

CENTRAL LAKEVIEW NEIGHBORS

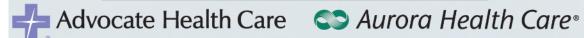
July 9, 2019

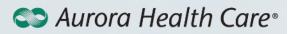
Susan Nordstrom Lopez President

> Tim Tracey SmithGroup

Michael Werthmann **KLOA**



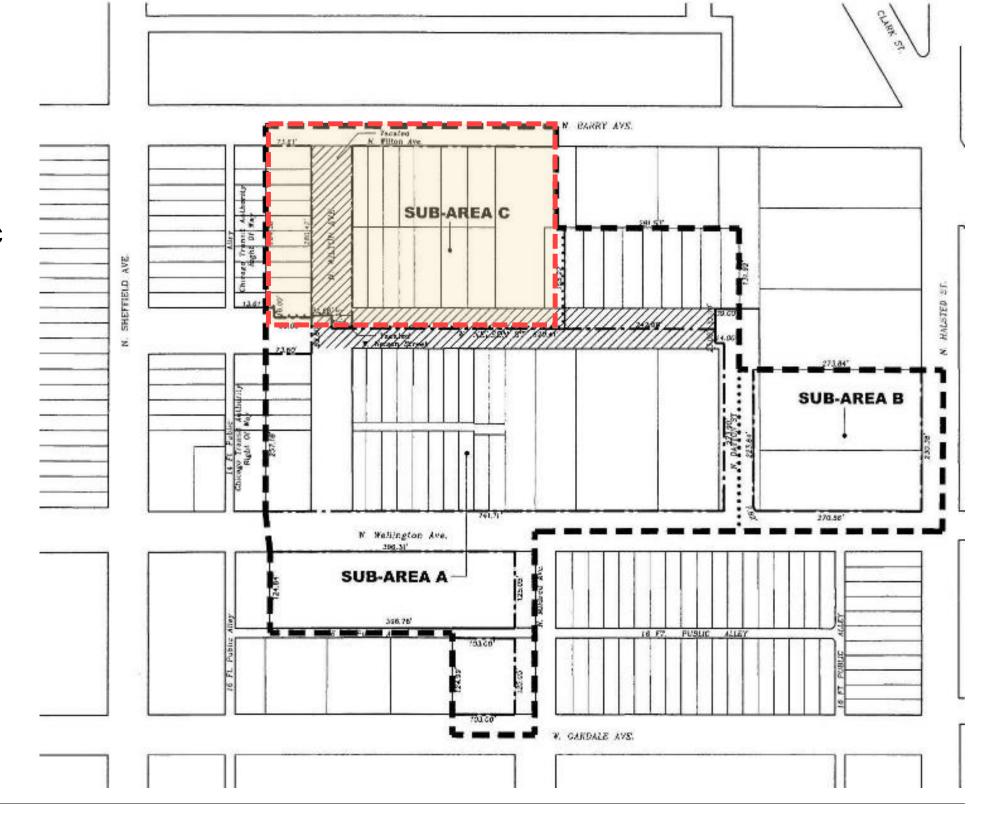






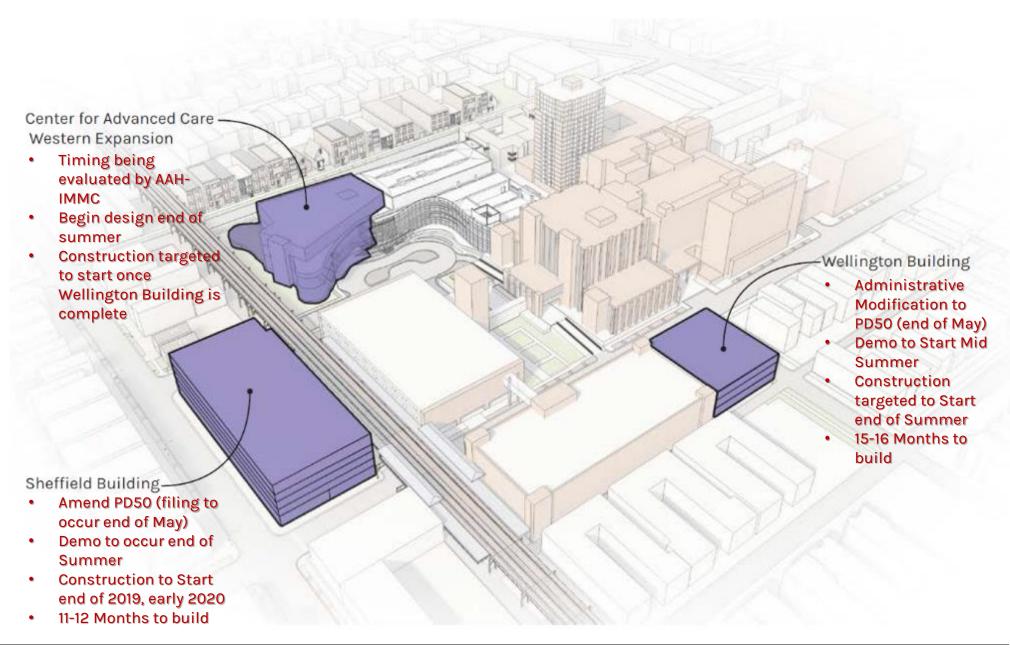
AAH-IMMC CIRCA 2012

- In 2012, Advocate Illinois Masonic Medical Center presented a proposal to amend their existing PD for the campus. PD 50 was approved in November 2012.
- A multi-phased project to be constructed on Sub-Area C was approved as part of this amendment.
- Phase 1, the Center for Advanced Care, was built and opened in April of 2015.



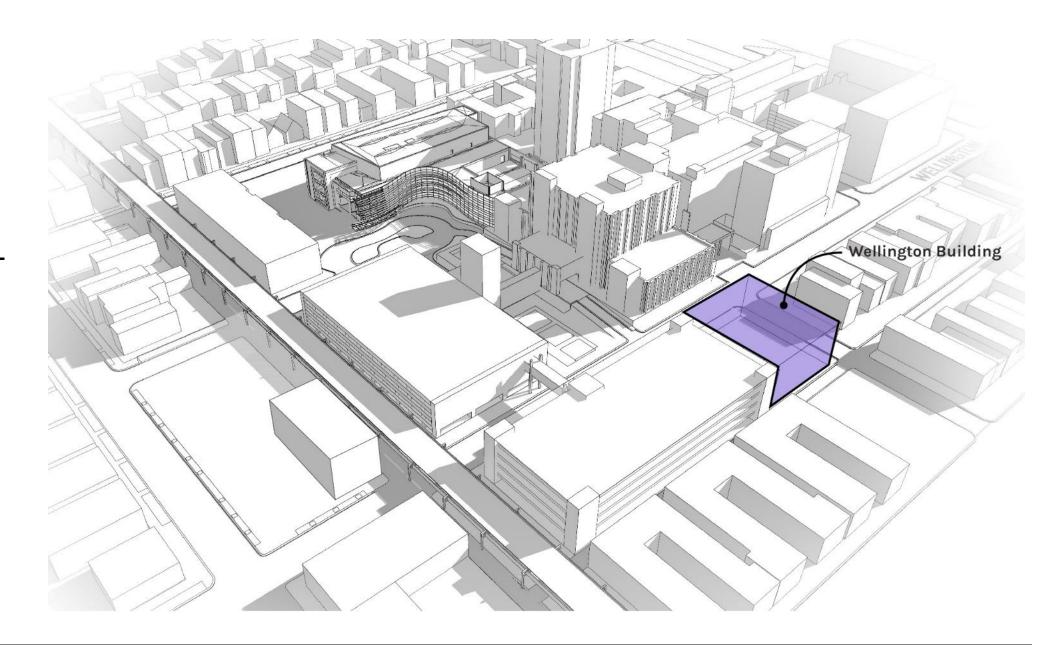
AAH-IMMC CIRCA 2019 - MULTI PHASE CAMPUS IMPROVEMENTS

- Advocate Aurora Health still intends to build Phase 2 (vertical expansion of CAC) as identified in PD50 at some point in the future.
- But there are several steps that need to occur first.
 Current Plan:
 - Medical Office Building on Wellington
 - Parking Garage with a Clinical
 Space at street level
 - Center for Advanced Care
 Western Expansion





- Demolish the existing structure on the corner of Wellington and Mildred
- Construct a new Medical Office Building within Sub-Area A
- Will house Out Patient services
 - Pediatric Development
 - Counseling Center
 - Shell space





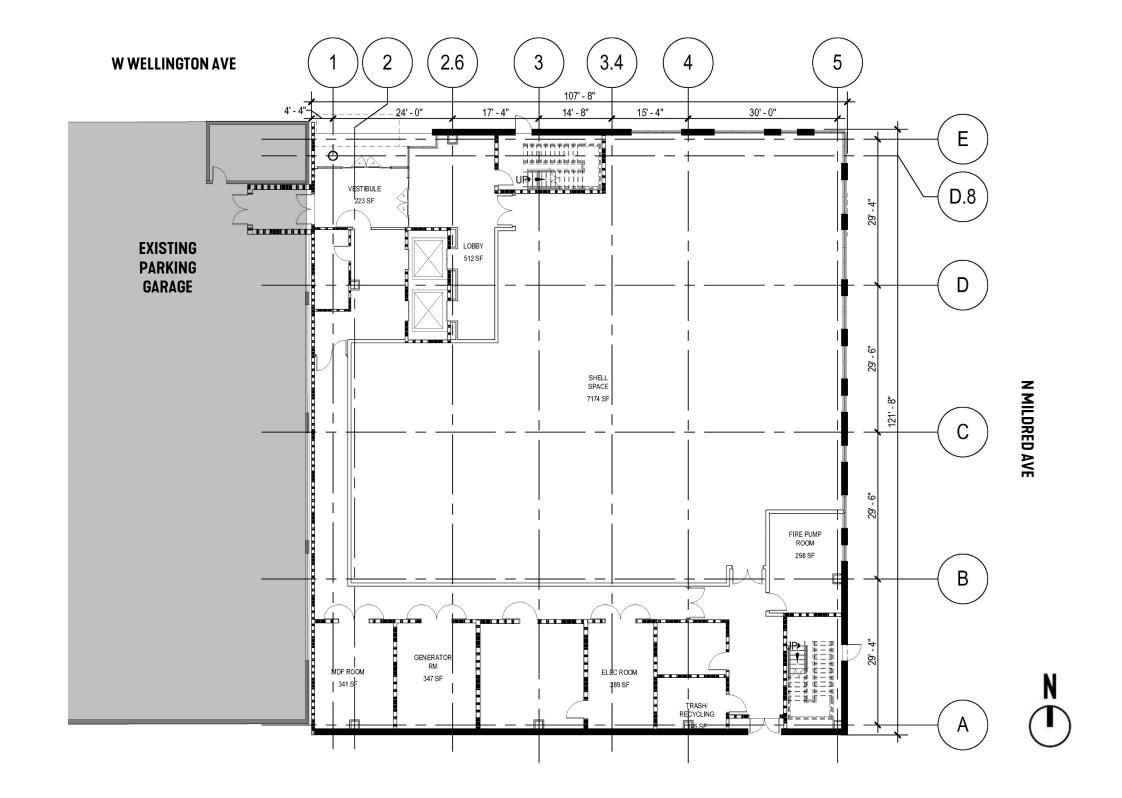
SITE PLAN

- Building is following all <u>Sub-Area A</u> requirements as set forth n PD50
- Building character to match existing campus
- Surface parking lot to be used during construction. Will remain parking long term.
- Submitted for Site Plan approval.
 Anticipating Administrative
 Modification to PD in July
- Anticipating demolition to start in July and construction start end of summer





LEVEL 01 PLAN







LOGISTICS



LOGISTICS



LOGISTICS

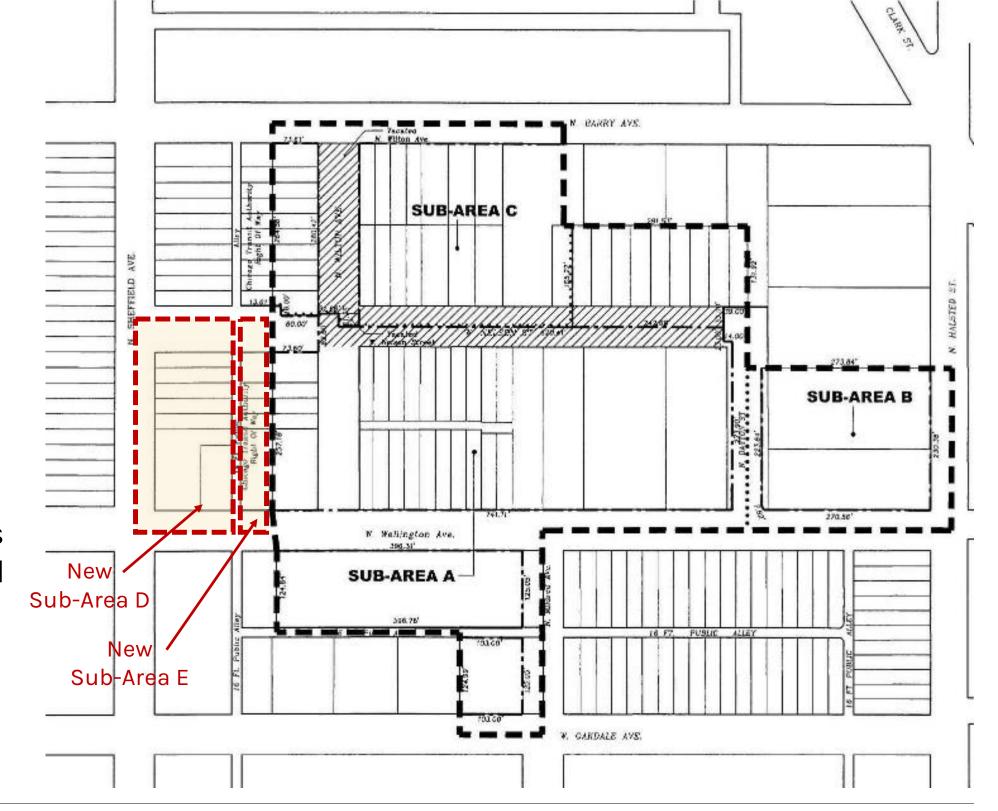




SITE AND ZONING

SHEFFIELD BUILDING

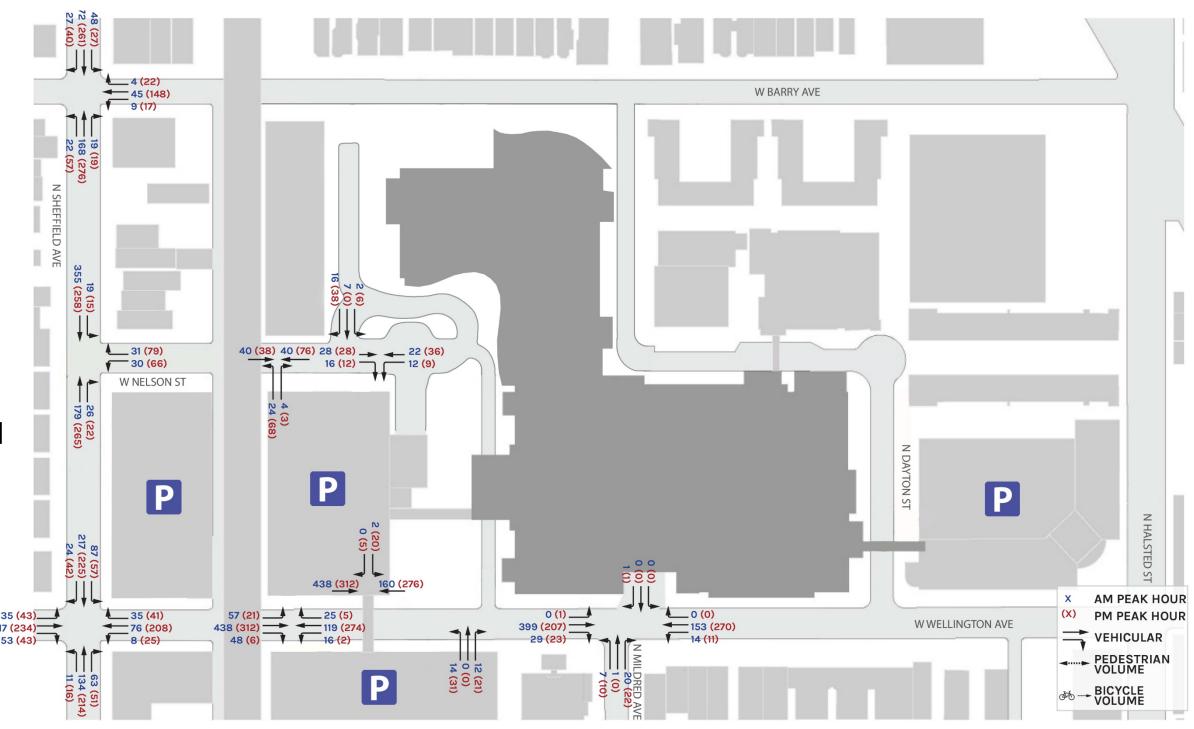
- Purchase of remaining residential property along Wellington completed
- Incorporating existing gravel lot into PD50 as a new Sub-Area D, and area beneath CTA tracks as Sub-Area E.
- Demolish the existing structures along after demolition of Mildred office building.
- Construct a new Structured Parking Garage with Physical Therapy Center at street level



TRAFFIC STUDY

EXISTING CONDITIONS

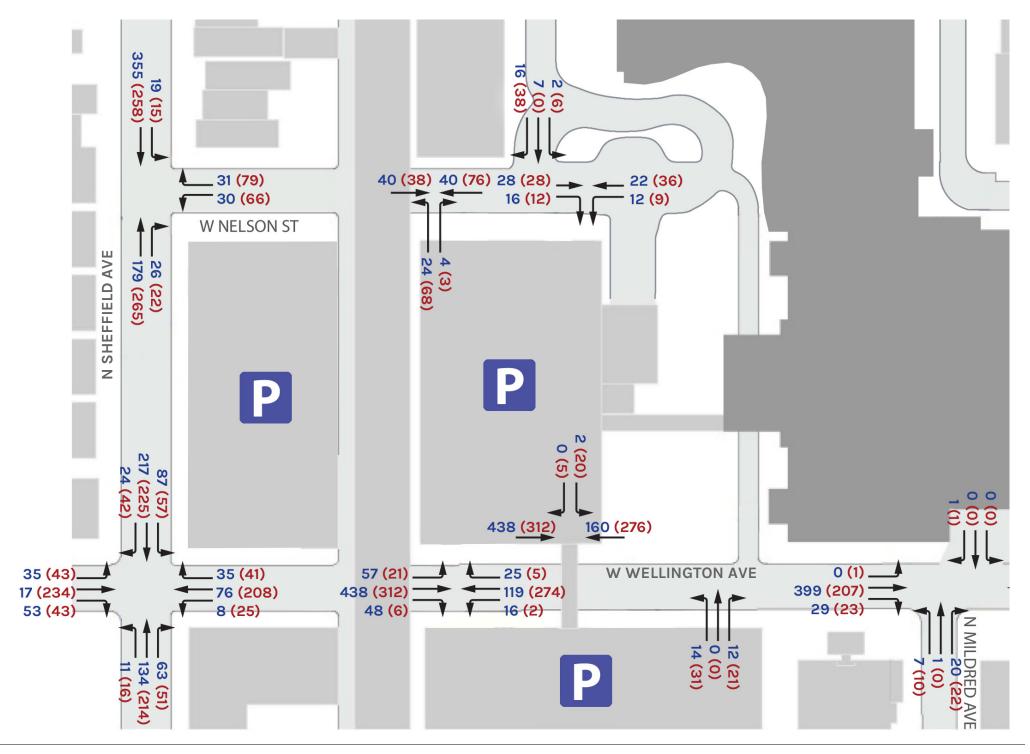
- Understanding Site Context @ Campus level
- Impact of proposed garage on existing conditions
- Counts performed at 6 intersections and multiple access drives.
- Additional counts
 performed during 53 (43)
 Cubs home game.



TRAFFIC STUDY

EXISTING CONDITIONS

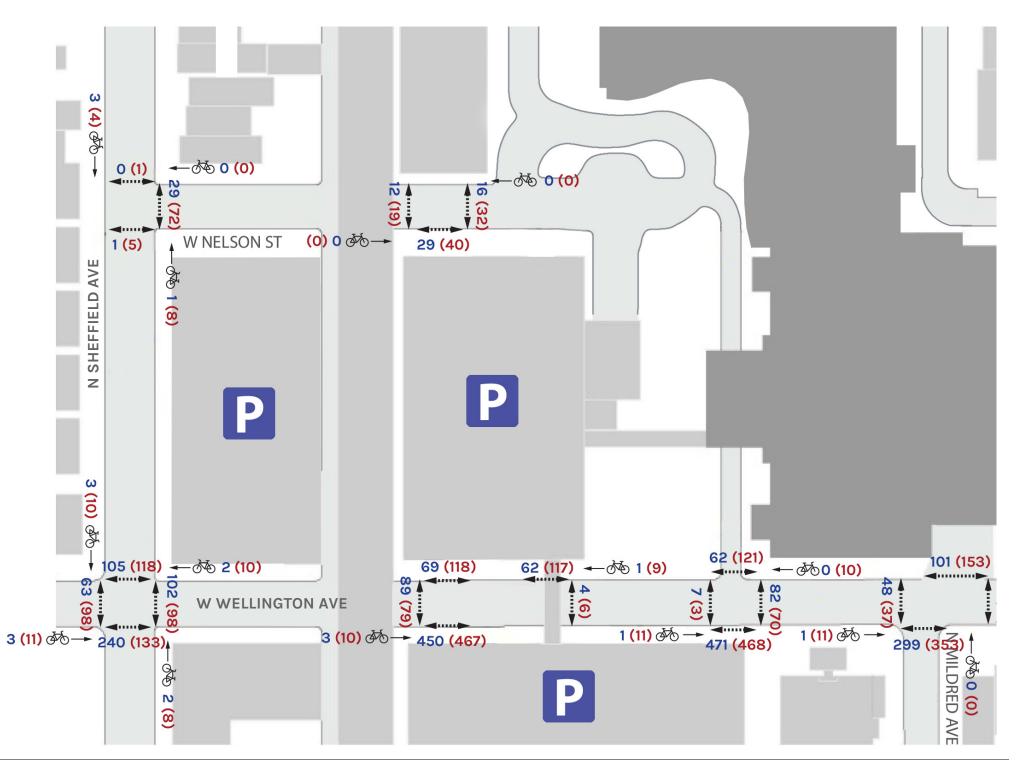
- Wellington Ave and Sheffield Ave see higher volumes than Nelson. No access to garage on either street.
- Designate Nelson as primary entry & exit for new garage.
- Highest volume of traffic in and out of new garage will occur "off peak"
- 40 to 50 percent of garage spaces will replace existing parking on-campus and offcampus parking.



PEDESTRIAN TRAFFIC

EXISTING CONDITIONS

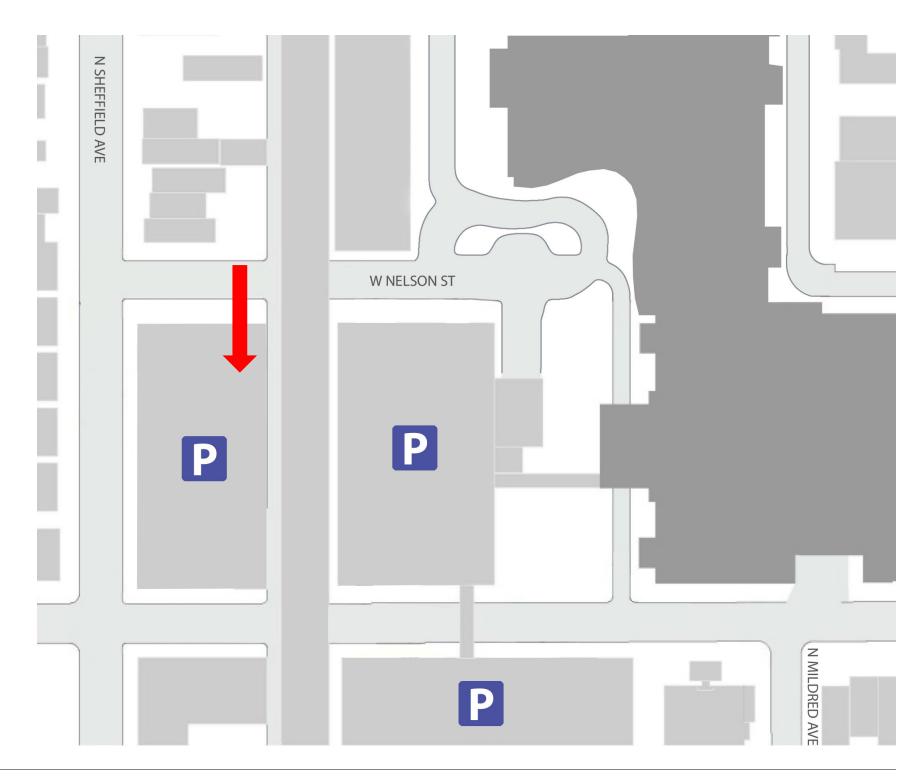
- Pedestrian Volumes @ Street System Peak Hours
- Nelson access drive limits impact to pedestrian traffic
- Working with Alderman/CDOT to minimize impact during construction



TRAFFIC STUDY

PROJECTED CONDITIONS

- Access drive will be located on Nelson Street at east end of site.
- One inbound lane and one outbound lane.
- Sheffield Avenue/Nelson Street intersection has sufficient reserve capacity to accommodate garage traffic.

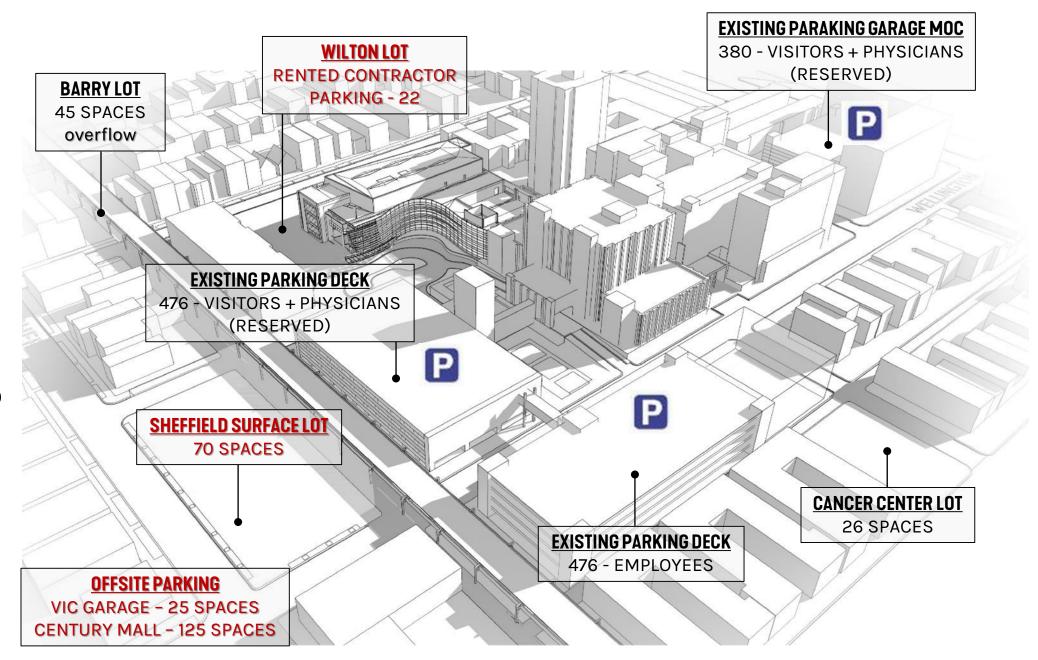




PARKING STUDY

EXISTING PARKING INVENTORY

- Current Parking Inventory:
 - 1,645 stalls
- Inventory Reduction:
 - 242 spaces
- New Garage
 - 454 stalls on 5/14
 - Reduced size of garage to 408 stalls
- Effective Supply
 - 1,630 1,720 spaces

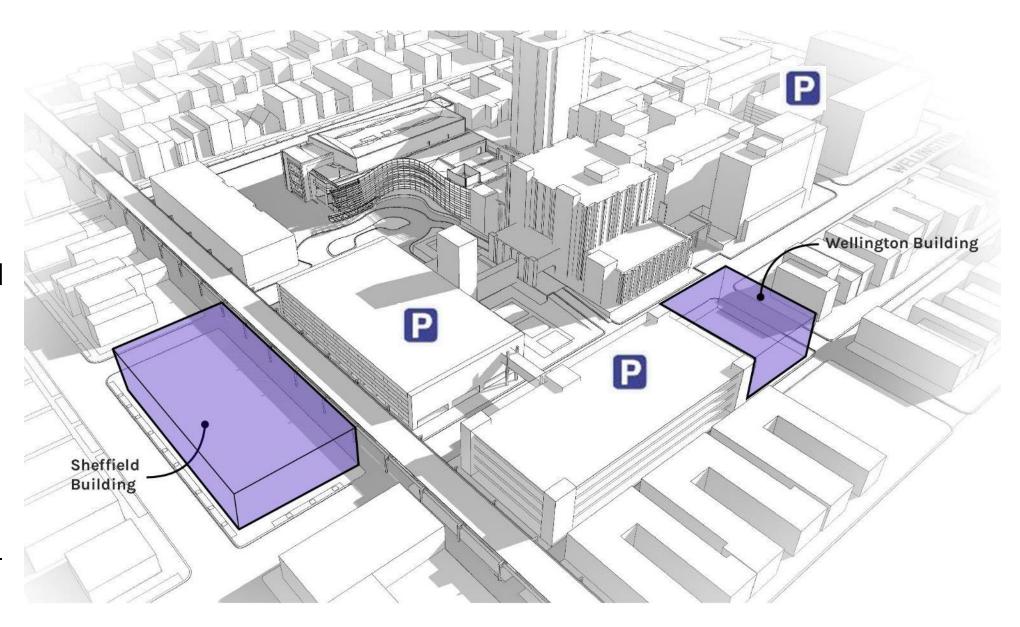




PARKING STUDY

OCCUPANCY SURVEYS & PROJECTED NEED

- Occupancy Survey completed Thursday, March 15, 2019. Compiled with Historical data and daily census to project future parking demand
- Existing Peak Parking Demand
 - 1,490 stalls
- Parking Garage @ 408 stalls
- Parking Surplus
 - 138-229 spaces
 - 9%-15% surplus
 - 1%-1.5% yearly increase over 10years





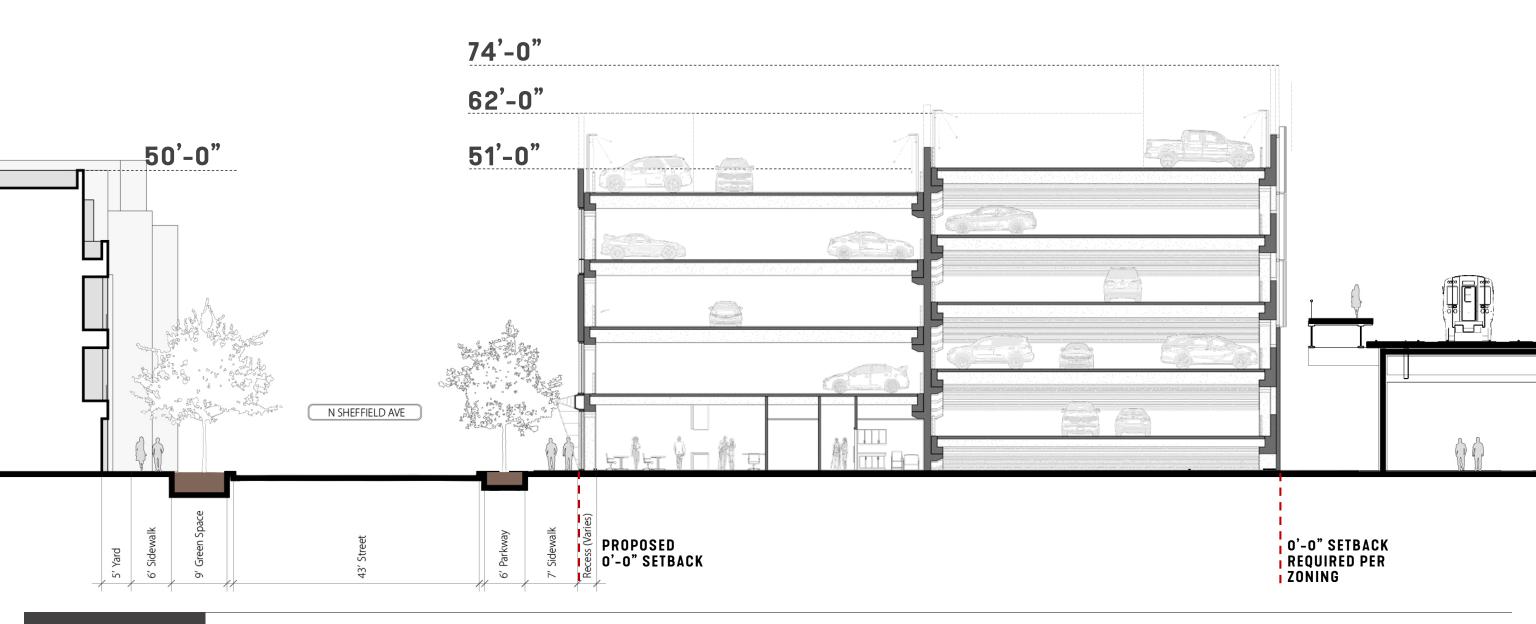
SITE PLAN

SHEFFIELD BUILDING

- 5.5 levels required to meet Parking Garage Need
- Physical Therapy Services on First floor
- Main Building Entry for Pedestrians on Sheffield
 - Drop-off Zone at Main Entry
- Vehicular Entry and Exit for Parking Garage at Nelson
- Loading to occur along alley @ Elevated
 Tracks
- Zero lot line building

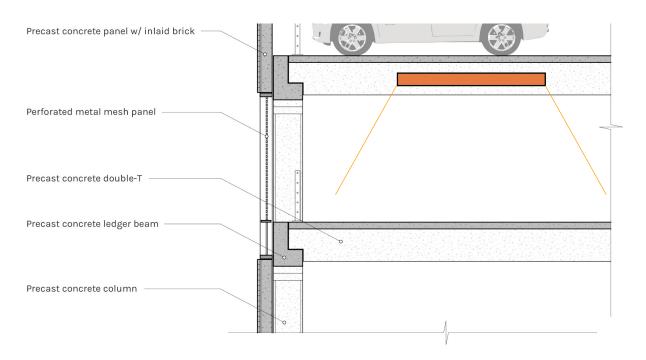


RELATIONSHIP TO NEIGHBORHOOD



LIGHTING DESIGN

TYPICAL GARAGE FLOOR WITH LINEAR LIGHT FIXTURES



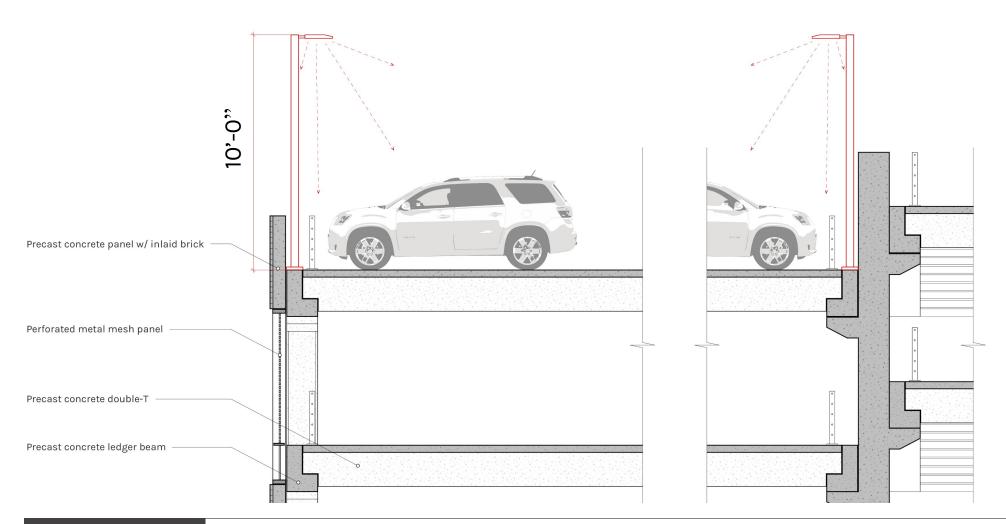




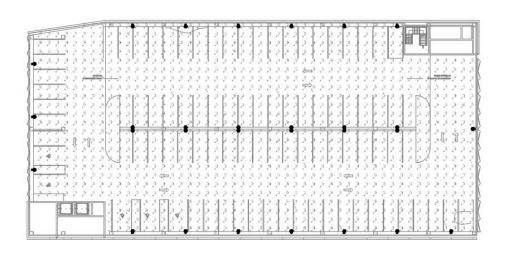
LIGHTING DESIGN

LIGHTING AT ROOF TOP – PERIMETER POLES

- Lighting on Sensors & Dimmer control
- Limited accessibility at night





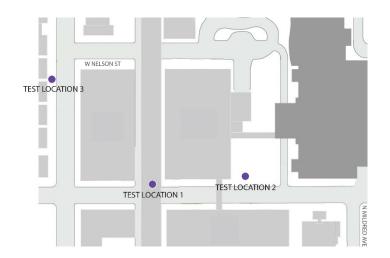


ENVIRONMENTAL STUDY

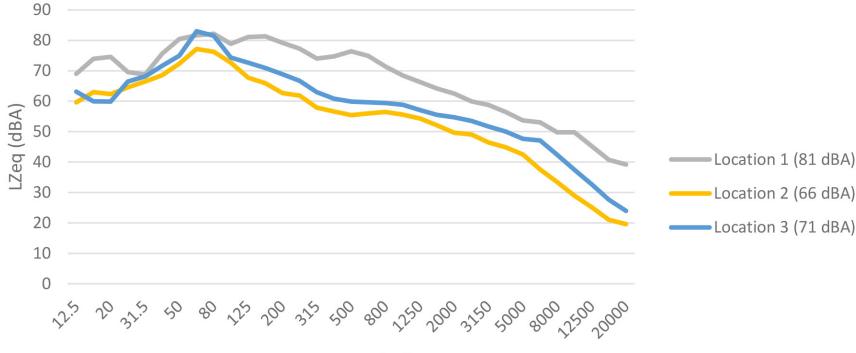
ACOUSTICAL CONDITIONS

- Locations 2 & 3 chosen
 because they are a similar
 distance from the train tracks
- The only difference in obstruction is the existing parking garage versus an open path.
- We expect a similar reduction for the residential buildings with the addition of the new parking garage.
- The results show an average noise level 10 dBA lower from Location 1 to Location 3.

81 dBa is twice as loud as 71 dBa



Airbourne Sound Levels Around Wellington/Sheffield Avenue



PROPOSED MAY 14



PROPOSED MAY 14



PROPOSED MAY 14 / PROPOSED MAY 22





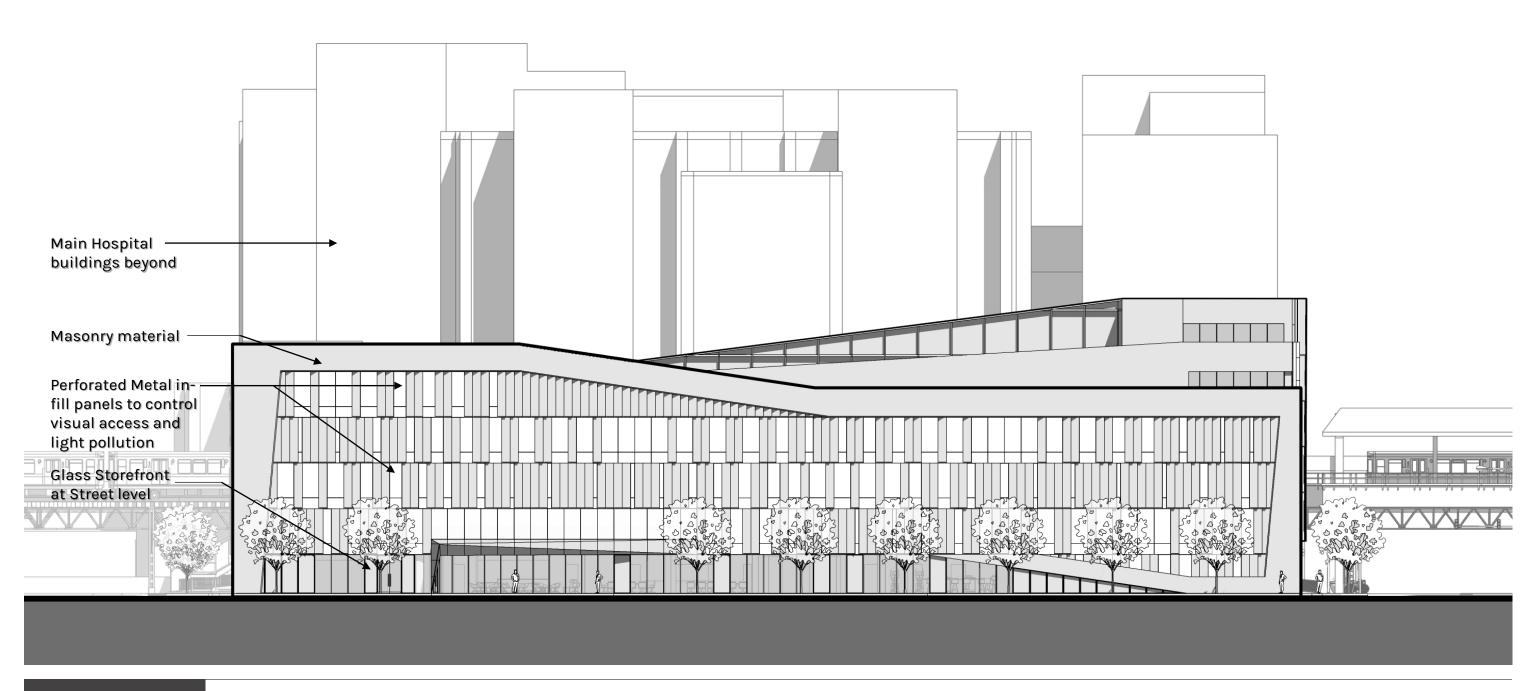
NEIGHBORHOOD CONTEXT





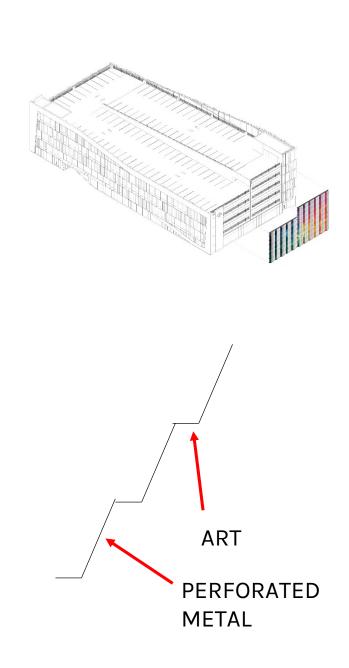


VIEW FROM SHEFFIELD AVENUE





VIEW FROM WELLINGTON AVENUE WITH APPLIED ART FEATURE

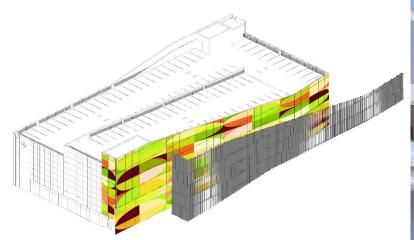






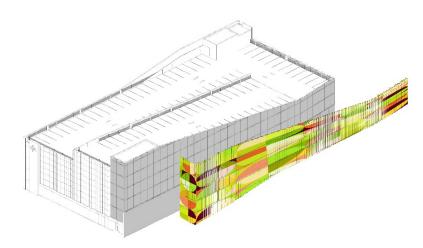


VIEW FROM TRAIN STATION WITH APPLIED ART FEATURE BEHIND LOUVERS





VIEW FROM TRAIN STATION WITH PROJECTION ONTO FACADE



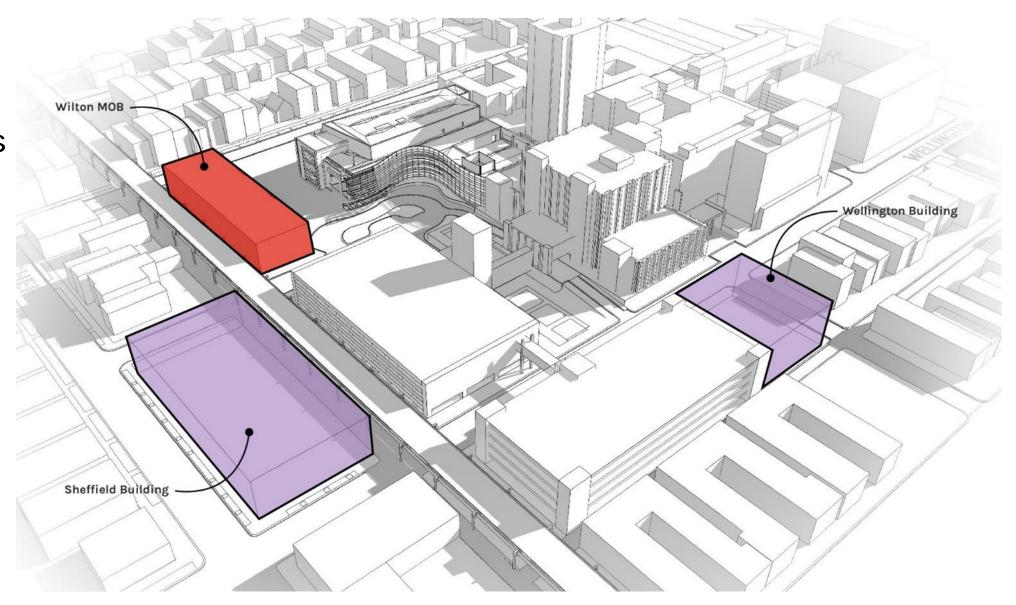
ART IS PROJECTED ONTO THE VERTICAL FAÇADE FINS. THE INSTALLATION OF THE FINS IN VARYING ANGLES ALLOWS A DIFFERENT IMAGE TO BE SEEN APPROACHING THE STATION FROM THE NORTH OR SOUTH.





CENTER FOR ADVANCED CARE EXPANSION

- Demolish existing Wilton Medical Office Building once Wellington Building is complete
- Hope to start design in August/September 2019





NEXT STEPS

- Wellington Building
 - Construction Activities to begin this summer
 - Construction complete end of 2020 - early 2021
- Sheffield Building
 - Amendment to PD50 filed
 - Pursuing PD amendment in fall of 2019
 - Construction activities to begin end of 2019 early 2020
 - Construction complete end of 2020 - early 2021

