PROPOSED METRA STATION

PLAN VIEW

SECTION VIEW
CAMPUS LANDSCAPE RECOMMENDATIONS

Many new landscape improvements are recommended in Phase One of the master plan. The most significant idea is to identify the wooded landscape on the west and north sides of the campus as the Woodland Park. The park will be an amenity to the campus and the surrounding neighborhood. In addition, new quadrangles and new campus entries are identified.

1. New Entry court
2. Strengthen the Woodland Landscape
3. Storm Water Retention Ponds
4. Library Quadrangle
5. Library Walk
6. Student Center Quadrangle
7. Entry court at Conference center
8. Convocation Quadrangle
9. Sports field adjustments
PHASE ONE - NEAR TERM (FIVE FUNDED PROJECTS) - 2008

Summary

<table>
<thead>
<tr>
<th>#</th>
<th>Building Name</th>
<th>Building Area (GSF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Emil and Patricia A. Jones Convocation Ctr.</td>
<td>150,000</td>
</tr>
<tr>
<td>2</td>
<td>Academic Library and Library Quadrangle</td>
<td>102,000</td>
</tr>
<tr>
<td>3</td>
<td>Financial Outreach Center</td>
<td>25,000</td>
</tr>
<tr>
<td>4</td>
<td>Childcare Facility</td>
<td>35,000</td>
</tr>
<tr>
<td>5</td>
<td>Conference Center</td>
<td>25,000</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>337,000 GSF</td>
</tr>
</tbody>
</table>

Other Projects

<table>
<thead>
<tr>
<th>#</th>
<th>Other Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Metra/CTA Transit Center</td>
</tr>
<tr>
<td>7</td>
<td>Reorganization of the sports fields</td>
</tr>
<tr>
<td>8</td>
<td>New entry road</td>
</tr>
<tr>
<td>9</td>
<td>The Woodland Park (Re-forest)</td>
</tr>
<tr>
<td>10</td>
<td>Potential Structured Parking Garage</td>
</tr>
<tr>
<td>11</td>
<td>New entry road east campus</td>
</tr>
<tr>
<td>12</td>
<td>Library Walk</td>
</tr>
<tr>
<td>13</td>
<td>Convocation Quadrangle</td>
</tr>
</tbody>
</table>
Phase Two: Mid-Range Plan (2020)
PARCELIZATION PLAN

The following plan indicates the parcels of land identified for future development within Phase Two: Mid-Range Plan.
PHASE TWO MID-RANGE PLAN (2020)

1. Science and Technology Center
   Phase One
2. College of Business and (Alternative)
   Center for Community Economic Development
2a. College of Business
   Center for Community Economic Development
3. College of Education & Early Childhood
   Development Center
4. Media Arts Building
5. Residential Buildings (2 bldgs @350 students)
6. Expansion of Robinson University Center

Other Projects
7. New Quadrangle
8. Structured Parking Garage (730 cars)
9. Convocation Mall
SCIENCE AND TECHNOLOGY CENTER EXPANSION

Phase One expansion of the Science and Technology Center is proposed in two wings that are located south of the existing building. These two wings will frame a new "winter garden" or atrium space that will help to be a focus for student life during the colder winter months. This facility will also mark the future center of the campus as new facilities continue to grow south and west.

The proposed wings are anticipated to be 200,000sf in size.
SCIENCE AND TECHNOLOGY CENTER EXPANSION

The expanded facility is proposed to include laboratories, both wet and dry, administrative offices, and informal gathering places.
The College of business and the future Center for Community Economic Development have two options within the plan. The campus community sees great benefit in acquiring the Secretary of State Driver Facility at 99th St. and King Drive. This facility would offer the University a highly identifiable building and parking that would help to meet the needs of the College and provide an outreach facility for the community. It is highly desirable for the university to acquire this facility.

A second option is to build a new College facility adjacent to the College of Education and complete the long diagonal walk that extends from the Science and Technology Center. This location would meet the School’s needs, however it would not be as identifiable with the surrounding community.
COLLEGE OF EDUCATION

During the planning process, the College of Education expressed their interest in being close to the Child Care Facility. In the long range plan, the Child Care Facility can eventually expand to an Early Childhood Development Center, and include additional classrooms, lecture halls, and more grade levels. They would work closely with the College of Education's curriculum, and provide an educational resource for students, teachers, and the community. The Plan proposes that the College of Education relocate to a site which is in close proximity to the Child Care Facility. This would allow the school to be adjacent to the Child Care Facility, and provide space for the Early Childhood Development center.
A proposed Media Arts Center that includes an art gallery, recital hall, concert hall, black box theatre, classrooms, recording studio, radio/TV/media dept., and general office, is recommended to be located east of the Student Union Building. This is a large site that is situated in the community outreach district of the campus. It is adjacent to parking, near to the north entry of campus and close to the proposed transit center.

This proposed facility is seen as a strong "Lantern" to the campus, a gathering place for performances that provides a multitude of media facilities for the Art Department, and Music Department. It will be a landmark facility for the campus and the South Chicago Region.
PROPOSED STUDENT HOUSING AND ROBINSON UNIVERSITY EXPANSION

Within Phase Two, housing is proposed east of the Student Residence Hall. This expanded housing will be close to the Student Union and will strengthen the residential neighborhood of the campus. It will also help to mark the east entry to the campus. In addition, Robinson University Center can expand to provide more educational space, recreation activities, and learning centers for both the students and surrounding community. The student housing and expanded Robinson University Center will be close to the transit center making public transportation more accessible to both resident students and the neighborhood.
**MID TERM ROAD ADJUSTMENTS**

Campus roads that scribe the south parking lots should be clarified and expanded. The parking will widen requiring the roadway to move further east, creating a drop off opportunity at the Emil and Patricia A. Jones Convocation Center. A new campus entry road should be investigated by extending 98th street into the campus south of the School of Education. This will help to disperse some of the traffic coming into and out of the campus.

In addition, a convocation mall or quadrangle can be created on axis with the Convocation center and 98th street. This can create a more civic entry to the campus and higher identity for the Convocation Center.

1. New campus parking road
2. Potential new campus entry at 98th St.
3. Interior circulation road surrounding Convocation Mall
CAMPUS LANDSCAPE RECOMMENDATIONS

As the campus continues to expand, the landscape will need to be strengthened and enhanced. A new entry from 98th street, a new convocation center mall, and a new quadrangle east of the media arts center are all positive additions to the campus landscape and the environment for students, faculty and staff.

1. New Quadrangle
2. Convocation Mall
PHASE TWO: MID-RANGE PLAN 2020 - SUMMARY
The Mid-Range plan includes major expansion to the academic facilities, including Science and Technology, the College of Business and Education, Media Arts Center, and Student Housing. A reuse of the Secretary of State Driver Facility is suggested in this phase to become the new College of Business and Center for Community Economic Development. In addition, parking structures on the east side of the campus will have to be added within this phase of development to accommodate the growing campus population as well as to make room for new buildings. A convocation mall or quadrangle can be created on axis with the Convocation center and 98th street. This will create a more civic entry to the campus and higher identity for the Emil and Patricia A. Jones Convocation Center.

The Mid-Range Plan includes the following:

<table>
<thead>
<tr>
<th>#</th>
<th>Building Name</th>
<th>Building Area (GSF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Science and Technology Center (Phase I)</td>
<td>+/- 200,000</td>
</tr>
<tr>
<td>2</td>
<td>Media and Arts Center</td>
<td>+/- 200,000</td>
</tr>
<tr>
<td>3</td>
<td>Student Housing 2 bldgs (300 students)</td>
<td>90,000</td>
</tr>
<tr>
<td>4</td>
<td>Expansion of Robinson University Center</td>
<td>75,000-100,000</td>
</tr>
<tr>
<td>5</td>
<td>College of Education</td>
<td>75,000-100,000</td>
</tr>
<tr>
<td>6</td>
<td>Early Childhood Development Center</td>
<td>35,000</td>
</tr>
<tr>
<td>6a</td>
<td>College of Business (Alternative)</td>
<td>75,000-150,000</td>
</tr>
<tr>
<td>6a</td>
<td>Acquire Secretary of State Driver Facility</td>
<td>150,000</td>
</tr>
<tr>
<td>7</td>
<td>Parking Structure (southeast)</td>
<td>185,000</td>
</tr>
</tbody>
</table>

Total 800,000 -1 million gs

<table>
<thead>
<tr>
<th>#</th>
<th>Other projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>New Quadrangle</td>
</tr>
<tr>
<td>9</td>
<td>Convocation Mall</td>
</tr>
</tbody>
</table>
Campus Access
ROADWAYS

Roadways will scribe the perimeter of the campus, avoiding major conflicts with pedestrians.

Existing

Campus roads extend into the campus from the perimeter roadway. Because a number of areas are not well served by roads, many pedestrian walkways are used by vehicles as campus service roads.

Proposed

The proposed campus roads will continue to extend into the campus from the perimeter roadway. However, some of these roads will extend further into the campus, providing more drop-off locations. An improved entry from 95th Street and a new entry from 98th Street are recommended.
PEDESTRIAN ACCESS

Create a pedestrian pathway system that brings all districts together and links each district to transit and parking.

Numerous pedestrian pathways provide multiple ways to walk through the campus. However, many of the walkways are excessively wide and hard in their appearance.

The walkway system is proposed to extend to the east and south to address the new areas of development and to link campus districts to parking areas and transit. A clear separation between walkways and roadways is recommended. Campus vehicles should not drive on walkways once the new roadways are installed.
SERVICE ACCESS

Service access will be incorporated into clusters, and will be separated from pedestrian movement.

Currently, servicing happens in a very undisciplined way. Service and delivery vehicles tend to drive anywhere on campus. As such, they can be a source of conflict with pedestrians and can destroy the pedestrian environment.

Future servicing on campus should be clustered into head-houses that each serve a number of buildings. This would help to eliminate truck servicing at each building. To the extent possible, servicing should be clustered along convenient service roads.
UTILITY ACCESS

Expansion of the utility system will be guided by the development framework outlined in the Long-Range plan, creating efficient and well-organized utility corridors.

Currently, the utilities are distributed through a utility tunnel system that extends from the physical plant. New utility corridors will need to be identified that will serve the east, south, and west districts of the campus. Expansion of the physical plant itself should be anticipated as well.
TRANSIT

The relocation of transit facilities will foster a campus of easy connections and mobility.

Currently, CTA bus stops and the Metra station are located on the northern edge of the campus, at 95th Street. From these locations, it may take up to ten minutes to walk to the center of campus.

The relocated CTA turnaround and Metra station create a transit center at a central location on campus. In this configuration, pedestrians can have quick and easy access to the center of campus.

Achieving this reorganization will require continued discussions between all agencies involved, including the City, CTA, Metra and the University.
PARKING

Parking will be provided in both surface parking lots and parking structures located towards the periphery of the campus.

Existing parking is relatively close and convenient to the academic buildings. However, many parking areas are isolated due to landscaped berms or missing sidewalks, and do not have clear pedestrian access. In the near future, parking areas close to the academic core will also be desirable building sites.

Parking will be distributed, serving the full campus within a maximum seven minute walk. Much of the parking will need to be accommodated by structures. These facilities should be safe, inviting, well lit, and well designed. They should be welcoming to students, faculty, staff, and visitors.

On-street parking is recommended along the perimeter campus road. In addition, convenient drop off and pick up areas are recommended throughout the campus, along the new road system.