



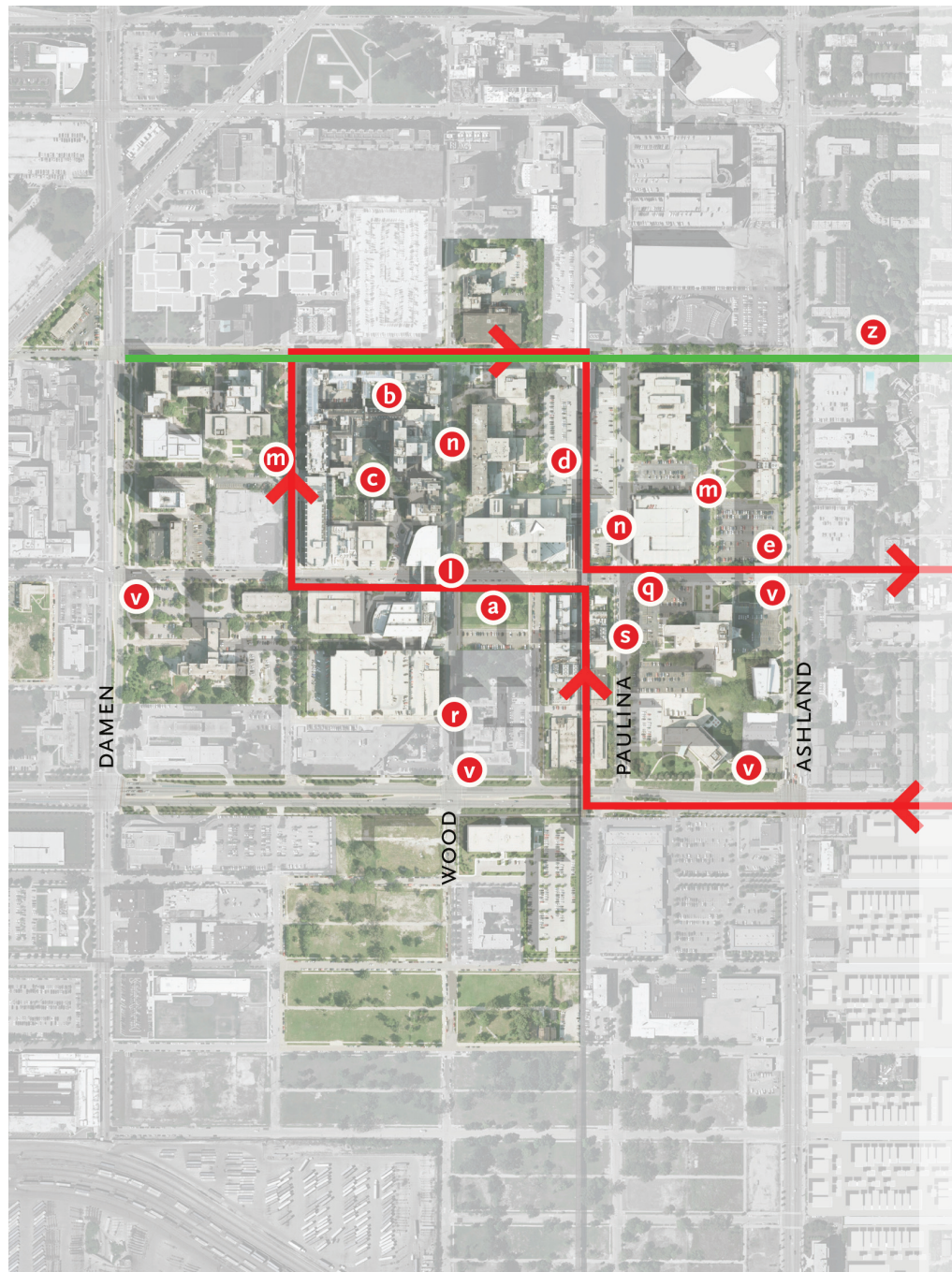
Immediate Impact Projects

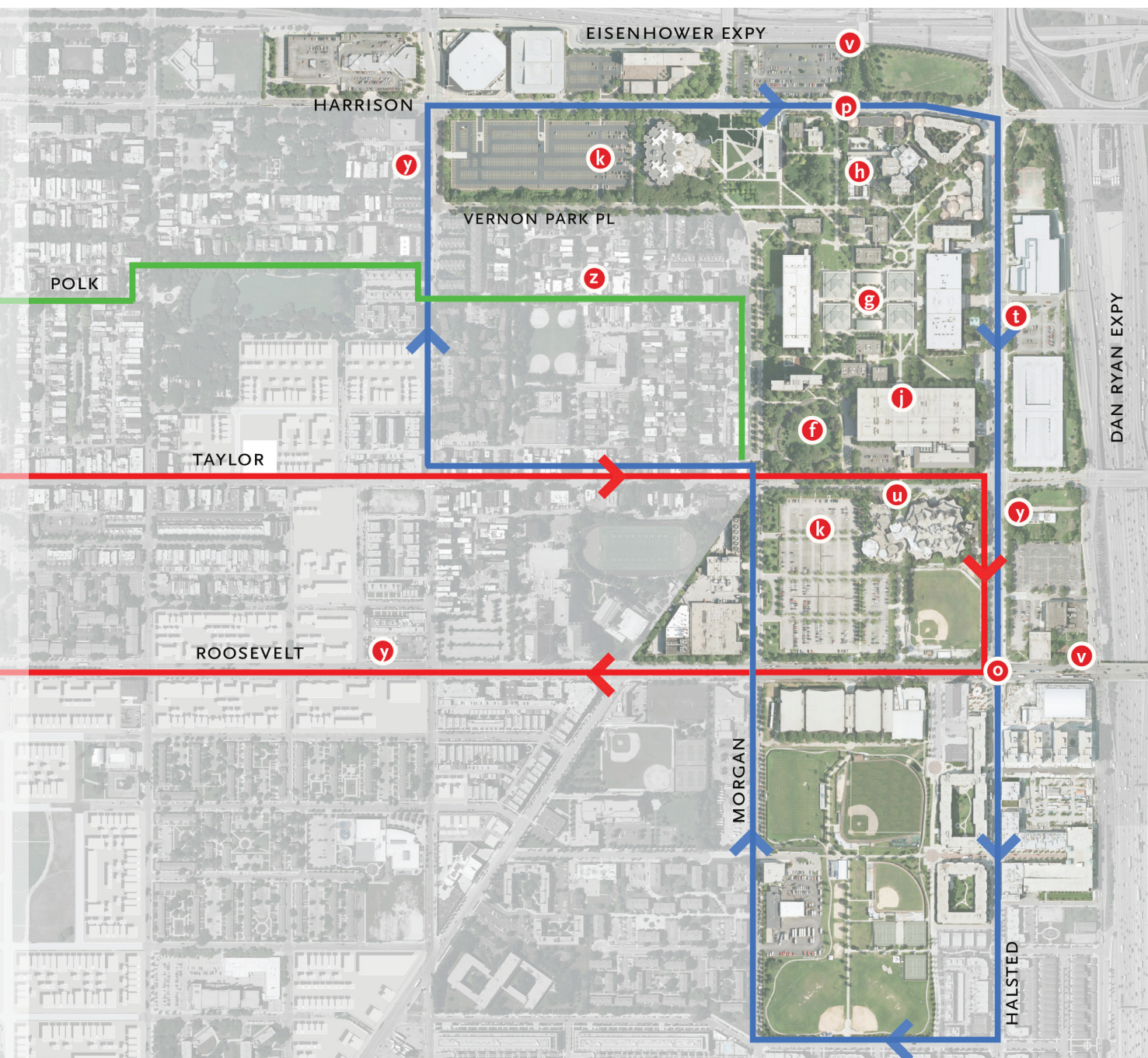
Although the Master Plan looks ahead 30-40 years, there are a number of immediate impact projects that with a minimum of capital can provide significant improvements to campus in the short term. Through upgrades to the planting, paving and street furniture, UIC can make small investments that will yield large returns. Many of the campus revisions indicated previously fit into this category. We have included herein a list of these immediate impact projects and how they achieve the Master Plan Goals. Additionally, we have included several projects that can be done right away to transform the campus at these particular sites which are reserved for a longer term plan. These “immediate” projects will take away pavement, fences, and other barriers that would need to be removed for further development at those sites.

IMMEDIATE IMPACT PLAN

Immediate Impact Projects will begin the transformation of the campus envisioned by the much longer term concepts of the Campus Master Plan even if, for the foreseeable future, fiscal constraints hinder UIC's capacity to fund major capital building projects. More modest ideas, requiring nominal capital investment, can begin to have a significant impact now. It is time to harness the momentum of the Campus Master Planning process, redirecting it towards implementation.

Located on the existing campus plan to the right, the Immediate Impact Projects are described with more detail on the following pages.





Landscapes

- a. Taylor-Wood Landscape
- b. College of Medicine Courtyard
- c. Medical Sciences Courtyard
- d. Health Sciences Greenway
- e. Ashland/Taylor Lots G/K Green
- f. The Grove
- g. The Quad
- h. University Commons
- j. Science & Engineering Gateway
- k. Greening of Existing Parking Lots

Vehicular-Pedestrian Conflict Zones

- l. Wood & Taylor Intersection
- m. Wolcott & Marshfield Closures
- n. Wood & Paulina Streets Narrowing
- o. Halsted & Roosevelt Intersection
- p. Harrison & Peoria Crossing

Streetscapes (Identity & Elements)

- q. Taylor Street - West Side
- r. Wood Street - West Side
- s. Paulina Street - West Side
- t. Halsted Street - East Side
- u. Taylor Street - East Side
- v. Gateway Markers
- w. Street Furnishings (throughout)
- x. Lighting (throughout)

Connectors

- y. Improved Campus Shuttle Routes
- z. Add Bike Routes

Campus Wide

CIRCULATION

TRANSIT, BIKE, PEDESTRIAN

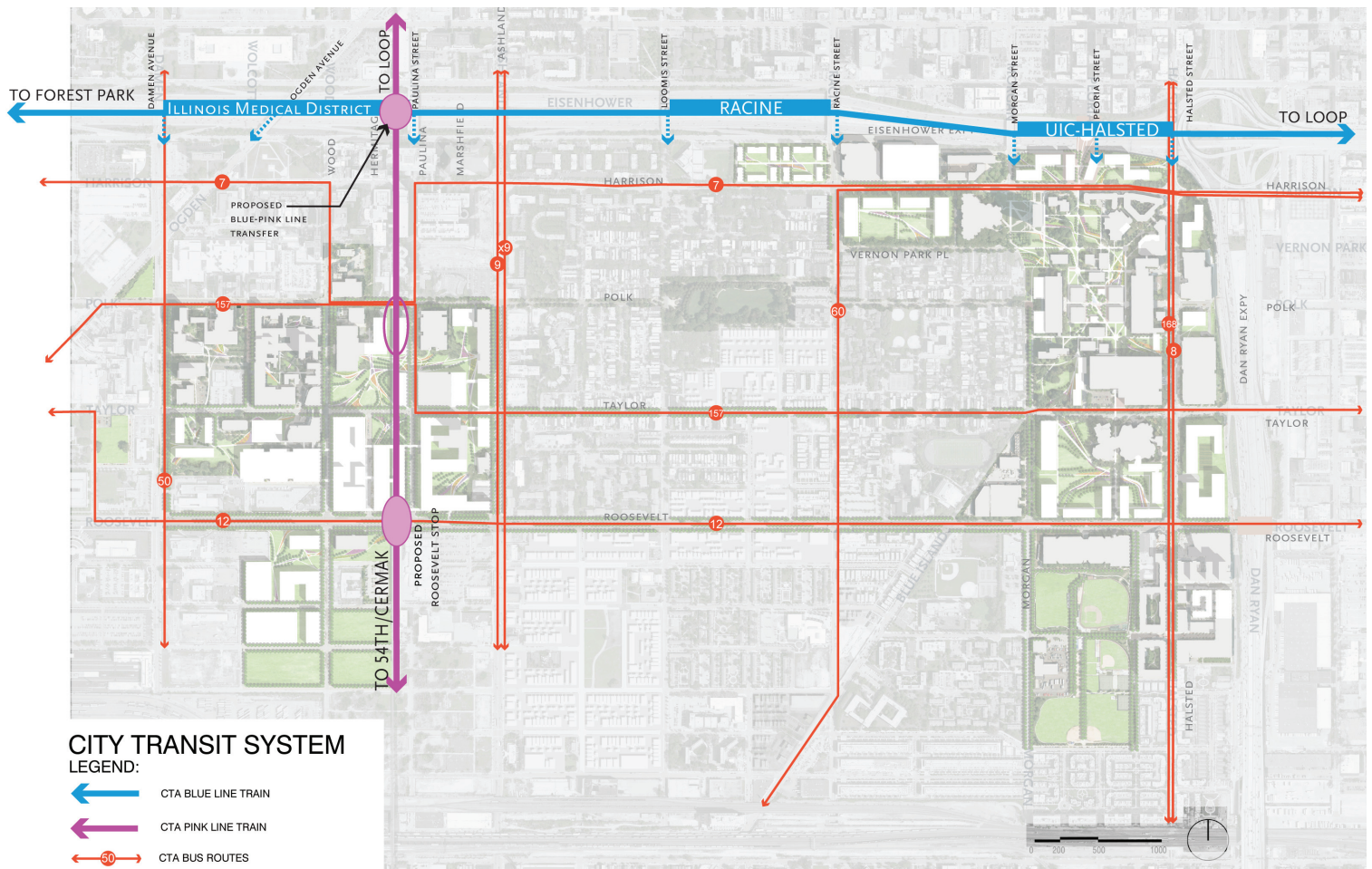
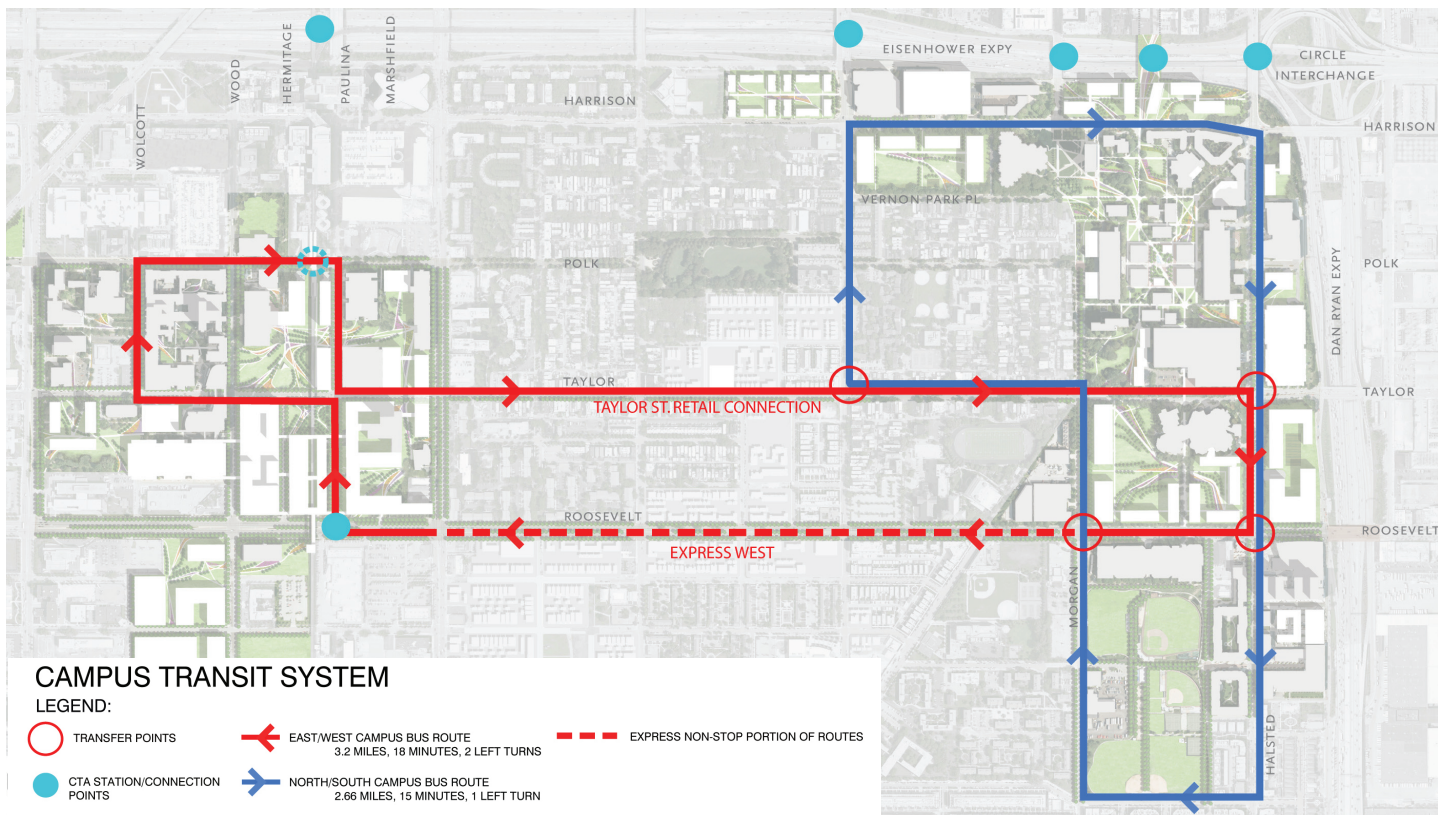
One of the primary goals of the Master Plan, connecting the two sides of campus, has been identified as a critical immediate need. New connections focused on an improved shuttle system are both physical and perceptual and provide greater functionality and campus identity. The current campus bus shuttle system is perceived as ineffective due to the “stop at every front door” routing system. A revised campus shuttle system can provide the following:

- New shorter routes are proposed to reduce travel times by approximately 50%. This will be done by eliminating most of the left turns on the route and making more concise loops.
- The new routes will connect with major CTA rapid transit stops, parking structures and centers of each side of campus. This is vital to allowing students, all whom have a CTA U-Pass card, to make effective transfers to continue their journey beyond campus.
- Through use of current technologies, shuttle riders can know when buses will arrive through “bus tracker” GPS software systems already being utilized by the CTA.
- The bus shuttle system should be an integral part of a campus identity program to market UIC to the community and city.

Other transportation systems such as the bike system will be improved through additional connections to existing City routes. Encouraging bike usage by means of covered bike parking and bike sharing systems can be part of a comprehensive campus transportation system. Pedestrian circulation will be enhanced through the removal of existing barriers, adjusting building entries and rethinking pathways based on desired movement around campus.



Existing Campus Shuttle Bus



CIRCULATION

BIKE NETWORK

As a significant component of commuter travel to and around campus, biking is compatible with a pedestrian oriented campus. There are three major elements of bicycle use on campus. First, expand and improve the existing bicycle routes. By supplementing the existing City of Chicago bike network, bike routes shall be extended both around and through campus. Bike routes will consist of three types. A *bike lane* is a clearly marked section of the street dedicated to bike use (a new bike lane is proposed on Polk Street to connect the two sides of campus on a reduced traffic street in addition to the existing bike route on Taylor Street). A *marked shared lane* is essentially a route that indicates that bikes and cars use the road together. This is not a preferred bike lane type and is currently used only on Ogden Avenue. The third route is an off-road path known as a *bike dismount route* where bikes coexist with pedestrians who have first priority. This path is indicated as a 'dismount zone' route (cyclists must walk bike) during heavy pedestrian times or reduced speeds (maximum 5 m.p.h) at off-peak hours. These paths should be designated only when necessary and typically bikes and pedestrians should be separated on the path from each other to maintain safety for each. The bike route plan for campus has indicated two dismount zones on campus; one along Morgan Street where it crosses in front of BSB and University Hall. Secondly, the other location on the West Side is where Wolcott Street extends south of Taylor Street near the Wood Street Parking Structure.

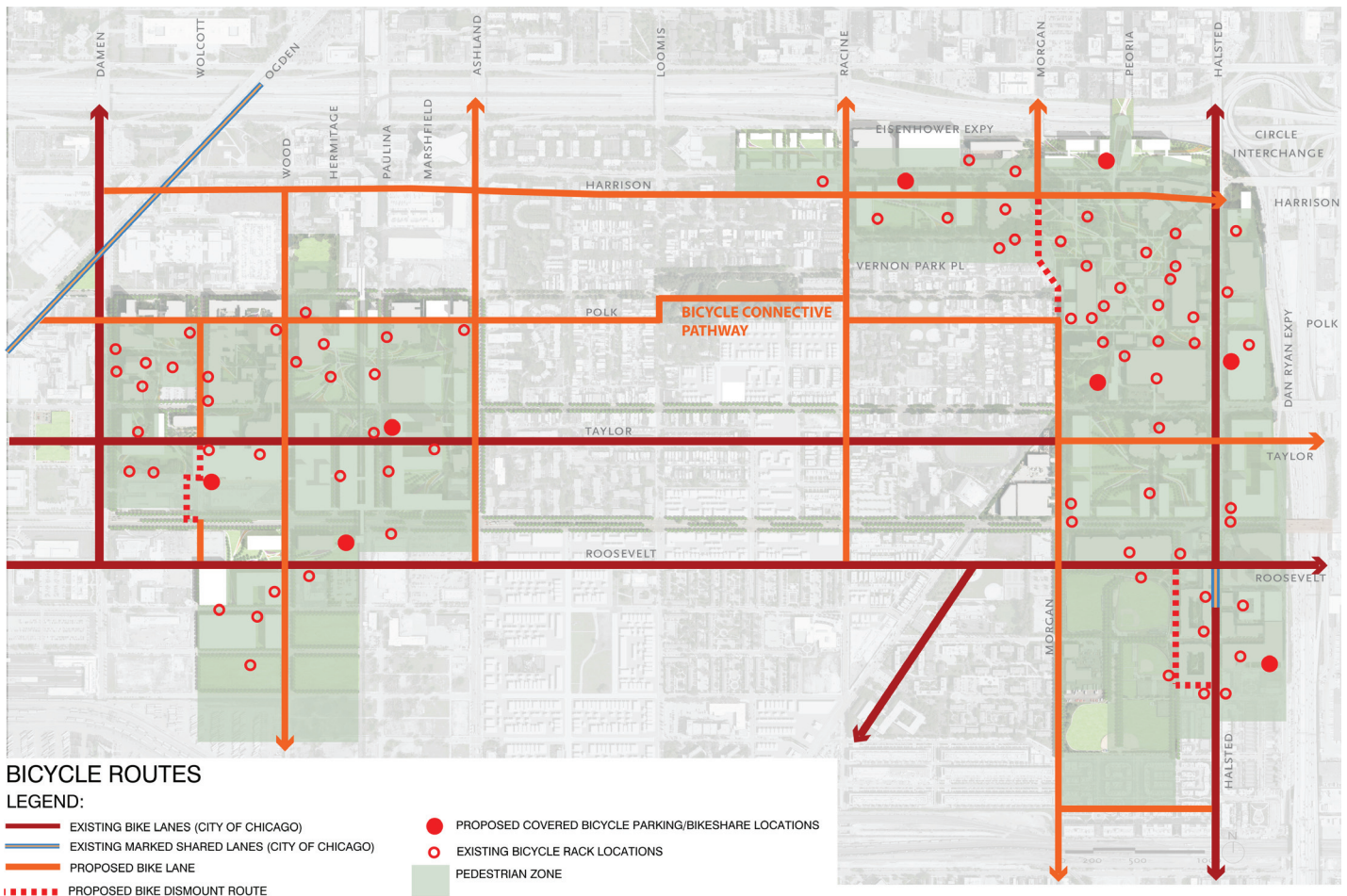
The second element of the bike route network is to provide bicycle support amenities around campus. Destination oriented, sheltered and secured bike parking shall be provided within major parking facilities. These parking areas may also include changing rooms, lockers, and showers. A campus bike repair kiosk is recommended at one or several of these major hubs to support bicyclists. New buildings in the future may contain indoor bike storage facilities for the full-time occupants.

The last element of a bike network is providing access to bicycle use by the entire campus population to increase biking on campus from one side to another. A new bike sharing or rental program will allow persons with a UIC smart card to "borrow" a bike for minimal costs while promoting overall reduction of vehicles on campus. This would help increase cycling awareness and reduce the usage of bus and auto trips especially to get from one side of campus to the other.



Prototypical Bike Share Facilities

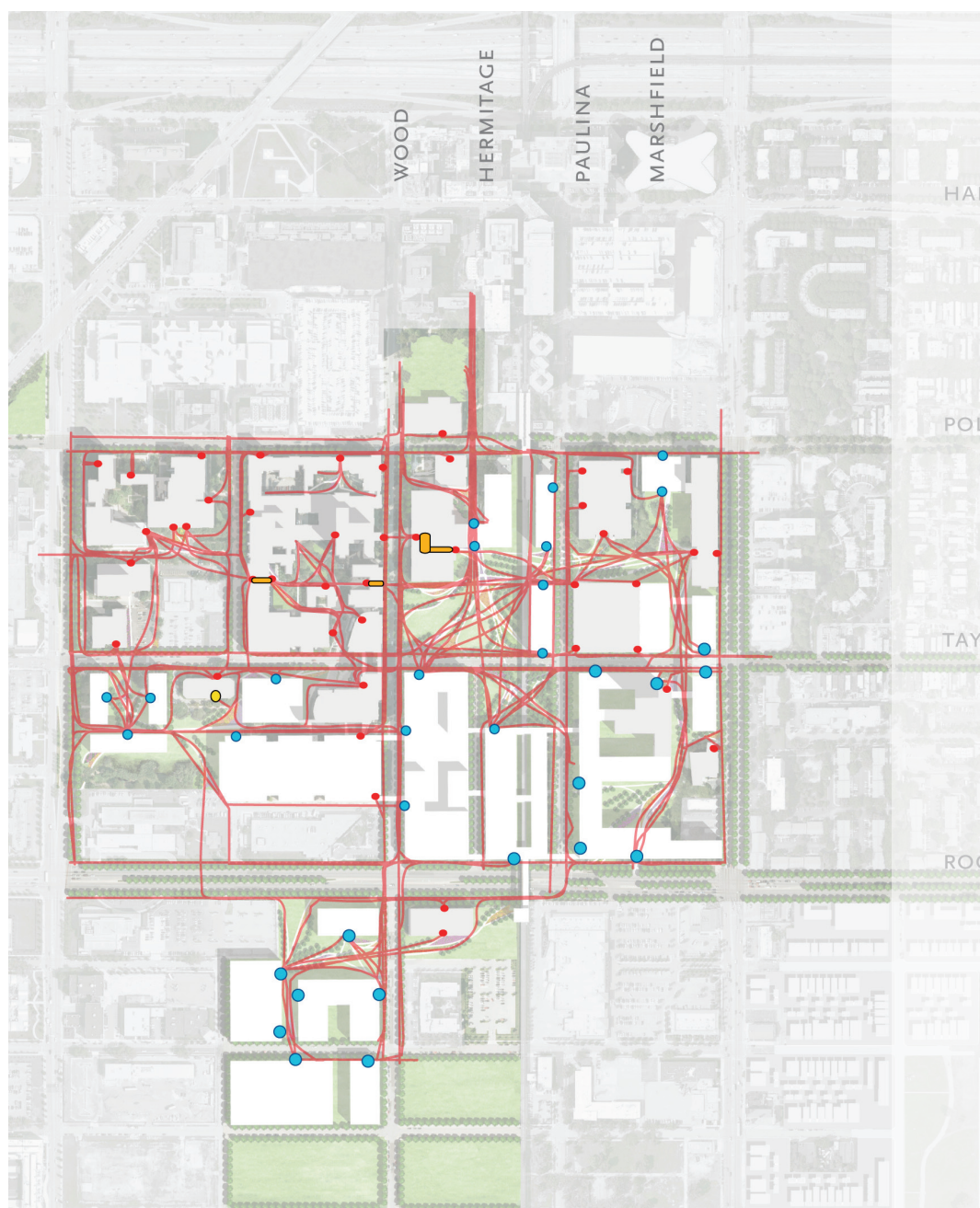
Bike Network



CIRCULATION

PEDESTRIAN NETWORK

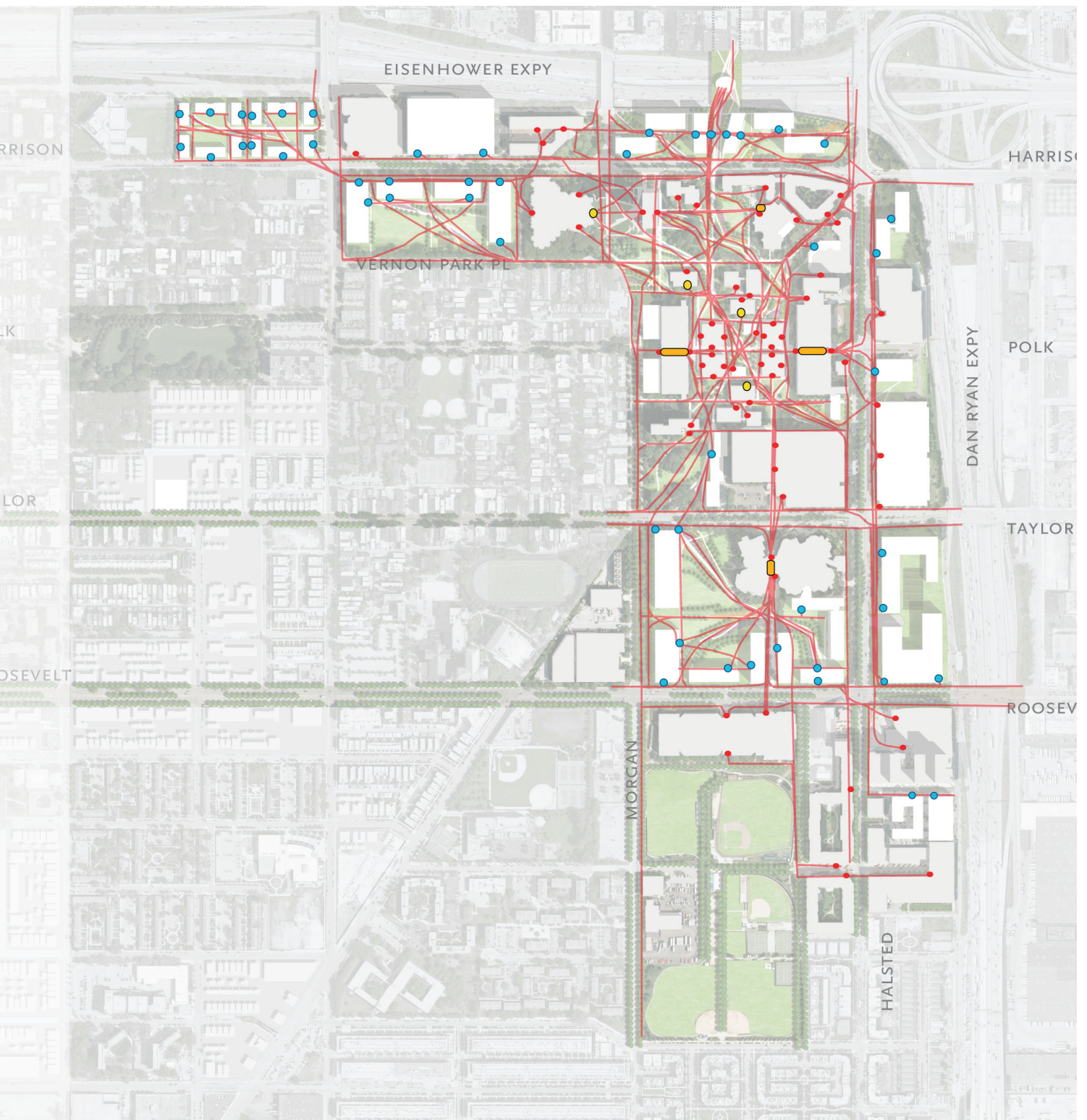
Pedestrian movement across UIC has been defined by an excess of pavement and barriers to restrict people to walkways and off planting beds or lawns. The Master Plan examines existing building entrances and defines new or modified entrances. Pedestrian flow-lines, the connection routes between entrances or across campus, were mapped to determine where to edit existing pavements and barriers and where to insert new pathways. The flow-lines were edited to produce 'strands,' a hybrid of desire lines and intentionally intersecting walkways choreographed for passage and program placement. This new 'strand' approach to open space removes barriers and improves pedestrian movement while providing much needed locations for lingering within UIC.



LEGEND:

- EXISTING PRIMARY BUILDING ENTRY
- NEW ENTRY TO EXISTING BUILDING
- RENOVATED EXISTING BUILDING LOBBY CONNECTIONS
- NEW PRIMARY BUILDING ENTRY
- PEDESTRIAN CIRCULATION ROUTES

The strand concept builds upon the existing pedestrian desire lines and seeks to diversify the unfolding of the campus from point A to point B, from building entrance to building entrance, without being rigid in alignment. The strands are intentionally elliptical in their arcs. This is a departure from the strict orthogonal layout of the original Netsch plan and street grid, and subsequent diagonal infill paths, and later utilitarian efforts to pave worn desire lines on both sides of campus. The strands allow for wide variability in sighting new pavements to avoid existing trees and infrastructure. It also imposes a distinct and legible



pattern over existing pavements, intersecting with them but without trying to resolve or complete their geometries. This ultimately affords UIC the maximum flexibility to promote an identifiable pavement system applicable to both sides of campus and to unify two currently distinct open space systems with maximum flexibility. In several locations, primary pedestrian paths continue through existing buildings. These “through-ways” should be renovated to facilitate the ease of use from inside to out.

CIRCULATION

PEDESTRIAN NETWORK - BARRIER REMOVAL

The perimeter fences and walls on campus give the initial impression that the campus is difficult to penetrate from the street. Though there are breaks in the barriers to allow access, the combination of high walls and fences, holdovers from Netsch campus design, perpetuate an exclusionary stance toward the public. By selectively removing limited runs of fencing, UIC would encourage the blurring of the campus and the neighborhood. There are a number of instances where fragments of walls, fences and bollards from the initial phase of East Side construction remain. These can be retained intact in most cases but should not be viewed as untouchable. For instance, the wall surrounding the ComEd site would be removed when the parcel is transformed into University Commons. And along the pedestrian edge of campus, the perimeter wall of the 1960's has been replaced with a more visually permeable iron

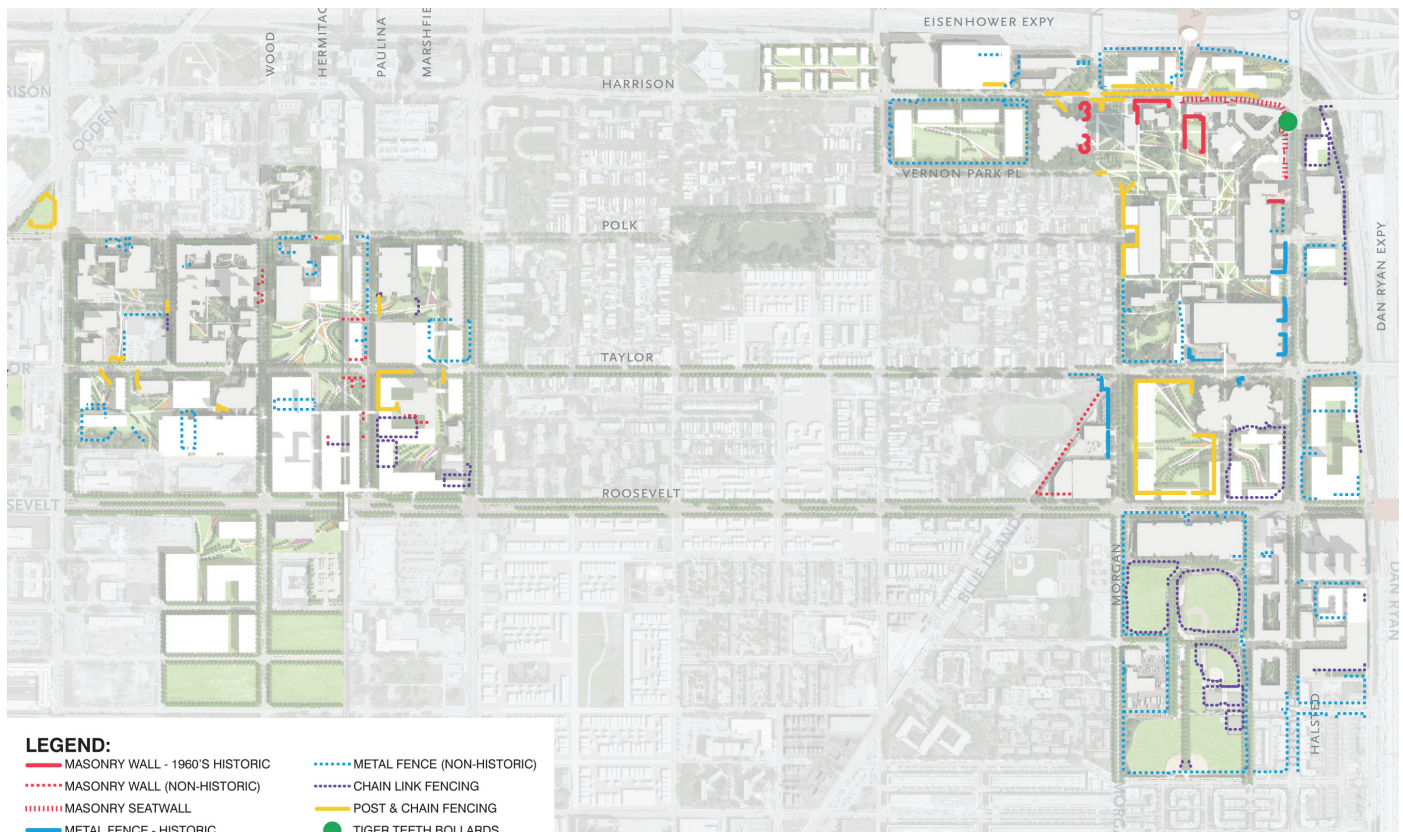


Existing Pedestrian Barriers



CIRCULATION

fence. Unfortunately, there are lengthy perpendicular fence turn-ins at campus entrances, at Ashland Avenue and Taylor Street on the West Side, that are particularly hostile and create an unfriendly barrier to a neighborhood long since transformed. While on campus, pedestrians are faced with post and chain barriers used to deter desire lines and protect the grass, which ultimately restrict informal passage between paved areas. And at a finer pedestrian scale, wrought iron fences at the back of sidewalks project a staunchly defensive perimeter posture and result in a residual landscape between fence and building. Overall, in specific zones, like The Grove and the University Commons sites, these barriers should be removed to allow access and greater mobility across the campus. The removal and possible relocation of barriers should be determined within specific landscape design projects as they come about to determine the most appropriate parts to remove to allow for a more porous campus boundary.



CIRCULATION

PEDESTRIAN NETWORK - CAMPUS PORTAL

Student Center East is a key component in the circulation on campus. On direct axis with the core of the East Side, this building is a gateway or portal linking The Quad to Halsted Street and serves as a major entry point for students, faculty and visitors. The Master Plan and 24/7 recommendations by CUPPA students seek to maximize entry through SCE by creating a welcoming indoor piazza at street level, which will enhance the visual and physical connections between The Quad and Halsted Street. The diagram on the lower right indicates how this can be accomplished programmatically by removing the existing retail drum, which serves as a roadblock to the otherwise direct connection. As a first impression of the campus, this gateway is of prime importance in portraying UIC as a welcoming and engaging urban campus. Additionally, a 'portal' should be created through the Richard J. Daley Library to Polk Street and the community beyond.



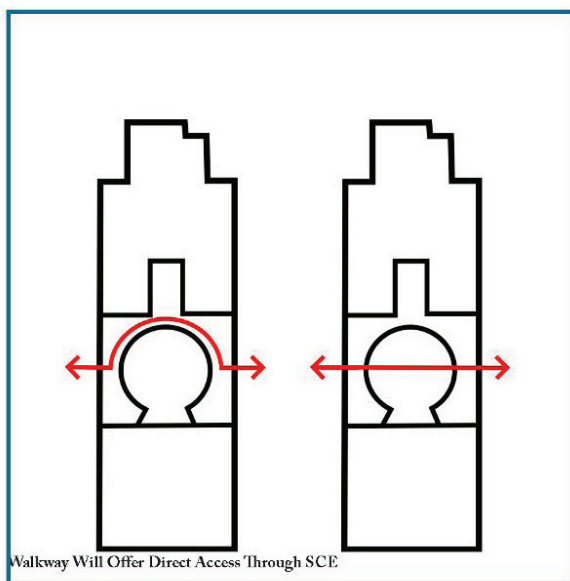
Richard J. Daley Library East Entry



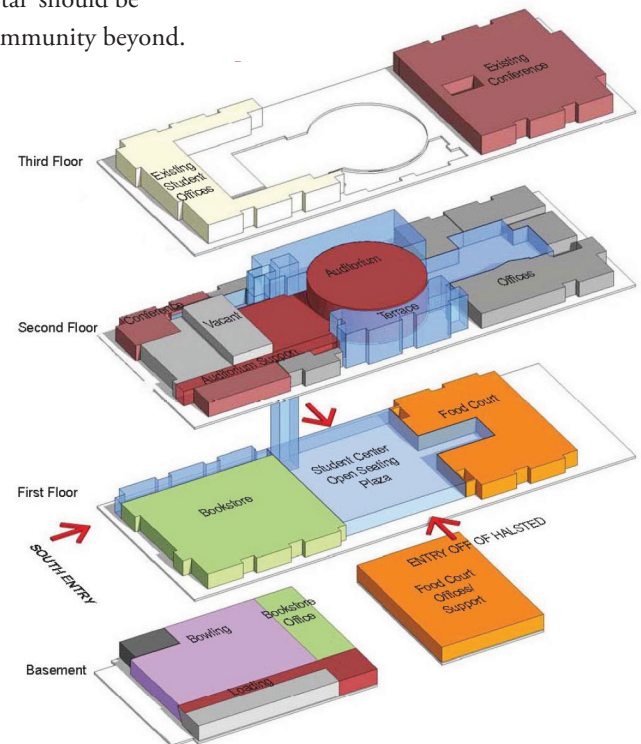
Student Center East View from The Quad



Student Center East Street level interior corridor with bookstore behind brick wall on left



SCE Circulation Diagram before (left) and after (right) diagrams with removal of first floor bookstore drum (diagram courtesy of CUPPA Urban Planning and Policy 552- Fall 2009)

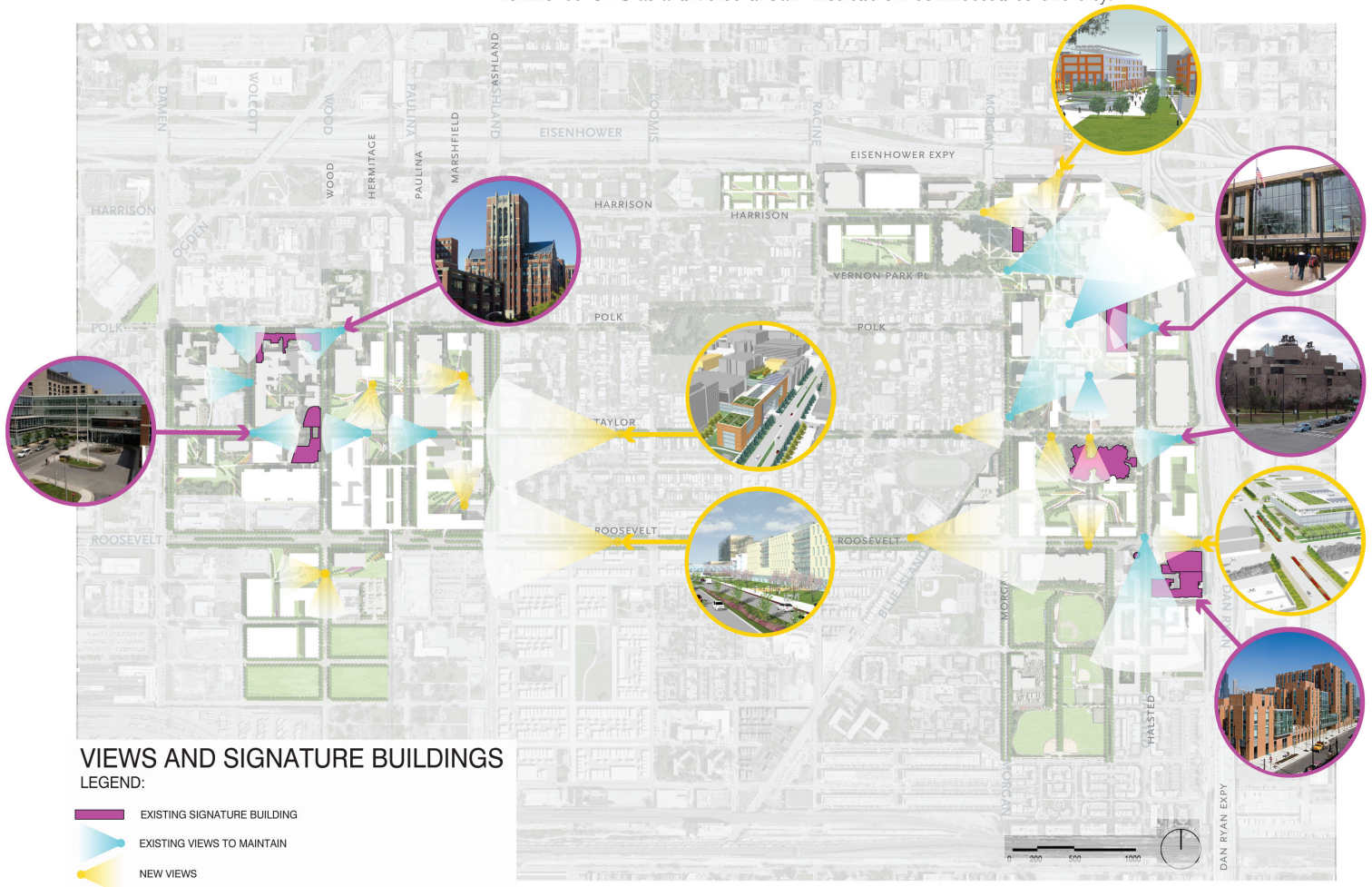


SCE Revised Programmatic Diagram By creating a ground level indoor plaza in a prime location at this major campus entry, this plan provides a direct walkway and visual corridor through the center of the building to The Quad.

CIRCULATION

LANDMARKS & VISUAL CONNECTIONS

In order to use the pedestrian circulation system effectively, providing perspective views that allow the pedestrian to make visual connections to “landmark or iconic” campus buildings makes one recognize them as connected to a larger campus whole. With new buildings, these views should be maintained and reinforced. Additionally, on the East Side, view “corridors” or long vistas from areas near The Quad towards the Loop help reinforce UIC as a diverse urban institution connected to the city.

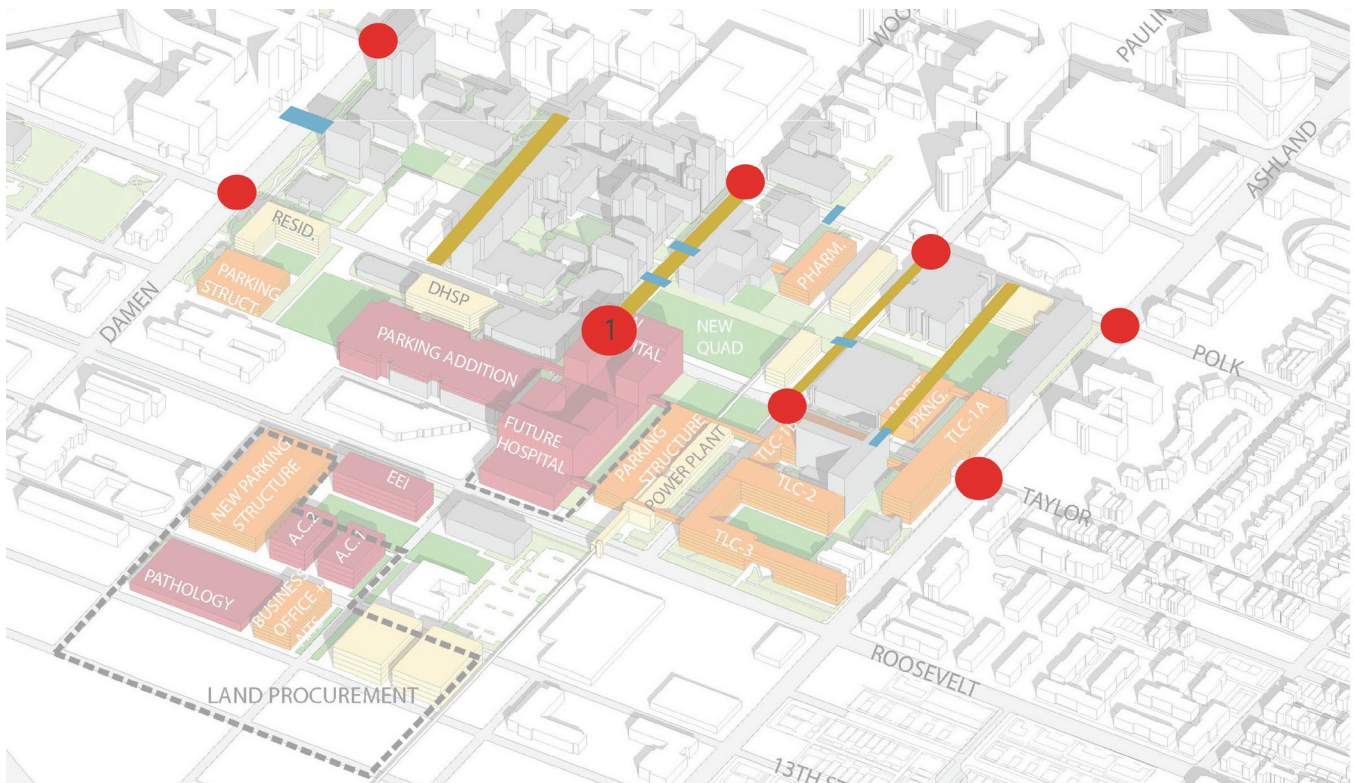


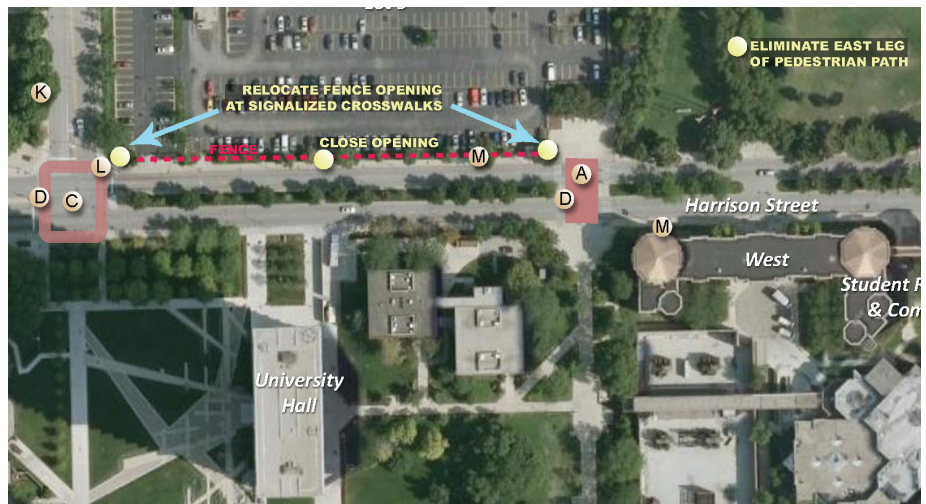
CIRCULATION

VEHICULAR - PEDESTRIAN CONFLICTS

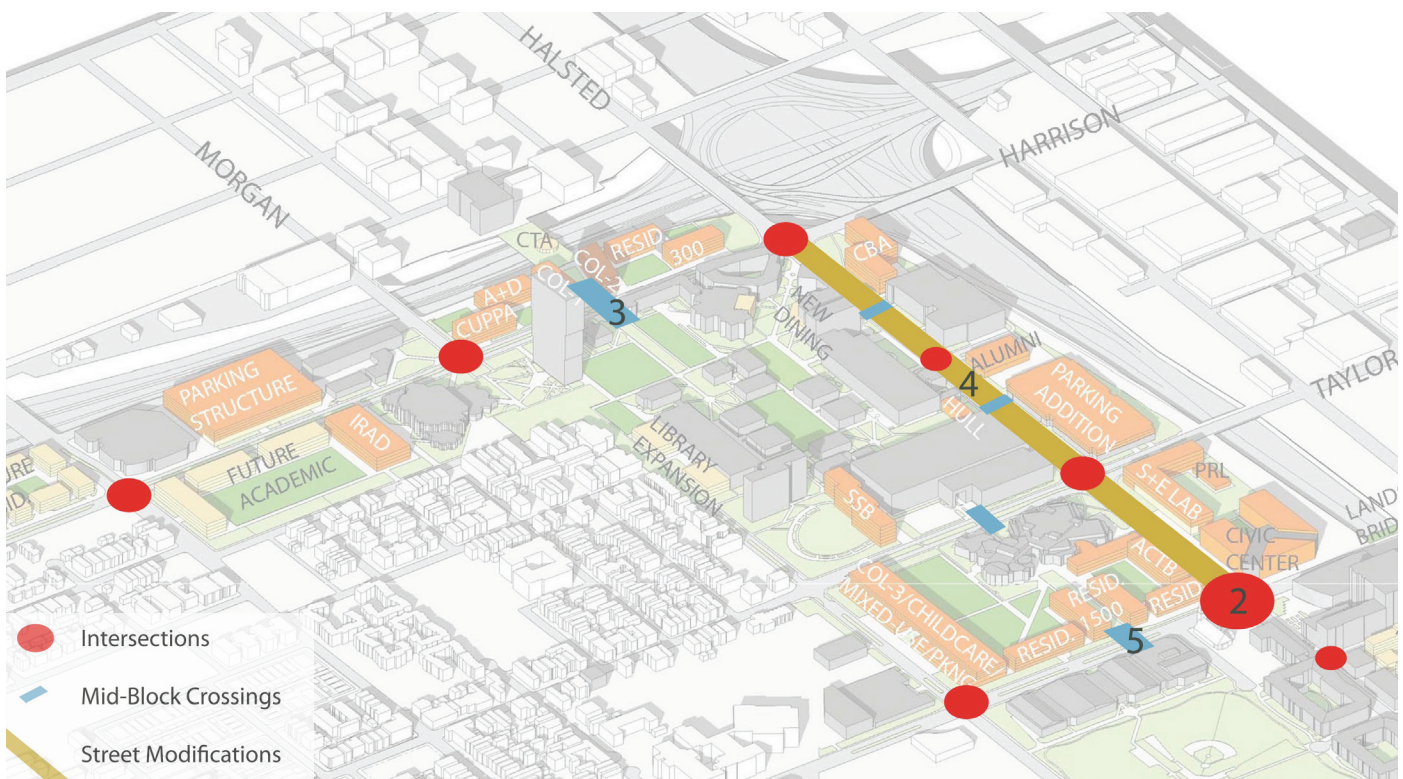
Vehicular access in and around campus is part of a multi-modal transportation network. Given the nature of an urban campus, conflicts between pedestrian, vehicular and bicycle travel paths will invariably arise. The UIC community has identified more than two dozen pedestrian and vehicular traffic conflict sites across campus, with incident data and first hand experiences describing why the conflicts are occurring. Traffic engineering analysis has identified ten critical locations of conflict (the top five indicated on diagrams below), and provided suggested solutions for alleviating or improving the situation. The locations are classified into three categories: mid-block crossings, street intersections, and street closures.

Recommended solutions range from better static designations of striping and painting of crosswalks, improved pedestrian activated traffic signals utilizing LED indicators, and other active strategies that are included in the Appendix C - *“Transportation Issues and Recommendations”*, by KLOA Engineers. Vehicular curblines can be adjusted to reduce lanes and pedestrian crossings with raised vehicular “benches”, enforcing reduced speeds or “calming” traffic, at prominent high-volume crosswalks.





Vehicular-Pedestrian Conflict Recommendations: Harrison Street



Vehicular-Pedestrian Conflict Locations: East Side

Campus Wide

IDENTITY

STREETSCAPE TYPOLOGIES

Reconfiguring existing streets into three distinct streetscape types will help differentiate UIC from the larger Chicago street grid. The organization of campus, neighborhood, and green boulevard streetscapes will collectively reinforce pedestrian circulation on campus. Components of these streetscapes will include expanded plantings and “road diets” or narrowing of existing roads by moving in the curbs to re-emphasize the pedestrian experience and slow down the vehicular traffic, and gateway elements positioned at key pedestrian and vehicular entry points to campus. These streets and gateways will help project a distinct UIC identity to vehicular and pedestrian traffic.

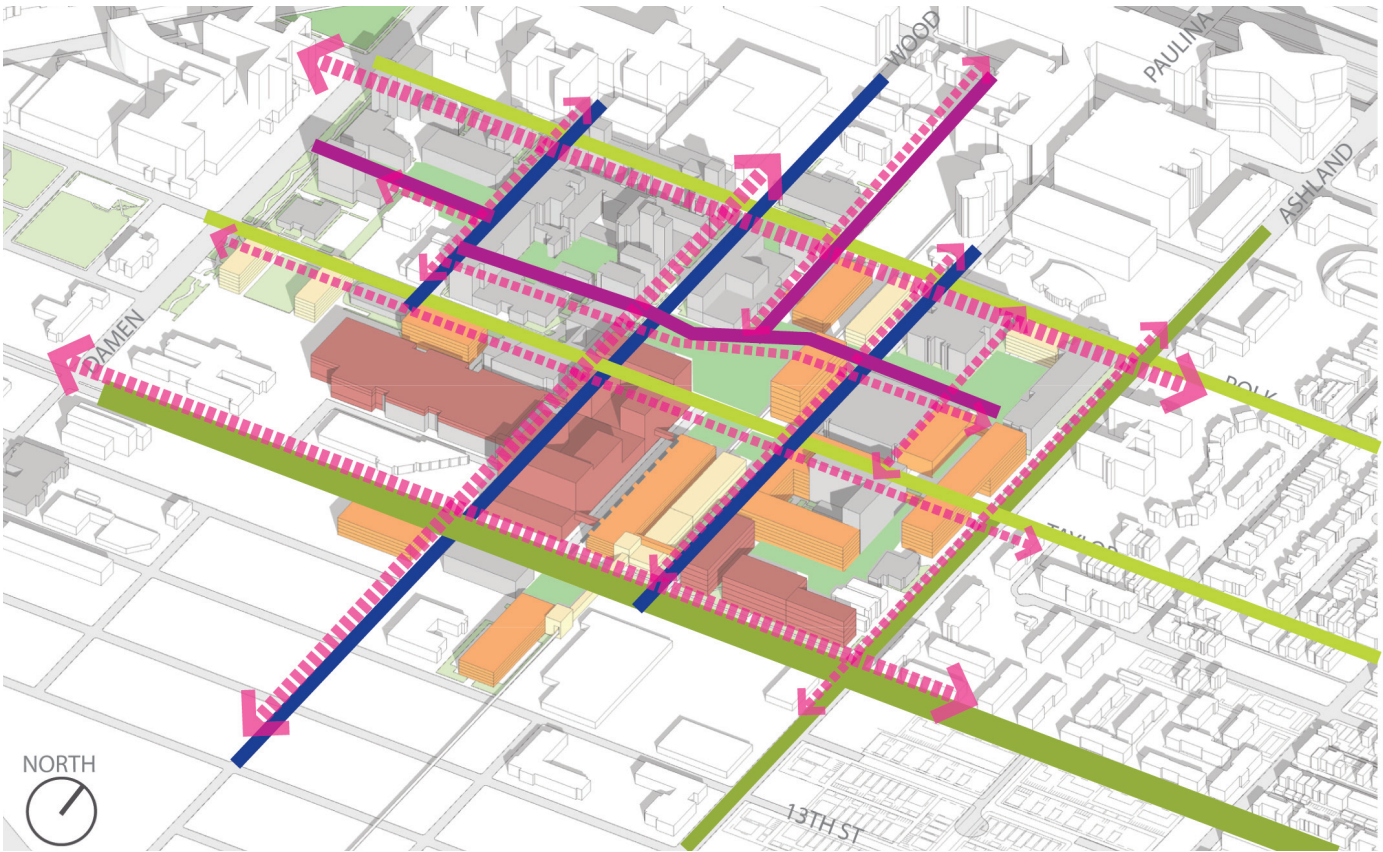


Streetscape Precedent A: Permeable paving at the curb can provide more soil for trees as well as capture storm water runoff.

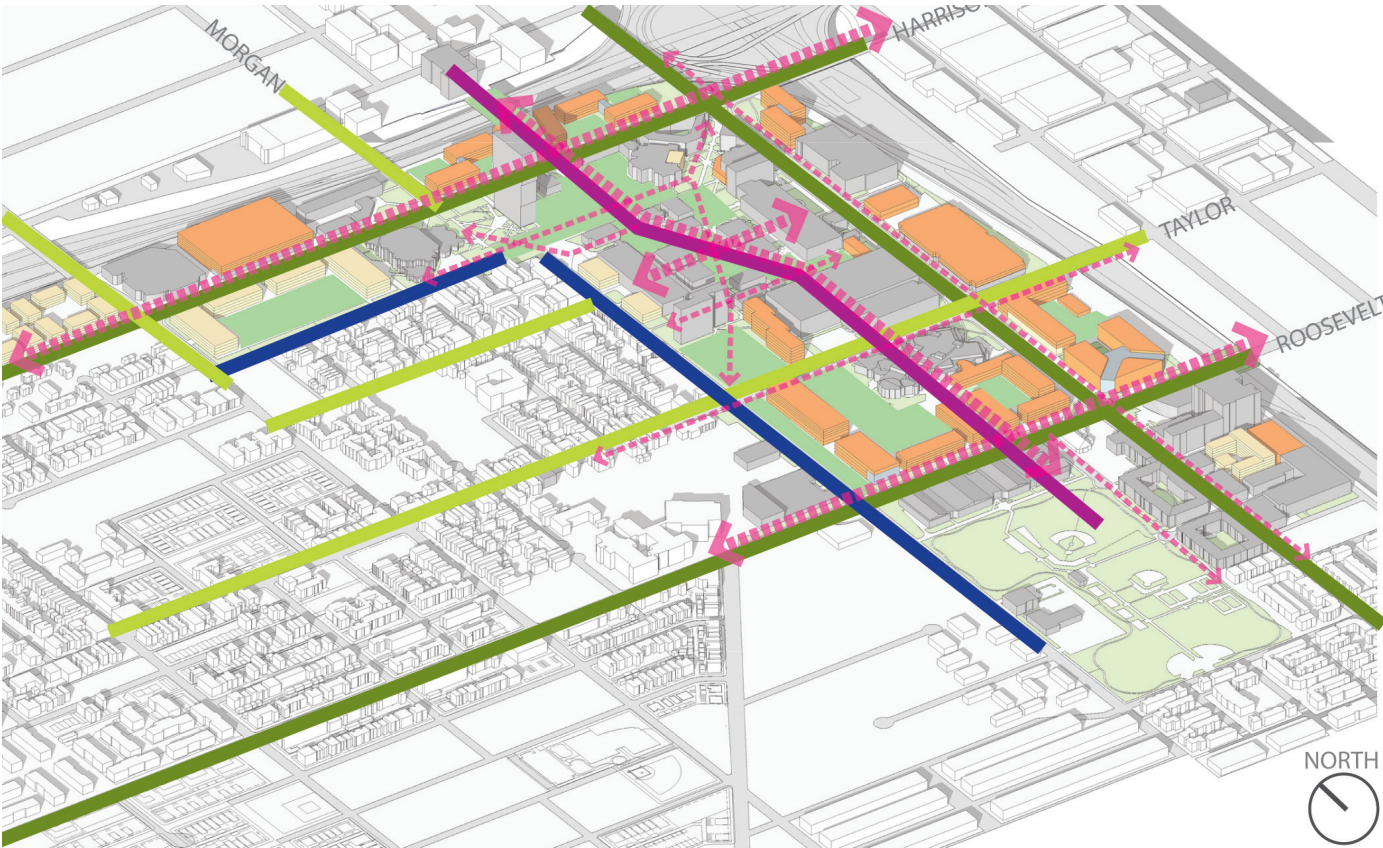


Streetscape Precedent B: Unique paving and tree lawns can improve the pedestrian experience of a street.

LEGEND	
	CAMPUS STREET
	NEIGHBORHOOD STREET
	GREEN BOULEVARD
	PEDESTRIAN STREETS
	PEDESTRIAN ROUTES



West Side Streetscape Typologies



East Side Streetscape Typologies

IDENTITY

STREETSCAPE TYPOLOGIES



Green Boulevard - Narrowing Halsted Street and planting additional trees will alert vehicular and pedestrian traffic to the boundaries of UIC.



Campus Street - Removing barriers along Vernon Park Place and updating paving will encourage pedestrian use and promote a sustainable agenda for UIC.



Neighborhood Street - By changing the paving at Morgan and Taylor Streets and removing the barriers along the campus edge, UIC can better connect to the adjacent neighborhood.

GREEN BOULEVARD

A Green Boulevard is a main city thoroughfare. The Master Plan reinforces these existing streetscapes as a key part of the campus landscape. Through filling in street trees for uniform planting and narrowing the existing road widths, green boulevards are an important part of how UIC presents itself to the City. Roosevelt Road is a prime example of a green boulevard. On both Sides of campus, through native plantings, lighting and signage, UIC can utilize Roosevelt Road to project a stronger image to the community.



Green Boulevard - Through plantings and furniture, UIC can utilize Roosevelt Road to identify campus boundaries.

CAMPUS STREET

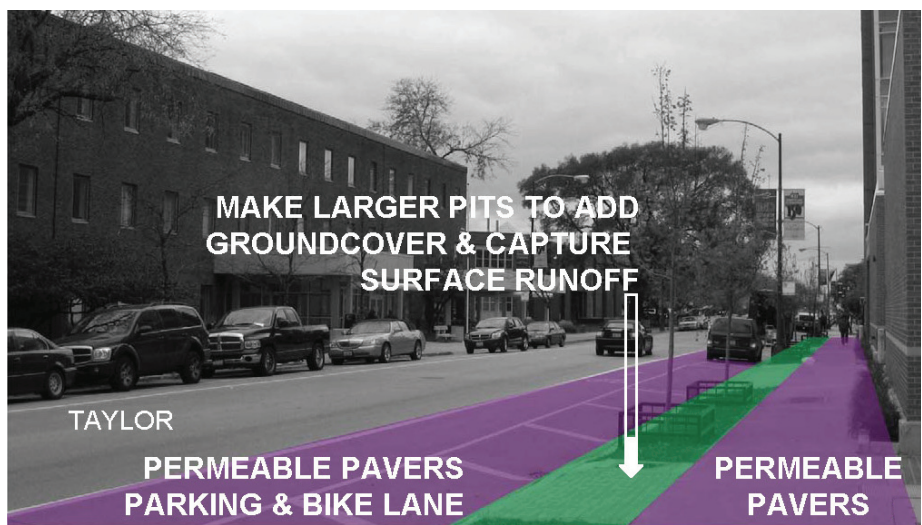
Campus Streets are primary routes for campus vehicular access and are contained wholly within the campus. These streets should attempt to reduce vehicular traffic as much as possible, limiting access to service and parking lot entrances. Service access and loading docks must be organized within an efficient network to service all buildings. Campus streets can provide the majority of this access. The campus streets are also an opportunity for a sustainable approach to stormwater management and mitigation. These streets should always include a bike lane.



Campus Street - Narrowing Wood Street will discourage high speed vehicular travel and encourage pedestrian use.

NEIGHBORHOOD STREET

A Neighborhood Street provides access between the campus and the surrounding community. It is not as large as a Green Boulevard and it does not exist wholly on campus, like a Campus Street. With this streetscape, it is important to reinforce existing street trees and redevelop the pedestrian experience between both Sides of campus. These streets are critical for how UIC presents itself to its neighbors. For instance, encouraging pedestrian traffic along Taylor Street will go a long way towards developing businesses between the sides of campus so the campus population of 25,000 can make better use of community amenities.



Neighborhood Street - Providing greater planting area for street trees and adding bike lanes, Taylor Street can provide campus continuity and encourage pedestrian connections between each side of campus and the adjacent neighborhoods.

IDENTITY

STREETSCAPE TYPOLOGIES

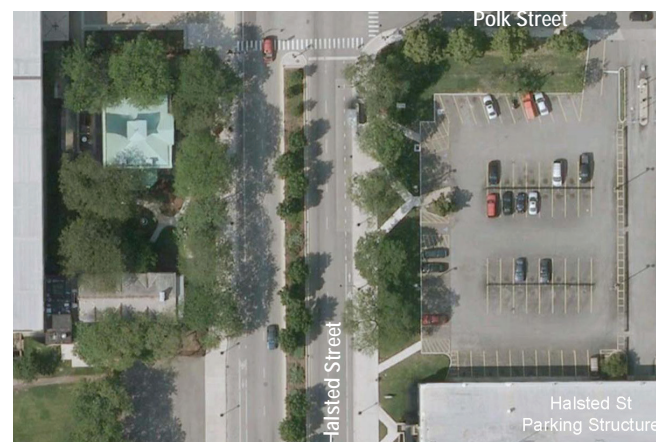
GREEN BOULEVARDS

The proposed Roosevelt Road streetscape is representative of a “Green Boulevard”. Roosevelt Road represents an opportunity for UIC to establish a strong Medical Center image. The Roosevelt Road landscape should be urban, assertive and uniquely identified as UIC, providing a bold contrast to Roosevelt Road on both the east and west sides of the campus, through dense groves and sweeping native gardens rather than suburban lawns.



Roosevelt Road Streetscape Before: The current street is excessively wide, encouraging high speeds and pass through traffic which makes pedestrian circulation challenging.

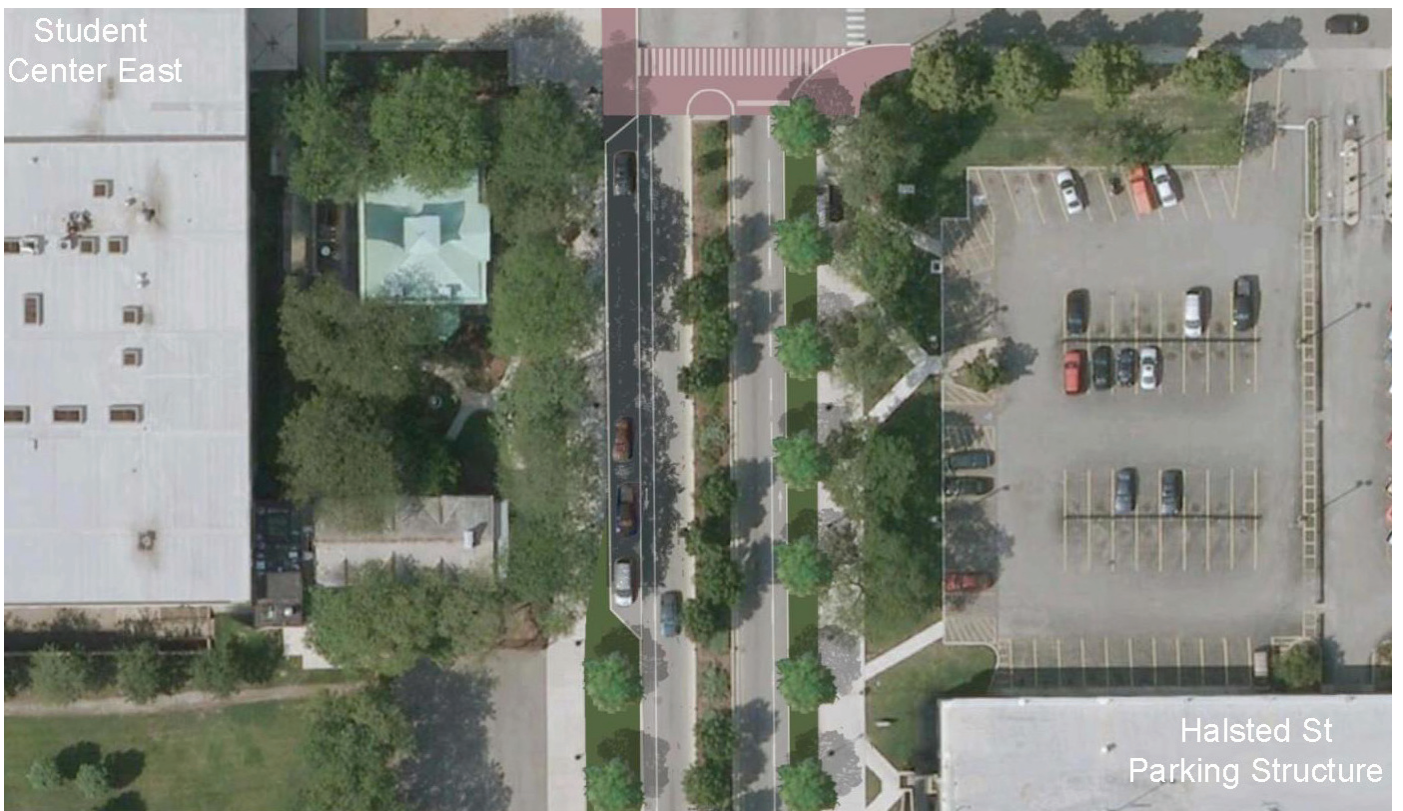
Halsted Street is the main north/south vehicular street on the East Side of campus. Currently it is very wide and the Master Plan suggests a “road diet” to narrow the street. By reducing the road width and adding another row of street trees and bike lanes, Halsted Street can move from a fast throughway for cars to a green boulevard, pleasant both for cars and pedestrians.



Halsted Street Aerial Before



Roosevelt Road Streetscape After



Halsted Street Aerial After: The street width along Halsted Street can be reduced by adding additional street trees and bike lanes.

IDENTITY

STREETSCAPE TYPOLOGIES

CAMPUS STREETS



Wood Street North of Taylor Street Before: Wood Street carries heavy through traffic as well as mid-block pedestrian traffic crossing back and forth.

Wood Street is a primary street for pedestrians walking through the West Side. The proposed strategy for improving the pedestrian character of Wood Street is to discourage vehicular pass through traffic by selectively narrowing the pavement while maintaining two-way traffic. The curbs will be drawn in toward the center as the image shows, though pullover zones will be carved into the expanded tree lawns for delivery vehicles.



Wood Street South of Taylor Street Before: This part of Wood Street has the most basic streetscape differing from the rest of the West Side.



Wood Street North of Taylor Street After: Narrowing the street pavement discourages high speed vehicular travel and makes crossing the street less challenging for pedestrians.



Wood Street South of Taylor Street After: Adding street trees and changing paving would significantly improve the character of Wood Street.

IDENTITY

STREETSCAPE TYPOLOGIES

CAMPUS & NEIGHBORHOOD STREETS

The proposed Paulina streetscape is representative of a broader strategy to narrow the vehicular pavement in a “road diet,” by expanding vegetated surfaces, tree planting, and updating the site furnishings and lighting. Changes to this campus street will refocus the campus on the pedestrian experience.



Paulina Streetscape Before: This view of the existing Paulina Street looking north from Taylor Street is excessively wide, encouraging high speeds and pass through traffic which makes pedestrian circulation challenging.

Taylor Street is the main connector street between the East and West sides of campus and to the surrounding neighborhood, as well as a prime example of a Neighborhood Street. Currently, on the West Side in front of the Hospital, it is a car-dominated landscape. With the addition of bike lanes and street trees and opportunities for seating, these smaller impacts could go a long way to changing the experience of Taylor Street.



Taylor Streetscape Before: This view looking east from Wood Street shows this wide street which provides few pedestrian amenities.



Paulina Streetscape After: Narrowing the street pavement, updating the campus furnishings, and increasing the street trees will encourage pedestrians to walk more in a less vehicular-dominant urban landscape.



Taylor Streetscape After: Adding bike lanes, changing pedestrian pavements, and additional street trees bring immediate changes to the street.

IDENTITY

STREET FURNITURE

At the more micro scale, visible campus elements reinforce campus identity while making the use of open spaces more comfortable, safe, and enjoyable. The Master Plan recommends a comprehensive design effort to write new specifications for updated site furnishings to replace the original cast concrete furnishings with new sturdy wood and metal components to improve the aesthetic quality of the campus and make it more comfortable for users. Lighting, banners, and paving should also be incrementally replaced with new technologies and materials to further reinforce a single cohesive campus identity. The Master Plan is not an exhaustive evaluation of what exists on site or what choices UIC should make, but provides suggestions for when the campus makes those decisions. The process for identifying and adopting the site components must involve the appropriate constituencies and is a desirable and necessary next step to achieving this goal.

A consistent vocabulary of design and materials will help unify the campus and the aesthetics of street furniture to directly impact campus character. Currently, campus furniture is made of durable but unfriendly concrete. Choosing materials that are warm and inviting and that can be used in the most seasons is imperative. The vocabulary of design is also important to maintain continuity across campus. Our recommendations are for simple palette of standard manufacturer stock that will wear well over time but is not expensive to replace as needed. Metal furnishings should either be stainless steel or powdercoated silver/gray for durability. Benches should maximize use of sustainably harvested wood seating surfaces.



Bike Rack Precedents



Outdoor Seating Precedent



Trash Receptacle Precedents



Outdoor Seating Precedents



Grouping of Seating Precedents

IDENTITY

WATER

Water features activate spaces. We recommend a fountain as the central component to The Quad and the University Gateway on the East Side and the Health Sciences Commons on the West Side. These fountains can employ steam for winter interest as well. Fountains provide interest to a range of ages – they can be interactive or purely visual. Additionally, they can cool a space suffering from urban heat island effect and minimize the noise of nearby traffic. The design of any water feature must embrace a four season strategy, recognizing the harsh winter and spring weather. As such, pools of water are not appropriate. Flush mounted water jets can activate a plaza when on and allow it to be populated when switched off. The objective is to avoid any dormant appearing water features during cold weather “off-seasons.”



Outdoor Water Feature Precedents





IDENTITY

PAVING

UIC generally suffers visually from having too much concrete paving with little contrast with other materials. The Master Plan advocates for a more diverse palette to compliment and contrast the existing concrete. A range of paving options are available that are durable and require little maintenance. Pathways can include paver bricks employing new technologies for this type of permeable paving including interlocking paving patterns. Flagstone and cut native stone cost more relative to concrete or other pavers, but wear very well over time. Concrete pavers are recommended for a wide variety of applications. With a commitment to sustainable design practices, UIC should explore the use of porous or permeable paving alternatives as new technologies are developed. Paving can clearly define a new landscape or an upgrade to an existing landscape and can have an immediate impact on perceptions of the campus.



Paving Precedents



IDENTITY

OUTDOOR LIGHTING

Campus lighting provides an atmosphere of safety and accessibility. It is the most dominant visual feature of a campus at night. The quality and location of the fixtures will contribute to the character of the campus. During daylight, the aesthetic of the fixture will impact the campus character as well as providing adequate lighting at building entrances which is important to campus safety. Additionally, choosing a contemporary fixture or family of fixtures will go a long way toward unifying the campus. UIC should continue further evaluation of existing light conditions on campus through identifying types and locations and desired light levels. Minimum light levels should be provided in pedestrian areas with safe nighttime routes clearly identified. A complete complement of lighting fixtures should be chosen that coordinates with the campus site furniture for a consistent palette of material, form, and warm white color rendering value (above 3000K). LED fixtures are becoming more common, and especially at large institutions where lamp maintenance is a significant ongoing cost.



Outdoor Lighting Design - Plaza Design Precedent



Prototype Lighting Design - Night Sky Compliant



IDENTITY

ENVIRONMENTAL GRAPHICS

A clearly defined environmental graphic and wayfinding system for UIC would replace the various and competing existing components to yield an improved campus identity. Environmental graphics includes all means of outdoor graphics such as signs and other graphic schemes which help people locate and understand the services, destinations and activities available on campus. New signs, banners, and maps would work together to help students, faculty, administrators and visitors navigate the campus and adjacent community, as well as project a unified identity to motorists as they pass by the perimeter. A reconstituted UIC brand graphic covering both sides of campus as a single entity would transmit the message of an institution with a unified identity.

GATEWAY MARKERS

UIC will establish through a subsequent design effort, a new vocabulary of gateway markers, including smaller scale building signage, large scale campus identity marker signs, and new signature “gateway” buildings. Together, these elements will establish a stronger UIC identity while allowing flexibility for how the branding is applied to specific conditions. A consistent language of design and materials should be employed for significant vehicular entrances both to unify the campus and to clarify the campus for entering traffic. The vertical “marker”, as shown to the right, can be constructed of translucent and “lighter” materials that reflect a 21st century urban, innovative, and diverse campus.



Existing UIC Forum Signage



Gateway Marker Concept



Existing Signage on Campus

IDENTITY

SIGNAGE & WAYFINDING

The Master Plan concurs with preceding assessments that existing campus wayfinding and building identification systems are both unnecessarily confusing and in need of updating. The Master Plan recommends a comprehensive design effort to create a campus wide identity that streamlines and simplifies competing existing systems. A new wayfinding system will improve connectivity through creating a cohesive signage system for the campus. It will promote student and faculty interaction with the community through information about destinations off campus and provide a sense of welcome to the outside community on campus.



Gateway Marker Precedent



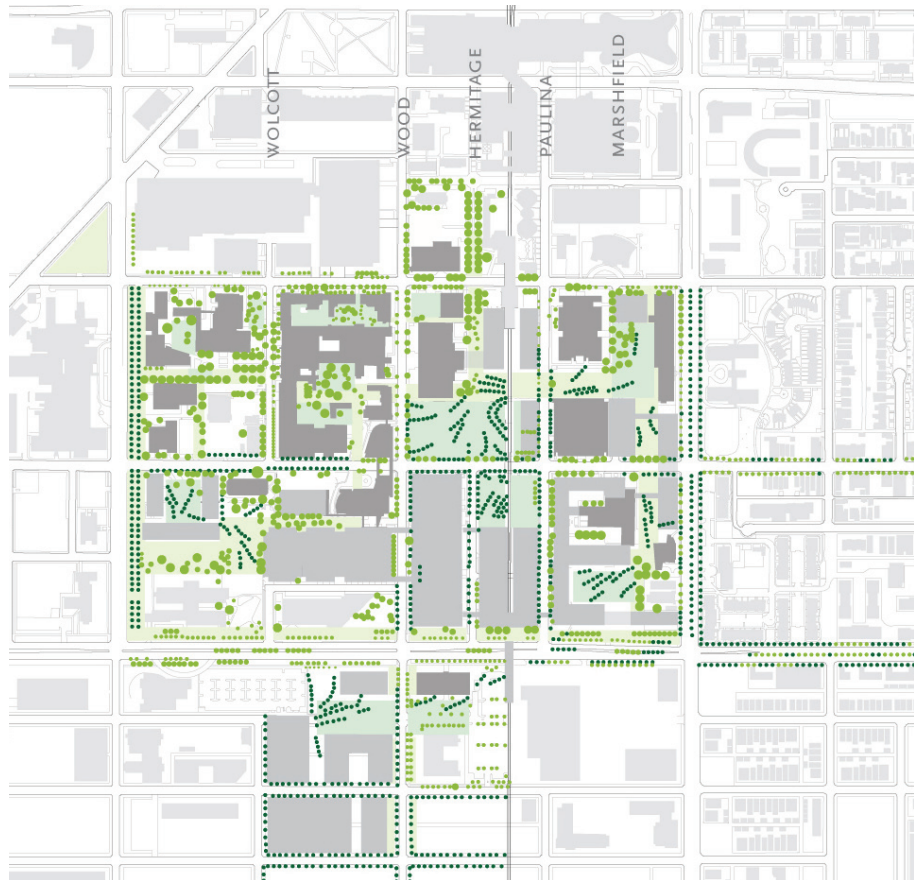
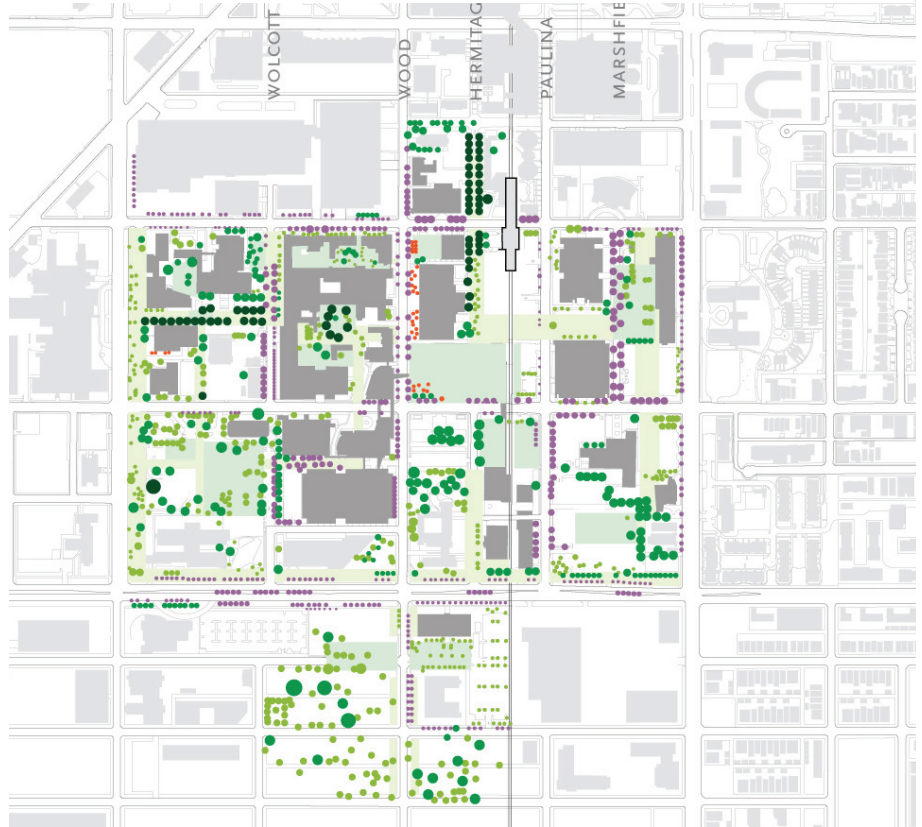
Building Identification Sign Precedents



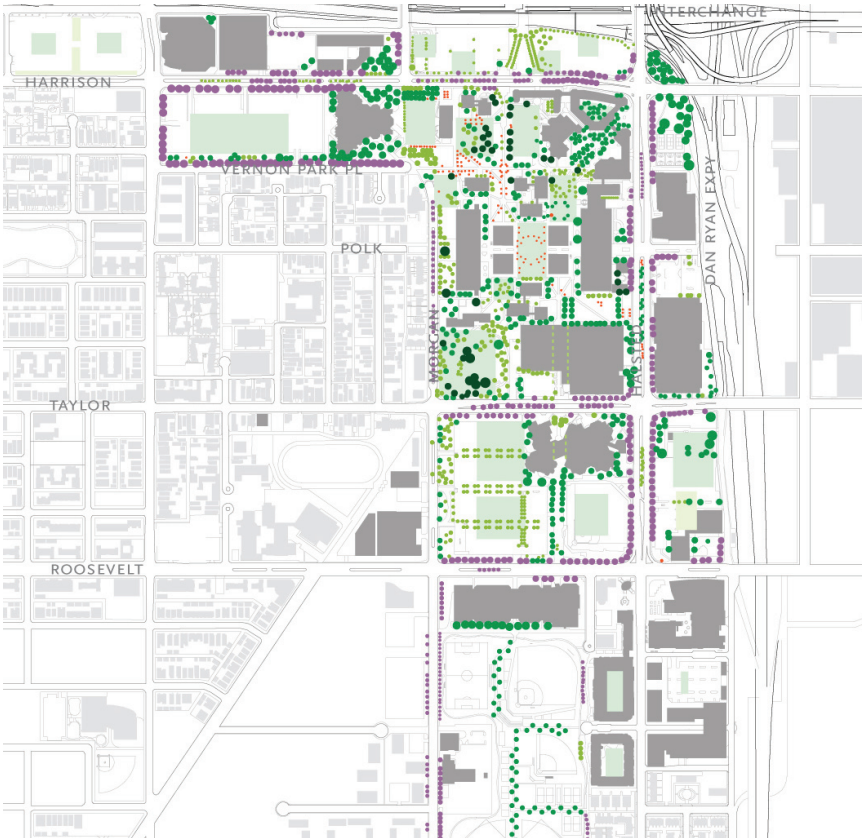
Landscapes

TREE MANAGEMENT

A recurring issue heard during the work sessions focused on the degraded quality of the UIC landscape. This was occasionally followed by observations that UIC is primarily concrete with few trees. The Master Plan analysis reveals that the existing tree cover is substantial and the gross number of trees is actually quite large. Two pivotal issues arise with the existing tree cover that point toward a way forward. First, the existing trees lack adequate care and protection, as evidenced by decline and damage in several prominent locations. Secondly, the distribution and infill of trees appears to be happenstance with geometric logic apparent in some cases and wholly absent in others. Both issues would be improved with a detailed tree canopy plan. This plan would build upon this fundamental study to identify and categorize trees based upon condition, size, and distribution. Ideally, UIC should employ an in-house arborist or horticulturalist within Facilities Management, charged with caring for existing trees and coordinating future installations within a campus framework. The Master Plan proposes a strategy that encourages a coordinated installation of trees to reinforce, but not rigidly follow, the alignment of paving 'strands' on both sides of campus. Future tree locations should be coordinated specifically for new landscape designs for each place that connect to a larger whole.



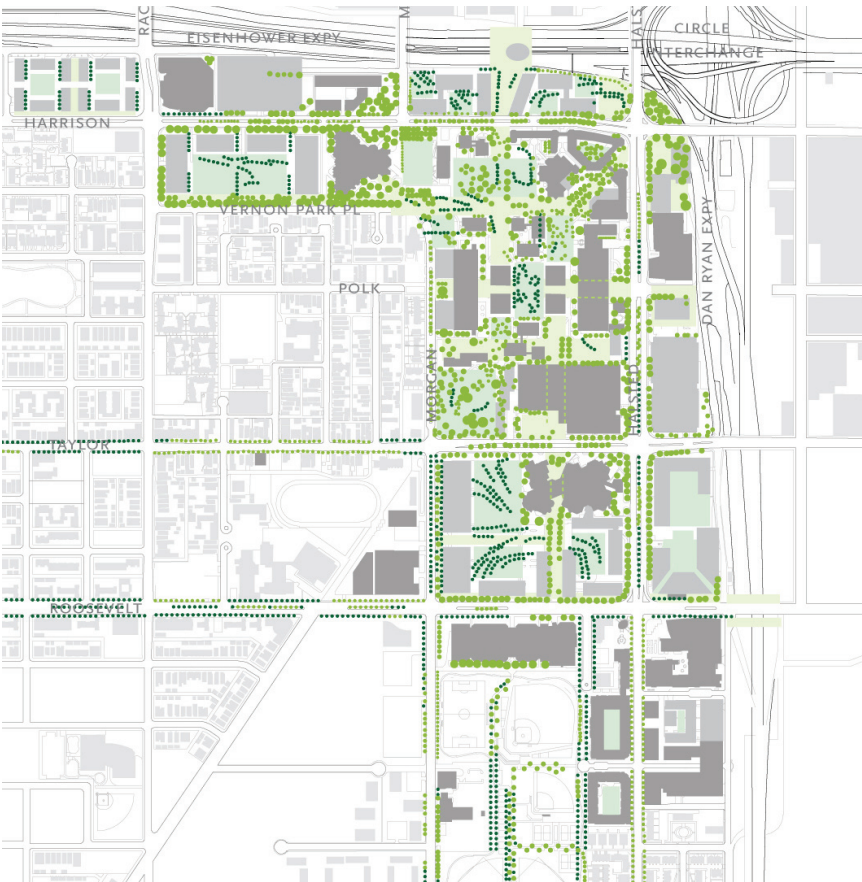
EAST SIDE



EXISTING TREE PLAN

LEGEND:

- ICONIC TREES
- MATURE TREES
- ESTABLISHED TREES
- UNESTABLISHED OR DAMAGED TREES
- STREET TREE CHARACTER



Trees are the primary component of streetscapes and are critical to making connections between the East and West Sides. Along Roosevelt Road and Taylor Street, there are existing trees with potential for infill to reinforce continuity along the streets. A diversity of tree species should be selected, keeping in mind their size and form to promote a uniform campus identity. Additionally, larger tree pits and planting beds can capture storm water and promote sustainability across campus as linear rain gardens. Overall, streetscape tree installation is a quick and comparatively inexpensive way to improve the campus experience, reduce the urban heat island effect and provide sustainable storm water collection. This preliminary plan is for general planning concepts and not intended to be a schematic design.

FUTURE CONCEPT TREE PLAN

LEGEND:

- EXISTING TREES
- PROPOSED TREES

LANDSCAPES

EAST SIDE

UNIVERSITY COMMONS

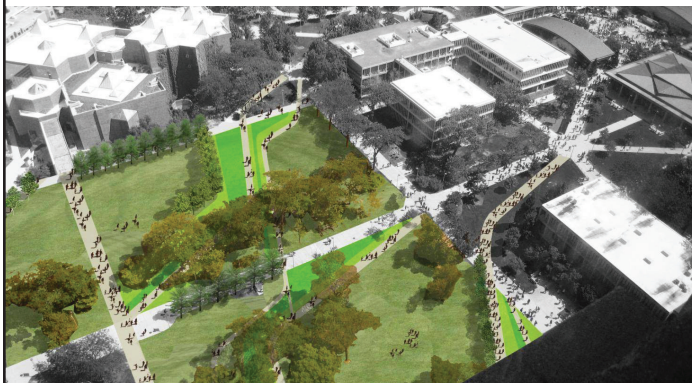
This decommissioned ComEd substation is an opportunity for removing the impenetrable brick walls, returning the compound footprint to active campus use. This 35,000 square foot site will be reconfigured as an expanded open space between University Hall and the Art & Architecture buildings. This would allow for additional geothermal wells, native plant gardens, sustainable stormwater drainage, and open event lawn; a counterpoint to the more intensively paved Quad. The University Commons will be the green heart of the campus allowing for the completion of diagonal desire lines reinforcing pedestrian connections between University Hall and the Student Center East. The University Commons highlights garden and landscape elements: it will maintain mature existing trees and plant new gardens to reflect the history of the site.



University Commons before Aerial



View from University Hall before: This view shows the relationship of the ComEd site to The Quad in the upper righthand corner. A strong desire line exists to be able to circulate diagonally through this existing walled off area.



View from University Hall after: With the walls down, pedestrian circulation will be more direct with new view corridors opened up to allow visitors to see where they are going.



ComEd Substation Wall before: The existing decommissioned ComEd station sits near the campus core, walled off and idle, and complicates access to the Art & Architecture building.



University Commons after: Aerial view shows a new diagonal path that goes from the Harrison Street crossing at Peoria Street and continues over to the Student Center East.

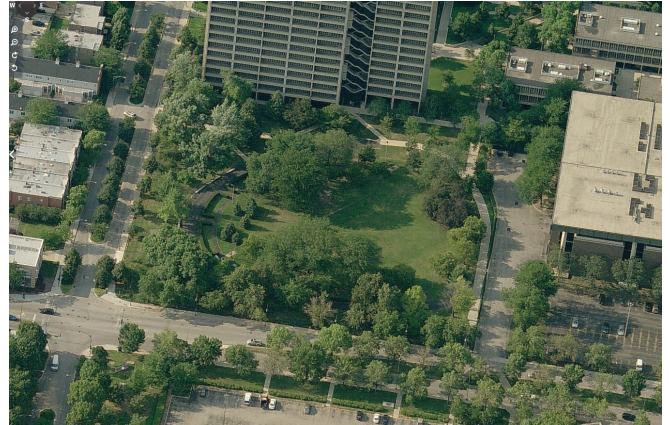


University Commons after: Gardens, lawn and shade trees transform the former ComEd substation site into a signature open space.

LANDSCAPES

THE GROVE

The Grove exists at the corner of campus, largely fenced off from both Taylor and Morgan Streets. Its trees are mature but its plantings have languished. By removing the perimeter fence and selectively thinning vegetation to make the edge more accessible and inviting to the UIC community as well as adjacent neighbors, this existing open space will become a portal rather than a barrier. Editing paving and plantings, while introducing new walkways and gardens, will restore The Grove as a desired campus destination and signature open space.



The Grove before aerial



The Grove before



The Grove after aerial: The thinning of perimeter vegetation and removal of large granite plinths provides a space for many scheduled and informal activities to take place.



The Grove after: The removal of the perimeter fence coupled with the thinning of perimeter vegetation makes entry into the campus from Taylor Street significantly more inviting.

COLLEGE OF MEDICINE COURTYARD

This existing courtyard is bound by historic buildings with fine architectural detailing. By contrast, the mature landscape has been neglected and the grass worn. Mechanical air handling retrofits audibly degrade the experience of passing through the courtyards. An immediate impact can be made by editing the existing vegetation and pavements, introducing walks reflecting current desire lines, and selectively updating the vegetation to minimize maintenance while maximizing seasonal change.

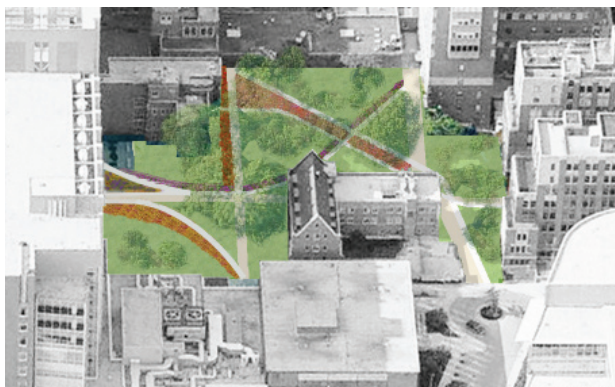


College of Medicine Courtyard before: The current condition is worn and neglected with challenging mechanical noises resulting in an uncomfortable environment that discourages lingering.

MEDICAL SCIENCES COURTYARD

This large courtyard boasts mature shade trees which overshadow a neglected understory and grass ground plane. The primary moves will be to add variety to the paving materials, to diversify the shrub and understory tree species for maximum seasonal change, and to update furnishings. While conserving mature trees, new walk alignments and plantings will reinforce desire lines and provide greater seasonal interest to linger and enjoy the courtyard.

Reconfiguring campus landscapes must anticipate the seasonal change from shady deciduous tree canopies during the summer and fall, contrasting with the stark bareness during winter and early spring. Plant palettes must integrate species selections that provide significant winter interest in terms of notable bark characteristics or persisting fruit, to name but two examples, to accentuate these spaces in otherwise challenging seasons.



Medical Sciences Courtyard after Aerial view



Medical Sciences Courtyard before: The existing courtyard offers dated concrete furnishings and shade trees.



College of Medicine Courtyard after: A reconfigured landscape of edited walkways, new furnishings, and overhauled vegetation will brighten and reactivate this formerly impressive cloistered space.



Medical Sciences Courtyard after: An updated courtyard will provide new paving, lighting and furnishings and re-establish a diverse understory of plantings.

LANDSCAPES

TAYLOR - WOOD GARDEN

At Taylor and Wood Streets on the West Side, there is an existing, somewhat neglected open space. Currently focused on a flag pole and with sun-exposed seating, changes to pathways and plantings would redefine the space. Centrally located, for the interim this landscape would define the West Side with native plantings and the initial examples of 'strand' walkways that would follow desire lines while shaded seating would provide opportunities to linger. Retaining the existing shade trees and maintaining a lawn set back from Taylor Street would enhance the range of experiences in the short term while providing the Hospital with a green oasis space for visitor and patient use.



Taylor and Wood Streets Aerial before

HEALTH SCIENCES GREENWAY - IMMEDIATE PATH

The Master Plan proposes an incremental change to the existing parking lots E and F by replacing a select few parking spots with new paving, trees and benches for a new immediate landscape. This new greenway would reinforce current pedestrian routes and provide basic amenities of shade and seating. Additionally, planting beds can provide stormwater mitigation and management in the existing parking areas.



Health Sciences Greenway before



Taylor and Wood Streets Aerial after - Gardens at the corner of Taylor and Wood Streets would provide a buffer to new seating and pathways arcing through the open space.



Health Sciences Greenway after - New trees, paving and seating will create an interim pedestrian greenway.

LANDSCAPES

GREENING OF EXISTING PARKING LOTS

ASHLAND AND TAYLOR GREENING

Currently at the intersection of Ashland Avenue and Taylor Street, there are surface parking lots and fences. Interim changes to this primary campus entrance made by removing some surface parking for additional tree and perennial planting would make an immediate impact. There are a number of configurations possible for remaking this space to be more pedestrian friendly.



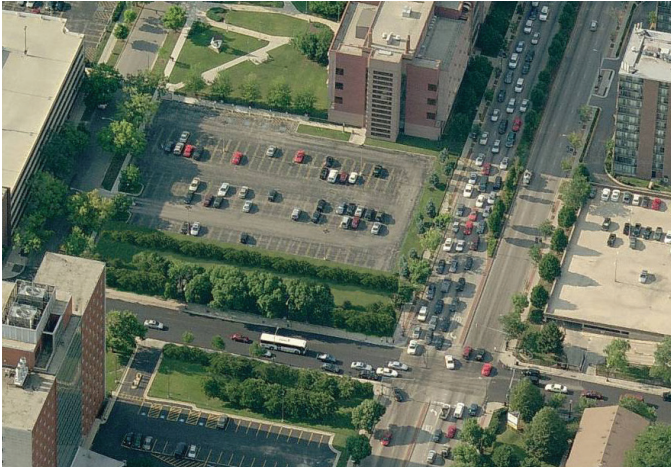
Ashland and Taylor Intersection before

LOT 5 PARKING LOT REVISIONS

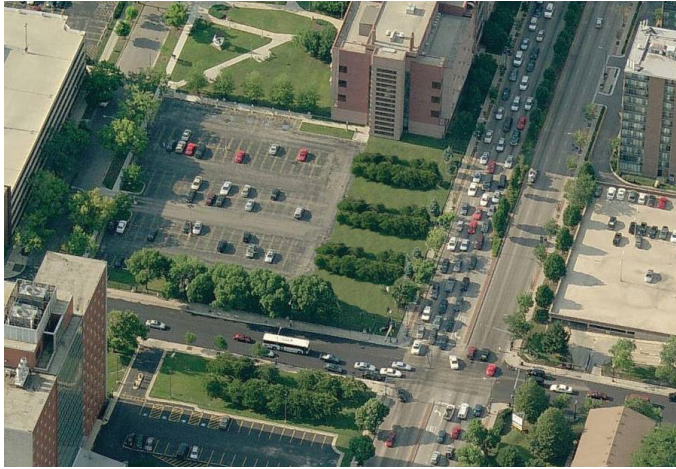
On the East Side, surface parking Lot 5 provides similar opportunities to the Ashland Avenue and Taylor Street intersection. With stormwater mitigation and management in mind, expanded tree pits and planting areas can be added to capture runoff. These changes would also provide expanded shade and mitigate the urban heat island effect of large continuous parking lots. The recommended interim approach is to transform the northern half of Lot 5 into a playing field for expanded intramural or informal recreation use. These concepts for Lot 5 can be applied to many of the larger surface parking lots.



Parking Lot 5 before



Ashland and Taylor Intersection after: Green Gate



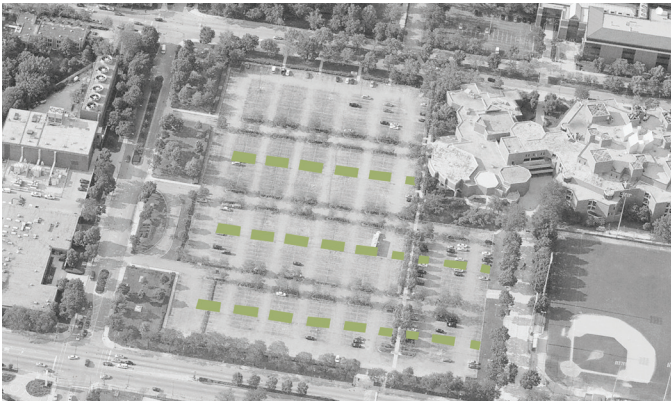
Ashland and Taylor Intersection after: Alternate A - Green Windows



Parking Lot 5 after: Interim Soccer Field



Parking Lot 5 after: Alternate 1 - Roosevelt Green



Parking Lot 5 after: Alternate 2 - Intermediate Allee



Parking Lot 5 after: Alternate 3 - Center Rain Swale

Immediate Impact Projects Matrix

The success of this framework plan may hinge on the ability of portions of the plan to be implemented in the short term to provide the greatest maximum impact to the campus. In order to understand these projects' relative response to the Master Plan goals, a summary evaluation of each project type is provided on the next few pages. Included in this list are landscapes, streetscapes, interim projects, vehicular transportation projects, connections, campus identity and improvements. These projects are intended to have lower capital requirements than major new building projects and may range in cost from \$100,000 to several million dollars.

For more complete descriptions and larger complete views of each project, refer to the full Immediate Impact Projects section of this report.



CAMPUS WIDE

PROJECTS		COHESION & CLARITY			CONNECTIONS				SENSE OF PLACE			
		Integrate Buildings & Open Spaces	Define & Establish Campus "Core"	Define Entry Points & Edges	Provide Connective Transit	Connect Existing Public Spaces	Reinforce Pedestrian Circulation	Reduce Environmental Impact	Remove Barriers / Define Boundaries	Create Meaningful Open Spaces	Define Visual Identity	Encourage 24/7 Activities
Campus Improvements		DESCRIPTION										
Seating	New durable outdoor wood & steel seating											
Receptacles	New lighter trash & recycling containers											
Bike Racks	New consistent rack system											
Lighting	As areas of campus are upgraded, install new lighting standard to allow greater spacing, less energy											
Paving	As areas of campus are upgraded, install new paving that allows for water penetration											
Connections												
Revise Campus Shuttle Routes	Convert to concise timely bus shuttle w/new identity											
Enhanced Bike Routes	Extend exist. Routes to, through, and around campus											
Campus Identity												
New Signage Program	Complete new signage, wayfinding, campus identity package											
Gateway Pylons	New pylon markers at primary "gates"											

Evaluation Criteria:

Ability of Immediate Impact Project to achieve Master Plan Goals

Not Applicable	No Change	Better	Best

PROJECTS		COHESION & CLARITY			CONNECTIONS			SENSE OF PLACE				
		Integrate Buildings & Open Spaces	Define & Establish Campus "Core"	Define Entry Points & Edges	Provide Connective Transit	Connect Existing Public Spaces	Reinforce Pedestrian Circulation	Reduce Environmental Impact	Remove Barriers / Define Boundaries	Create Meaningful Open Spaces	Define Visual Identity	Encourage 24/7 Activities
Landscapes	DESCRIPTION											
Taylor-Wood Interim Landscape	Refreshing of existing open lot											
College of Medicine Courtyard	Refreshing of existing courtyard											
Medical Sciences Courtyard	Refreshing of existing courtyard											
Health Sciences Greenway Interim Landscape	New green pathway connecting parking, building entries and existing pathways											
Ashland/Taylor Lot G/K Interim Green Gate	Provide new green gateway and gateway element by removing part of existing surface parking											
Vehicular/Pedestrian Crossing												
Wood & Taylor Intersection	Improvements to intersection with signals & crossings											
Wolcott & Marshfield Closures	Partial closure of streets to provide more green space and connections											
Wood & Paulina Streets Narrowing	"Campus" streetscape design that narrows street & provides better pedestrian environment											
Streetscapes												
Taylor Street	"Neighborhood" Streetscape: narrows street & provides better pedestrian, bike environment											
Wood Street	"Campus" streetscape design that narrows street & provides better pedestrian environment											
Paulina Street	"Neighborhood" streetscape design that narrows street											

EAST SIDE

PROJECTS		COHESION & CLARITY			CONNECTIONS				SENSE OF PLACE			
		Integrate Buildings & Open Spaces	Define & Establish Campus "Core"	Define Entry Points & Edges	Provide Connective Transit	Connect Existing Public Spaces	Reinforce Pedestrian Circulation	Reduce Environmental Impact	Remove Barriers / Define Boundaries	Create Meaningful Open Spaces	Define Visual Identity	Encourage 24/7 Activities
Landscapes												
The Grove	Refreshing of existing "historic" landscape with barrier removal & landscape work											
The Quad	Refreshing of existing campus core with initial paving & landscape work											
University Commons (Environmental Green)	Removal of existing ComEd facility and refreshing of existing open space with paving & landscape work											
Science & Engineering Gateway	Opening up roof for natural light with new lighting, paving & landscape work											
Interim Greening of Existing Surface Parking Lot 1 & 5	Provide new green area as rain swale or recreation area											
Vehicular/Pedestrian Crossing												
Halsted & Roosevelt Intersection	Improvements to intersection with signals & crossings											
Harrison & Peoria Crossing	Improvements to intersection with new identifiable single crossing											
Streetscapes												
Halsted Street	New "green boulevard" streetscape design											
Taylor Street	New "neighborhood" streetscape design that provides better pedestrian, bike environment											