*** of the site (Healy School) from the State and demolition of the existing building.
- Special ***open space*** treatment for the building setback at the Wood/Taylor intersection (design to be coordinated with the setbacks on the remaining three corners).
- Development of an interim ***patient/visitor drop-off*** on an east-west drive located to the south of the new building, extending from Wood Street to Hermitage.
- Construction of ***elevated walkway*** and ***tunnel connections*** between the Hospital and site 23.
- The addition of approximately 460 ***parking*** spaces to the west side supply by expanding the Wood Street deck. Interim surface parking to replace the 75 surface spaces lost to this first phase of deck expansion must also be provided.
- ***Streetscape Improvements*** on Wood (south of Taylor) and Taylor (east of Wood), including a special roadway paving treatment at the Wood/Taylor intersection.

**Program Element:** Phase I of UIC's 40-year Program Projections also calls for the construction of a 153,000-GSF Center for ***Developmental Disabilities and Rehabilitation Technology***. Patient care and research functions will be combined in this facility.

**Related Actions/Improvements:** The Master Plan recommends that this facility be located on ***site 19***, on the southwest corner of the Wood/Taylor intersection. This location will allow the development of a system of elevated walkway connections linking the expanded Wood Street parking deck to the proposed Professional Medical Services Building and the UIC

Hospital. The following considerations must be addressed in planning for development on this site:

- Special ***open space*** treatment for the setback at the Wood/Taylor intersection.
- The development of approximately 330 additional ***parking*** spaces (to replace spaces pre-empted from site 19 and to serve the new development) at the Wood Street deck. Approximately 100 of these spaces can be provided in the initial phase of Wood Street deck expansion; over 200 additional spaces can be provided by adding two levels to the existing structure.
- The development of ***elevated walkway connections*** from the deck to site 19 and from site 19 to site 23.
- The construction of a ***subsurface receiving dock*** (with a limited amount of temporary storage capacity) and a tunnel connection below Wood Street to the existing tunnel system in the Medical College Block. (An alternative means of providing service access to this block will be required to allow the closure of Wood Street north of Taylor.)

**Program Element:** A ***Molecular Biology*** research building (212,000 GSF) is also an important component of the west side Phase I program. Expansion of this building in Phase II is anticipated; in addition, this facility will form the nucleus for other specialized research functions to be developed in Phases II and III.

**Related Actions/Improvements:** The Master Plan recommends that this facility, and its Phase II expansion, be located on ***sites 9 and 10***, along the high visibility Ashland edge of the west side campus. The following considerations must be addressed in planning for development on these sites:

- Additional ***parking*** capacity must be provided to replace the 412 surface parking spaces which will be displaced and to meet the parking demand (approximately 225 spaces in Phase I) created by the addition of research floor area. This can be accomplished most efficiently by constructing the second expansion phase of the Wood Street deck (site 20). At the same time, the open space located on Wolcott to the west of site 20 should be developed.

In the near future (1996-2000), however, it will be necessary to construct a new deck on the east edge of the subcampus, along Ashland or Paulina to serve Molecular Biology and other Phase II research additions. The Subcampus Plan illustrates a deck site with the capacity to provide over 1,100 spaces on site 8; but use of this site will require the clearance of the recently renovated Marshfield Building. As a result, UIC is encouraged to explore the feasibility of acquiring the ISPI and IIDD sites located south of Taylor between Ashland and Paulina as an alternative deck location.

- **Steam line** extension from the Paulina Street right-of-way to sites 9 and 10.
- Special **open space** treatment in the Ashland Avenue building setback; streetscape improvements along Ashland.
- Development of the eastern portion of the west side's primary east-west pedestrian spine (the **Academic Way**), including an open space immediately to the west of site 9; an open space replacing the existing Dentistry parking lot (96 spaces); and special crosswalk treatments on Paulina and Marshfield.

**Program Element:** Academic and research functions will be combined in the proposed **Public Health/Gerontology** facility (153,000 GSF).

**Related Actions/Improvements:** The Master Plan suggests that this facility be located on **sites 1 and 2** at the corner of Taylor and Wolcott Streets. The following considerations must be addressed in planning for the development of these sites:

- Negotiation with, and **property acquisition** from, Holy Trinity Church and the Catholic Archdiocese. These negotiations may include the provision of relocation sites/facilities for the campus ministry and the school, as well as support parking.
- The addition of approximately 300 **parking** spaces to support this new building and to replace approximately 120 surface parking spaces. This parking can best be provided on site 13, located to the west of Damen Avenue (in combination with the parking needed to serve the proposed AmVets Teaching-Nursing Home, discussed below); however, this site must also be acquired (from the State) and a relocation site or facility may be required for the existing use. Parking deck development on this site will also require the closure of Seeley Avenue and the relocation of any utilities located in the right-of-way. Streetscape improvements on Damen and Taylor, and the development of a well-defined pedestrian crosswalk at the Damen/Taylor intersection, are also recommended.
- Open space development (as part of the east-west **Academic Way**) to the north and west of sites 1 and 2. These open space/pedestrian improvements should also include the upgrading of the existing Armitage Mall.

**Program Element:** The **Amvets Teaching-Nursing Home** (88,000 GSF) will be jointly developed by UIC and the Veterans' Administration. **Site 12** has been selected by the project sponsors for this facility.



**Related Actions/Improvements:** The following considerations must be addressed in planning for development on this site:

- Property *acquisition*.
- Development of approximately 220 additional *parking* spaces (deck site 13).
- The closure of at least a portion of *Grenshaw Avenue* and the relocation of any utilities located in the right-of-way.
- *Steam tunnel* extension south from Taylor and west to site 12.
- Replacement of pre-empted *recreational acreage*.

#### **Other Site Improvements**

Four priority site improvements which are not directly related to programmed Phase I building projects are recommended:

- The vacation of *Wood Street* between Polk and Taylor and its redesign as a pedestrian mall (primary walkway corridor).
- The vacation of *Wolcott Street* between Polk and Taylor and the redesign of the right-of-way from Polk to Roosevelt as a pedestrian mall.
- Improvement of the *sunken garden* at the Administrative Office Building (AOB).
- Closure of the *Damen service drive* between Polk and Grenshaw and its redesign as an open space setback.

#### **Phase II (1996 - 2000)**

##### **Programmed Projects**

**Program Element:** *Expansion* of the *Professional Medical Services Building* (83,000 GSF) is anticipated in Phase II of UIC's 40-year Program Projections. The Master Plan recommends that this expansion be accommodated on *site 24*, immediately south of the Phase I building.

**Related Actions/Improvements:** The following issues must be addressed in planning for the development of this site:

- *Acquisition* of the Visually Handicapped Institute (from the State) and clearance of the existing building. This acquisition may require that a replacement site or facility be provided to accommodate the Visually Handicapped Institute's programs.
- Provide an additional 208 *parking* spaces by adding two levels to the existing Paulina Street deck and shifting users from sites 9 and 10 out of the Wood Street deck.

- Develop ***elevated walkway*** and ***tunnel connections*** to the Phase I building on site 23.
- ***Open space*** development with a perimeter ***visitor/patient drop-off*** to the west of site 24.
- Improved ***entry treatment*** and UIC signage at the Wood/Roosevelt intersection.

**Program Element:** ***Expansion of the Molecular Biology Building*** (166,000 GSF) is also included in Phase II. This expansion can be accomplished on ***site 10***.

**Related Actions/Improvements:** The following issues must be addressed in planning for the development of this facility:

- The addition of approximately 175 ***parking*** spaces to serve the expanded research floor area. These spaces can be provided in the expanded Paulina Street deck.
- ***Streetscape Improvements*** on Marshfield and Taylor, including the development of a well-defined campus entry at Taylor and Ashland.

**Program Element:** ***Additional research expansion*** (150,000 GSF) is also anticipated in Phase II. The Master Plan suggests that this expansion be accommodated on ***site 6*** on Paulina Street.

**Related Actions/Improvements:** Development on this site will require that the following issues be addressed:

- Additional ***parking*** capacity to serve this research space expansion (approximately 158 spaces) and to replace pre-empted surface parking (338 spaces) in this block must be provided. This will require the construction of a new deck either on site 8 or on the ISPI/IIDD sites. Development of a parking deck site 8 will require the clearance of the Marshfield Building and the relocation of its functions. Development on the ISPII and/or IIDD sites will require acquisition of the property from the State and may require the relocation of existing programs.
- Open space and pedestrian corridor development to complete the ***Academic Way*** in this block between Wood and Paulina.

### **Other Site Improvements**

Other Phase II site improvements which are not directly related to the building projects in UIC's 40-year Program Projections include:

- Development of the ***Academic Way*** through the Medical College Block, including the renovation of NPI and the clearance or major renovation of IJR.

- Streetscape improvements on ***Polk and Taylor*** within the campus and cooperation with the adjacent University Village Association neighborhood to improve Taylor streetscape between Ashland and Morgan

#### **D. OTHER LOW-COST IMPROVEMENTS**

In addition to the actions and improvements described above, UIC can undertake a variety of relatively low-cost, incremental steps to enhance the quality of the campus image and environment. These include, for example:

- Street tree plantings.
- Massed floral plantings at major campus entries.
- Replacement of site furniture (benches, trash receptacles, lights).
- Installation of campus identification and entry signs; including re-design of the Pavilion entrance at Racine and Harrison.
- Repair/replacement of the flood lighting at University Hall, a major campus landmark.

## **VI. CAMPUS DESIGN GUIDELINES**

### **OBJECTIVES**

Through the conscientious application of the recommended design treatments and details defined in this document, UIC can establish a unified visual image across the campus. The selection and use of standard benches, waste receptacles, lights, signs, and other site elements are essential in achieving a consistent level of quality in detail and function. These guidelines address a number of site elements and treatments that collectively contribute to a high quality campus character. This attention to detail will achieve the following objectives:

1. Preserve and enhance desirable visual characteristics.
2. Establish a more unified image.
3. Contribute to a sense of orientation.
4. Improve pedestrian convenience, safety, and security.
5. Achieve an increased sense of order and organization.
6. Minimize maintenance costs while achieving a higher level of cost-effectiveness.

Information for each design guideline is organized and presented as follows:

1. A summary statement of the criteria used to select the recommended unit and/or treatment.
2. A more specific description of recommendations for shape, color, size, and other critical features, as appropriate.
3. An illustration of the recommended unit and/or treatment.

## **DESIGN GUIDELINE INVENTORY**

The following design elements, listed in alphabetical order, are included.

1. Architecture - General
2. Architecture - Materials, Colors, and Street-edge Treatments
3. Bicycle Racks
4. Bollards
5. Bus Stops and Shelters
6. Dumpsters
7. Entry Treatments
8. Fences
9. Furniture Color
10. Lighting - Pedestrian
11. Lighting - Special
12. Lighting - Street and Parking Lot
13. Open Space Treatments
14. Parking Lot Layouts
15. Parking Structures
16. Paving
17. Plant Materials
18. Seating - Benches/Seat Walls
19. Security Call Stations
20. Signage - General
21. Signage - Medical Center Signs
22. Signage - Campus Identification and Directional Signs
23. Signage - Building Identification Signs
24. Waste Receptacles



## **ARCHITECTURE - GENERAL**

### **Criteria**

1. Seek to enhance and unify the campus in both the placement and design of new buildings. Create clear visual and functional ties between new and existing buildings.
2. Locate new buildings within the envelopes identified in the Master Plan. In general, buildings should define the edges of development blocks and should frame open spaces on the block interior. Setbacks from the street should create a positive urban image and should be similar in dimension to the setbacks of adjacent buildings.
3. In general, buildings should not be less than three stories in height; the majority of buildings should be in the five-story range.
4. Improve and unify campus identity by being sensitive to the existing development context in the design of new buildings. These new buildings should respond to the mass, dimensions, scale, materials, facade articulation, rooflines, and overall character of each side of the campus. Unless specifically identified as a high-image building, the design of new facilities should give priority to continuity and integration.
5. Use high-image buildings to define major campus entries, important pedestrian corridors, and activity centers.
6. Carefully consider and coordinate interior/exterior relationships in the design of new buildings. Pedestrian approaches, entrances, open spaces, service areas, and parking should be consistent with the Master Plan's framework systems and Conceptual Guidelines. On the east side of the campus, special consideration should be given to realizing objectives for improving the functioning and use of the elevated walkway in the design of new buildings located along it.
7. Adequate consideration must be given to utility, service, parking, vehicular access, pedestrian access, and open space requirements in the design and construction of all new buildings. Impacts on the capacity and cost of such infrastructure system improvements must be addressed.
8. Use the UIC Master Plan and these design guidelines as a reference throughout the development of any architectural or site improvement project. Prior to the completion of schematic design on any architectural project, the proposed plans should be reviewed for consistency with, and appropriate interpretation of, the Master Plan.

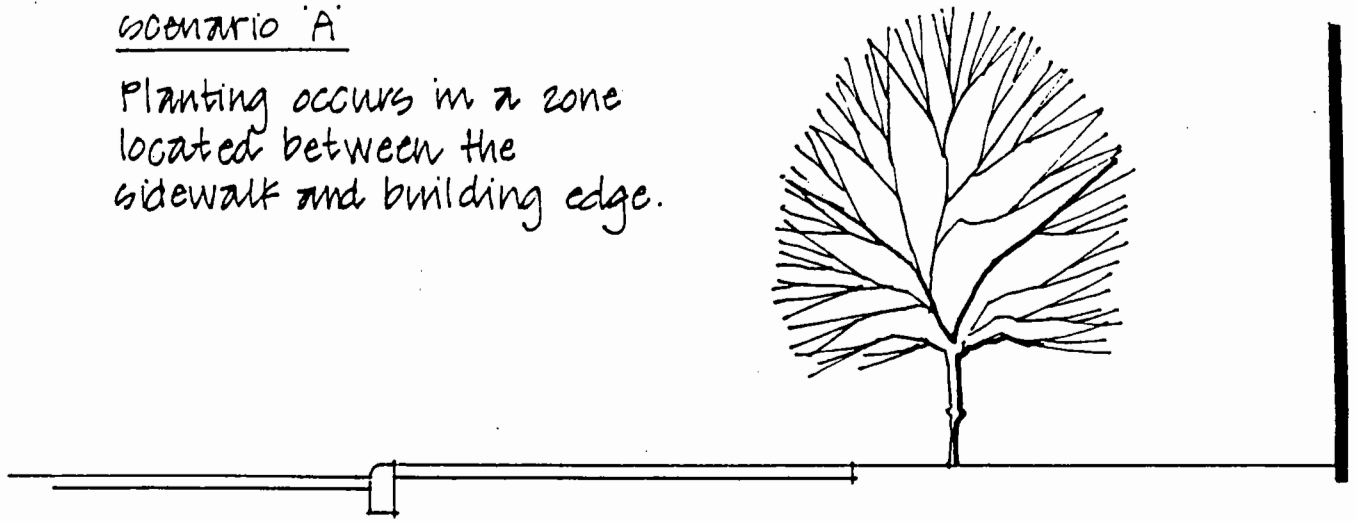
## **ARCHITECTURE - MATERIALS, COLORS AND STREET-EDGE TREATMENTS**

### **Criteria**

1. Use predominantly masonry (brick, concrete) exterior building materials on both the east and the west sides of campus. On the west side, brick should continue to be used as the predominant building material.
2. Design building facades so that masonry predominates over glass; glass should be used for window openings only -- not as a sheathing material. There may be a limited number of exceptions to this "rule" in special circumstances, for example, signature buildings located at the campus center and other high activity, ground level lobby spaces.
3. Select masonry colors for compatibility with those used on adjacent structures. On the east side of the campus, special emphasis should be given to the use of warmer colors in building material selection. Red/brown tones are preferred over yellow/buff tones.
4. Create a distinctive campus identity and a sense of visual continuity through the landscape treatment of the area between buildings and adjacent streets. The treatment of this street-edge zone should create a unifying visual matrix which helps to blend a variety of architectural styles.
5. Observe the recommended setbacks between buildings and adjacent streets and sidewalks illustrated in the Subcampus Plans. Three types of treatments are recommended for this street edge and are illustrated on the following page:
  - Trees between the sidewalk and the building (Scenario A). This street-edge treatment is recommended along major arterial streets.
  - Trees located between the curb and the sidewalk (Scenario B). This street-edge treatment is recommended for use on service streets (e.g., Paulina) which do not play an important role in the pedestrian circulation system. Either a lawn panel or special paving may be used in the curb zone.
  - Trees in raised planters located in the paved area adjacent to the curb (Scenario C). This treatment is recommended along internal collector streets which carry higher volumes of pedestrian traffic. On important pedestrian streets (e.g., Polk and Taylor), the use of special paving for the full width of the sidewalk zone is suggested (see Paving).

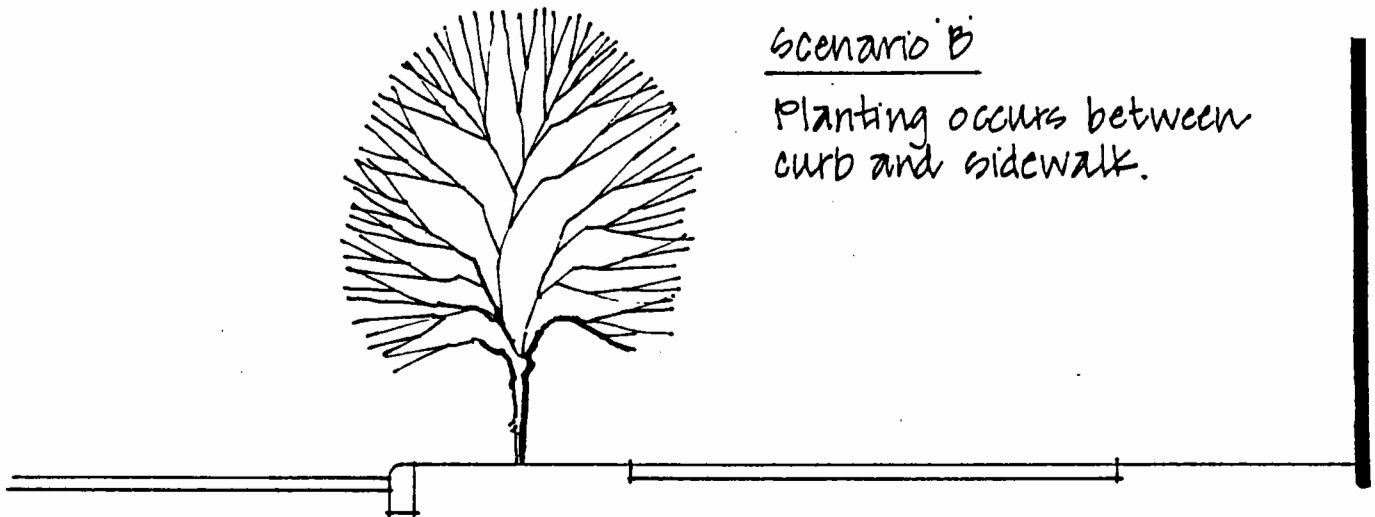
### scenario 'A'

Planting occurs in a zone located between the sidewalk and building edge.



### scenario 'B'

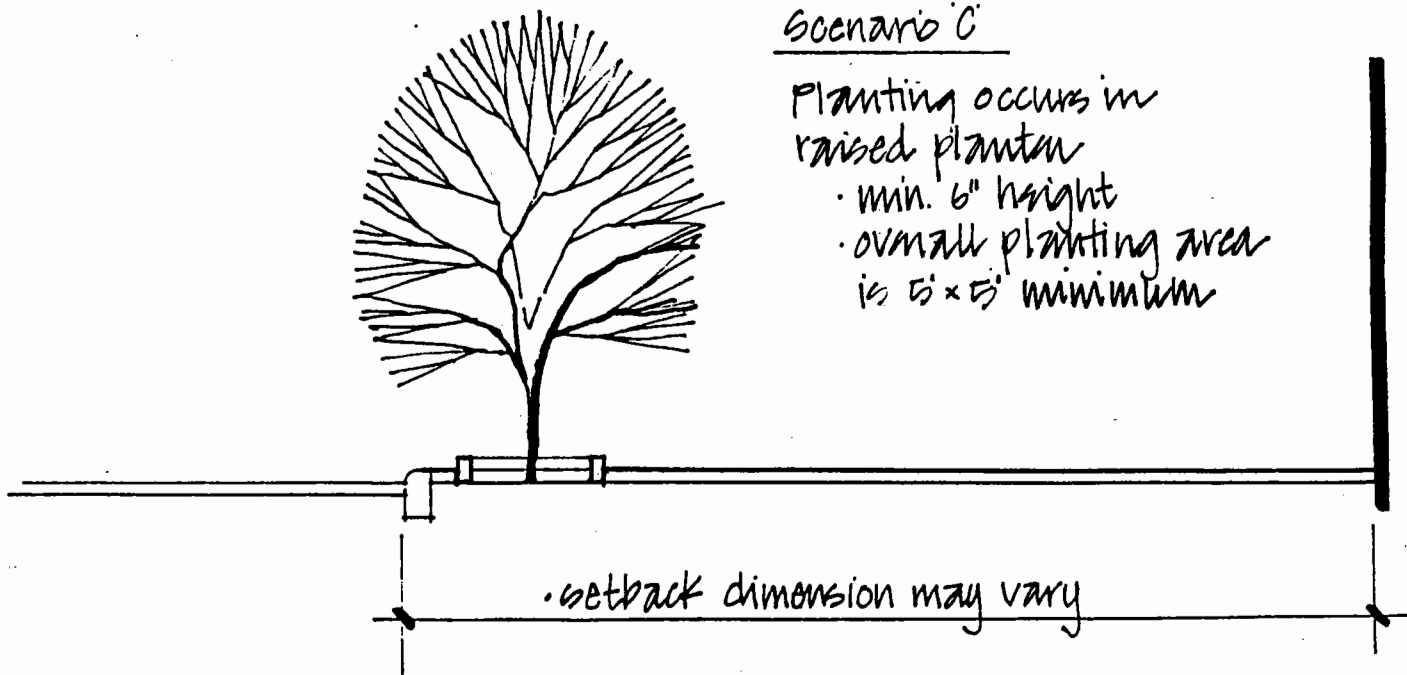
Planting occurs between curb and sidewalk.



### scenario 'C'

Planting occurs in raised planter

- min. 6" height
- overall planting area is 5' x 5' minimum



## **BICYCLE RACKS**

### **Criteria**

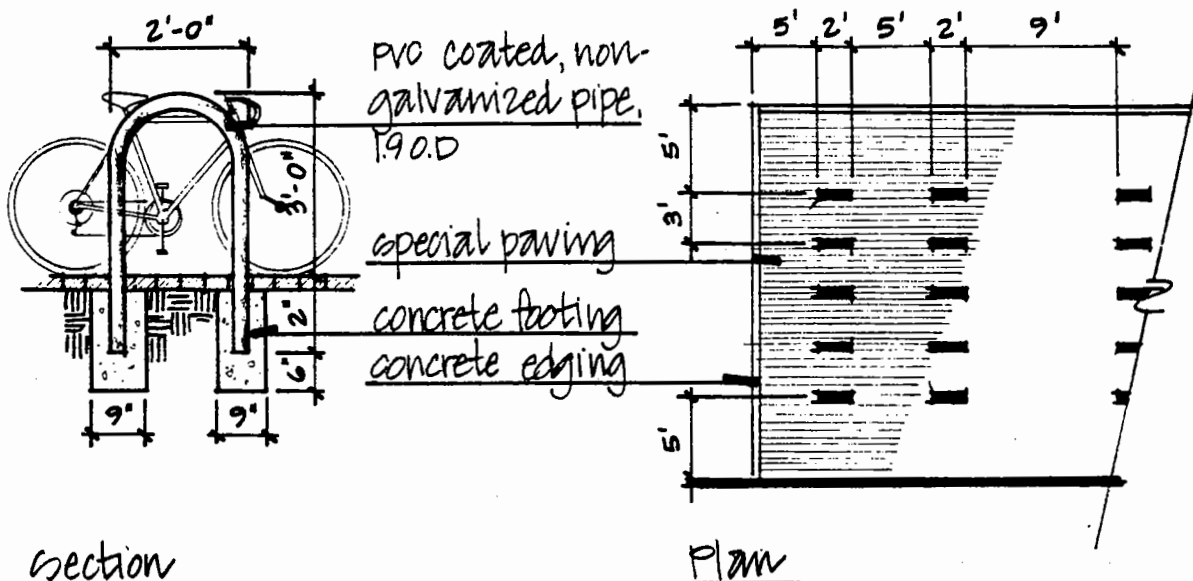
1. Select a simply designed, inconspicuous bicycle rack that accommodates a variety of bicycles and locking devices.
2. Consider two different types of bicycle racks:
  - A permanent rack to be located where heavy bicycle demand is anticipated.
  - A temporary rack to be used in areas where bicycle demand is uncertain or for short-term special events.

Secure both types of racks securely to the ground.
3. Select a unit designed to withstand vandalism, extensive student use, and inclement weather conditions.
4. Utilize a design, color, and material(s) which are consistent with dominant campus architectural and site characteristics.

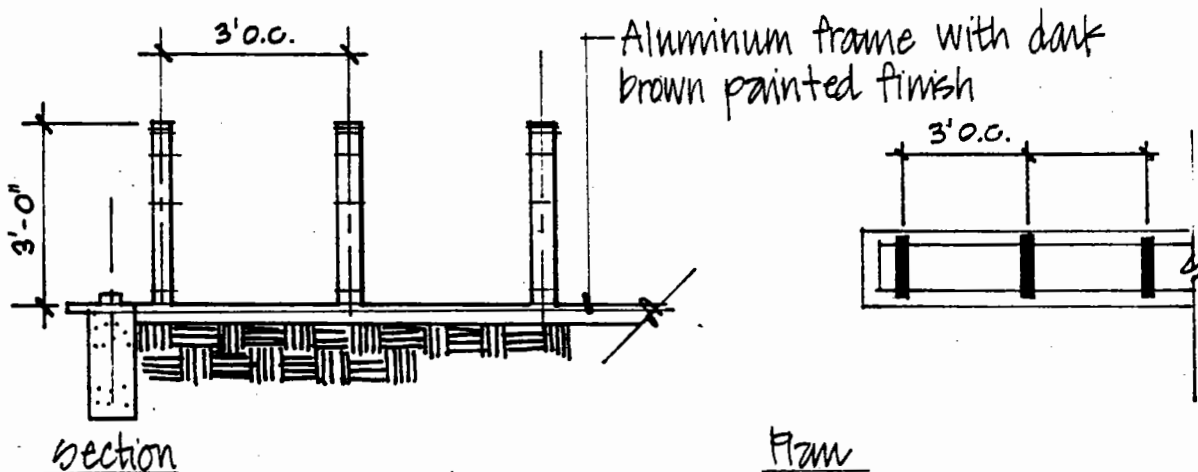
### **Recommendations**

1. Use a single permanent and a single temporary unit consistently throughout campus. Both temporary and permanent bicycle racks will be of similar design, material, color, and scale.
2. Coat bicycle racks with a dark brown vinyl covering (see Furniture Color) to match other campus furniture, minimize rust, and protect the bicycles.
3. Use special paving, edged with a concrete border, in conjunction with all permanent bicycle parking areas (see Paving).
4. Conveniently locate bicycle racks with respect to, yet separate from, building entrances. Wherever feasible, bicycle parking areas will be located adjacent to major pedestrian corridors since these corridors also serve as primary bicycle routes.

The following illustration shows the recommended bicycle rack unit and layout.



Permanent Bicycle Rack



Temporary Bicycle Rack

## BICYCLE RACKS



## **BOLLARDS**

### **Criteria**

1. Use bollards as a means for separating vehicular and pedestrian circulation areas. Bollards restrict vehicular movement while pedestrian circulation continues unimpeded.
2. Use bollards in a selective, strategic and consistent manner throughout the campus.
3. Select a simple, clean bollard design. Bollards must also be durable to withstand vandalism and vehicular impact.
4. Provide three types of bollards. The first is for highly visible public areas (for example, the proposed Morgan Street entry plaza and Professional Medical Services Building drop-off). Here, the unit needs to emulate surrounding building materials and styles. The second is a heavy-duty vehicle control bollard to be used at parking lot and deck entrances. The third is a temporary bollard; its design should be simple, durable, and usable with or without a chain.
5. Solidly attach bollards to the ground, while providing for relatively easy replacement with minimum disruption to the surrounding walk or street surface materials.

### **Recommendations**

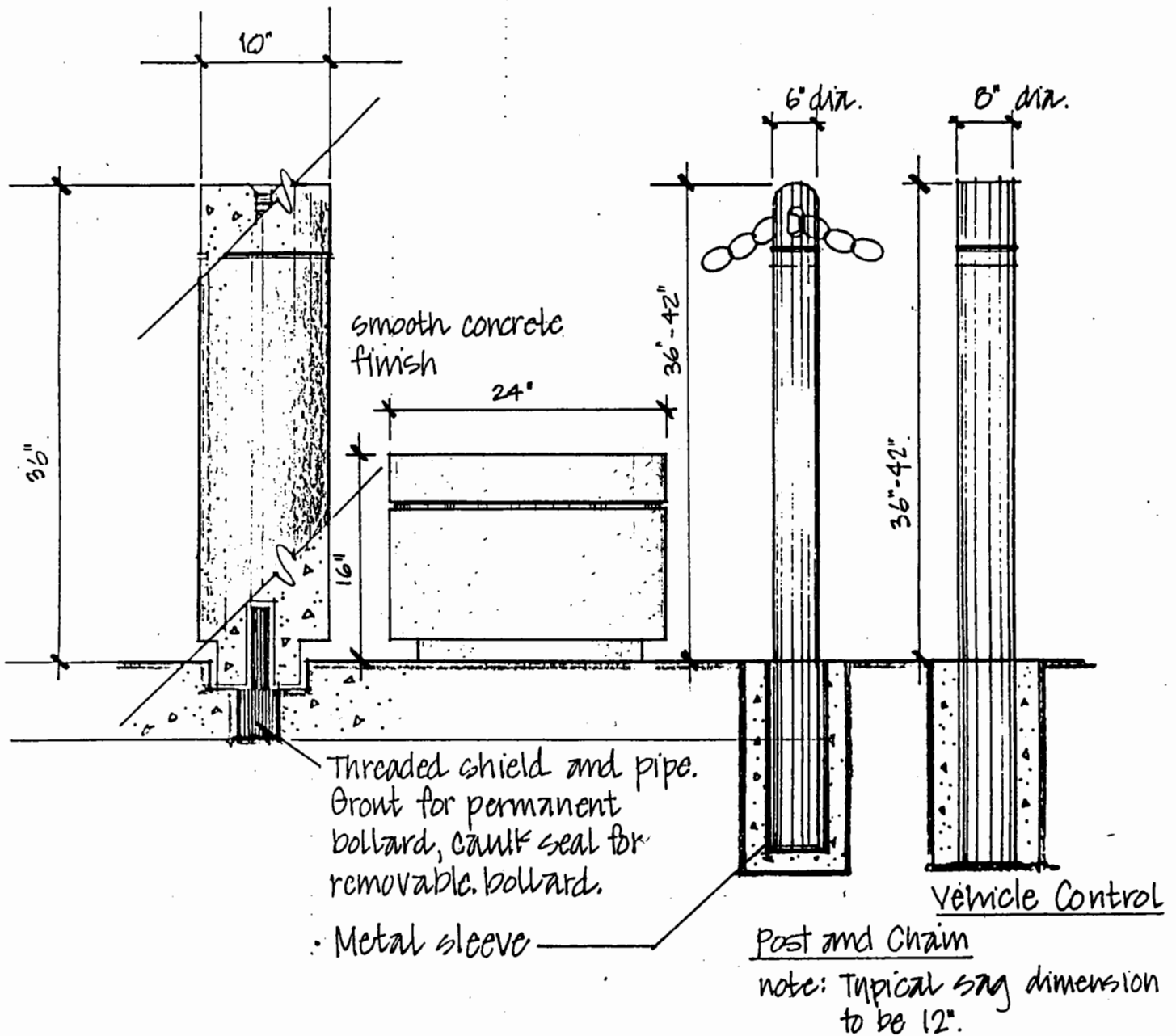
1. Three bollard styles are recommended for use on both sides of campus:
  - The highly visible bollard is constructed of precast concrete with a smooth finish. A troweled scoring joint adds articulation and relief. A maximum 36-inch height and 10- to 12- inch diameter is recommended. A lighted bollard of the same basic design may also be used in special locations (e.g., proposed conference/performing arts center drop-off).

A metal bollard has also been selected as a possible alternate to the concrete bollard recommended above. This metal bollard is 33 to 36 inches in height and 8 to 8 and 5/8 inches in diameter.
  - The vehicle control bollard is constructed from ductile iron pipe, filled with concrete and topped with a welded metal cap. This unit is to be painted dark brown (see Furniture Color) to match other campus furniture elements.
  - A 6-inch diameter metal pipe bollard, 36 to 42 inches high with a metal cap, is proposed for use in temporary installations. This unit is to be painted dark brown (see Furniture Color) to match other campus furniture elements. It can be used with or without a chain but should be slotted to accommodate this option. These chains should be made up of 3/8-inch thick, System 3 Proof coil links, with dark brown polycoating. Swags between bollards should be equal.

2. All bollards will be permanently secured and designed with a concrete collar to provide removal with a minimum disturbance to the surrounding pavement. In areas where occasional vehicular access is required, a removable bollard will be used.
3. Bollards will be spaced 8 feet on center.

The following illustration shows the dimensions of the precast concrete, vehicle control, and post-and-chain bollards.

- Vehicular control bollard to be Ductile iron pipe filled with concrete and topped with a welded cap.
- Both bollards to be painted dark brown to match other campus furniture.



## BOLLARDS

## **BUS STOPS AND SHELTERS**

### **Criteria**

1. Use bus shelters only at major pickup points where justified by ridership volumes and where adequate space is available. The University will determine where bus stops and shelters should be located.
2. Locate bus stops to take advantage of sheltering opportunities provided by existing buildings/structures, when possible.
3. If bus shelters are required, design them to be similar in style and materials to other campus furniture elements.
4. Ensure user safety and security by designing the bus shelter to be adequately transparent and by providing good illumination. The bus shelter should provide enough enclosure to offer protection from rain and wind while still ensuring adequate ventilation.
5. Provide route information adjacent to bus stops and shelters. A standard sign format and graphics should be used, approved by the Office of Technical Services.

### **Recommendations**

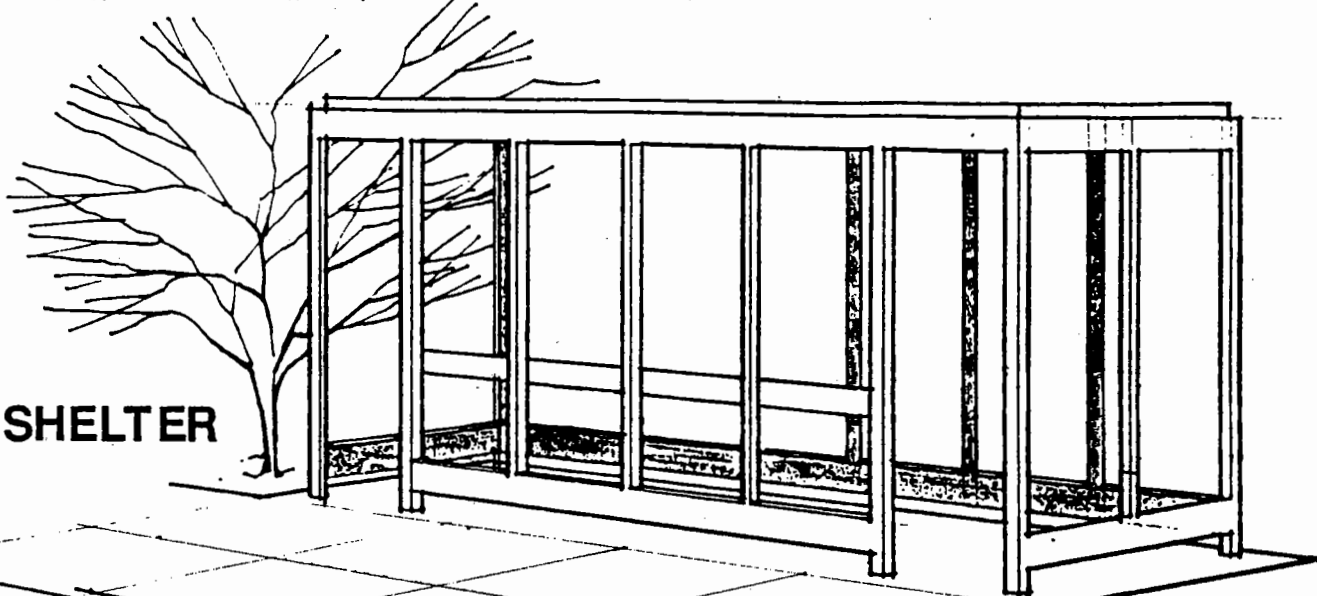
1. An area of special paving, approximately 10 feet by 15 feet in size and located adjacent to the sidewalk, is required to accommodate either a bus stop or a bus shelter.
2. A 5-foot clearance space is needed around bus shelters to allow visibility and provide for maintenance.
3. The base of the bus shelter unit should be elevated to facilitate litter removal.
4. Related site furnishings (waste receptacles, lighting, and possibly a public phone) should be designed into the space around the bus stop or shelter. Landscaping should be considered where adequate space is available.
5. Seating may be provided at bus stops.

The following illustration presents the recommended bus shelter unit and bus stop layout.

Notes:

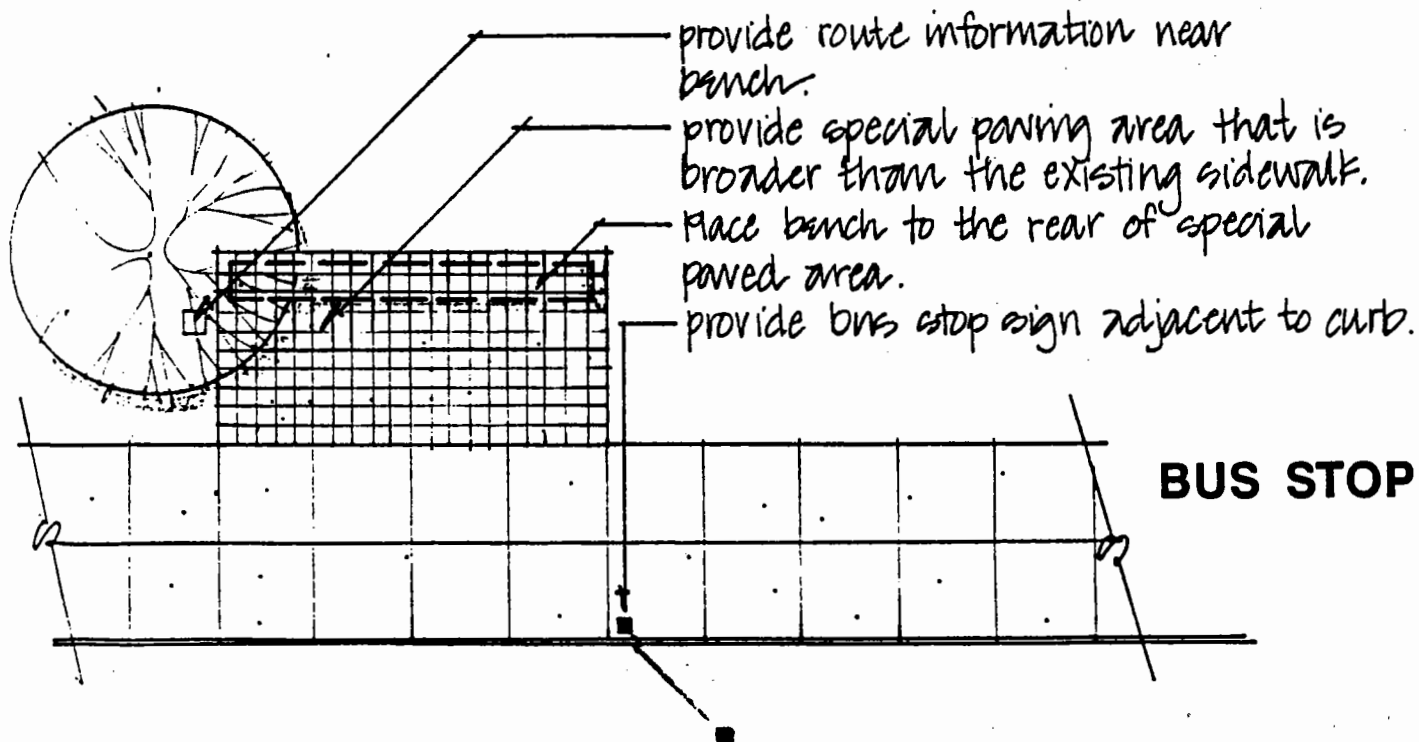
- Aluminum construction provides shelter that is vandal resistant, maintenance free and weatherproof.
- All aluminum shall have a dark brown Duranodic finish

## BUS SHELTER



- Shelter should be set back from curb to allow adequate room for passenger loading.

varies



## BUS STOP

## BUS SHELTER/STOP



## **DUMPSTERS**

### **Criteria**

1. Consider the location of service areas and dumpsters in the initial design of all new facilities. Service areas should be accessible from the streets which edge development blocks; they should be located to minimize visibility from pedestrian corridors and open spaces. The use of service courts which serve a cluster of buildings is recommended.
2. On already developed portions of the campus where separate service areas do not exist and cannot be created, choose dumpster locations that are as inconspicuous as possible while still meeting basic needs for accessibility and operational efficiency.
3. Base the selection of the appropriate unit size/capacity for a specific situation on use levels and feasible pickup schedules.
4. Provide appropriate screening to reduce dumpster/service area visibility.

### **Recommendations**

1. Use the same dumpster design on all University properties.
2. Dumpsters should be level and firmly situated on the ground.
3. Provide safe and efficient access points.
4. Loading areas should be adequate to provide sufficient space for service vehicles without blocking traffic.
5. Dumpsters should be constructed of welded sheet steel and painted dark brown (see Furniture Color) to be consistent with the design character of other architectural and site furniture elements found on the campus.
6. No graphics or writing should be applied to dumpsters other than the UIC logo.
7. Dumpsters should be located where they are not in public view, whenever possible. When this cannot be accomplished, screening should be provided using materials appropriate to the surrounding context. Recommended screening materials include landscaping, fencing and/or masonry walls. Where used, masonry walls should be reinforced.

## **ENTRY TREATMENTS**

### **Criteria**

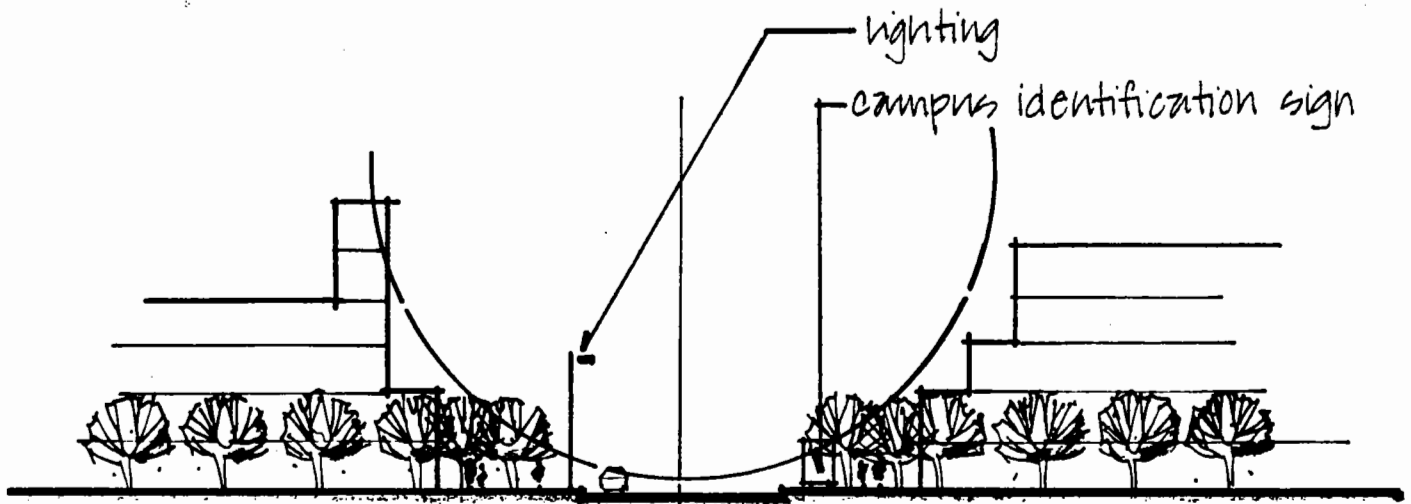
1. Design campus entries to communicate the quality, traditions, and character of the campus. Major campus entries play a critical role in establishing a positive institutional identity and in orienting visitors.
2. The critical components in creating a quality campus entrance include:
  - Adequate open space to convey the significance of the area.
  - A landscape treatment which creates a positive image and special sense of place.
  - High-image architecture which helps to orient visitors and establish a positive campus identity.
  - A campus identification or entry sign.
  - Proper illumination.

### **Recommendations**

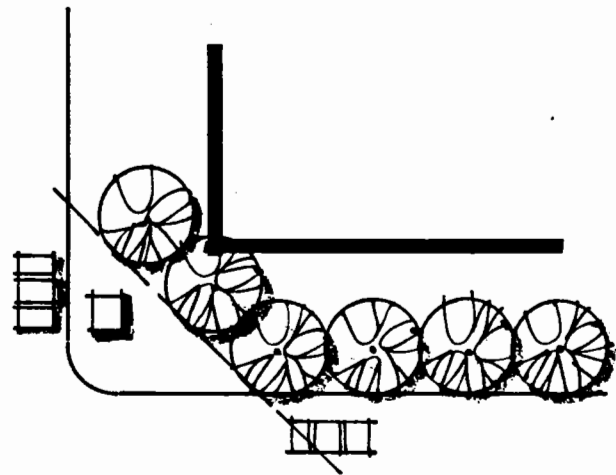
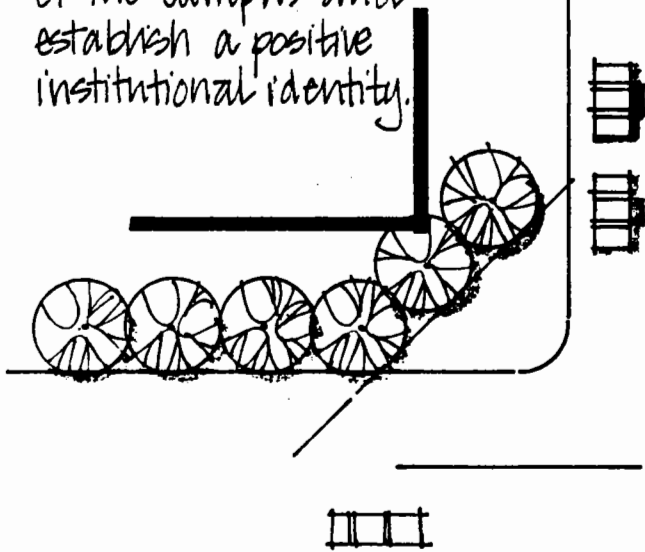
1. Entry area treatments should be of a consistent quality to emphasize their special function.
2. Entry/directional signs should clearly identify the campus. Materials, letter style, and proportion are important to the entry image (see Signage). Illuminated signs would be most effective at these entries, if used anywhere on campus.
3. The landscape treatment should distinguish entries as special locations. A range of techniques can be used, for example:
  - Plantings of smaller ornamental trees
  - Denser spacing of canopy trees
  - Larger size canopy trees

The following illustration depicts a typical campus entry treatment in plan and elevation.

- signature architecture can help orient visitors and establish a positive campus identity.



- Entries should be designed to communicate the character of the campus and establish a positive institutional identity.



Adequate open space at the intersection provides the opportunity to include richer paving and landscaping in these areas.

Sight lines should be maintained. Landscaping should be located to preserve visual sight lines for motorists.

## ENTRY TREATMENTS

## **FENCES**

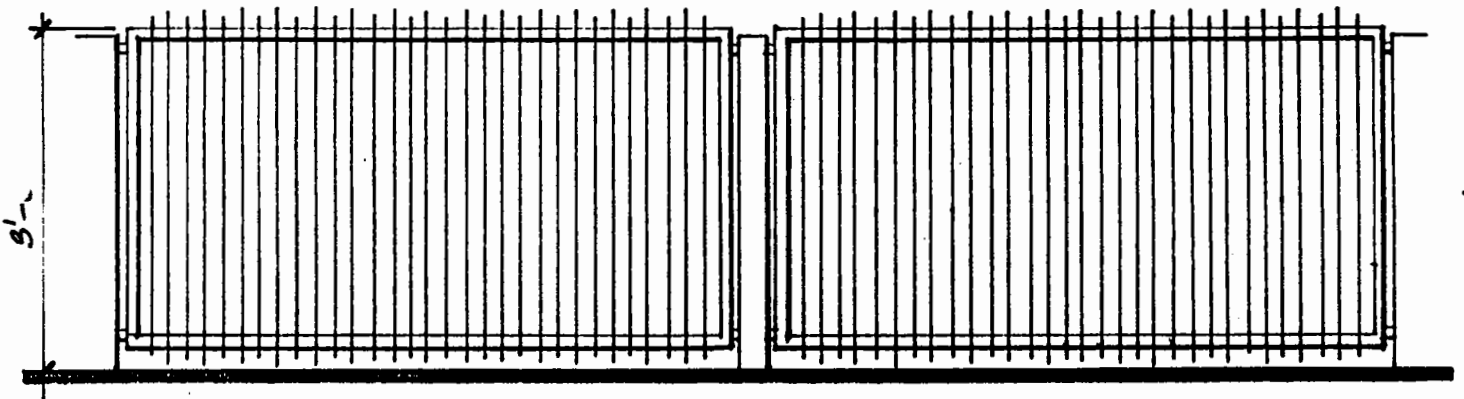
### **Criteria**

1. Use fencing only where necessary to screen service areas, control access, or where security is a concern.
2. Select fencing materials that are consistent with the character and color of other site furnishings (see Furniture Color) and architectural details. Quality construction and installation are necessary to minimize vandalism and maintenance.
3. Ensure that the tops of all fences are level, despite variations in grade.
4. Use similar fence designs and standard fence heights on both sides of campus.

### **Recommendations**

1. A metal post and rod fence is recommended, using staggered rod heights to correspond to the bottom tier of the original east side subcampus fence detail (see following illustration).
2. The use of chain link fencing is not recommended. If used, however, chain link fencing should be employed in low visibility areas only, not along major streets or on the campus edge. Dark brown, vinyl-coated chain link should be used.

All metal fencing should be dark brown in color with a finish that matches the existing fence.



**FENCE**

JJR/90



## **FURNITURE COLOR**

### **Criteria**

1. Finish all metal site furniture components in the same standard UIC dark brown color.

## **LIGHTING - PEDESTRIAN**

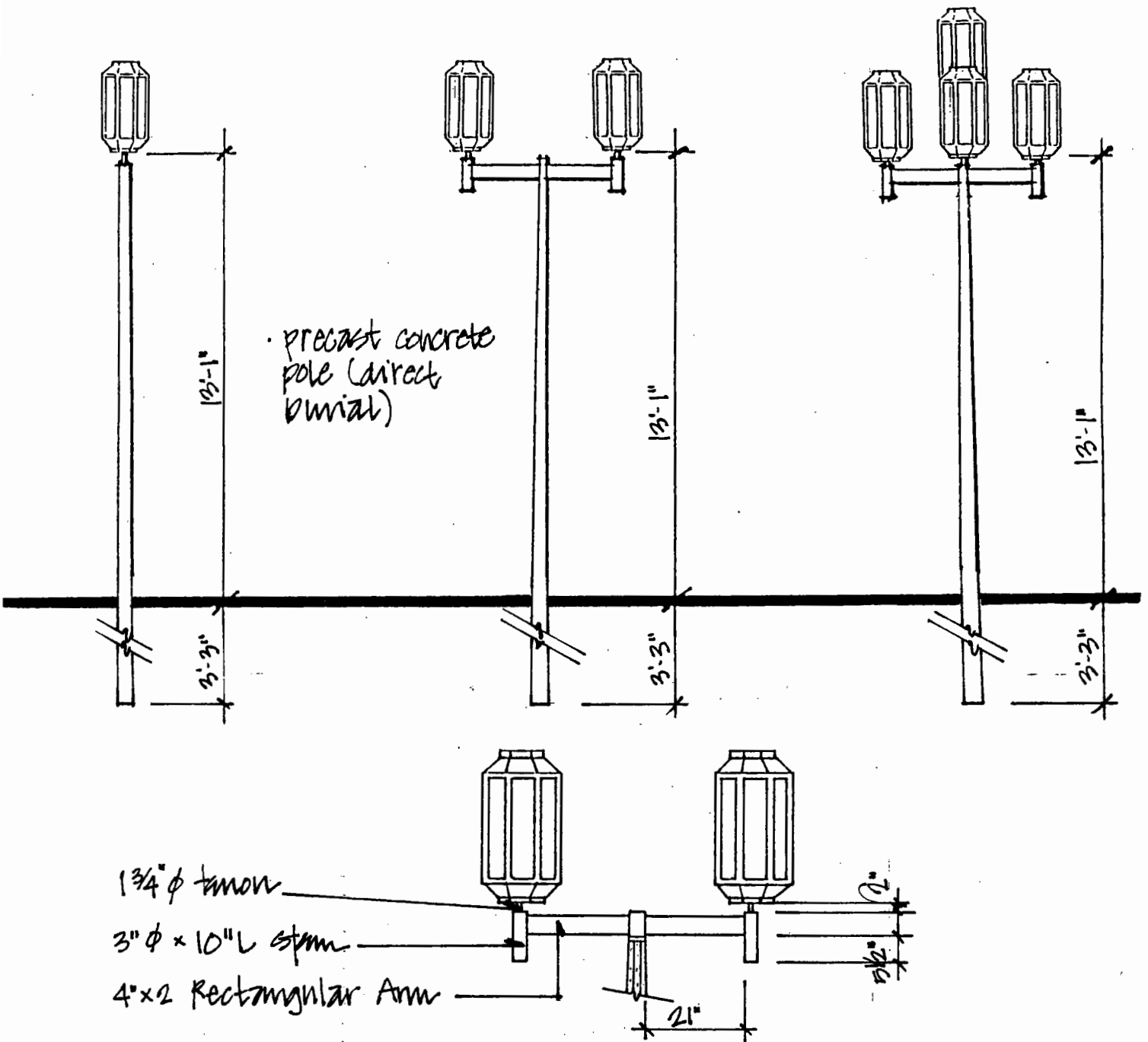
### **Criteria**

1. Use light fixtures to articulate the campus organizational structure and enhance the campus image, as well as to provide adequate levels of illumination for safety and security.
2. Determine appropriate lighting intensity and distribution based on patterns of use. A rule of thumb for illumination of pedestrian walks is 0.2 - 1.0 horizontal footcandles and 0.1 - 0.5 vertical footcandles.
3. Conceal the source of illumination. Glare must be minimized and the lit surface emphasized.
4. Select a standardized luminaire and pole for use across the campus. Since luminaires and poles are highly visible during the day, their design should be consistent with campus character and compatible with other site furnishings. A neutral finish color is most compatible with different styles of architecture and is unobtrusive.
5. Simplify maintenance and maximize cost-effectiveness by:
  - Strategically placing fixtures to optimize light distribution and minimize the number of units.
  - Selecting a limited number of luminaires and poles for campus use.
  - Choosing lamp types with superior lamp life ratings.
  - Using fixtures/luminaires which are easy to service.

### **Recommendations**

1. The light fixture proposed for the University of Illinois at Chicago is contemporary in design with a character which complements the varied architectural styles on campus. A 12-foot tall, octagonal concrete pole is recommended with a hexagonal fixture. Multiple-head units may be used to emphasize important intersections and destinations.
2. A metal halide cut-off reflective lens is recommended for its true color rendition and its ability to direct light onto walkways. The lens should be frosted acrylic.
3. Care should be taken in locating the poles to ensure consistent alignments and setback from the walk edge. All fixtures should be set plumb and level.
4. All metal parts should be aluminum and should have a dark brown finish (see Furniture Color).
5. Concrete poles should have a natural concrete color and a smooth finish.

The following illustration shows the design of the fixture and height of the pole.



Notes:

- multiple fixture optional
- provide one 150 watt color corrected metal halide luminaire.

## LIGHTING – PEDESTRIAN

## **LIGHTING - SPECIAL**

### **Criteria**

1. Use lighting of architecture, plazas, special features, and landscaping to emphasize the special character of the UIC campus after dark. Such lighting provides additional benefits of orientation, security, and beauty. However, special lighting must be used selectively if it is to be effective. Landmark buildings and spaces to be illuminated should be identified by the campus, not individual architects/designers.
2. Select illumination levels and distribution patterns to suit the subject being lit and to achieve a soft effect. Over-illumination results in glare and an undesirable result.
3. Create consistent illumination levels through the use of special lighting should be consistent. Typical footcandle (FC) levels for various uses are as follows:

<u>Use</u>	<u>Horizontal</u>	<u>Vertical</u>
Open Space	0.1 - 1.0	0.1 - 0.5
Miscellaneous Landscape	-	0.5 - 0.7
Campus Entrance	5.0	2.5 - 3.0
Features/Buildings	0.5 - 1.0	1.0 - 2.0

4. Select and locate fixtures to be unobtrusive, both night and day.

### **Recommendations**

1. It is proposed that a variety of special lighting effects be used at UIC, including:
  - Illumination of landmark buildings, such as University Hall.
  - Illumination of major campus entries. The entry should be highlighted with soft, controlled lighting. Special attention should be focused on the University identification sign.
  - Illumination of special open space areas and features.
2. Metal halide light sources should be used.



## LIGHTING - STREET AND PARKING LOT

### Criteria

1. Use street and parking lot lighting to articulate the campus vehicular circulation system for user orientation and safety.
2. Select simple, unobtrusive fixtures that conform to standards for design, color, height, diameter, and location. Since luminaires and poles are visible during the day, they should be selected for compatibility with other site furniture components.
3. Use concealed light sources. Distracting glare is to be minimized; the lit surface is important, not the light source itself.
4. Optimize intensity and ensure uniformity of illumination with the least number of fixtures.
5. Select appropriate levels of illumination with respect to anticipated vehicular use. Driving requires recognition of vertical objects in the field of vision; therefore, vertical illumination is as important as horizontal illumination.

The following rules of thumb for vehicular footcandle (FC) levels are suggested:

Use	Average F.C. Level		F.C. Ratios	
	Horizontal	Vertical	to Avg.	to Avg.
Roadways - Heavy	1.5 - 2.0	0.75 - 1.00	4:1	0.33:1
Roadways - Light	0.5 - 1.0	0.25 - 0.50	4:1	0.33:1
Roadways/Service	0.2 - 1.0	0.10 - 0.50	4:1	0.33:1
Parking	0.5 - 2.0	0.50 - 0.75	4:1	0.33:1

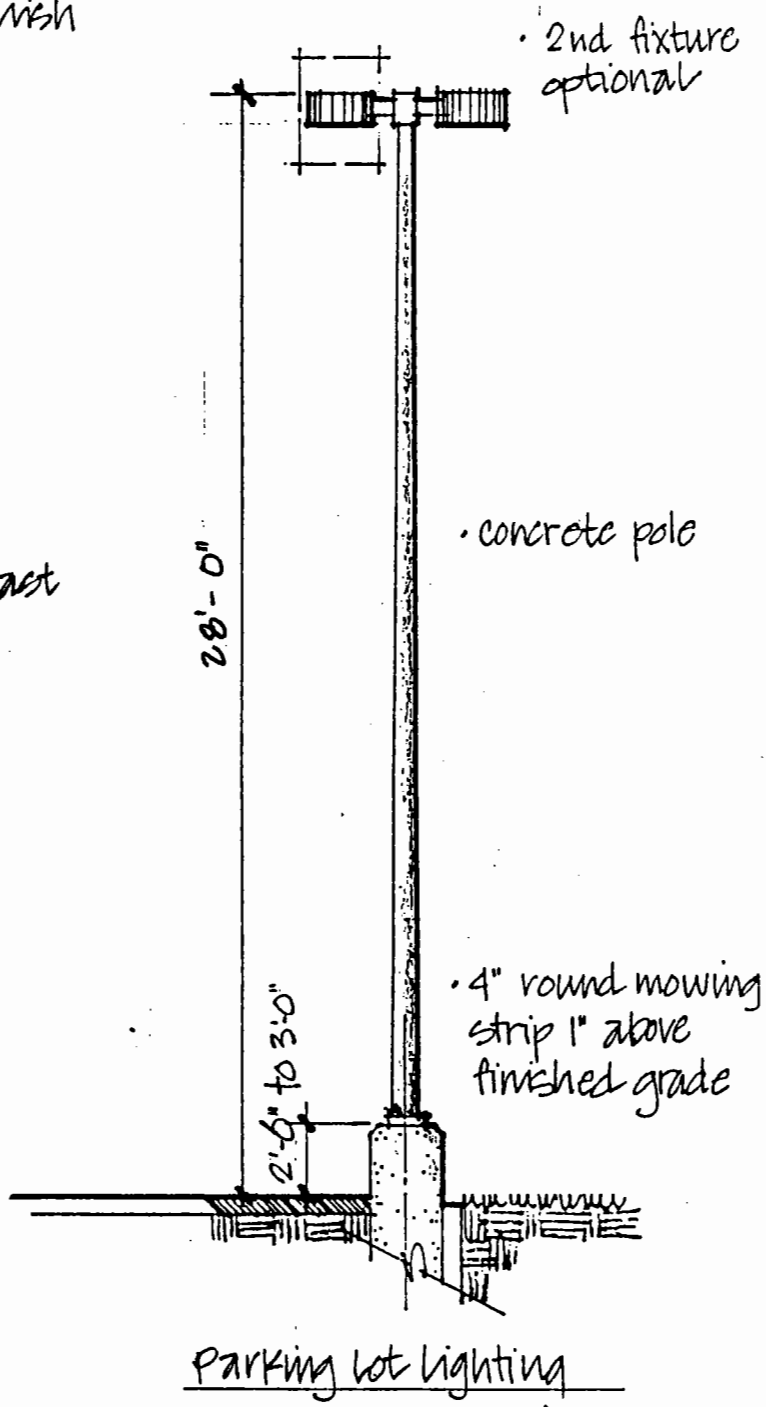
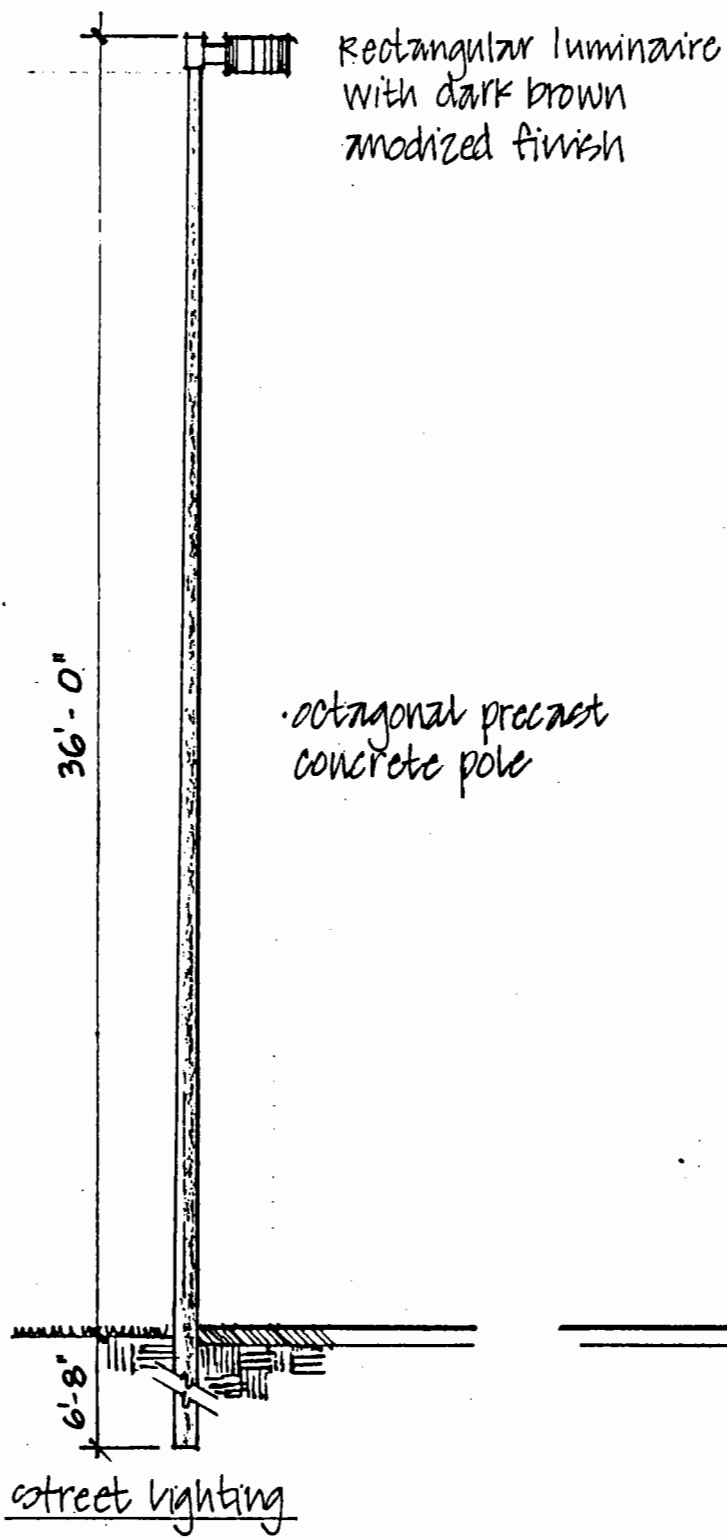
6. Use a limited number of luminaires to simplify maintenance and improve cost-effectiveness.

### Recommendations

1. The standard streetlight fixture is a 36-foot, octagonal, concrete pole with a rectangular luminaire. In parking lots, 28-foot poles and fixtures of similar finish and shape are proposed.
2. Streetlights will be regularly spaced along major streets in an opposite pattern and offset from the road a consistent distance.
3. A metal halide cut-off luminaire should be used. Consistency of light intensity and color is essential.
4. All metal parts should be aluminum and should have a dark brown finish color (see Furniture Color).

5. Concrete poles should have a natural concrete color and a smooth finish.

The following illustration shows pole heights, foundation and fixtures.



## LIGHTING - STREET AND PARKING LOT

## **OPEN SPACE TREATMENTS**

### **Criteria**

1. In addition to street-edge and campus entry treatments, the following general open space classifications have been defined to simplify and coordinate detailed site design:
  - Major green spaces
  - Building courtyards
  - Linkage spaces
  - Special spaces
2. Major green spaces are the largest open spaces located on the interior of campus development blocks (e.g., along the Academic Way on the west side of campus and to the east of University Hall on the east side). These spaces are a significant visual resource and can accommodate low-intensity, informal recreation.

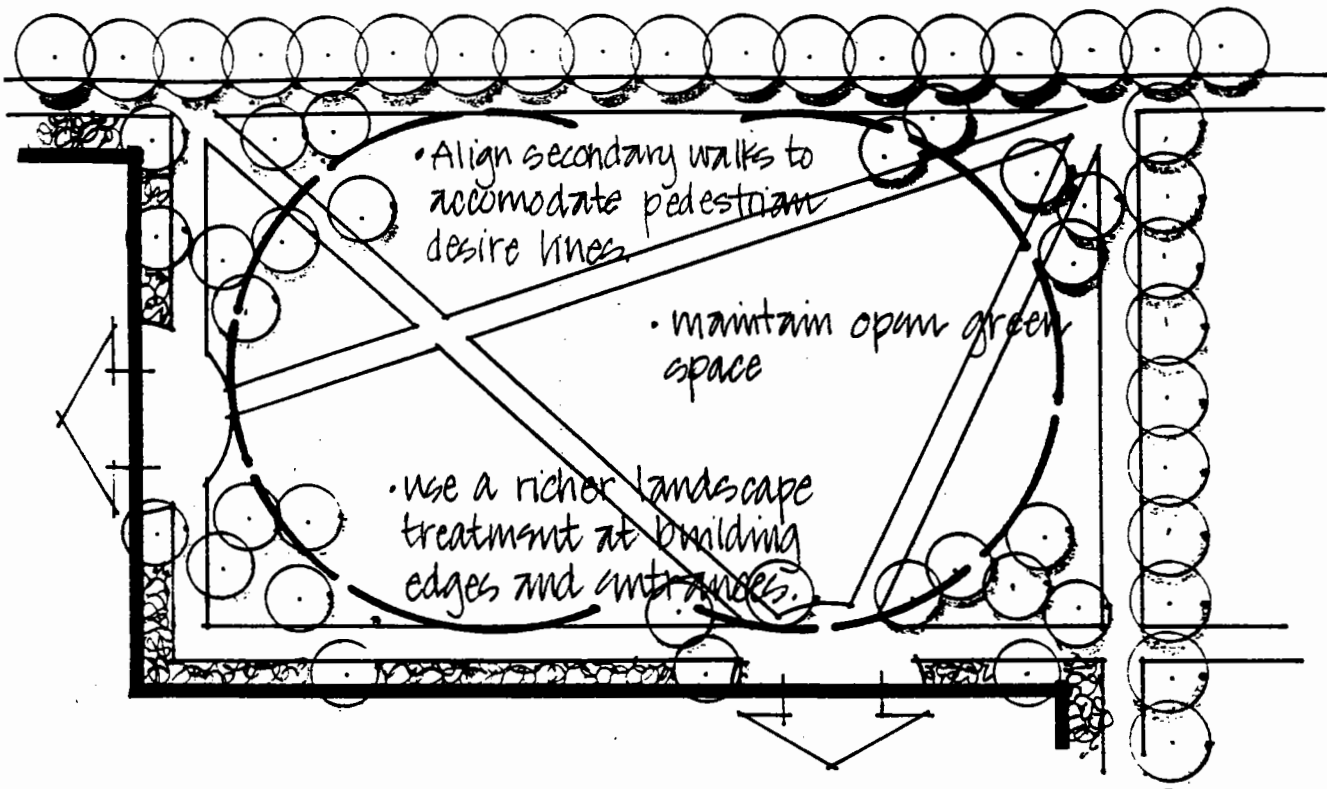
These major open spaces should be simply designed and should observe the following criteria:

- Primary pedestrian circulation routes should be located on the perimeter of the space.
  - Secondary walks may cross the space to accommodate other important pedestrian desire lines.
  - The ground plane should be treated as a simple lawn area; ground covers and focal plantings should not be used.
  - Subtle modulation of the ground plane is recommended to add interest.
  - Canopy trees should define the perimeter of the open space. These trees should be planted in a denser pattern along perimeter walks and should be more widely spaced towards the interior of the space.
  - Pedestrian lights, benches, and other site furniture should be located along major perimeter walks. Lights may also be located along secondary walks if needed to provide an adequate level of overall illumination.
3. In contrast to major campus green spaces, building courtyards are smaller in scale and are more tightly enclosed by buildings (e.g., residence hall courtyards on the east and west sides of campus). They are likely to be more intensively used by pedestrians and to serve as informal gathering places. As a result, the ratio of paved to landscaped area is higher than in major green spaces.

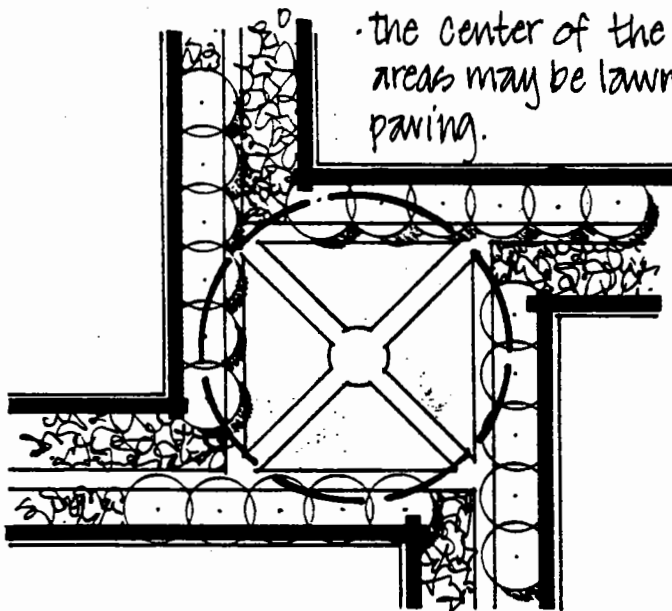
- Important pedestrian routes intersect within the building courtyard, as well as frame its perimeter. Special articulation (e.g., an area of widened pavement) should be provided at this major walkway intersection.
  - Simple panels of lawn or special paving, and the limited use of canopy trees, are recommended in the center of the space because of its scale and use.
  - Lower ornamental plantings and ground cover should be used in the space between the perimeter walk and framing buildings to create a richly textured edge for the building courtyard.
  - Lighting and other site furniture should be concentrated along the perimeter walkway; seat walls and raised planting areas may also be used along this edge.
4. Linkage spaces serve to connect and provide transitions between different types of open spaces. They are basically linear in form and designed to visually reinforce major paths of pedestrian movement. Because they are narrow in dimension and intensively used, paving occupies the majority of the linkage space.
- The use of seat walls is recommended to channel pedestrian movement, define planting areas, and provide seating.
  - Raised planting areas should be landscaped with smaller scale ornamental trees and ground cover to provide rich texture and detail to be enjoyed at close range.
  - The balance of the linkage space is walkway pavement.
5. Each special campus open space (e.g., the proposed Morgan entry plaza and Wood/Taylor intersection) will have its own unique design character. Nevertheless, the basic palette of paving, plant materials, and site furniture used should clearly identify these spaces as significant parts of the University of Illinois at Chicago.

Conceptual design treatments for major green spaces, building courtyards and linkage spaces are illustrated on the following page.

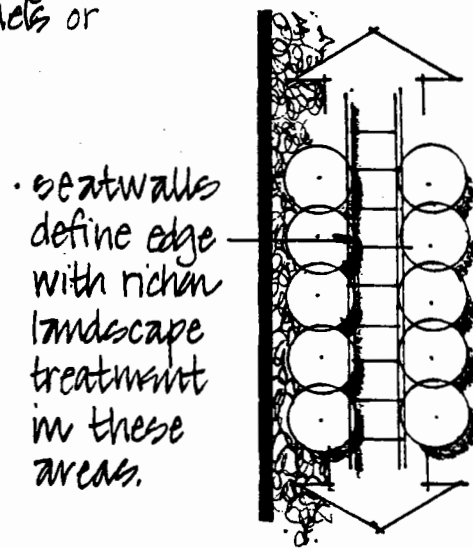




**Major Green Space**



**Building Courtyard**



**Linkage Space**

## **OPEN SPACE TREATMENTS**

## **PARKING LOT LAYOUTS**

### **Criteria**

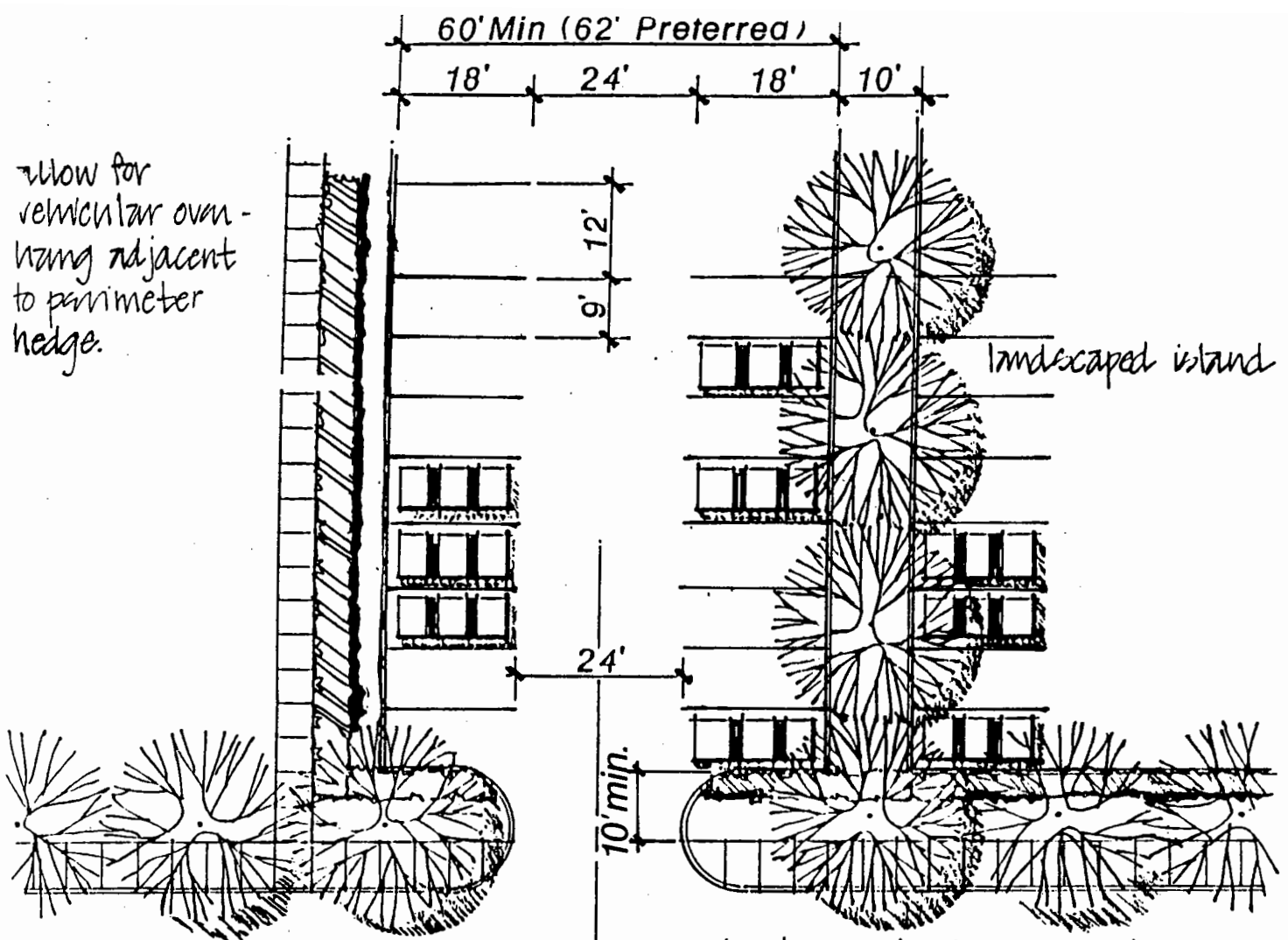
1. Use consistent parking layouts across the campus. A standardized stall width, standardized curb-to-curb distance, and a consistent angle of parking should be used. To increase parking lot capacity and layout efficiency, simple direct layouts are encouraged.
2. Design parking lots to include a minimum of two bays to increase cost-effectiveness and facility efficiency.
3. Use planting islands which are a minimum of 10 feet wide in high visibility lots, especially those used by visitors.
4. Establish a setback requirement to provide appropriate parking lot screening and to separate vehicular areas from pedestrian areas and buildings.
5. Locate parking lots within a ten-minute walk from the major destinations they serve. A three-minute walk is considered ideal, and a five-minute walk is good.

### **Recommendations**

1. Parking areas should be clearly defined and physically separated from roads. Major lots should be paved, striped, delineated with curbs and gutters, and illuminated for safe and convenient evening use. Quality materials and regular maintenance are essential.
2. Perpendicular parking is recommended to ensure flexibility and maximum capacities. A typical parking space should be 9 feet wide. A typical parking bay (two rows of parking spaces separated by an aisle) should be a minimum of 60 feet from curb to curb; 62 feet is preferred.
4. Lots should be appropriately screened. Hedge screening must have a minimum height of 3 feet to reduce the visual impact of parked cars. When security is an issue, the maximum hedge height should be 3 feet. In some instances, fencing or screen walls may also be appropriate.
5. The parking lot setback from the street will vary and should be consistent with the setback line established by nearby buildings; however, a minimum 10-foot landscape setback from the sidewalk is recommended. A minimum sideyard setback of 20 feet should be maintained between a parking lot and an adjacent building.
6. Canopy trees, as well as hedges, should be used in parking lot perimeter treatments. A 2-foot overhang allowance for car bumpers should be provided.
7. Designated handicapped spaces should be provided.
8. Designated moped and motorcycle parking areas should be provided.

The following illustration shows typical parking lot dimensions in plan view and section.

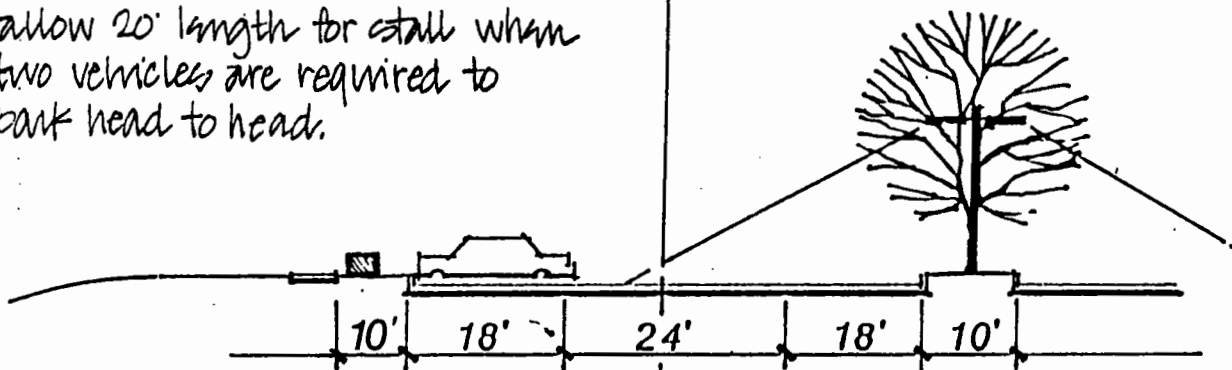
allow for  
vehicular over-  
hanging adjacent  
to perimeter  
hedge.



Plan

- allow 20' length for stall when two vehicles are required to park head to head.

landscaped strip separates parking from road.



Section

bituminous paving with concrete curb and gutter.

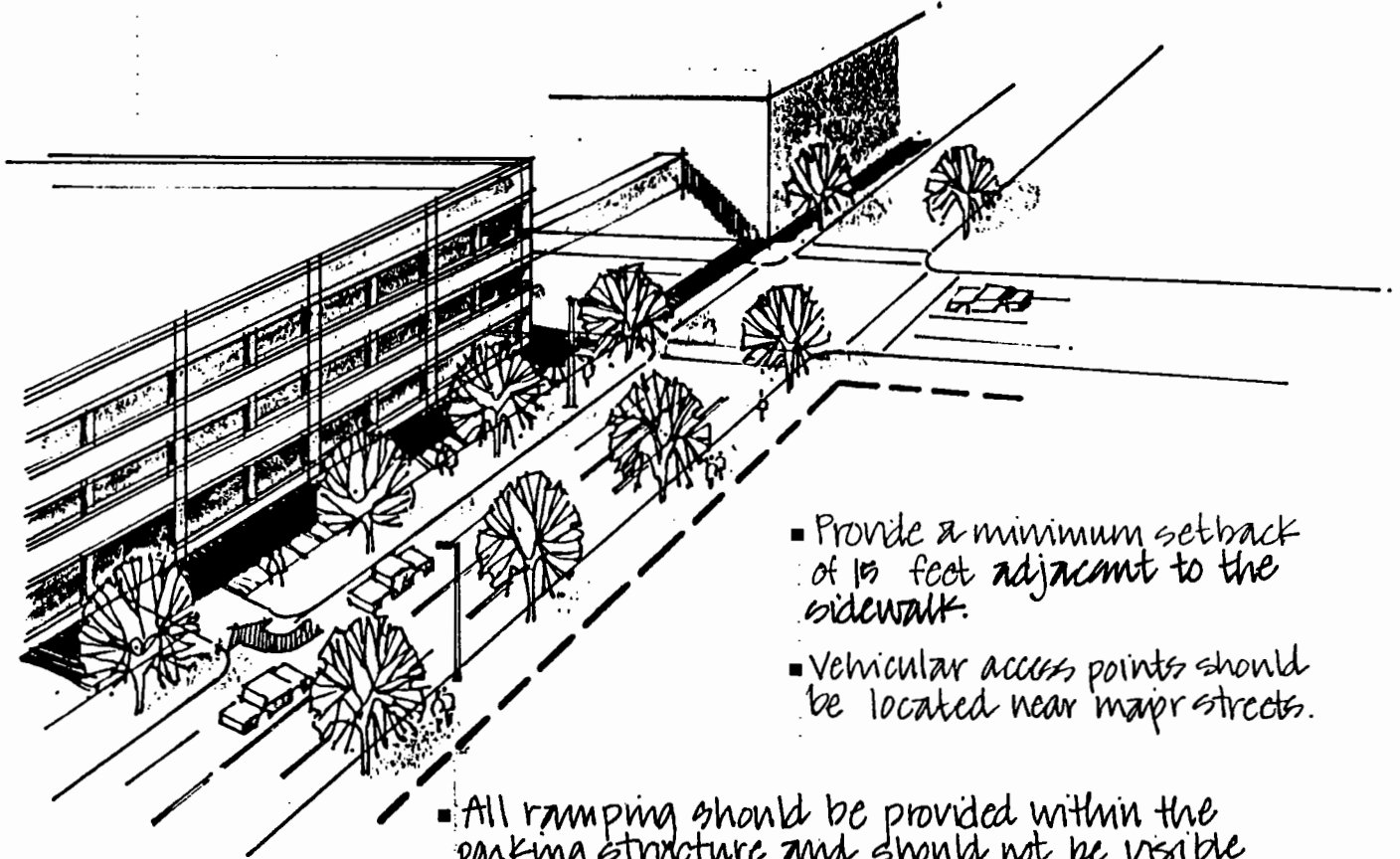
## PARKING LOT LAYOUTS

## **PARKING STRUCTURES**

### **Criteria**

1. Locate parking structures on or near major campus approach routes for easy visibility and access and to minimize campus through-traffic.
2. Maintain a minimum front setback of 15 feet from the edge of the sidewalk; this setback area should be attractively landscaped.
3. Provide a minimum side yard setback of 20 feet. This setback may include access drives and pedestrian walks and must be attractively landscaped.
4. Do not locate vehicular entry/exit points on major arterial streets.
5. Locate stairs and elevators within the parking structure to provide immediate access to major pedestrian routes. Elevated walkway connections across major streets should be included in the design of parking decks where needed; these elevated walk connections should provide links to major campus destinations.
6. Provide all ramping within the parking structure and ensure that it is not be visible from the street. Rooflines which are visible from the street should be level.
7. Design parking structure facades which are visible from streets using the materials, colors, and facade organization patterns typical of primary (non-parking) buildings. Parking decks should be designed as background buildings; however, at campus entries, special architectural treatments may be warranted.
8. Wherever possible, locate actively used building space (e.g., University support services) on the streetfront perimeter of the ground level in new decks.

- Structures should be located on or near major campus routes to minimize campus through traffic.
- Stairs and elevators should be located to provide immediate access to major pedestrian routes. Elevated walkway connections across major streets should be included.



- Provide a minimum setback of 15 feet adjacent to the sidewalk.
- Vehicular access points should be located near major streets.
- All ramping should be provided within the parking structure and should not be visible from the street.
- Encourage the use of actively used building space at perimeter of ground level in decks.

## PARKING STRUCTURES



## **PAVING**

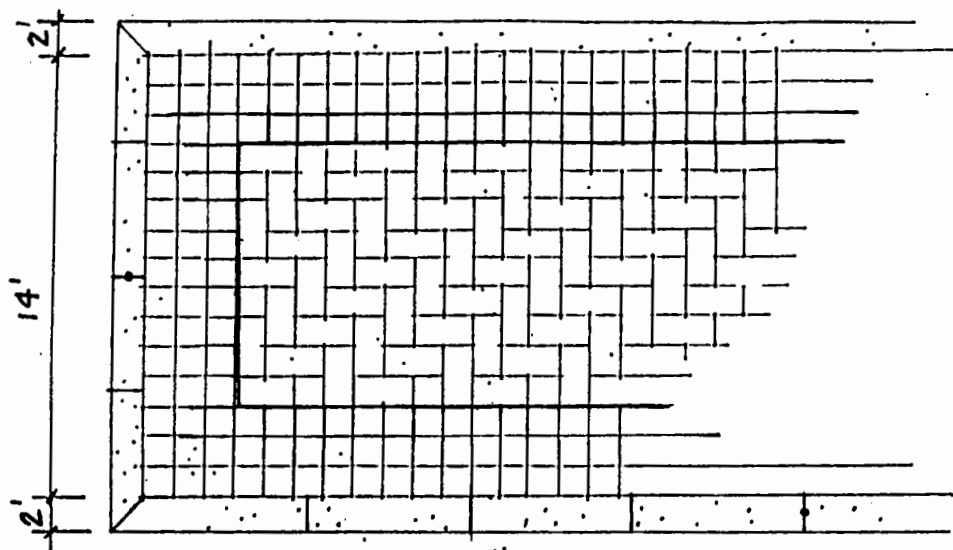
### **Criteria**

1. The paving materials and patterns used on campus walks and in plaza areas and courtyards play an important role in creating a unified campus image and an attractive pedestrian environment.
2. Use quality materials--pre-cast concrete pavers and concrete--to define the campus pedestrian system. Asphalt surfacing should not be used.
3. Select a standard color mix for consistent use on each side of campus.
4. Define a hierarchy of walks based on their functional role. The widths and paving treatments used on different classifications within this hierarchy should visually reinforce their functional importance. These treatments should be used consistently across the campus.

### **Recommendations**

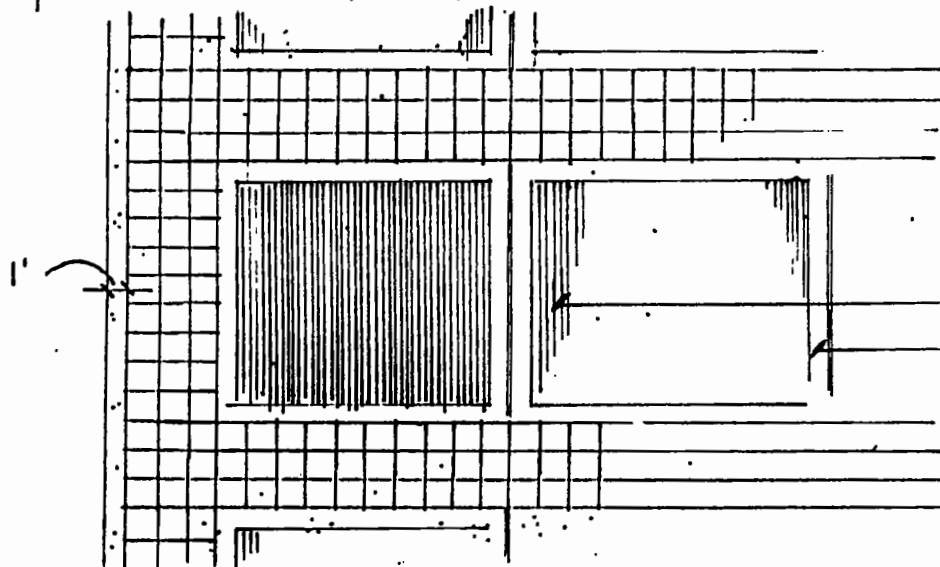
1. Primary walkways should be 16 feet wide and should be surfaced with pre-cast concrete pavers. These pavers should be laid in a 90 degree herringbone pattern with a half-holland border. A 2-foot-wide concrete border should edge the walkway.
2. Secondary walks should be 10 or 14 feet wide and should be constructed of concrete. Scoring should be designed in a grid pattern using a consistent module which is appropriately proportioned with respect to the paved area.
3. Other walks should be a minimum of six feet wide and constructed of concrete.
4. Plaza paving should include a combination of pre-cast concrete pavers and concrete. A range of patterns can be created by varying the materials used in the field and border.

The recommended paving treatments for primary walks, secondary walks and plazas are illustrated on the following page.



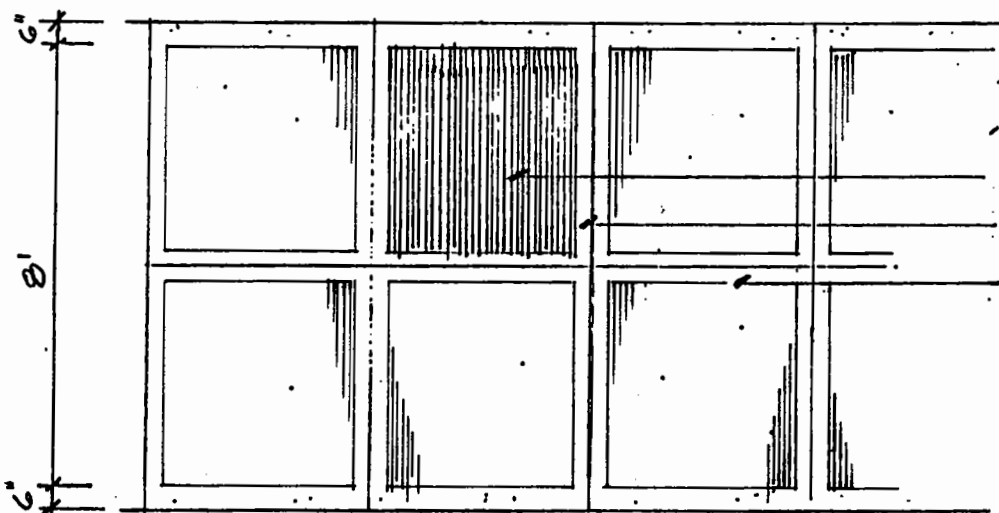
### Primary Walks

- 90° Herringbone with half Holland border.
- Provide concrete edging to contain special paving.
- hand tooled control joints 5" o.c.
- expansion joints 30' o.c. (max.)



### Plaza

- Concrete pavement with half Holland border.
- Broom finish
- Troweled edges



### Secondary Walks

- Concrete pavement
- Broom finish
- Troweled edges
- float finish

## **PLANT MATERIALS**

### **Criteria**

1. The campus landscape is a distinct environment. It is typified by plant materials that form canopy, focus, and floor layers.
  - The canopy is an outdoor ceiling that provides a transition between different styles of architecture.
  - The focus layer adds visual interest and relates to the human scale.
  - The floor defines special use areas and should provide unobstructed visibility.

Collectively, the layers give structure and order to the campus.

2. Plant materials are used to:
  - Accentuate campus and building entries at eye level.
  - Enclose and define special areas, such as plazas.
  - Establish a sense of human scale and soften the hard surfaces of the urban environment.
  - Screen unappealing elements such as dumpsters, service areas, and parking.
  - Control access and circulation--lawns invite movement, while ground covers and shrubs deter or direct movement.

### **Recommendations**

1. The established landscape pattern of canopy trees and lawn should be reinforced and maintained. In areas where shade has hindered the maintenance of green lawn, tree additions or lawn replacement should be evaluated.
2. The use of bold strokes of plant material is encouraged. Mass plantings make a strong statement and reduce maintenance costs.
3. An approved plant list should be developed as a reference for future planting plans. Plant materials should be selected for inclusion in this list based on hardiness, disease resistance, and maintenance requirements.
4. Exotic specimens should be limited. Cultural and maintenance requirements should be identified prior to their use.
5. Use of high maintenance floral displays should be carefully orchestrated and limited to high visibility areas where high maintenance is warranted.

6. Moveable concrete planters may be used in plazas and at entrances to major buildings. Only flowers and low shrubs should be used in these planters.
7. To ensure cost-effectiveness, maintenance should be prioritized.

A recommended planting list is provided in the following pages. Recommended moveable planter units are also illustrated.

## **MASTER PLAN RECOMMENDED PLANTING LIST**

### **Canopy**

- \*Bald Cypress
- \*Beech
- \*River Birch
- \*Dawn Redwood
- \*Elm (Disease Resistant Varieties)
- \*Ginkgo (Male)
- \*Hackberry
- \*Kentucky Coffee Tree
- \*Larch
- \*Linden
- \*Locust
- \*Maple
- \*Oak (Limited Varieties)
- \*Tulip Tree
- \*Turkish Filbert
- \*Japanese Zelkova

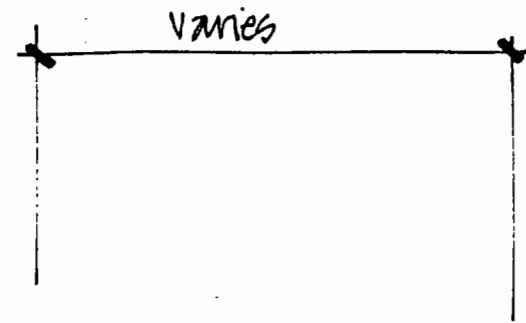
### **Focus (Tree)**

- \*Amur Cork Tree
- \*Dogwood
- \*Douglas Fir
- \*Fir
- \*Flowering Crab (Disease Resistant Varieties)
- \*Flowering Pear
- \*Hawthorn
- \*Hornbeam
- \*Horsechestnut
- \*Japanese Tree Lilac
- \*Maple
- \*Magnolia
- \*Ohio Buckeye
- \*Pine
- \*Redbud
- \*Serviceberry
- \*Spruce
- \*White Fringe Tree

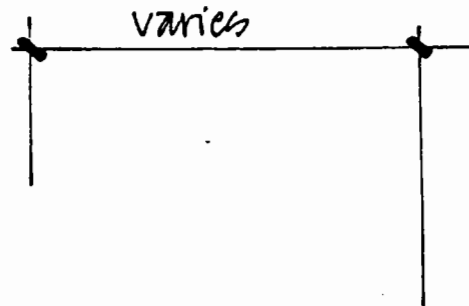
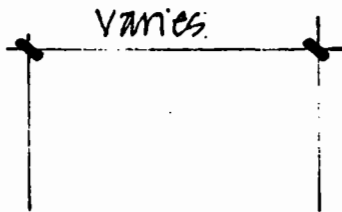
### **Focus (Shrub)**

- \*Alpine Current
- \*Arborvitae
- \*Azalea
- \*Blue Holly
- \*Barberry
- \*Bayberry
- \*Bottlebrush Buckeye
- \*Cotoneaster
- \*Dogwood
- \*Euonymus
- \*Japanese Flowering Quince
- \*Forsythia
- \*Fothergilla
- \*Juniper
- \*Lilac
- \*Pine
- \*Privet
- \*Rhododendron 'PJM'
- \*Smoke Tree
- \*Spirea
- \*Viburnum
- \*Witch Hazel
- \*Yew





- Notes:
- Flowers and shrubs can be used in moveable planters
  - The planters should only be used in plazas and at entrances to major buildings.



## MOVEABLE PLANTERS

## **SEATING - BENCHES/SEAT WALLS**

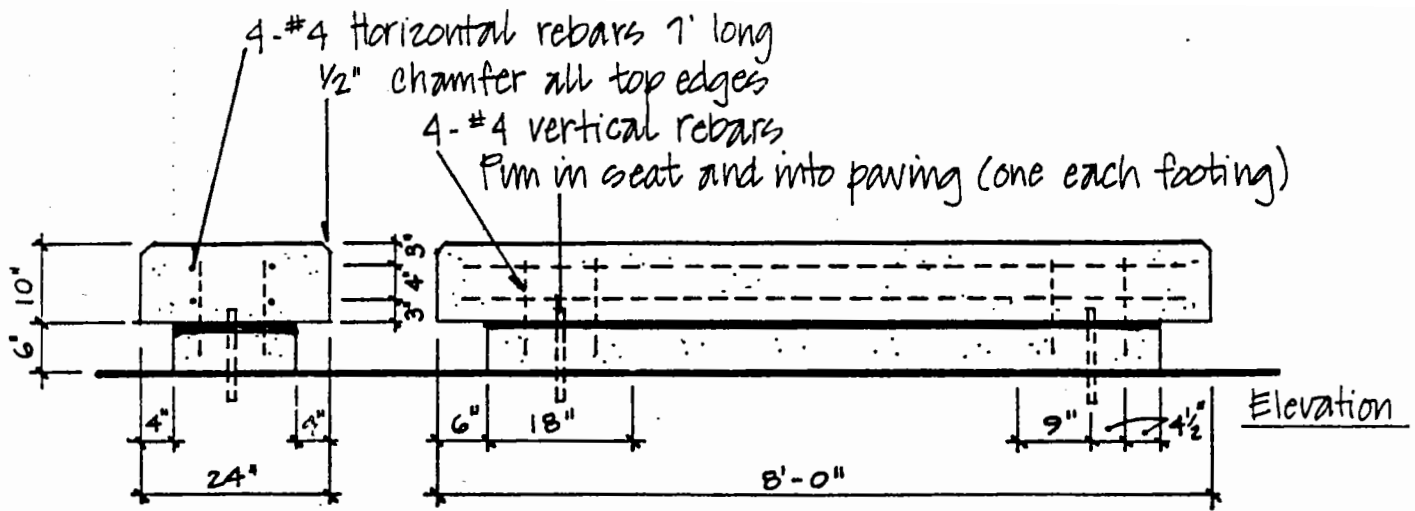
### **Criteria**

1. Where walls are needed to retain earth, create protected planting areas, and/or control pedestrian movement, they are also the preferred means of providing seating. Seat walls can accommodate fluctuating volumes of use, require less maintenance, and are visually less obtrusive.
2. Where walls are not needed, use benches to provide seating. Benches should be used carefully and conservatively. They should typically be used in pedestrian plaza areas and in conjunction with other site furniture elements.
3. Select a durable, cost-conscious bench unit for use across the campus. Its design and materials should be appropriate for use in areas with traditional or contemporary architecture. An alternate bench design (e.g., wood benches with backs) and moveable tables and chairs may be appropriate for use in special circumstances, such as interior courtyards.
4. Use quality materials and construction for durability, ease of maintenance, and cost-effectiveness.

### **Recommendations**

1. Seat walls should be 16 to 18 inches high and 18 inches wide. They should be constructed of concrete.
2. Benches which are poorly maintained or in need of repair should be removed immediately.
3. Benches should be securely anchored to minimize theft and vandalism.
4. Where feasible and appropriate, benches should be located at right angles to one another to enhance sociability. Wider benches (back-to-back seating) may also be appropriate in some instances.

The dimensions of the recommended bench unit are provided on the following page. The recommended seat wall design approach is also illustrated.

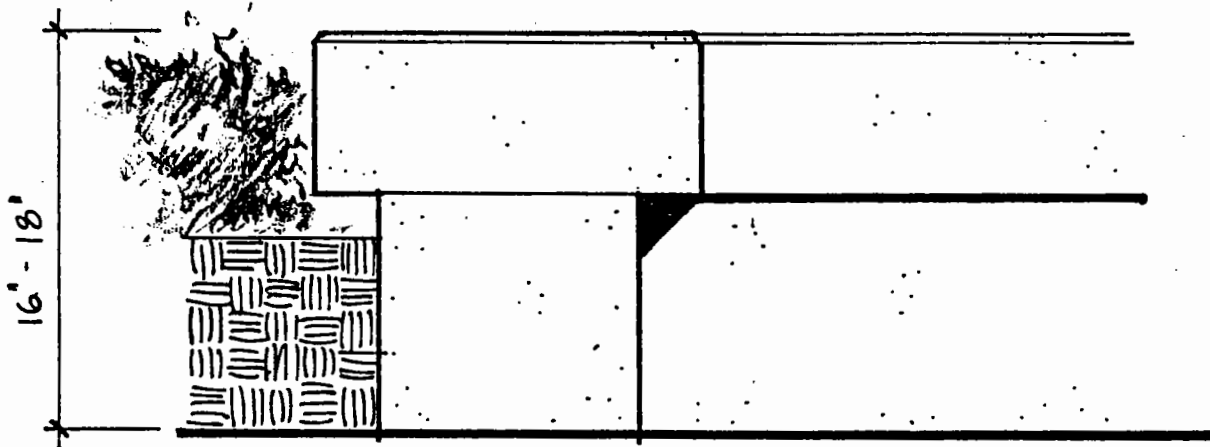


Bench

Note:

Bench illustrated is 8'-0" standard concrete bench, cast in place with hone finish.

Plan



Note:

Concrete seatwall with similar finish as cast in place concrete bench. seatwall cap to match concrete bench.

Seatwall

## SEATING - BENCHES/SEATWALLS

## **SECURITY CALL STATIONS**

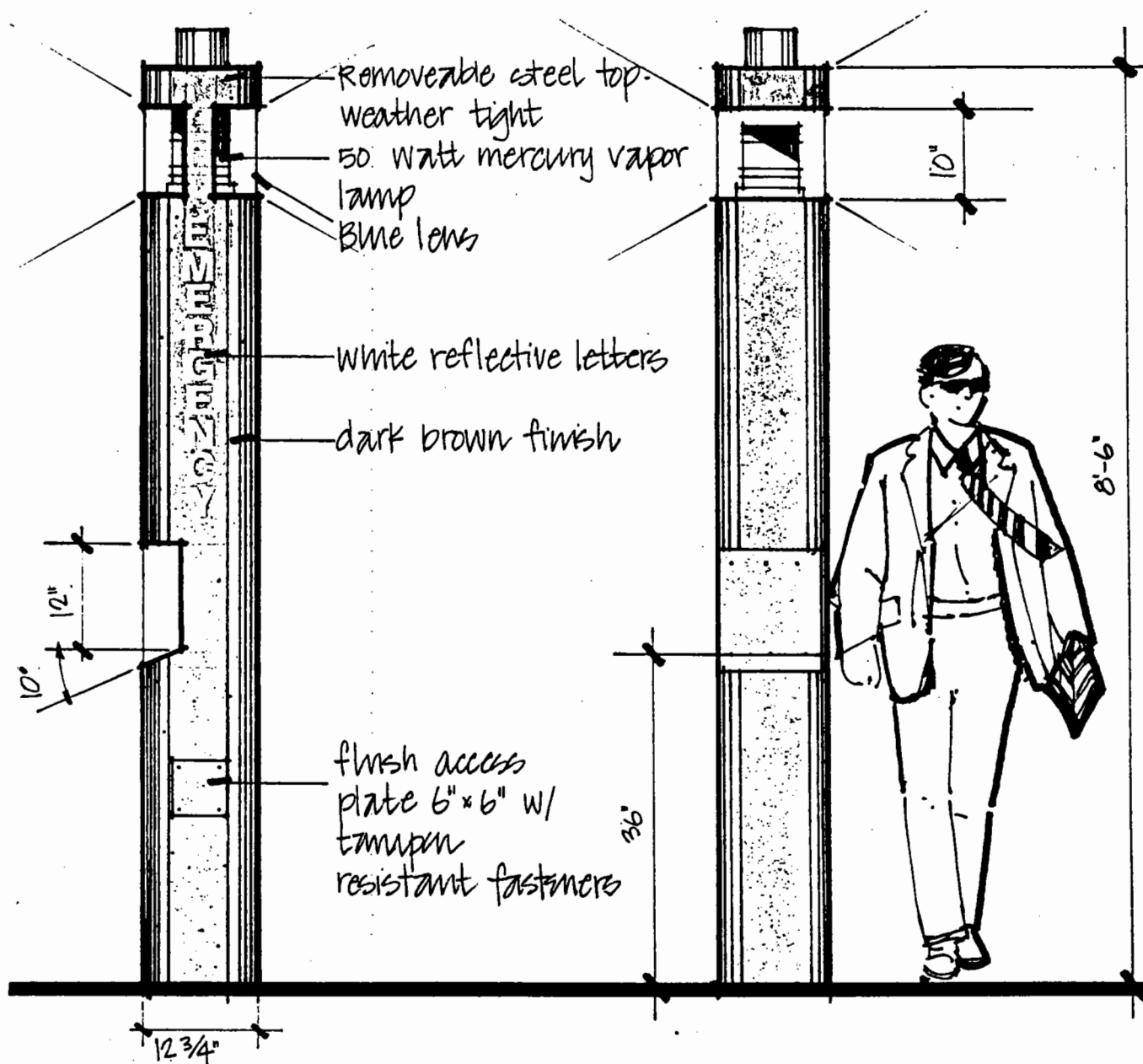
### **Criteria**

1. Use a simple design which is compatible with campus surroundings and other site elements but is unique enough to be easily identifiable. A single unit should be used across the campus.
2. Locate security call stations in highly visible and accessible areas. Remote areas and major pedestrian corridors which are heavily used in the evening hours should receive priority, but location decisions should also consider early arrival/shift activity, criminal activity, and campus recommendations.
3. Illuminate the unit internally.

### **Recommendations**

1. The unit should be located contiguous to, but just off, major pedestrian walks. In order to facilitate grass cutting and related maintenance, the post should be set within a 2' x 2' paved area contiguous with the existing pavement.
2. Since blue is the international symbol for emergencies, the unit should have a blue illuminated panel at or near the top of the cylindrical post. White letters spelling out "Emergency" should be located either on the blue panel (preferred location) or on the metal cylinder which supports it.
3. An emergency phone or push plate should be easily accessible but recessed within the cylindrical unit.
4. The unit should be designed to allow future removal of the strobe light.
5. The unit's finish color should be dark brown (see Furniture Color) to match other site furniture components.

The approved design of the security call unit is illustrated on the following page.



# SECURITY CALL STATION

## **SIGNAGE - GENERAL**

### **Criteria**

1. A well-designed signage program provides information and directions in a consistent format to allow people to move through and around the campus without confusion or delay. The primary audience for exterior signage is campus visitors.
2. Well-designed signs also help to establish a positive, unified campus image. Simplicity and quality are key design objectives.
3. For signs to be readable, a typeface and type size must be used that can be understood by motorists, as well as pedestrians. Contrast between the sign background and letters should also be sharp so that letters are easily distinguishable.
4. Place signs in a close relationship to the destination or decision-point they are intended to serve. Signs must also be located within the viewer's acceptable reading area, or cone of vision.
5. Use durable, vandal-resistant signs that are also designed for ease in changing sign panels, as the need arises.



## **SIGNAGE - MEDICAL CENTER DISTRICT**

### **Criteria**

1. These signs are located at the north edge of the west side of the campus to identify the Medical Center District and to provide directional information for major health care facilities and for UIC.
2. The signs are fabricated from aluminum sheets with routed out message copy. The message copy area is backed with an acrylic sheet. It is recommended that these signs be internally illuminated.
3. The background color for the Medical Center District panel should match PMS 289. All other message panels should match PMS 286. The copy is white.
4. The type is Helvetica Medium, 4 inches high.

The overall dimensions and layout of this sign is illustrated on the following page.

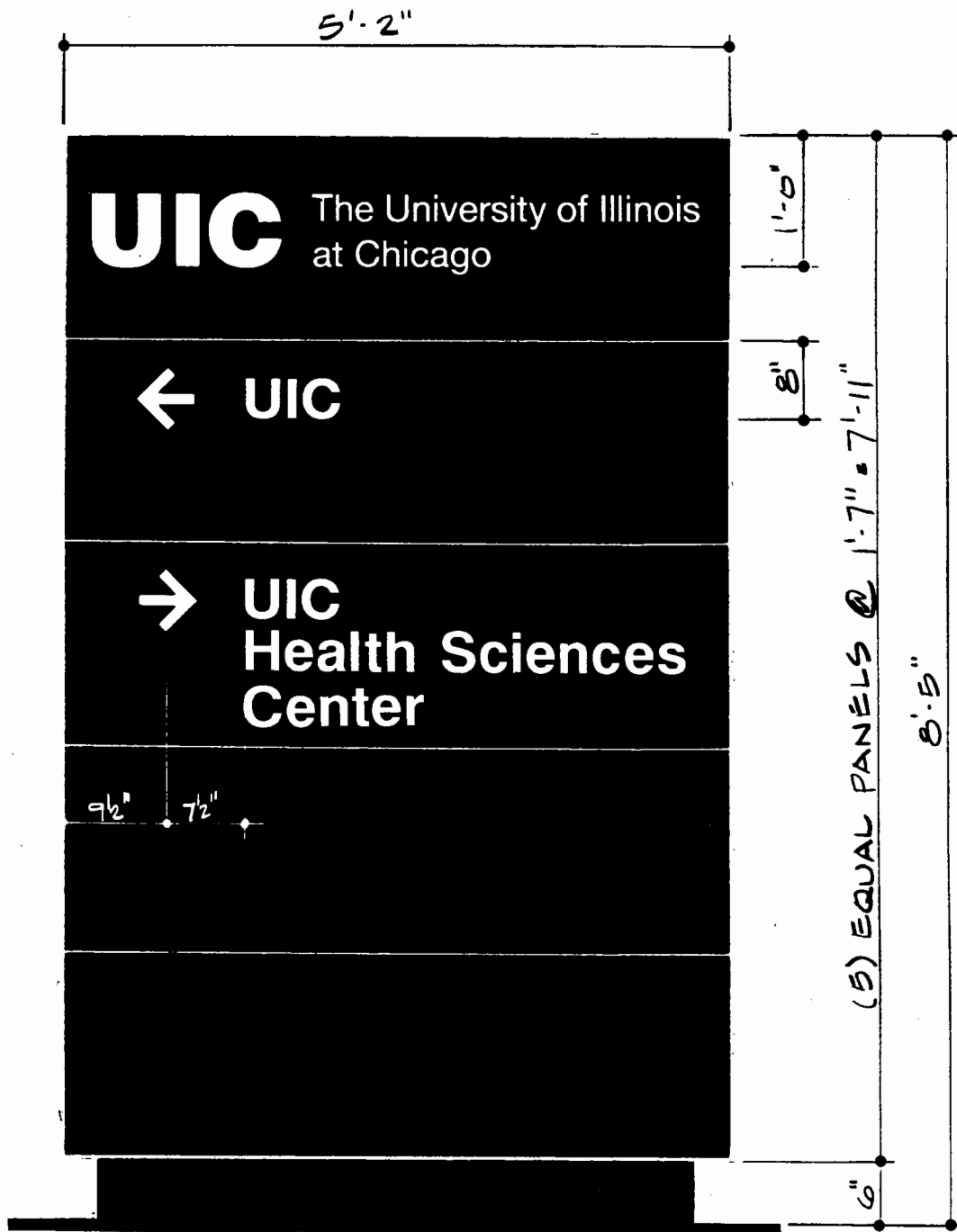


## **SIGNAGE - CAMPUS IDENTIFICATION AND DIRECTIONAL SIGNS**

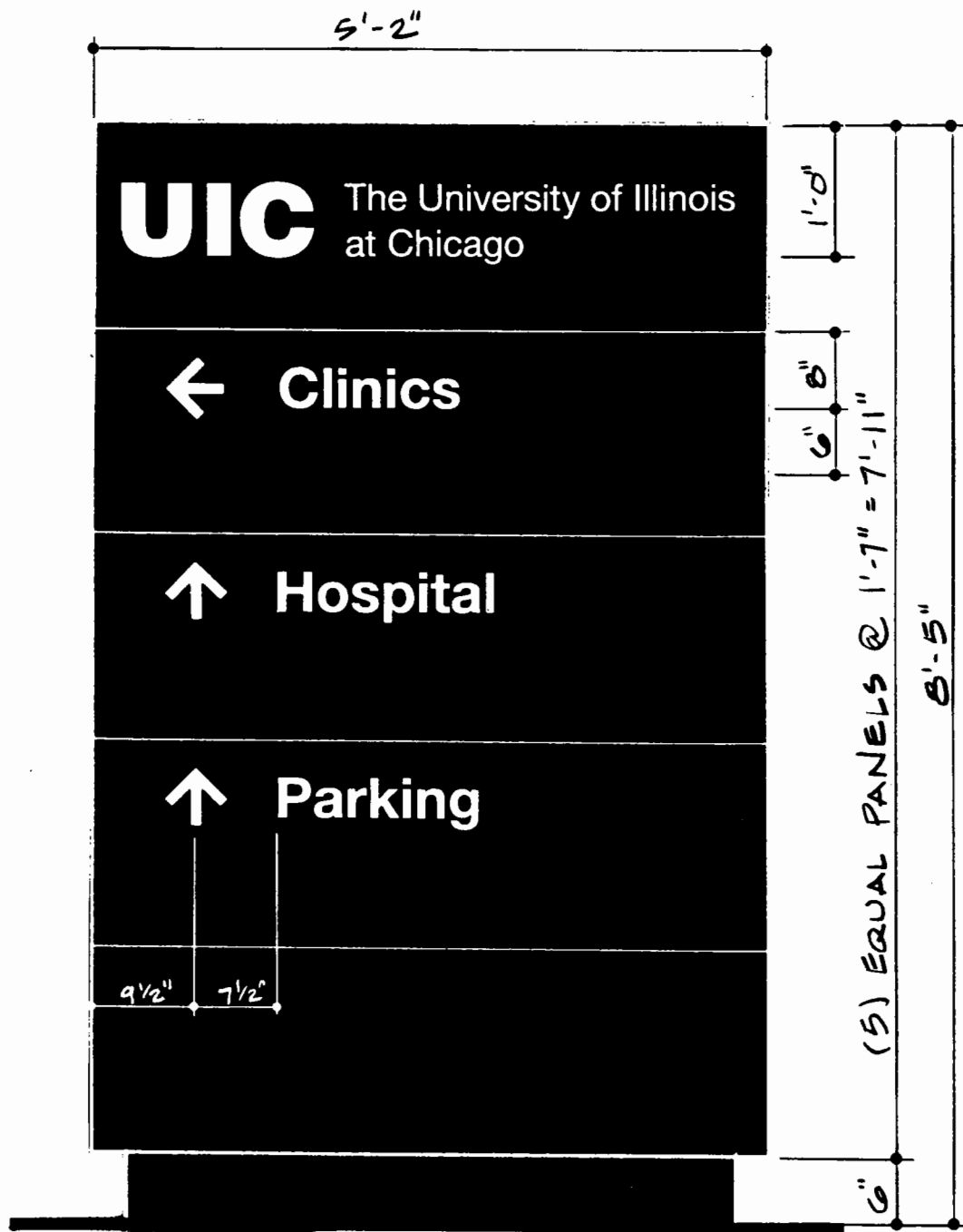
### **Criteria**

1. Campus identification signs are located on the campus perimeter to identify the University of Illinois at Chicago for arriving motorists and to enhance community recognition. Messages on the campus identification sign should be short, concise, and targeted at establishing a UIC identity and giving directions to the east and west sides of campus.
2. Campus directional signs are located at entries to the campus from major streets. They are intended to direct visitors to important destinations.
3. These signs are fabricated of extruded aluminum frames and fiberglass panels.
4. The background color for the UIC signature panel should match PMS 289. The color of all other panels should match PMS 286. The copy is white.
4. The type for the message copy is Helvetica Medium, 4 inches high. The type for the signature panel shall be as shown in this manual. The height of the "UIC" is 6 and 1/2 inches. Contact the Office of Technical Services for reproduction art for the signature panel.

The overall dimensions and layout for these signs are illustrated on the following pages.



## SIGNAGE - CAMPUS IDENTIFICATION



## SIGNAGE - CAMPUS DIRECTIONAL

## **SIGNAGE - BUILDING IDENTIFICATION SIGNS**

### **Criteria**

1. These signs identify a specific building. They should be located at the street entrance, perpendicular to the flow of pedestrian and vehicular traffic. This basic sign type will be used to identify all campus buildings fronting on public streets, with the exception of the UIC Pavilion and the UIC Hospital.
2. Signs which are identical in design, but proportionately smaller (4 feet high and 4 feet wide) may be used to identify campus buildings from pedestrian ways on the interior of development blocks (non-street frontages).
3. The signs are assembled of aluminum posts (painted black) and fiberglass panels with a matte finish. The posts must extend below the local frost line.
4. The background color for the UIC signature panel should match PMS 289. The building identification panel color should match PMS 286. The copy is white.
5. Only officially adopted building names shall be used. Building users shall not be identified on these signs. Street addresses will be included on all streetfront building identification signs. No addresses will be used on building identification signs located on the interior of development blocks and which are not visible from street frontages.
6. On the larger, streetfront building identification signs, type for the building name is Helvetica Medium, 4 inches high. The type for the address is Helvetica Medium, 2 and 1/2 inches high. The height of the "UIC" is 6 inches. The height of the name of the University is 2 1/2 inches. On the smaller building identification signs used in the interior of blocks, the type used will be proportionately smaller, but will maintain the same size relationships. Type for the signature panel shall be as shown in this manual. Contact the Office of Technical Services for reproduction art.

The overall dimensions and layout of this sign are illustrated on the following page.





## **WASTE RECEPTACLES - PERMANENT**

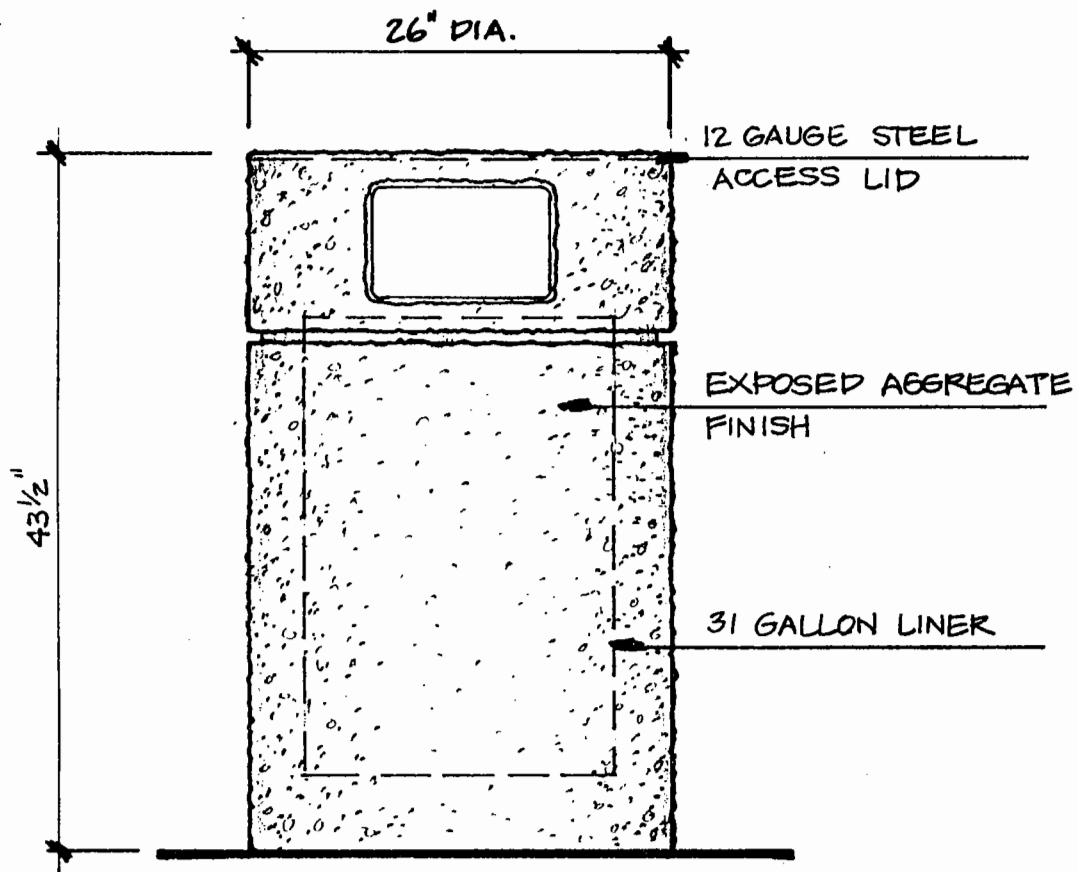
### **Criteria**

1. Locate waste receptacles where they are needed, but where they remain visually inconspicuous.
2. Use a simple design and durable materials. The unit should be very sturdy and difficult to move to discourage vandalism and accidental damage.
3. A circular shape is preferred because it eliminates the question of proper placement and alignment.
4. An easily removed lid and an interior liner help control insects and facilitate ease of trash removal.
5. The opening for depositing trash should be located in the side of the unit, rather than the top, to reduce rain and snow infiltration.
6. Trash pickup schedules should reflect waste receptacle capacity and use levels.

### **Recommendations**

1. Use a single receptacle across the campus. A round, smooth-finish concrete base is recommended. The lid is dark brown to coordinate with the color of other site furniture elements (see Furniture Color).
2. Locate waste receptacles at the intersections of major pedestrian corridors, plaza areas, and entries to major student areas such as the Forum and Circle Center. The units should be contiguous to walks and placed on a paved area extending outward from the walk. The unit should be level and firmly secured to the ground.
3. For one-day events, temporary waste receptacles should be used. These temporary units should conform to the specifications for the SOM (Skidmore Owings and Merrill) 55-gallon drum and should brown/black in color.

The dimensions of the proposed unit are illustrated on the following page.

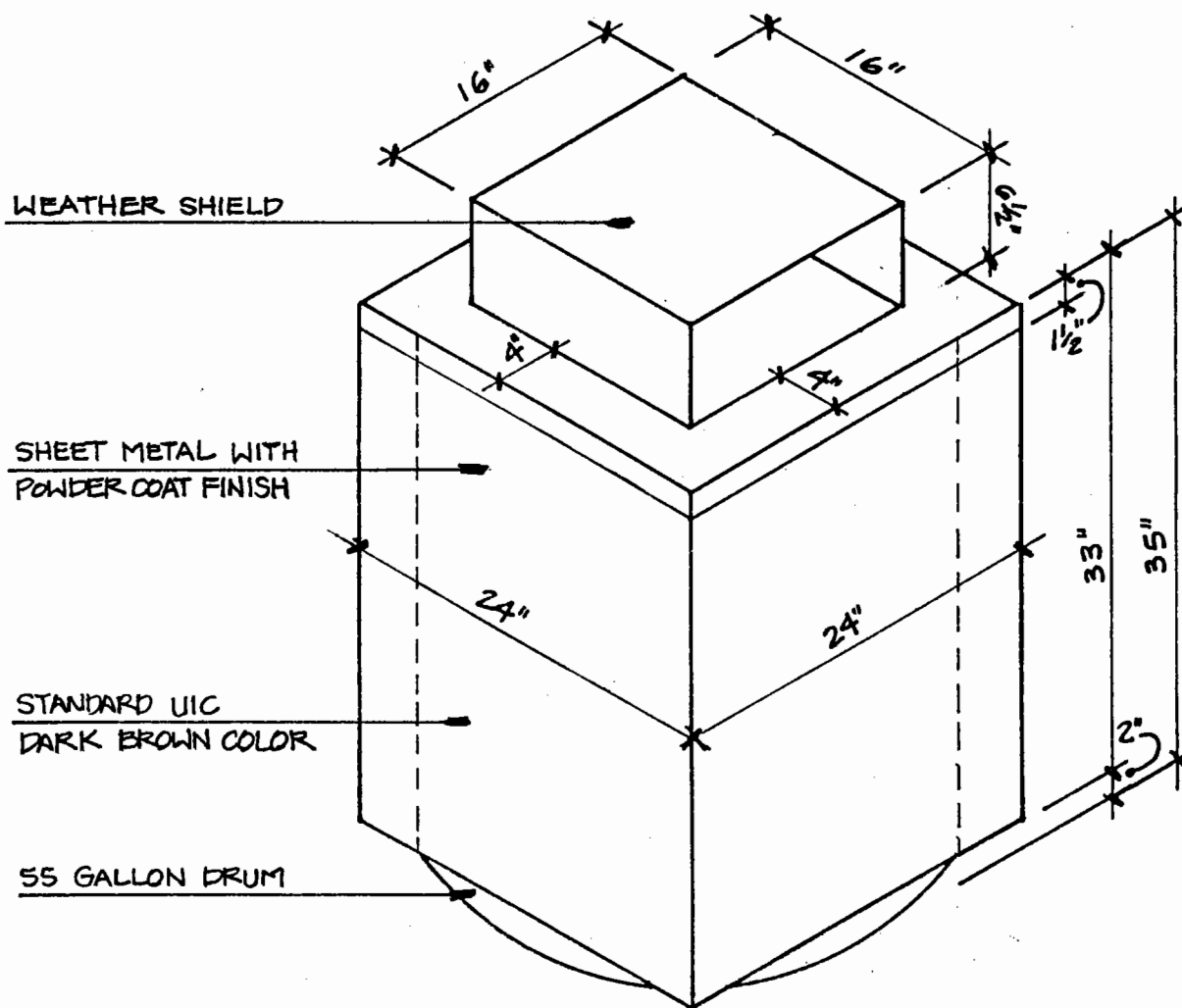


## WASTE RECEPTACLE

## **WASTE RECEPTACLES - TEMPORARY**

### **Recommendations**

1. A low-cost receptacle as illustrated on the following page may be used in low visibility, low traffic areas.
2. This receptacle should not be used in formal settings such as major or minor entry gateways, and should not be used adjacent to primary entrances to major buildings.
3. Major landscaping and site development work should include replacement of temporary receptacles with permanent receptacles described previously.
4. Any temporary container that becomes dented or rusty should be removed from service immediately.



## TEMPORARY WASTE RECEPTACLE

**Appendix 1  
Master Planning Participants**

**UNIVERSITY PARTICIPANTS**

**The University of Illinois  
Board of Trustees**

Governor James R. Thompson, *ex officio*  
Gloria Jackson Bacon  
Kenneth R. Boyle  
Matthew R. Byer  
Judith Ann Calder  
Randy Crumpton  
Donald W. Grabowski  
Susan L. Gravenhorst  
Ralph Crane Hahn  
Judith R. Reese  
Nina T. Shepherd  
Charles P. Wolff, President

President Stanley O. Ikenberry  
Chancellor Donald N. Langenberg  
Executive Vice Chancellor James J. Stukel

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A. Anderson	D. Eisenmann
S. Arnberg	B. Elegant
C. Bazzani	J. Evenson
T. Beckham	R. Feldman
L. Blankenship	B. Fiorella
H. Blus	J. Foerster
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D. Brierland	F. Garcia
J. Brody	G. Geocaris
T. Brown	R. Giles
R. Bruegmann	M. Ginsburg
J. Buckwalter	E. Gislason
K. Burick	B. Goetz
D. Camillen	F. Green
P. Chung	R. Guminski
D. Church	E. Hadley
N. Cohen	L. Hamilton
J. Cooksey	H. Hansel
K. Croak	M. Harms
B. Currie	G. Henderson
G. Davis	H. Hensold
E. Deam	B. Higgins
S. Delaney	K. Hitchcock
M. Desler	J. Huntington
M. Duxbury	N. Imlay
M. Dwyer	M. Jaffe
D. Ebel	J. Johnstone



W. Jones  
S. Ju  
J. Kane  
H. Kerr  
L. Kerr  
M. Kim  
R. Kolimas  
C. Kristufek  
R. Laskey  
D. Lawson  
R. Legon  
J. Levine  
E. Lichter  
A. Lodl  
B. Lynch  
H. Manassee  
W. Mays  
I. Miller  
P. Miller  
R. Ovresat  
M. Page  
R. Ray  
D. Riley  
C. Rolieoff  
S. Rugg  
A. Savage  
C. Sima  
C. Sklavanitis  
J. Spizzirri  
E. Taylor  
L. Thompson  
R. Tricarico

J. Tu  
N. Valadez  
L. Wachtel  
B. Wall  
J. Wanat  
R. Ward  
L. Watchel  
D. Weymiller  
R. Whitaker  
B. Whitford  
R. Wicklund  
V. Williams  
G. Winter  
S. Yale  
L. Zimmerman

## COMMUNITY PARTICIPANTS

R. Alakiotou  
J. Alsterda  
W. Amadei  
K. Anderson  
J. Anselmo  
C. Bakalar  
M. Balich  
J. Banks  
M. Barrtucci  
R. Bayster  
K. Belfor  
J. Benwar  
D. Beverly  
G. Breyer  
P. Byer  
G. Calabrese  
J. Caldwell  
L. Callahan  
P. Casler  
J. Chandler  
M. Choka  
P. Choquette  
A. Cibulskus  
C. Clohisy  
R. Collins  
D. Craig  
O. D'Angelo  
G. Davenport  
R. DelCanto  
D. Dorhman  
P. Dowell-Cerasoli  
M. Edwards  
S. Edwards-Bradie  
R. Fabrini  
H. Freeman  
L. Goldberg  
M. Goldsmith  
J. Gonzalez  
C. Goodwin  
L. Gorman  
K. Grenon  
C. Hall  
R. Hanks  
J. Herrera  
E. Hollander  
M. Igoe  
T. Kreser  
L. Kasper  
C. Kelly  
J. Kelly  
K. KellyT. Wright

N. Klarich  
J. Kalus  
G. Knepper  
K. Kudulis  
D. Lawson  
R. Lefton  
K. Leon  
L. Lisa  
P. Livingstone  
G. Longhini  
J. Mark  
J. Mason  
F. Matthews  
L. Merril  
D. Miller  
V. Miller  
P. Morris  
D. Mosena  
G. Nelson  
M. Nooner  
W. O'Neill  
D. Odor  
M. Pasente  
R. Paaswell  
B. Peck  
D. Pezzuto  
R. Price  
V. Price  
M. Ramon  
O. Rivera  
B. Robb  
W. Roche  
F. Rowe  
A. Russel  
B. Sarnoff  
K. Schiebe  
I. Schyb  
S. Stein  
S. Simon  
R. Strube  
C. Thurow  
D. Titus  
R. Topia  
J. Turner  
R. Tutman  
W. Wagon  
B. Wendt  
R. Wiggs  
J. Williamson  
J. Wilson

ABLA Tenants Advisory Council  
Archdiocese of Chicago  
Carole Robertson Center  
Chicago Lighthouse for the Blind  
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Chicago Technology Park  
City of Chicago Board of Education  
City of Chicago Department of Economic Development  
City of Chicago Department of Planning  
City of Chicago Department of Public Works  
City of Chicago Housing Authority  
Cook County Hospital  
Greektown U.S.A.  
Holy Trinity Parish  
Metropolitan Bank  
Midwest Community Council  
Maxworks  
Near West Side Conservation Council  
Pilsen Development Corporation  
Pilsen Neighbors  
Residents Development Corporation  
Pilsen Neighbors  
Residents Development Corporation  
Rush-Presbyterian-St. Luke's Medical Center  
St. Ignatius Preparatory School  
South Water Market Association  
State of Illinois Department of Central Management Services  
State of Illinois Department of Children and Family Services  
State of Illinois Medical Center Commission  
State of Illinois Visually Handicapped Institute  
The Friends of Maxwell Market  
Tri-Taylor Neighborhood Association  
University Village Association  
West Central Association  
Westside VA Medical Center

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