

April 4, 2005

PROSPECT WEST DEVELOPMENT
DETAILED PLAN DEVELOPMENT
PROJECT DESCRIPTION AND OWNER'S STATEMENT OF INTENT
APRIL 4, 2005

I. Components of Detailed Plan and Supporting Materials

Columbia St. Mary's (CSM) requests that the zoning be amended to a Detailed Plan Development (DPD) in accordance with this document. This statement, together with the accompanying plan sheets and related materials, identified below, constitutes and supports the detailed development plan:

Plan Sheets

Sheet Index

DPD-0	Cover Sheet / Vicinity Map
DPD-1	Project Team / Sheet Index
DPD-2	ALTA / ACSM Land Title Survey – Existing
DPD-3	Proposed Project Boundary Description
DPD-4	Building and Parking Site Plan
DPD-5	Perimeter Façade Standards
DPD-6	Proposed Utility Plan
DPD-7	Proposed Grading Plan
DPD-8A	Proposed Landscape Plan
DPD-8B	Proposed Landscape Details
DPD-10A	Proposed Ext. Elevations w / Building Signage – East
DPD-10B	Proposed Ext. Elevations w / Building Signage – West
DPD-10C	Proposed Ext. Elevations w / Building Signage – North
DPD-10D	Proposed Ext. Elevations w / Building Signage – South
DPD-11A	Proposed Ext. Elevation - East
DPD-11B	Proposed Ext. Elevation - West
DPD-11C	Proposed Ext. Elevation - North
DPD-11D	Proposed Ext. Elevation – South/East

Exhibit A	Statistical Sheet
Exhibit B	Site Photographs

EXHIBIT A

File No. 031747

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II. Overall Development Concept

Introduction

Columbia St. Mary's (CSM) is proposing a major modernization of its Lake Drive Campus beginning in 2005 and extending to 2010. The first component of this project will be the construction of a mixed-use building on the northwest corner of Prospect Avenue and North Avenue. The project, to be known as Prospect West Medical Commons will be designed, constructed and operated based on Columbia St. Mary's progressive vision related to state-of-the-art healthcare practices and environments.

Zoning Overview

The entire Prospect West Medical Commons parcel will have a setback of zero feet relative to the right-of-way and all adjacent property lines, except the west property line, extending north from North Avenue. The building will be set back 3 feet from the property line at this point, due to a pre-existing easement granted to the adjacent property owner.

The first level will be assigned for retail use, which would include the following uses, as defined in Table 295-603-1: Retail Establishment General; Outdoor Merchandise Sales; Restaurant, Sit-Down; Health Club; Seasonal Market.

Levels two through five will be assigned for Health Care and Social Assistance uses, which would include the following uses, as defined in Table 295-603-1: Medical Office; Health Clinic; Hospital; Medical Research Laboratory; Medical Service Facility.

The basement of the retail/medical office building and the entire north portion of the parcel will be considered as Parking Structure Accessory Use, as shown in Table 295-603-1.

The General Retail Establishment on the first level will have the option of 24-hour operation. It may operate outdoor dining or display facilities on the adjacent sidewalk area, in accordance with city permits for such usage. A seasonal market may be operated in accordance with the requirements of 295-603.1.v.

Detailed Context

The Prospect West Medical Commons building will contain a multi-use program that includes one level of retail space with up to five levels of medical office suites above. A lower level basement will provide parking spaces for 161 cars to accommodate the needs of the retail tenant. A five story parking structure will provide additional parking to complete the site total of 467 spaces. The parking structure will be available after hours for visitors to the surrounding business district.

The first level will include 54,192 square feet of rentable space with a well defined entry on Prospect Avenue near North Avenue. An upscale, neighborhood grocery store, which will fulfill a much-needed service to the East Side community is currently planned, however the space could accommodate any number of potential retail users. A second entry along Prospect Avenue near Maryland Avenue will serve as the main building entry and access to the first level retail. The second level will include 24,482 rentable square (RSF) feet of medical office suites to be occupied initially by Columbia St. Mary's Community Physicians (CSMCP). The space will be accessible via the parking structure. A monumental stair will connect the second to the first level. The third level will have 24,420 RSF, the fourth level 23,781 RSF and, the fifth level, also housing medical office suites will have 23,781 RSF. CSMCP will occupy floors two through four. CSM will make the fifth floor available to independent physicians who desire affiliation with and access to Columbia St. Mary's.

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Vehicular access to the parking structure will primarily occur on Maryland Avenue. There will be separate entries for both the lower level retail parking and upper levels of medical office parking. Exiting will occur on Farwell Avenue. The lower level retail parking will have both an entry and exit on Farwell. Each level of the parking garage will have primary access to the suites through a glazed lobby that crosses an open light well. An atrium space within the medical office building and adjacent to the elevator core will visually connect all MOB floors and will help orient users within the building. A roof level penthouse will house mechanical, electrical and plumbing functions. Screen walls will enclose the roof top air handling units.

The building will be serviced from Farwell Avenue with separate docks for retail and medical office functions. The service docks will be screened in accordance with 295-605.4.f.

Project Design Components

A primary goal for the exterior design of the Prospect West Medical Commons is to reinforce a cohesive campus design for the Columbia St. Mary's Lake Drive Campus. The design of the building is responsive to the design and articulation of the proposed Core Hospital and, perhaps more significantly, to be compatible with and complimentary to the existing retail complex of attached buildings along North Avenue beginning at Farwell. The fenestration also reflects the programmatic functions that are housed within. In consultation with City staff, local business and other citizen groups, the Prospect West Medical Commons project also provides an attractive transition to the existing neighborhood to the west of our site.

Massing & Form

Three distinct elements comprise the massing of the building; a two story podium, a four story MOB tower and a five level parking structure.

Podium

The podium fills the footprint of the site. It will be approximately 38 feet in height closely matching the adjacent businesses along North Avenue. Its scale will provide the transition to the surrounding neighborhood to the west.

Medical Office Building Tower

The Medical Commons tower will be easily identifiable due to its unique geometry. The plan creates a wedge like form with its tip at the corner of North and Prospect. This provides an iconographic image for the project as well as the entire Columbia St. Mary's campus.

Parking Structure

The five level parking structure on the north edge of the site will engage the podium, helping to reduce its impact on the site.

Elevator and stair towers will have distinct forms similar to that of the Core Hospital creating a consistent vocabulary across the campus.

Articulation & Fenestration

Consistent use of materials and similar fenestration to that of the Core Hospital will reinforce a cohesive campus design. Acid washed precast, glass and metal panels on the southeast and east facades provide a connection to the Core Hospital. The use of brick along North and Farwell Avenues responds to the scale and texture of adjacent retail buildings and community to the west. The brick will closely match the color of the historic East Facility. These materials provide a durable and easily maintained façade that will retain its presence well into the future.

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Podium

The podium provides the greatest opportunity to relate the facade directly to the existing, low-rise, urban context in addition to the core hospital to the east. A high bay single story brick facade with articulated screen wall above similar in scale and proportion to the existing retail buildings is planned along North Avenue. Metal canopies will identify the major building entries and harmonize with existing canopies along North Avenue. The opportunity exists for the first level retail space to extend onto North Avenue with outdoor seating, however this has not yet become a fixed element of the site plan and requires further evaluation with the potential tenant(s).

Medical Office Building Tower

The Medical Commons building will include a glazed southeast and east facade with a horizontal articulation. This is intended to reflect potential design elements of the new Main Hospital to be constructed directly to the east. The glazed facade also relates to the functions within, allowing the greatest opportunity for access to daylight and views from the patient waiting areas. Transparency and the use of color on the corridor walls within will create a sense of layering and depth to the facade. The South tip of the glass wedge will consist of two stacked double height spaces. This element will have a sense of transparency during the day and will be lit at night creating a gateway to the Columbia St. Mary's Lake Drive Campus.

The west facade is articulated with a series of punched openings. These windows reflect the individual offices that occur along the west wall. The reduced area of glass is also responsive to the solar orientation and need to limit glare and heat gain along the west facade. The scale of the openings is sympathetic to the surrounding neighborhood to the west.

Elevator and stair towers will be clad in precast and glass with a vocabulary consistent with the proposed Core Hospital. The stair towers will have a high degree of transparency helping to animate the facade.

Parking Structure

The first two levels of the parking structure will reflect a continuation of the podium base. The use of precast with punched openings along Maryland and brick along Farwell will diminish the impact of the garage thus improving the pedestrian experience. Metal canopies with signage will make access to the separate parking areas for retail and Prospect West Medical Commons easily identifiable. The three levels above will be a cast in place concrete structure layered with metal screens to lighten its effect. The elevator lobby and stair towers will be fully glazed and well lit, providing excellent visibility from Prospect Avenue. Ceilings of the garage will be painted white to support a maximum sense of light and openness.

Loading and Servicing

Each of the two building uses; retail and medical offices, will have their own loading docks that will be accessed from Farwell Avenue. The retail dock will include two truck bays and one compactor bay. The dock will be screened from the adjacent retail by a concrete and metal screen wall. The medical offices dock will include a single truck bay and one dumpster bay. This dock is located within the parking structure and will have minimal impact on the site.

III. Compliance with Standards

The proposed DPD development rezoning complies with, or varies from, the standard prescribed by Section 295-907 of the Milwaukee Code of Ordinances in the following respects:

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A. Size (295-907.2.c-1-a.)

The Prospect West site area subject to the DPD is approximately 130,921 square feet (3.0 acres).

B. Density (295-907.3.c.)

Not applicable.

C. Space Between Structures (295-907.3.d.)

The location of structures in the DPD complies with the applicable provisions of the Wisconsin Administrative Code, ILHR Chs. 50-65.

D. Setbacks (295-907.3.e.)

The setback incursions are zero lot line in order to define the street edge.

Proposed standards for façade and landscaping treatments have been established for street edges within the development. Refer to Sheet DPD-5 for the location of the treatments.

Principal Façade is defined as a public façade designed in accordance with the City of Milwaukee Urban Design Guidelines. Principal parking structure facade may utilize plant materials to meet the goals of the design guidelines.

Secondary Façade must have views in and out for security with no specific requirement for bringing building up to the proposed setbacks or property line. Façade may be automobile oriented.

E. Screening (295-907.3.f.)

The residential areas to the northwest of the parking structure have been considered in the design of the parking structure. All existing Urban Landscape Treatment will be used as a landscape buffer along all streets. All new landscaping shall conform with or exceed City of Milwaukee requirements. Regrettably, the available right-of-way along the east side of Farwell Ave. does not support the installation of new street trees.

F. Open Spaces (295-907.3.g.)

None required.

G. Circulation Facilities (295-907.3.h.)

Circulation facilities, including pedestrian and vehicle access and egress, as well as drop-off and loading facilities, are shown on Sheet DPD-4. Adequate access for pedestrian and private vehicles shall be provided. Parking and loading facilities shall be located near the uses they support and will be adequately screened.

H. Landscaping (295-907.3.i.)

Site landscaping standards will conform to Section 295-405, Milwaukee Code of Ordinances; and will be of a quality consistent with the standards of the American Association of Nurserymen (ANSI 260.1). The site plan shows the introduction of new street trees along North Ave., made

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possible in part, through partially extending the width of the sidewalk zone into a prior zone of on-street parking. We believe these street trees are important to providing a pedestrian scale at the base of the building.

I. Lighting (295-907.3.j.)

New building lighting will conform to the Illuminating Engineering Society Standards and City of Milwaukee Ordinances. All exterior lighting shall be shielded so as not to cause glare on adjoining streets and residences.

J. Utilities (295-907.3.k.)

All new utility lines will be installed underground. New transformers and substations will be installed within buildings or otherwise screened from view.

K. Signs (295-907.3.l.)

New signs will be developed in accordance with the particular requirements of Section 295-605-5, Milwaukee Code or Ordinances, and other requirements of the City of Milwaukee Ordinances.

L. Survey (295-907)

The ALTA/ASCM Land Title Survey, Sheet DPD-2 shows topography at 1-foot intervals.

IV. Minor Modifications

Section 295-907.2.i. of the Milwaukee Code of Ordinances provides that minor modifications to the general and detailed plans may be allowed, provided that such minor modifications do not result in certain changes to the plan relating to its general character, or such things as land coverage of buildings and parking areas. CSM, in generating the plans for the DPD, has attempted to anticipate all factors required to complete the Project successfully. However, neither CSM nor the City of Milwaukee can predict how the plans set forth herein may unfold in their implementation. In recognition of this fact, and acknowledging the need to maintain flexibility of plans to be modified for particular circumstances, CSM will retain the right to make minor modifications to the DPD. However, in no event, will any modifications undertaken by CSM cause any of those effects sets forth in Section 295-907.2.i-1 through 7, without submittal of a revised DPD plan.

Minor improvements of the site may be allowed without submittal and approval of a detailed plan if sufficient detail is shown on the approved DPD.

V. "Statistical Sheet" Information

Section 295-907.2.c-1 of the Milwaukee Code of Ordinances provides that this Owner's DPD Project Description contain a statistical sheet setting forth specific information on the project. The pertinent information required under this Section is set forth on the Statistical Sheet attached hereto as Exhibit A.

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VI. Site Photography

Section 295-907.2.c-10 of the Milwaukee Code of Ordinances provides that this Owner's DPD Project Description contain site photography. The pertinent information required under this Section is set forth on the attached CD as Exhibit B.

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EXHIBIT A

DETAILED PLAN DEVELOPMENT STATISTICAL SHEET
PROSPECT WEST

2.c-1-a	Gross Land Area	<u>93,944</u> sf	<u>2.16</u> ac		
2.c-1-b	Maximum Amount of Land Covered by Principal Buildings	<u>55,553</u> sf	<u>1.28</u> ac	<u>59</u>	percent of total
2.c-1-c	Maximum Amount of Land Devoted to Parking, Drives and Parking Structures	<u>30,709</u> sf	<u>0.71</u> ac	<u>33</u>	percent of total
2.c-1-d	Minimum Amount of Land Devoted to Landscaped Green Space	<u>0</u> sf	<u>0</u> ac	<u>0</u>	percent of total
2.c-1-e	Total Area Devoted to Non-Residential Uses	<u>93944</u> sf	<u>2.16</u> ac	<u>100</u>	percent of total
2.c-1-f	Proposed Number of Buildings	<u>1</u>			
2.c-1-i	Parking Spaces Provided	<u>0</u> Surface			
		<u>467</u> Structure			
		<u>467</u> Total			
		<u>3.1</u> Number of cars per 1,000 square feet			

Memorandum

To: Mr. Chris Smocke
Smocke and Associates

From: Gerald Salzman
Nicholas Karcz

Date: August 31, 2004

Re: Traffic Impact Analysis
Columbia/St. Mary's Hospital
Milwaukee Campus; Milwaukee, Wisconsin

DESMAN Associates has completed its traffic impact analysis for the proposed reconstruction of Columbia/St. Mary's Hospital, located in Milwaukee, Wisconsin. This memorandum describes the data collection that was used to inventory existing conditions near the site. This is followed by an analysis of existing and future conditions analysis for the transportation network adjacent to Columbia/St. Mary's Hospital.

Introduction

The Milwaukee campus of Columbia/St. Mary's Hospital is located north of downtown Milwaukee overlooking Lake Michigan. The Lake Drive campus is generally bounded by North Avenue on the South, Terrace Avenue on the east, Farwell Avenue on the west and the Catholic Home on the north. Columbia/St. Mary's plans to combine the activities at the existing Lake Drive campus, with the Columbia campus, and replace the existing buildings with new facilities. In addition to the medical component, the west building would include a grocery store and a fitness center.

Data Collection

Data collected includes roadway and traffic control information from a field reconnaissance and peak-hour traffic counts in the vicinity of Columbia/St. Mary's Hospital. During the field

reconnaissance, lane configurations, speed limits, and traffic controls were noted for the streets in the vicinity of Columbia/St. Mary's Hospital.

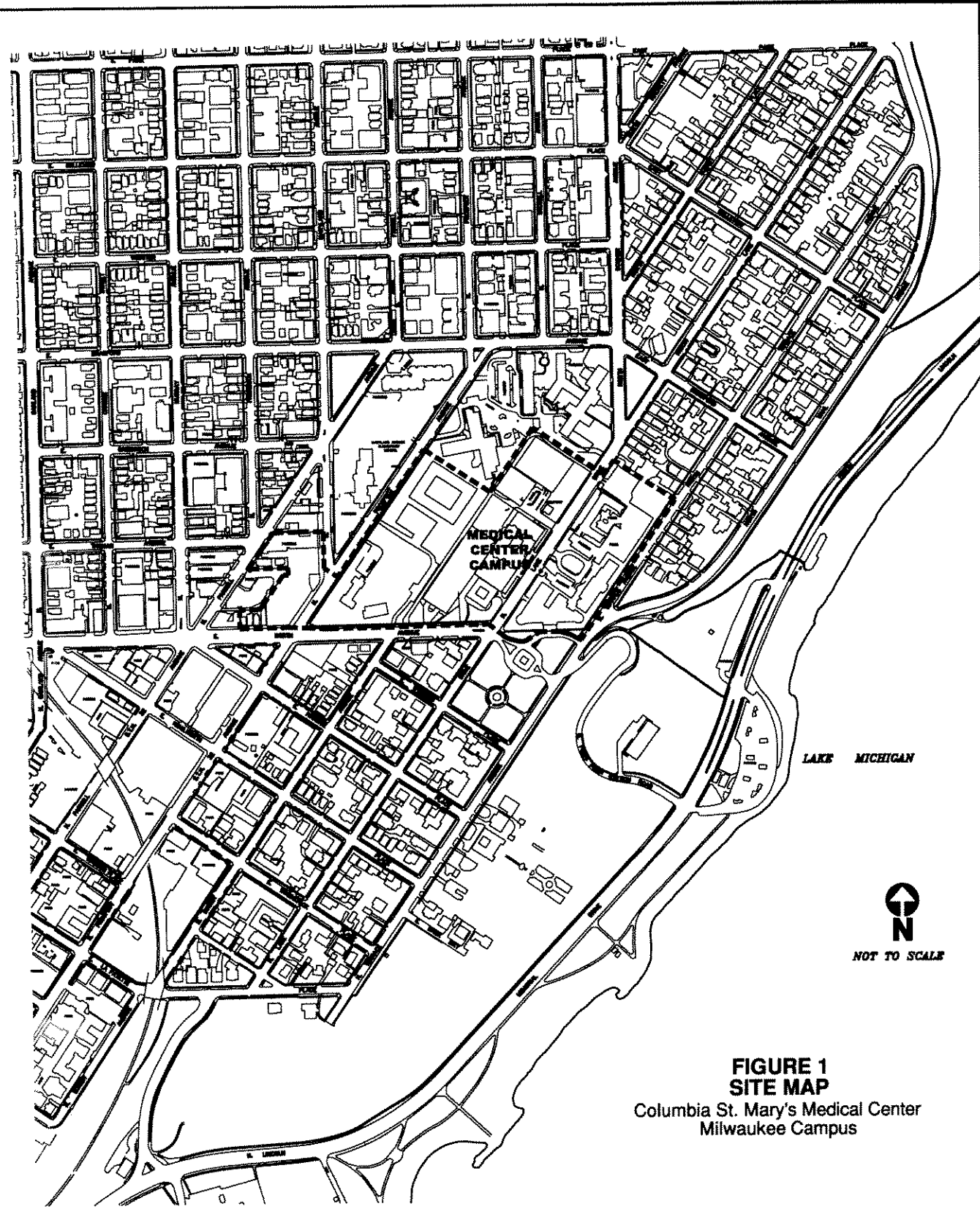
Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a database for projecting future conditions. The six general components of the base conditions were considered:

- The geographical location of the site.
- The characteristics of the adjacent road system, including roadway characteristics and intersection traffic control.
- The existing traffic volumes at the site.
- The existing intersection analysis.
- The direction distribution of the traffic traveling to the site.
- The existing trip generation rates.

Site Location

Columbia/St. Mary's Hospital is located north of downtown Milwaukee overlooking Lake Michigan. The hospital is located near the intersection of East North Avenue and North Lake Avenue. The site location is shown in Figure 1.



LAKE MICHIGAN



NOT TO SCALE

FIGURE 1
SITE MAP
Columbia St. Mary's Medical Center
Milwaukee Campus

DES MAN
ASSOCIATES

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Existing Road Network

A field reconnaissance of the site and adjacent roadways was conducted to inventory existing conditions and traffic characteristics. As part of this field reconnaissance, characteristics (link characteristics, intersection geometry, and speed limits) of East North Avenue, North Lake Drive, East Bradford Avenue, North Prospect Avenue, North Farwell Avenue, North Downer Avenue, and North Maryland Avenue. The results of the field reconnaissance are presented below.

East North Avenue is a two-lane, east-west arterial (one eastbound and one westbound lane) with turning bays at major intersections. North Avenue extends west past I-43 from the lakefront. The intersections of East North Avenue with North Lake Drive, Prospect, and Farwell are signalized, and the intersection of East North Avenue with North Terrace Avenue is stop sign controlled.

North Lake Drive is a north-south arterial that extends north from McKinley Park along the lakeshore. In the vicinity of the site, it has a two-lane cross section and a signalized intersection with East North Avenue.

North Terrace Avenue is a two-lane, north-south local street in the vicinity of the site. Its intersection with East North Avenue is controlled by stop signs.

North Prospect and North Farwell Avenues (State Route 32) are a north-south pair of one-way arterials extending north from downtown. Both streets are approximately 44 feet wide, with parking permitted on both sides. The one-way pair terminates just north of the hospital at Bradford Avenue. Highway 32 extends north along Lake Drive north of the hospital.

Downer Avenue, Maryland Avenue, and Oakland Avenue are north-south major streets extending north from about North Avenue beyond the city limits. They provide access to the hospital from the near north side and suburbs.

East Bradford Avenue is an east-west local street in the vicinity of the site. It has a signalized intersection with North Downer Avenue. Its intersections with North Prospect Avenue, North Lake Avenue and North Terrace Avenue are controlled by stop signs.

Existing Traffic Volumes

The existing traffic volumes are the result of several sets of counts of various intersections within the vicinity of the site. Weekday manual peak-hour traffic counts were conducted at the following intersections near Columbia/St. Mary's Hospital:

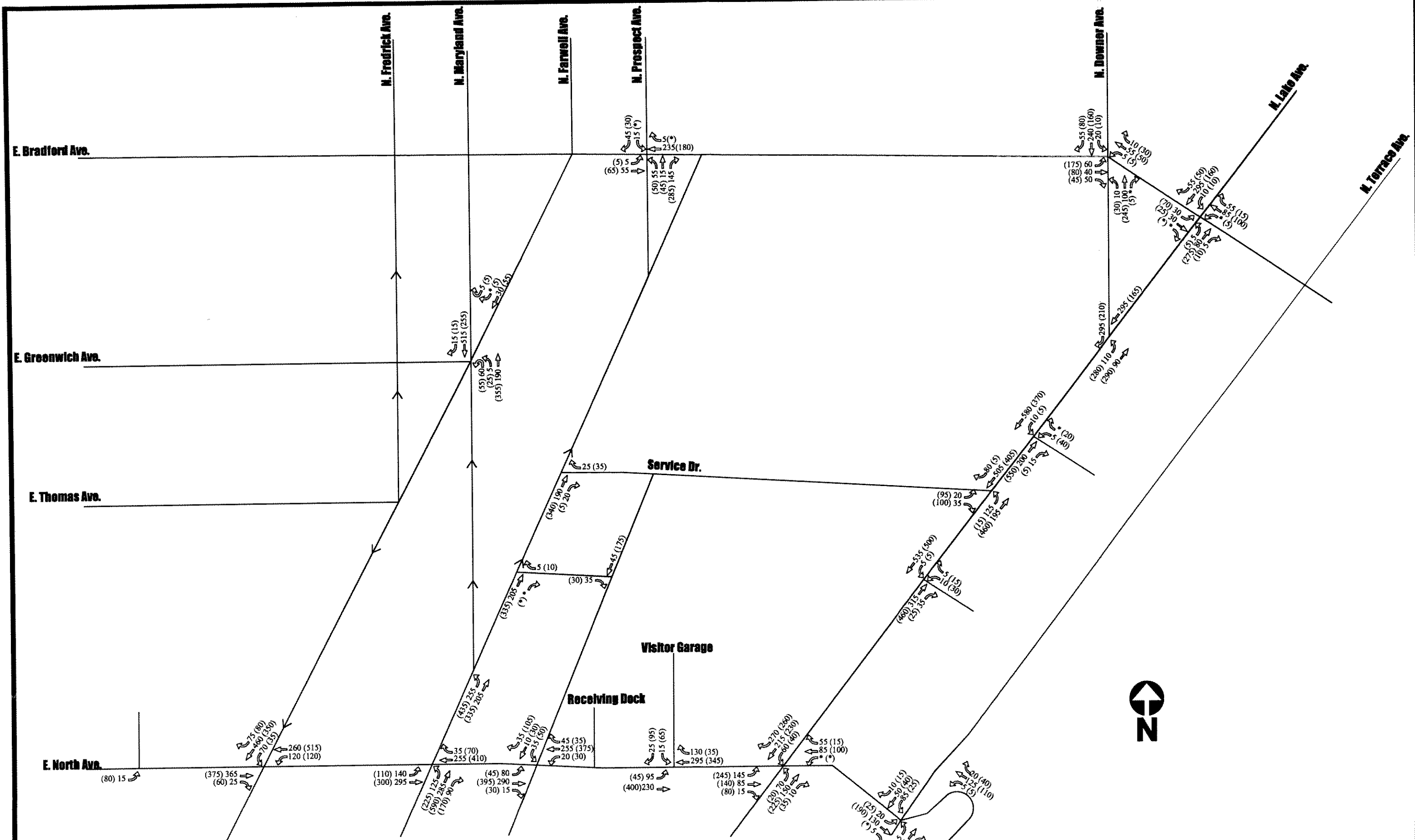
1. East North Avenue and North Lake Drive
2. East North Avenue and North Terrace Avenue

3. East North Avenue and the Seton Tower Garage entrances
4. East North Avenue and the hospital service drive
5. North Lake Drive and the Northpoint parking lot driveway
6. North Lake Drive and the St. Mary's Hill parking lot driveways
7. North Lake Drive and the employee garage driveway
8. North Prospect Avenue and the employee lot entrance
9. North Prospect Avenue and the MCH driveway
10. East Bradford Avenue and North Lake Drive
11. East Bradford Avenue and North Downer Avenue
12. East Bradford Avenue and North Prospect Avenue
13. North Maryland Avenue and North Prospect Avenue

Intersections one through nine were conducted from 7:00 to 9:00 A.M. and 3:00 to 6:00 P.M. on Tuesday, February 4, 2003, and Wednesday, February 5, 2003. The Prospect Avenue counts were conducted on Friday, February 14, 2003, and Monday, February 17, 2003. The morning peak hour occurs from 7:15 to 8:15 A.M., and the afternoon peak hour from 4:30 to 5:30 P.M. These traffic count results, combined with the intersection geometry and traffic controls collected during the fieldwork, were the basis for the existing conditions traffic analyses at the intersections above.

Intersections ten through thirteen were added in April of 2003 and counted again in July 2004. These counts were needed to more accurately project the existing traffic volumes. These counts were conducted from 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. on Friday, April 24, 2003, and Tuesday, April 29, 2003.

In July of 2004, the intersections of East Bradford Avenue and North Downer Avenue, and East Bradford Avenue and North Lake Drive were counted. On Tuesday, July 20, 2004, the intersection of East Bradford Avenue and North Lake Drive was counted during the afternoon peak hour, between 4:30 P.M. and 5:30 P.M. On Wednesday, July 21, 2004, the intersection of East Bradford Avenue and North Downer Avenue, and East Bradford Avenue and North Lake Drive were counted in the morning between the hours of 7:15 A.M. and 8:15 A.M. Also the intersection of East Bradford Avenue and North Downer Avenue was counted in the afternoon between 4:30 P.M. and 5:30 P.M. The existing traffic volumes are summarized in Figure 2. Additional counts and traffic data were obtained from the City of Milwaukee for the intersections of East North Avenue from Prospect west to Oakland Avenue. A study of the impact of converting Farwell from one-way to two-way operation was also obtained from the City.



xx - AM PEAK (7:15-8:15)
 (xx) - PM PEAK (4:30-5:30)
 * - LESS THAN 5 VEHICLES PER HOUR

FIGURE 2
EXISTING TRAFFIC VOLUMES -
COLUMBIA ST. MARY'S, MILWAUKEE, WI.

Background Traffic and Roadway Changes

Discussions were held with the City of Milwaukee Department of Public Works regarding growth in background traffic and the potential impacts of other developments or roadway changes. Although there are several potential development projects proposed in the area it was decided that given the developed nature of the area, there would be no significant growth in background traffic. It was also assumed that the roadway network would remain largely unchanged in the immediate vicinity of the campus. There has been discussion over the years of converting Prospect and Farwell to two-way traffic. There are also plans to introduce the Milwaukee connector transit in the area just south and west of the campus.

Intersection Analysis

Traffic capacity analyses were conducted for existing conditions using the traffic volumes shown in Figure 2. These analyses were conducted using techniques described in the 2000 edition of the *Highway Capacity Manual (HCM)*. These techniques use the traffic volumes, intersection geometry, and traffic signal timings (for signalized intersection analyses) as inputs to estimate the average delays, queue lengths, and levels of service (LOS) for movements and approaches at an intersection, and for the intersection as a whole. LOS values are based on average delay and range from LOS A through LOS F, with LOS A being the most desirable. The interpretation of each of the LOS values and the associated average delay range is shown in Table 1.

Table 1 Level of Service Criteria for Signalized Intersections		
Level of Service	Interpretation	Total Delay Per Vehicle (seconds)
A	Very short delay, with extremely favorable signal progression. Most vehicles arrive during the green phase and do not stop at all.	< 10.0
B	Good signal progression, with more vehicles stopping than for LOS A, causing higher levels of average delay	10.1 – 20.0
C	Light congestion, the number of vehicles stopping becomes significant at this level.	20.1 – 35.0
D	Congestion is more noticeable, with longer delays resulting from unfavorable signal progression and/or long signal cycle lengths or high volume to capacity (v/c) ratios.	35.1 – 55.0
E	Limit of acceptable delay. High delays result from poor signal progression and/or long cycle lengths or high v/c ratios	55.1 – 80.0
F	Unacceptable delays occur, due to traffic demand exceeding the capacity of the lane, approach, or intersection.	>80.0

Source: Highway Capacity Manual, 2000.

Table 2 summarizes the results of the existing traffic analysis for all signalized intersections. As shown in Table 2, all of the intersections operate efficiently at LOS B or better.

Table 2 Signalized Intersection Analysis				
Intersection	Existing Conditions			
	A.M.		PM	
	LOS	Delay	LOS	Delay
North and Farwell Ave.	B	19.6	B	18.7
North and Prospect Ave.	B	15.5	B+	13.7
North and Lake Drive	B	15.7	B	17.9
Bradford and N. Downer Ave.	B+	14.2	B	16.2

LOS=level of service; delay is measured in seconds per vehicle.

Directional Distribution

The directions of approach of employee and patient trips to the campus were determined by analyzing the patterns in the existing traffic counts and using employee and patient ZIP Code data. The ZIP Code data was sorted by approach pattern, and the number of employees or patients from each ZIP Code was tabulated. The results of that analysis are summarized in Table 3 and illustrated in Figure 3. The analysis reveals that although 45 percent of the trips approach from the north on Lake Drive or Downer, the other 55 percent is divided among the west, south, and east. This suggests that access for both employees and patients must be accommodated from many directions.

Table 3 Directions of Approach, Employee and Patient Trips Columbia/St. Mary's Hospital; Milwaukee, Wisconsin	
Estimated Directions of Approach	Percentage of Employee/Patient Trips
From the north on local streets	45%
From the west on North Avenue	25%
From the south on Lincoln Memorial	20%
From the south on local street	10%
Total	100%

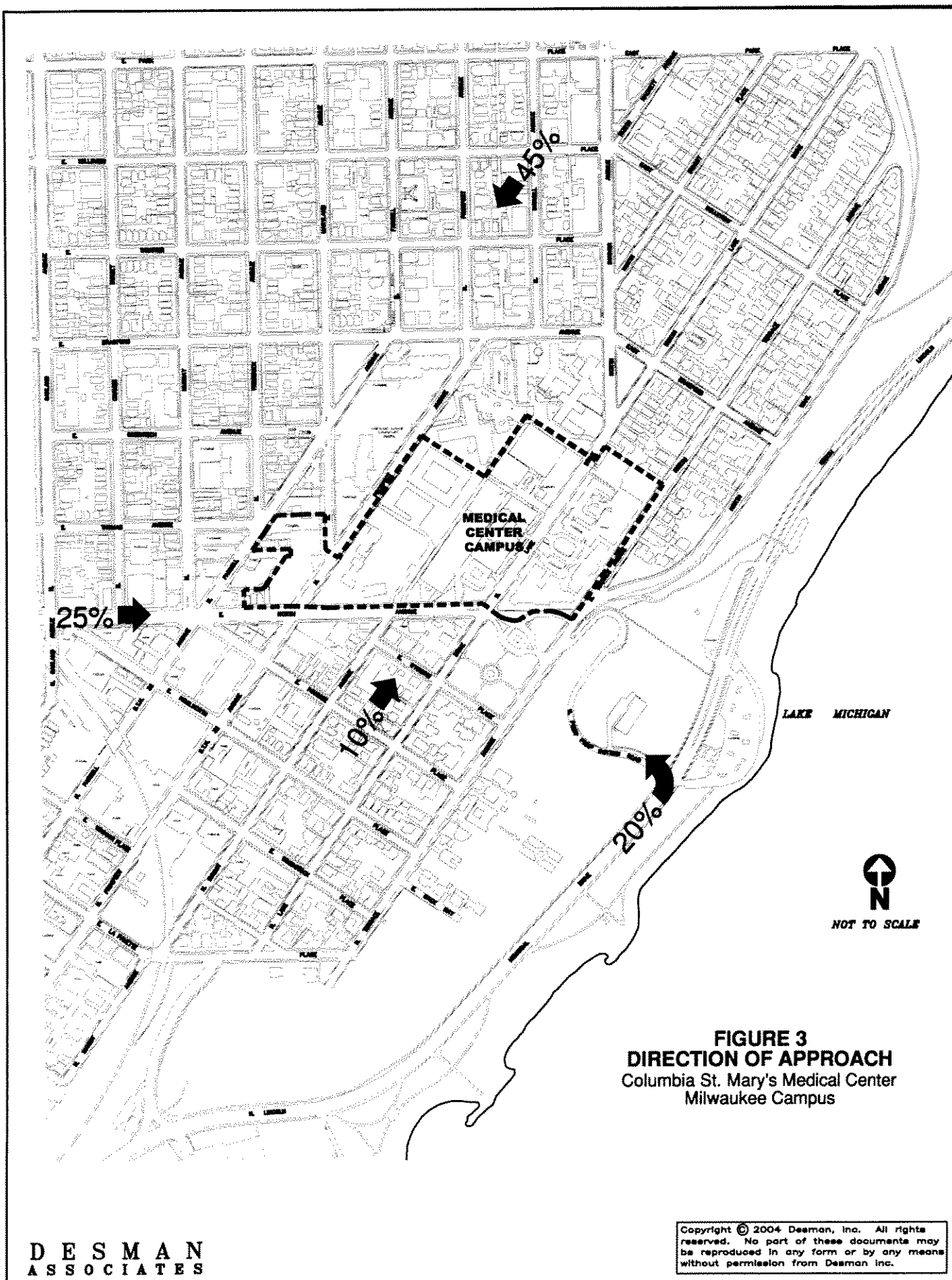


FIGURE 3
DIRECTION OF APPROACH
 Columbia St. Mary's Medical Center
 Milwaukee Campus

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ASSOCIATES

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Trip Generation Rates

The campus traffic counts for the morning and afternoon peak hours are summarized by facility in Table 4, which indicates a total of 617 inbound trips in the morning and 730 outbound trips in the afternoon peak hours. The traffic counts were also summarized by user group (physicians, employees, visitors/outpatients, and MOB). As illustrated in Table 5, the 617 peak morning inbound trips are distributed as follows: 307 by employees; 26 by physicians, 152 by patients/visitors, and 132 for the MOB. The data is also provided for the outbound movement in the morning and the afternoon inbound and outbound movements. The existing trip generation by user group was divided by the user group population to obtain a total trip generation rate for each user group. These rates are indicated in Table 6. The trip generation rates were used to project future traffic volumes based on projected user group populations.

Table 4 Trip Generation Summary, Columbia/St. Mary's Hospital; Milwaukee				
	Total Trips			
	A.M.		P.M.	
Facility	Inbound	Outbound	Inbound	Outbound
Employee Garage	205	55	19	195
Seton Tower Garage	225	40	80	180
NorthPoint Lot	25	5	10	60
St. Mary's Hill Lots	40	15	30	45
Service Drive/ER	75	85	80	205
Employee Lot	20	5	0	10
On Street	<u>27</u>	<u>12</u>	<u>9</u>	<u>35</u>
Total	617	217	228	730

Table 5 Trip Generation by User Group, Columbia/St. Mary's Hospital; Milwaukee				
	Total Trips			
	A.M.		P.M.	
User Group	Inbound	Outbound	Inbound	Outbound
Employees	307	144	98	393
Physicians	26	4	2	10
Patients/Visitors	152	35	60	145
MOB	<u>132</u>	<u>33</u>	<u>67</u>	<u>182</u>
Total	617	217	228	730

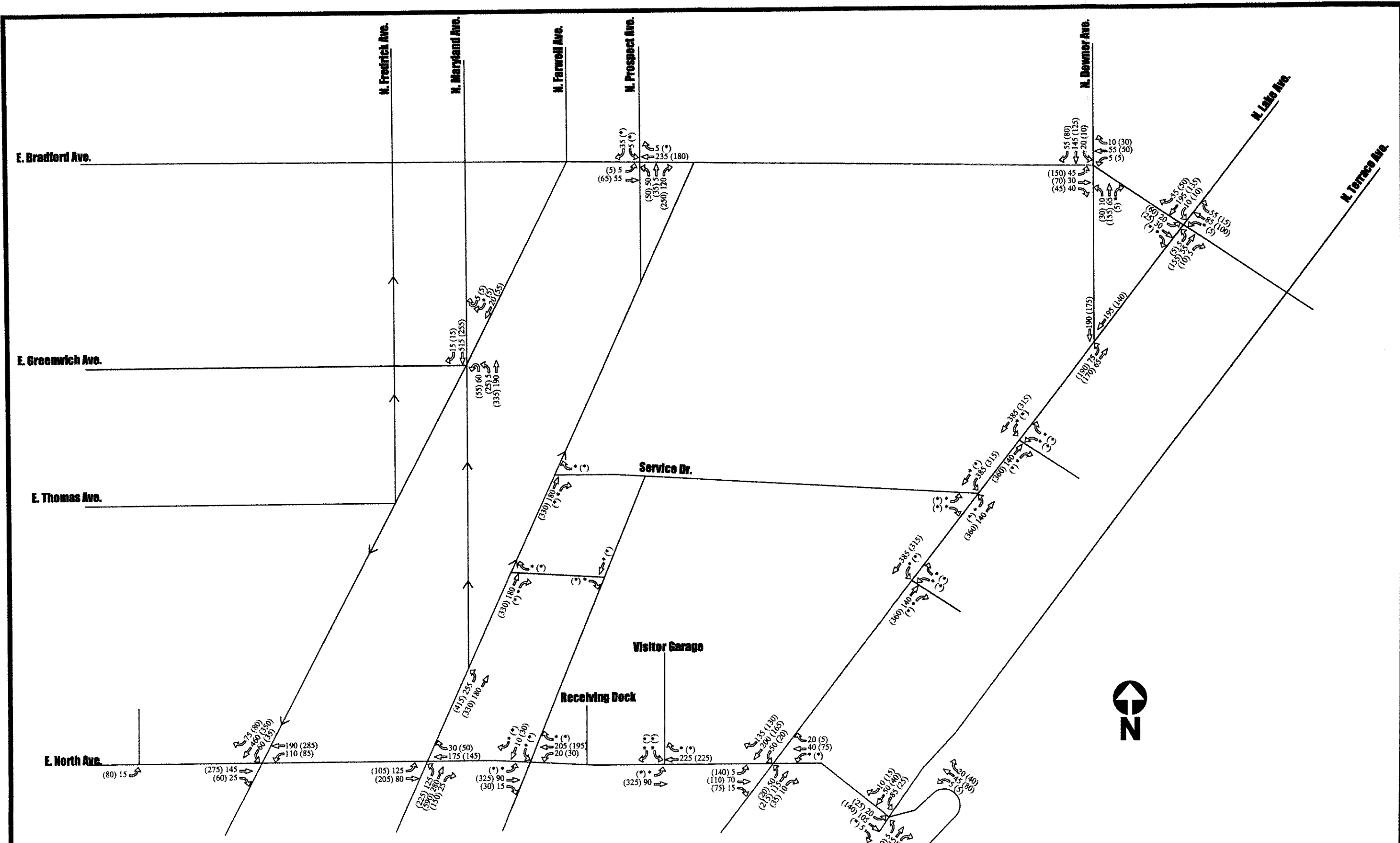
Table 6 Trip Generation Rates by User Group Columbia/St. Mary's Hospital; Milwaukee				
User Group/Units	Total Trips			
	A.M.		P.M.	
	Inbound	Outbound	Inbound	Outbound
Employees—per FTE	0.19	0.09	0.06	0.24
Physicians—per hospital physician	0.23	0.04	0.02	0.09
Patients/visitors—100,000 annual visits	46.45	10.85	18.47	44.39
MOB—1,000 leasable square feet	1.65	0.41	0.84	2.27
Note: Based on the following populations: Employees: 1,660 FTE Physicians: 110 Patients/Visitors: 327,000 annual visits MOB: 80,000 square feet				

Base Volumes

The base traffic volume is how the traffic would flow if no hospital was located on the site of Columbia/St. Mary's Hospital. In order to determine the base volume for this site, the current hospital traffic volume was subtracted from the existing traffic volume. This left the site with only traffic passing through. Figure 4 shows the base volumes for the Columbia/St. Mary's Hospital site.

Future Conditions

The future traffic projections were developed by estimating the peak hour site generated traffic from the combined Columbia St. Mary's Hospital and adding this "site" traffic to the "base" traffic volumes presented previously in Figure 5.

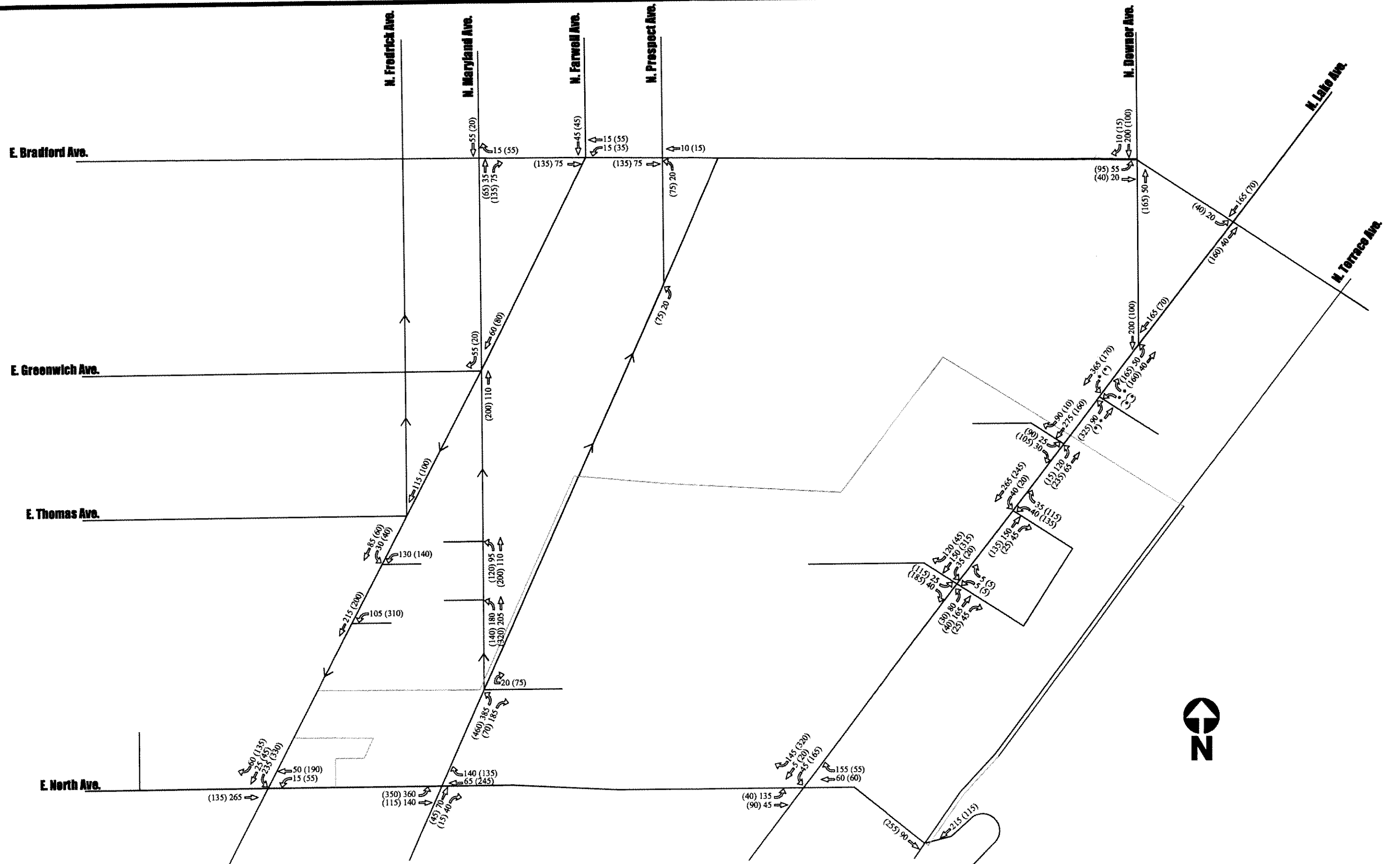


xx - AM PEAK (7:15-8:15)
 (xx) - PM PEAK (4:30-5:30)
 * - LESS THAN 5 VEHICLES PER HOUR



FIGURE 4
BASE VOLUMES -

COLUMBIA ST. MARY'S, MILWAUKEE, WI.



xx - AM PEAK (7:15-8:15)
 (xx) - PM PEAK (4:30-5:30)
 * - LESS THAN 5 VEHICLES PER HOUR

FIGURE 5
PROJECTED SITE TRAFFIC -
COLUMBIA ST. MARY'S, MILWAUKEE, WI.

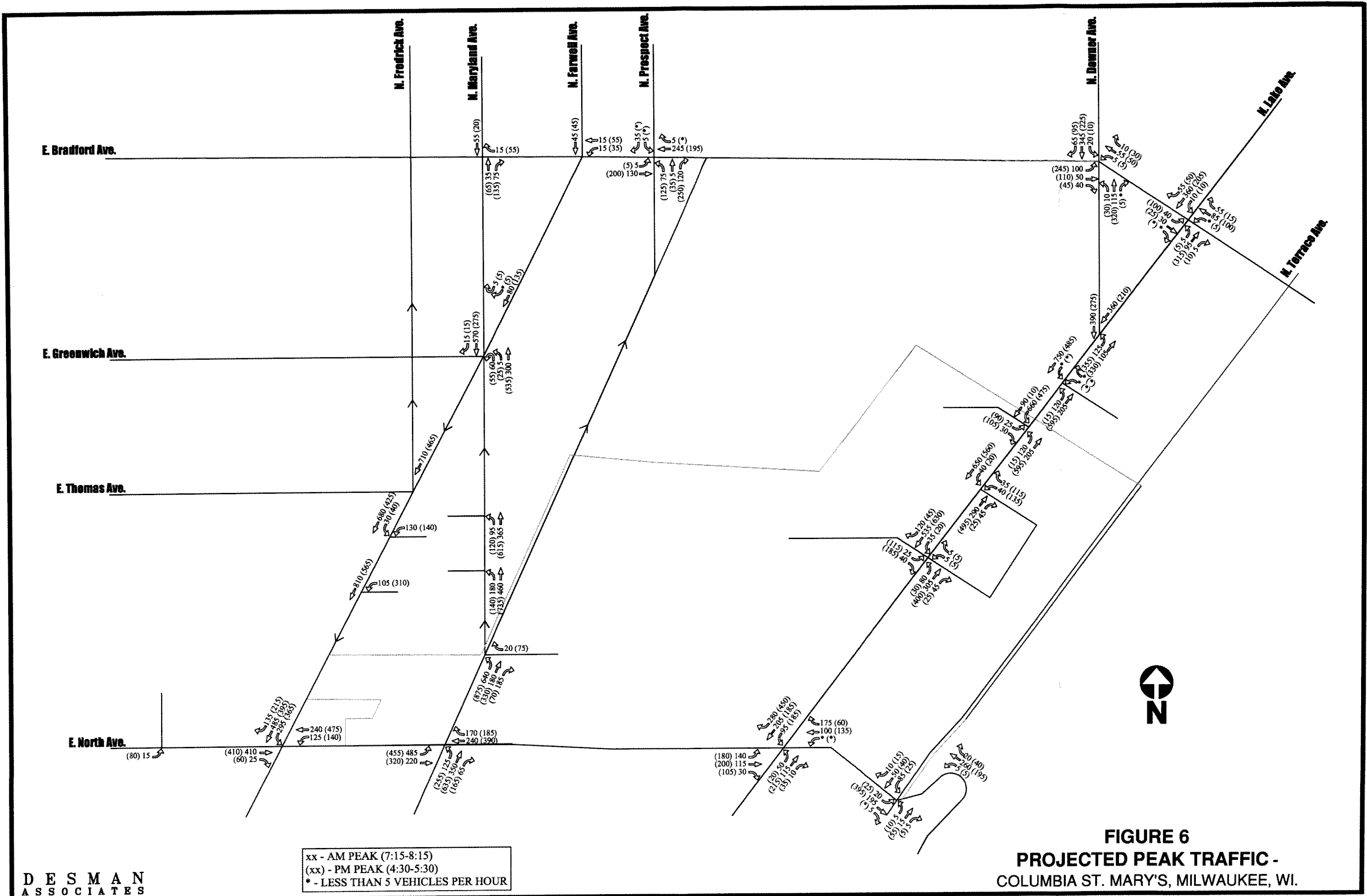
Future Trip Generation

The future Columbia/St. Mary's traffic counts for the morning and afternoon peak hours are summarized by facility in Table 7, which indicated a total of 1,065 inbound trips in the morning and 1,280 outbound trips in the afternoon peak hours.

Table 7 Future Trip Generation Summary, Columbia/St. Mary's Hospital; Milwaukee				
	Total Trips			
	A.M.		P.M.	
Facility	Inbound	Outbound	Inbound	Outbound
Employee Garage	210	55	25	195
Main Hospital	385	85	145	375
East Portion	165	85	90	260
West Portion	180	105	140	310
Retail	<u>125</u>	<u>130</u>	<u>160</u>	<u>140</u>
Total	1065	460	560	1280

Future Traffic

The future traffic was determined by adding the future trip generation to the base traffic volume. Once the future traffic was established, the future capacity analysis could be completed. A summary of the future peak volume can be found in Figure 6.



DES MAN
ASSOCIATES

FIGURE 6
PROJECTED PEAK TRAFFIC -
COLUMBIA ST. MARY'S, MILWAUKEE, WI.

Future Intersection Analysis

Traffic capacity analyses were conducted for future traffic using the traffic volumes shown in Figure 6. These analyses were conducted using techniques described in the 2000 edition of the *Highway Capacity Manual* (HCM). These techniques use the traffic volumes, intersection geometry, and traffic signal timings (for signalized intersection analyses) as inputs to estimate the average delays, queue lengths, and levels of service (LOS) for movements and approaches at an intersection, and for the intersection as a whole. LOS values are based on average delay and range from LOS A through LOS F, with LOS A being the most desirable. The interpretation of each of the LOS values and the associated average delay range is shown in Table 1.

Table 8 summarizes the results of the future traffic analysis for all signalized intersections. As shown in Table 3, the intersections of North and Lake Drive, and Bradford and North Downer Avenue operate efficiently at LOS B. The intersections of North and Farwell Avenue, and North and Prospect Avenue operate at LOS C.

Table 8 Signalized Intersection Analysis				
Intersection	Future Conditions			
	A.M.		PM	
	LOS	Delay	LOS	Delay
North and Farwell Ave.	C+	21.1	C+	20.6
North and Prospect Ave.	C+	21.5	C	32.0
North and Lake Drive	B	15.5	B	16.1
Bradford and N. Downer Ave.	B+	14.0	B	17.2

LOS=level of service; delay is measured in seconds per vehicle.

Conclusion

Results of this analysis for the proposed Columbia/St. Mary's Hospital indicate that additional traffic volumes from the expansion are not expected to have a significant impact on the existing roadway network because the majority of the projected traffic is already on the Lake Drive campus. The proposed site plan will improve traffic flow by eliminating major driveways on North Avenue and establishing major access points away from the intersections.

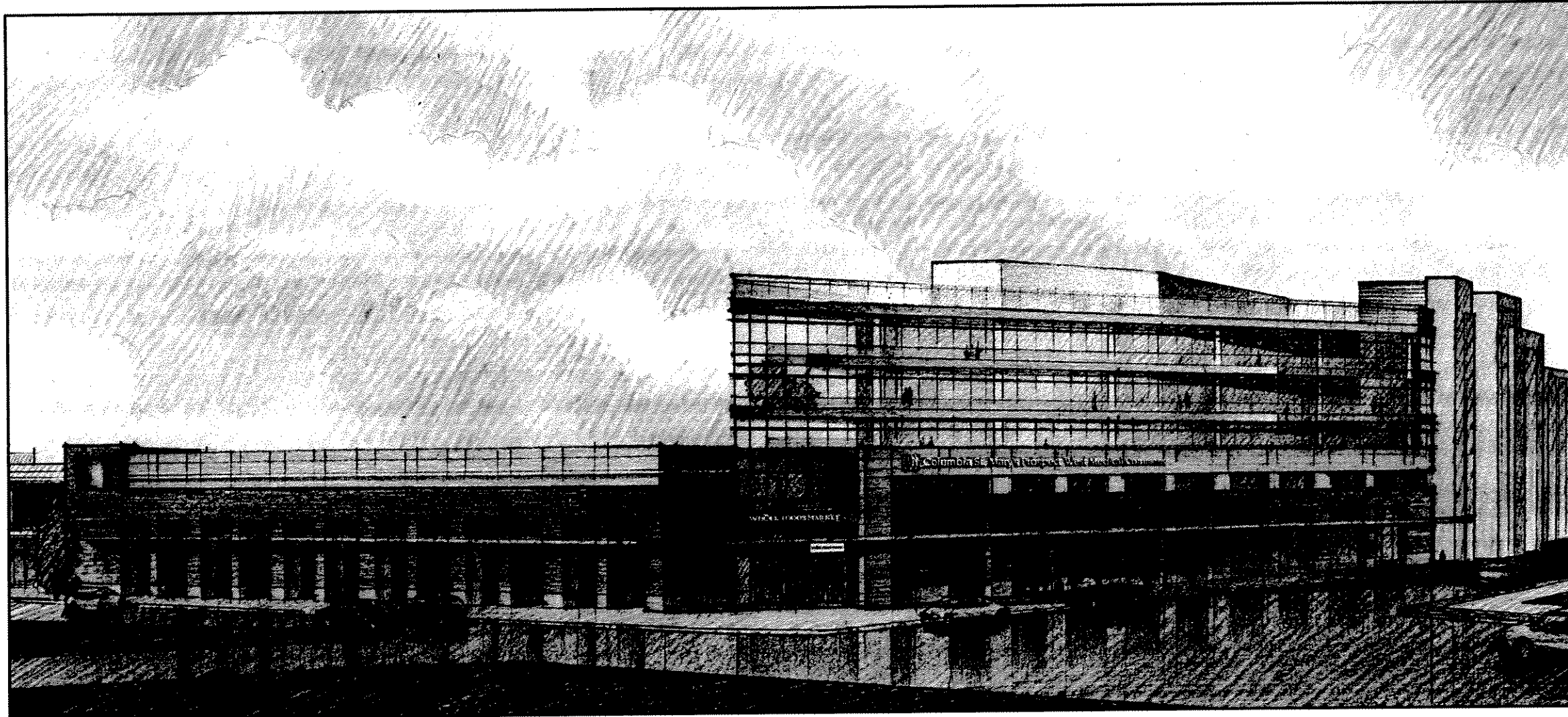
Columbia St. Mary's Hospital

2323 North Lake Drive
Milwaukee, Wisconsin 53202

 Columbia St. Mary's
A Passion for Patient Care

IRGENS
DEVELOPMENT
Partners, LLC

Project Scope
COLUMBIA ST. MARY'S HOSPITAL
ST. MARY'S HOSPITAL
2323 NORTH LAKE DRIVE
MILWAUKEE, WI 53202



Prospect West

DPD - Submission One

April 4, 2005

Key Plan / Vicinity Map

SITE



No.	Issue Description	Date
1	SUBMISSION 1	April 4, 2005

Drawn by: _____ Reviewed by: _____

Project No: 03-00102-50

CSM1DPDCover.dwg

Sheet Title:

Digital drawing is 36" x 48". Scale unless accordingly. / rescale
Sheet Number: _____

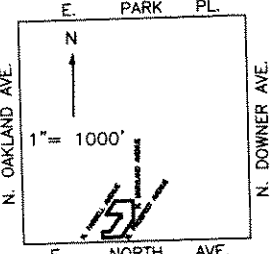
LEGEND

	POWER POLE		BURIED GAS
	TELEPHONE PEDESTAL		BURIED ELECTRIC
	HAND HOLE		OVERHEAD ELECTRIC
	DECIDUOUS TREE		BURIED FIBER OPTIC
	CONIFEROUS TREE		BURIED TELEPHONE
	TREE LINE		SANITARY SEWER
	PINE TREE LINE		STORM SEWER
	GUARD POST		WATER MAIN
	METAL POST		FORCED MAIN
	WOOD POST		WOOD FENCE
	FENCE POST		WOVEN FENCE
	FLAG POLE		BARBED WIRE FENCE
	YARD LIGHT		EASEMENT
	GROUND LIGHT		CENTERLINE OF ROAD
	RIP RAP		WETLAND BOUNDARY
	MONUMENT		FLOODPLAIN BOUNDARY

BENCH MARKS

B.M. #3 CHISELED "x" ON THE NW. TOP FLANGE BOLT OF A FIRE HYDRANT @ THE NE. COR. OF N. MARYLAND AVE. & N. PROSPECT AVE. ELEV. = 74.74

B.M. #4 CHISELED "x" ON THE NW. TOP FLANGE BOLT OF A FIRE HYDRANT @ THE NW. COR. OF E. NORTH AVE. & PROSPECT AVE. ELEV. = 73.88

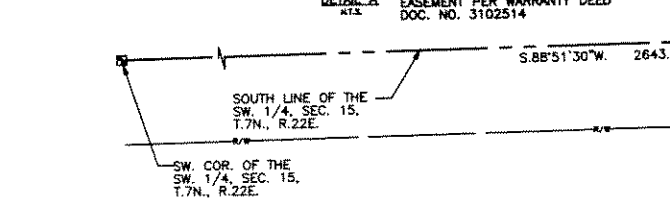
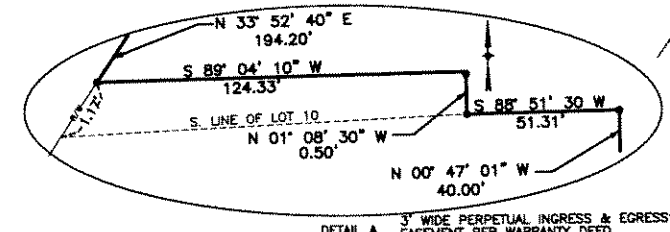


REFERENCE BEARING

All bearings are referenced to the South line of the Southwest 1/4, Sect. 15, T.7N., R.22E, which bears S.88°51'30"W. and is referenced to grid north of the Wisconsin State Plane Coordinate System, South Zone.

NOTES

- ALL ELEVATIONS ARE BASED ON CITY OF MILWAUKEE DATUM AND CAN BE CONVERTED TO MEAN SEA LEVEL, 1929 ADJUSTMENT BY ADDING 580.60.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
- THE PARCELS DO NOT FALL WITHIN THE 100 YEAR FLOODPLAIN PER FLOOD INSURANCE RATE MAP PANEL NUMBER 5504720008B, DATED MAY 3, 1982.
- SEE SHEET 2/2 FOR AS-BUILT INFORMATION.



LEGAL DESCRIPTION

All of Lots 7 through 9 inclusive, Lots 12 through 16 inclusive, and part of Lots 10, 11, 17, 18, and 19 in Block 208 of Murray's Addition, being part of the Southwest 1/4 of the Southwest 1/4 of Section 15, T.7N., R.22E., in the City of Milwaukee, Milwaukee County, Wisconsin more particularly described as follows:

Commencing at the southeast corner of said Southwest 1/4; thence South 88° 51' 30" West on and along the south line of said Southwest 1/4, 1,539.12 feet; thence North 33° 51' 54" East, 61.04 feet to the intersection of the north right of way line of East North Avenue and the westerly right of way line of North Prospect Avenue and the point of beginning; thence South 88° 51' 30" West on and along said north right of way line, 219.75 feet; thence North 01° 08' 30" West, 70.00 feet to the south line of said Lot 20; thence North 88° 51' 30" East, on and along said south line, 88.30 feet to the southwest corner of said Lot 15; thence North 33° 52' 17" East, on and along the east line of said Lots 15, 14, 13 and 12, 195.36 feet to the north line of said Lot 12; thence North 00° 47' 01" West, parallel with the west right of way line of North Maryland Avenue, 40.00 feet to the south line of said Lot 10; thence South 88° 51' 30" West, on and along said south line, 27.68 feet; thence North 01° 08' 30" West, 0.50 feet; thence South 89° 04' 10" West, 124.33 feet to a point on the easterly right of way line of North Farwell Avenue and the west line of said Lot 10, said point being 1.77 feet northeasterly of the southwest corner of said Lot 10 as measured along said west line; thence North 33° 52' 40" East, on and along said easterly right of way line, 194.20 feet to the northwest corner of said Lot 7; thence North 88° 51' 30" East on and along the north line of said Lot 7, 205.20 feet to the northeast corner of said Lot 7; thence South 00° 47' 01" East, on and along said west right of way line, 224.23 feet to the westerly right of way line of North Prospect Avenue; thence South 33° 51' 54" West, on and along said westerly right of way line, 251.22 feet to the point of beginning.

Containing 93,944 square feet (2.16 acres), more or less.

EXCEPTIONS PER TITLE COMMITMENT NO'S. 1164960, 1169639, 1174249, 1174248
PREPARED BY CHICAGO TITLE INSURANCE COMPANY

- Commitment No. 1164960
- Easements for Wisconsin Electric Power Company recorded as Document No. 4202647 applies and effects parcel as shown.
 - Easement for Wisconsin Electric Power Company recorded as Document No. 3400360 applies and effects parcel as shown.
- Commitment No. 1169639
- Perpetual ingress and egress easement per Warranty Deed recorded as Document No. 3102514 applies and effects parcel as shown.
- Commitment No. 1174249
- Perpetual ingress and egress easement per Warranty Deed recorded as Document No. 3102514 applies and effects parcel as shown.
- Commitment No. 1174248
- No survey related exceptions listed

SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN }
COUNTY OF MILWAUKEE } SS

To: Columbia St. Mary's
Chicago Title Insurance Company

This is to certify that this map or plot and the survey on which it is based were made in accordance with Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA, ACSM, and NSPS in 1999, and includes items 1, 2, 3, 4, 5, 7(b)(1), 8, 10, and 11(b), of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA, NSPS, ACSM and in effect on the date of this certification, the undersigned further certifies that the Positional Uncertainties resulting from the survey measurements made on the survey do not exceed the allowable Positional Tolerance.

DATE

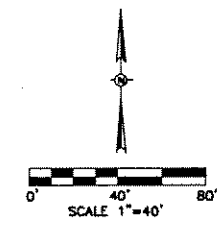
BURT J. NAUMANN, R.L.S. NO. 1950

**PROSPECT WEST
DETAILED PLAN DEVELOPMENT**

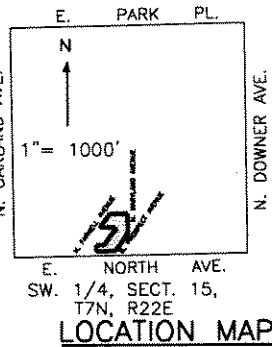
ALTA/ACSM LAND
TITLE
SURVEY -
EXISTING

DPD-2

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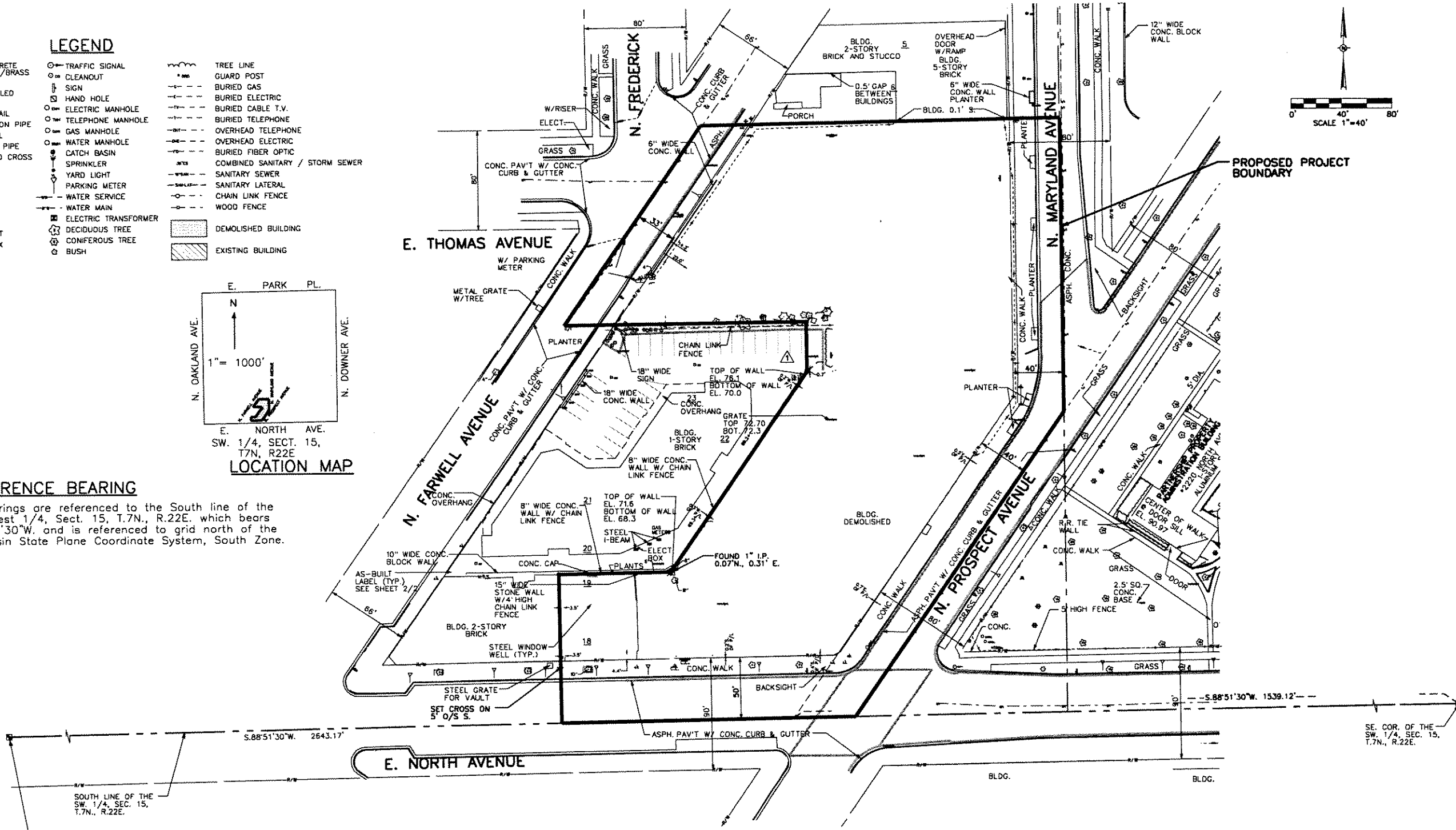


- LEGEND**
- | | | |
|--------------------------------------|------------------------|-----------------------------------|
| ○ FOUND CONCRETE MONUMENT W/BASS CAP | ○ TRAFFIC SIGNAL | — TREE LINE |
| ⊕ FOUND CHISELED CROSS | ○ CLEANOUT | — GUARD POST |
| △ FOUND PK NAIL | ○ SIGN | — BURIED GAS |
| ○ FOUND 1" IRON PIPE | ○ HAND HOLE | — BURIED ELECTRIC |
| ▲ SET MAG NAIL | ○ ELECTRIC MANHOLE | — BURIED CABLE T.V. |
| ○ SET 1" IRON PIPE | ○ TELEPHONE MANHOLE | — BURIED TELEPHONE |
| + SET CHISELED CROSS | ○ GAS MANHOLE | — OVERHEAD TELEPHONE |
| ⊕ POWER POLE | ○ WATER MANHOLE | — OVERHEAD ELECTRIC |
| ○ LIGHT POLE | ○ CATCH BASIN | — BURIED FIBER OPTIC |
| ○ MANHOLE | ○ SPRINKLER | — COMBINED SANITARY / STORM SEWER |
| ○ STORM INLET | ○ YARD LIGHT | — SANITARY SEWER |
| ○ WATER INLET | ○ PARKING METER | — SANITARY LATERAL |
| ○ WATER VALVE | ○ WATER SERVICE | — CHAIN LINK FENCE |
| ○ GAS VALVE | ○ WATER MAIN | — WOOD FENCE |
| ○ FIRE HYDRANT | ○ ELECTRIC TRANSFORMER | ▨ DEMOLISHED BUILDING |
| □ CONTROL BOX | ○ DECIDUOUS TREE | ▨ EXISTING BUILDING |
| | ○ CONIFEROUS TREE | |
| | ○ BUSH | |



REFERENCE BEARING

All bearings are referenced to the South line of the Southwest 1/4, Sect. 15, T.7N., R.22E. which bears S.88°51'30"W. and is referenced to grid north of the Wisconsin State Plane Coordinate System, South Zone.



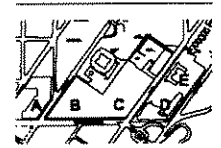
DPD LEGAL DESCRIPTION FOR COLUMBIA ST. MARY'S – PROSPECT WEST SITE

All of Lots 7,8,9,12,13,14,15, 16 and 17 and part of Lots 10,11,18, and 19 in Block 208 of Murray's Addition, being part of the Southwest 1/4 of the Southwest 1/4 of Section 15, T.7N., R.22E., in the City of Milwaukee, Milwaukee County, Wisconsin more particularly described as follows:

Commencing at the southwest corner of said Southwest 1/4; thence North 88° 51'30" East, on and along the south line of said Southwest 1/4, 919.31 feet to the point of beginning; thence North 01° 08'30" West, 120.00 feet to the north line of said Lot 19; thence North 88° 51'30" East, on and along said north line, 88.30 feet; thence North 33° 52'17" East, 195.36 feet to the south line of said Lot 11; thence North 00° 47'01" West, 40.00 feet to a point on the south line of said Lot 10; thence South 88° 51'30" West, on and along said south line, 27.68 feet; thence North 01°08'30" West, 0.50 feet; thence South 89°04'10" West, 164.52 feet to the centerline of North Farwell Avenue; thence North 33°52'40" East, on and along said centerline, 194.02 feet; thence North 88°51'30" East, 285.49 feet to the centerline of North Maryland Avenue; thence South 00°47'01" East, on and along said centerline, 236.96 feet to the centerline of North Prospect Avenue; thence South 33°51'54" West, on and along said centerline, 296.73 feet to the south line of said Southwest 1/4; thence South 88°51'30" West, on and along said south line, 233.57 feet to the point of beginning.

Said Parcel containing 131,866 square feet (3.03 acres), more or less.

**PROSPECT WEST
DETAILED PLAN DEVELOPMENT**



No.	Revised Description	Date
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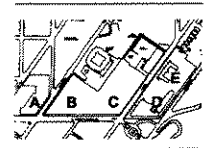
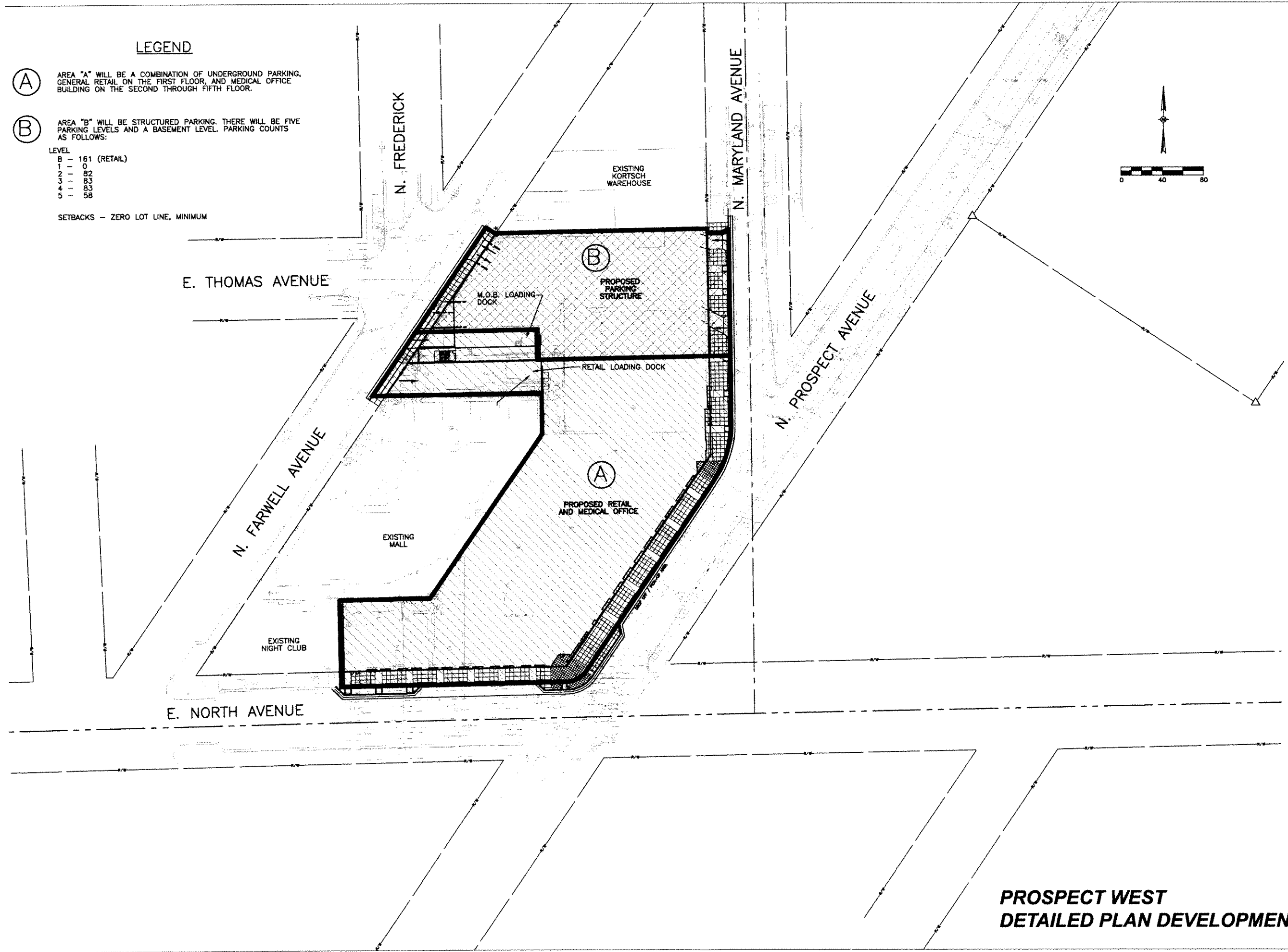
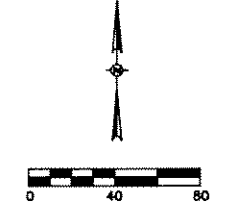
LEGEND

(A) AREA "A" WILL BE A COMBINATION OF UNDERGROUND PARKING, GENERAL RETAIL ON THE FIRST FLOOR, AND MEDICAL OFFICE BUILDING ON THE SECOND THROUGH FIFTH FLOOR.

(B) AREA "B" WILL BE STRUCTURED PARKING. THERE WILL BE FIVE PARKING LEVELS AND A BASEMENT LEVEL. PARKING COUNTS AS FOLLOWS:

- LEVEL
- B - 161 (RETAIL)
 - 1 - 0
 - 2 - 82
 - 3 - 83
 - 4 - 83
 - 5 - 58

SETBACKS - ZERO LOT LINE, MINIMUM



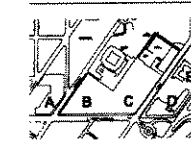
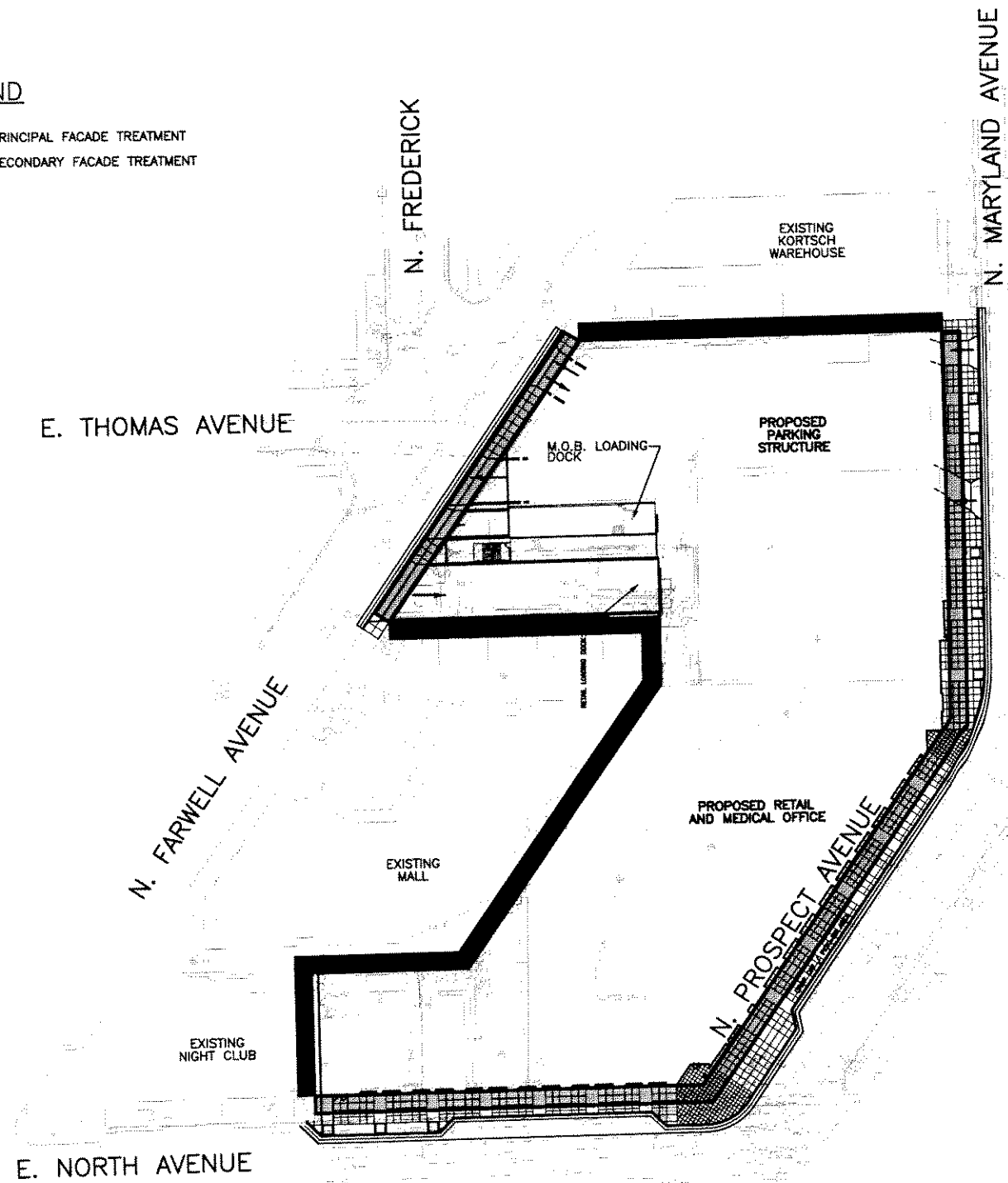
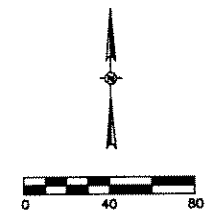
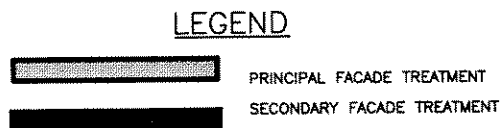
No.	Issue Description	Date
1	SUBMITTAL 1	4.4.02

Drawn by	Reviewed by

Project No. 05-0102-30
DPD-4.dwg
PROPOSED BUILDING AND PARKING SITE PLAN

**PROSPECT WEST
DETAILED PLAN DEVELOPMENT**

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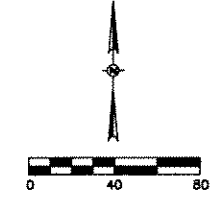


No.	Issue Description	Date
1	SUBMISSION 1	4.4.05

Drawn by: Reviewed by:
 Project No. 05-0102-50
 DPD-5.dwg

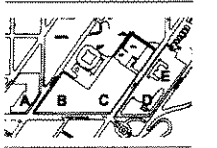
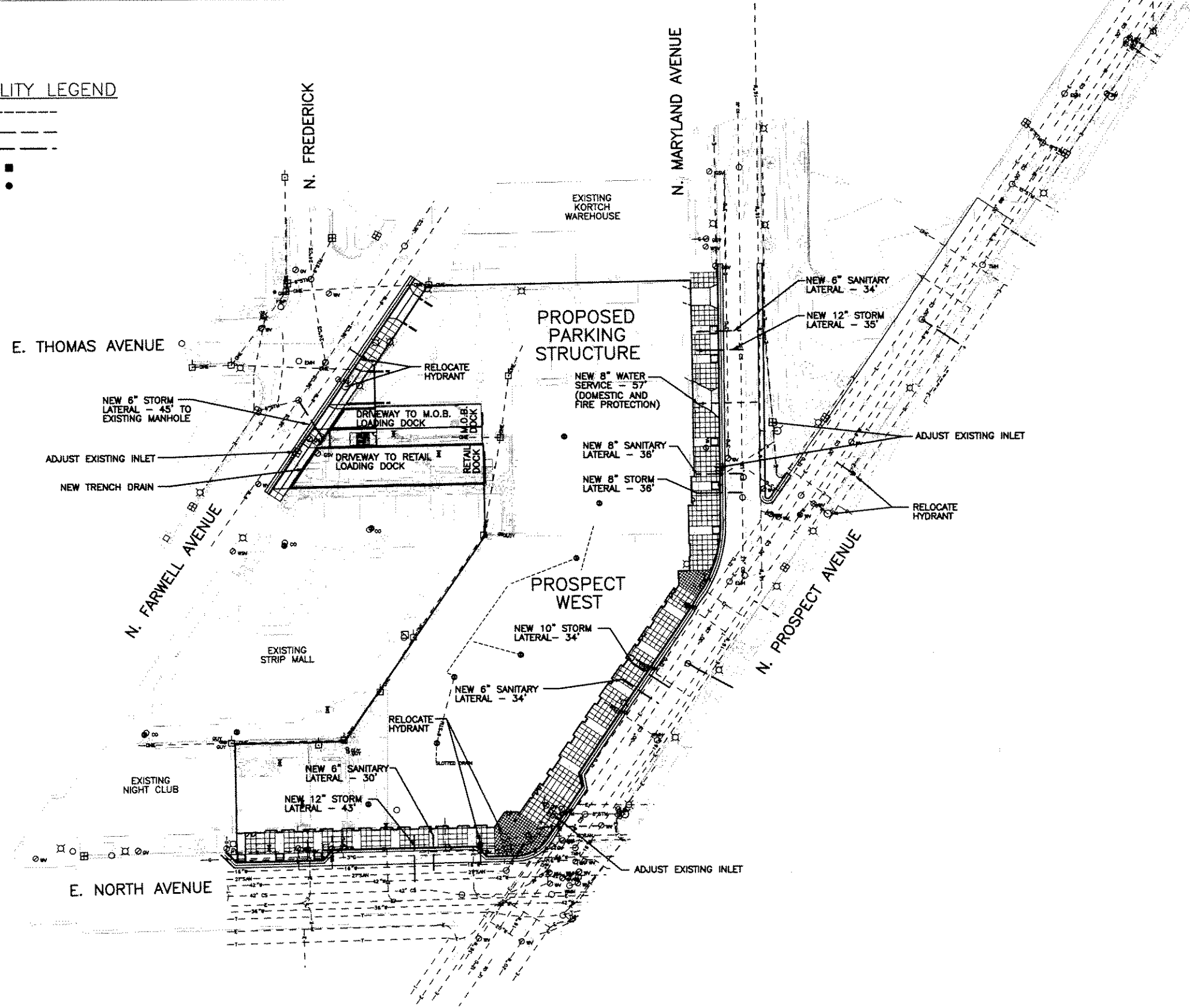
**PROSPECT WEST
 DETAILED PLAN DEVELOPMENT**

**PROPOSED
 PERIMETER
 FAÇADE
 STANDARDS**



PROPOSED UTILITY LEGEND

WATER	--- --
SANITARY SEWER	--- --
STORM SEWER	--- --
CATCH BASIN	■
MANHOLE	●



No.	Issue Description	Date
1	SUBMISSION 1	1.1.05

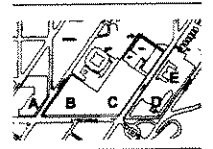
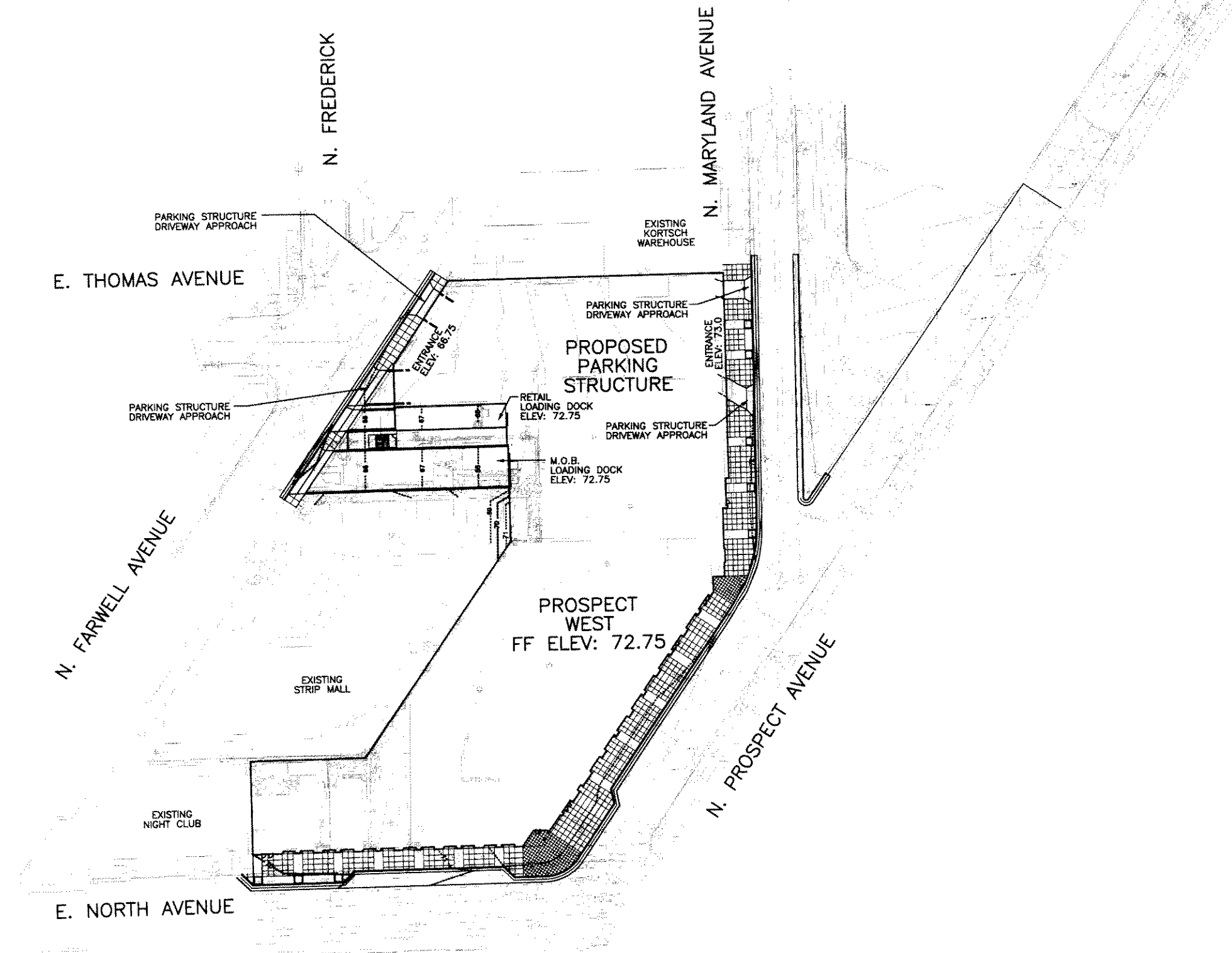
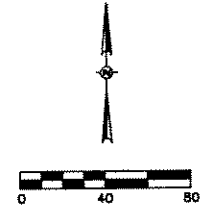
Drawn by:	Reviewed by:
Project no: 03-0102-30	
DPD-6.dwg	

IN ACCORDANCE WITH WISCONSIN STATUTE 182.0175, DAMAGE TO TRANSMISSION FACILITIES, EXCAVATOR SHALL BE SOLELY RESPONSIBLE TO PROVIDE ADVANCE NOTICE TO THE DESIGNATED "ONE CALL" SYSTEM NOT LESS THAN THREE WORKING DAYS PRIOR TO COMMENCEMENT OF ANY EXCAVATION REQUIRED TO PERFORM WORK CONTAINED ON THIS DRAWING, AND FURTHER, EXCAVATOR SHALL COMPLY WITH ALL OTHER REQUIREMENTS OF THIS STATUTE RELATIVE TO EXCAVATOR'S WORK.

PROSPECT WEST DETAILED PLAN DEVELOPMENT

PROPOSED UTILITY PLAN

DPD-6



No.	Issue Description	Date
1	SUBMITTED	4.4.05

Created by	Reviewed by

Project No: 03-0102-32
DPD-7.dwg

PROPOSED GRADING PLAN

Scale: 1/4" = 1'-0"

PROSPECT WEST DETAILED PLAN DEVELOPMENT

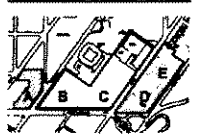
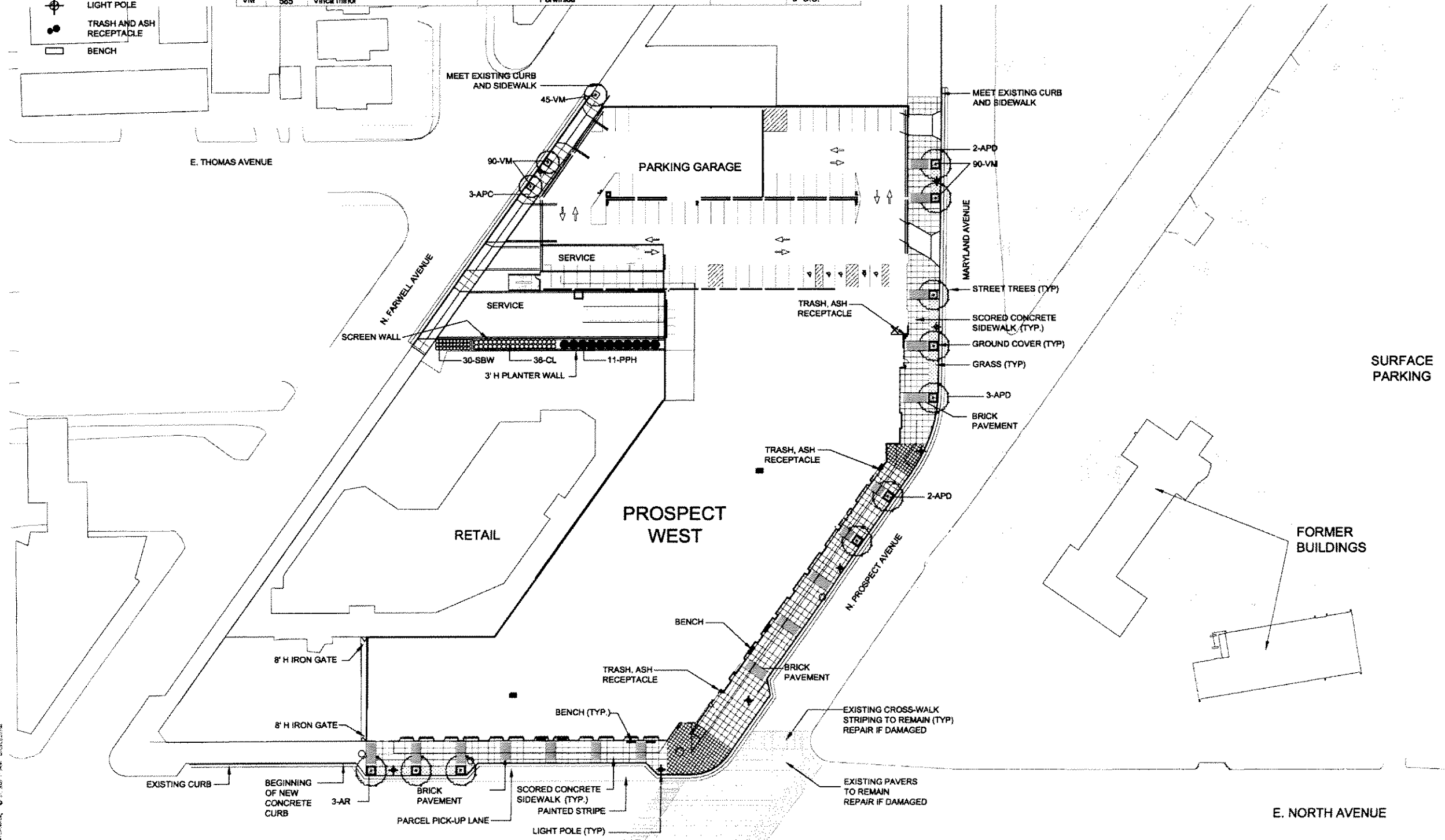
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PLANT LIST

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES					
APC	3	Acer platanoides "Columnare Compact"	Columnar Norway Maple	4" cal	As Shown
APD	10	Acer platanoides "Deborah"	Deborah Norway Maple	4" cal	As Shown
PPH	11	Picea pungens "Hoopsi"	Colorado Spruce Hoopsi	6'-8' ht	As Shown
SHRUBS					
CL	36	Cotoneaster lucidus	Hedge Cotoneaster	24"-30" ht	As Shown
SBW	30	Spirea x bumalda "Anthony Waterer"	Anthony Waterer Spirea	24" ht	As Shown
GROUND COVER					
VM	585	Vinca minor	Periwinkle		8" O.C.

LEGEND

- PROPOSED TREES
- GRASS
- GROUND COVER
- LIGHT POLE
- TRASH AND ASH RECEPTACLE
- BENCH



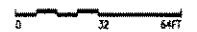
NO.	REVISION	DATE
1	SUBMITTION	4.15.20

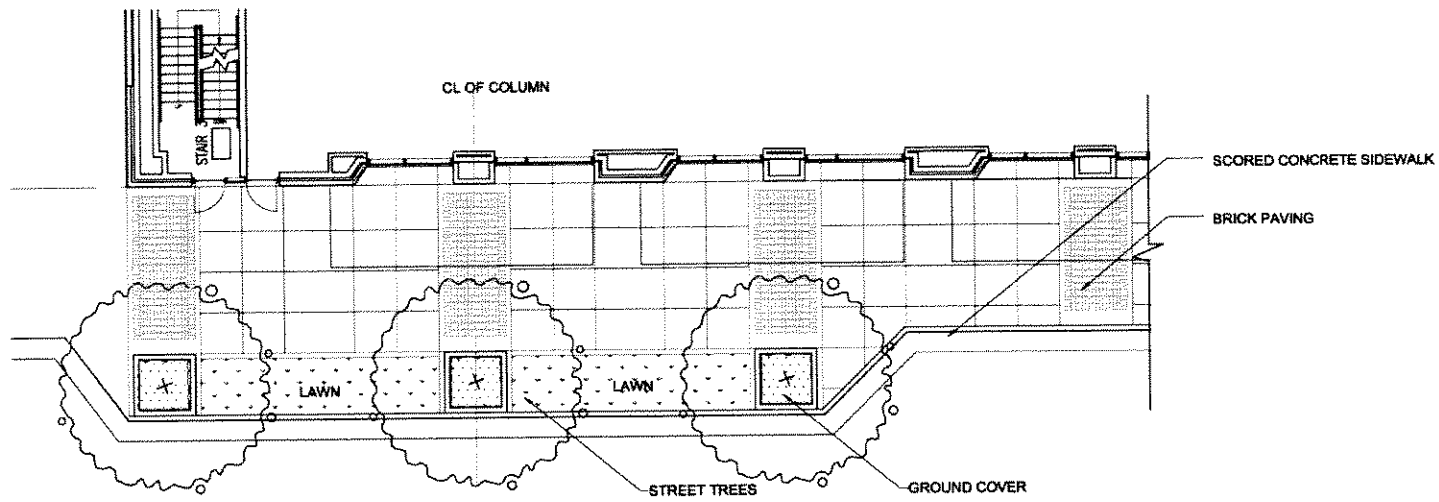
LANDSCAPE PLAN

DPD-8A

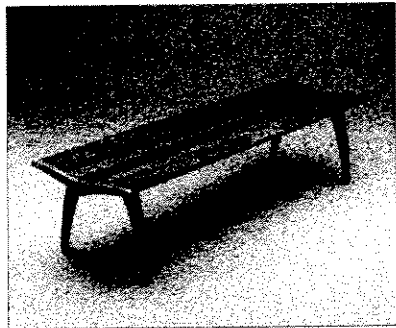


PROSPECT WEST DETAILED PLAN DEVELOPMENT



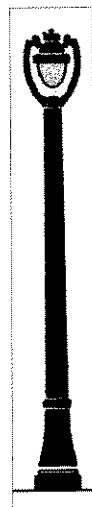


9 SIDEWALK SCORING PATTERN
SCALE: 1/8" = 1'-0"

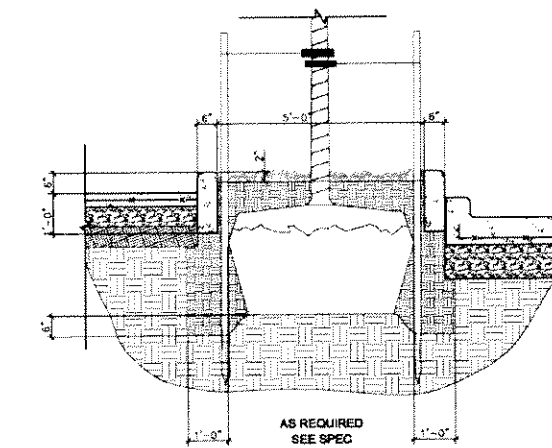


'AUSTIN'
landscapeforms

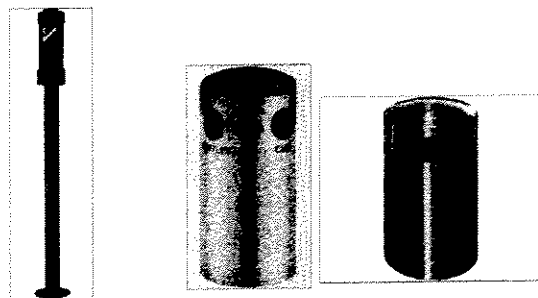
8 BENCH
SCALE: N.T.S.



7 STREET LIGHT (USE CITY STANDARD)
SCALE: N.T.S.



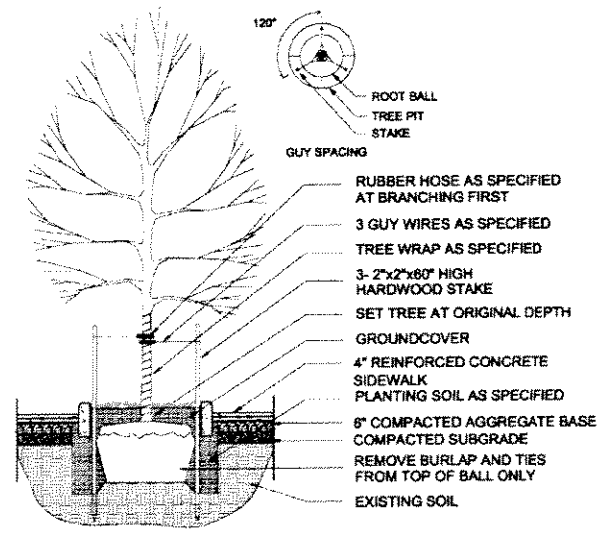
5 TREE PLANTING DETAIL
SCALE: 1/2" = 1'-0"



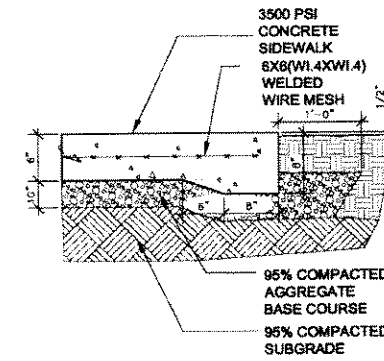
'CLASSIC BUTTLER'
Forms+Surfaces

'UNIVERSAL'
round receptacle
Forms+Surfaces

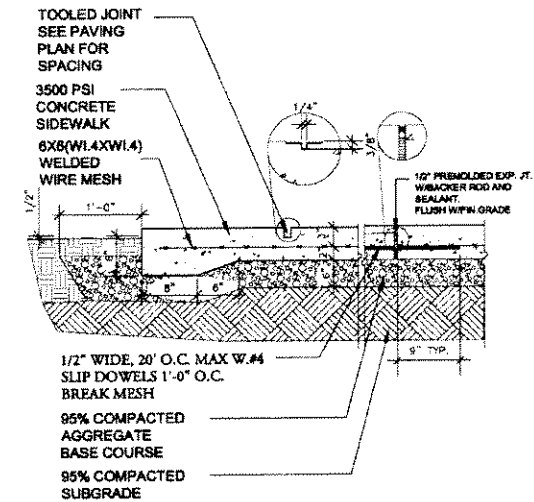
6 TRASH/ASH RECEPTACLE
SCALE: N.T.S.



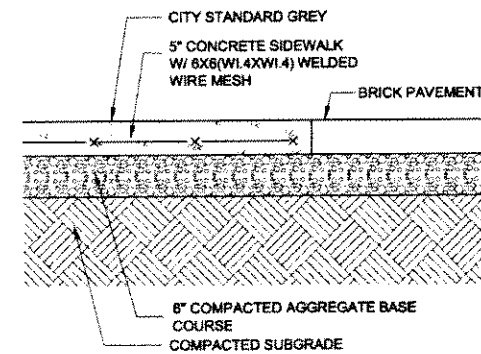
4 DECIDUOUS TREE
SCALE: N.T.S.



3 CONCRETE SIDEWALK
(HEAVY DUTY)
SCALE: 1" = 1'-0"

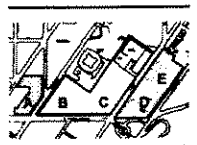


2 CONCRETE SIDEWALK JOINTS
SCALE: 1" = 1'-0"



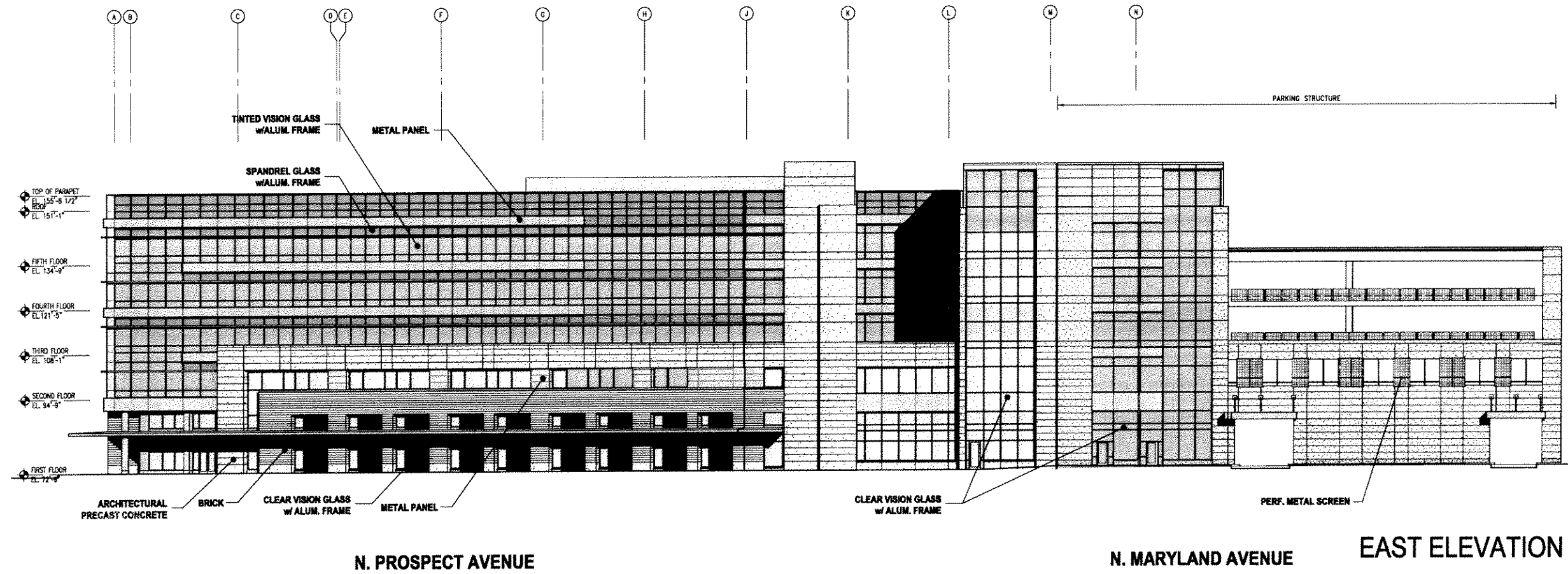
1 SIDEWALK
SCALE: 1" = 1'-0"

**PROSPECT WEST
DETAILED PLAN DEVELOPMENT**



NO.	DATE	DESCRIPTION	BY
1	2/28/2018	ISSUANCE	K.A.B.

LANDSCAPE
DETAILS



No.	Issue Description	Date
1	SUBMISSION 1	April 4, 2005

Drawn by: MHH Reviewed by: MHH

Project No: 03-00102-30

CSM1DPD10B.dwg

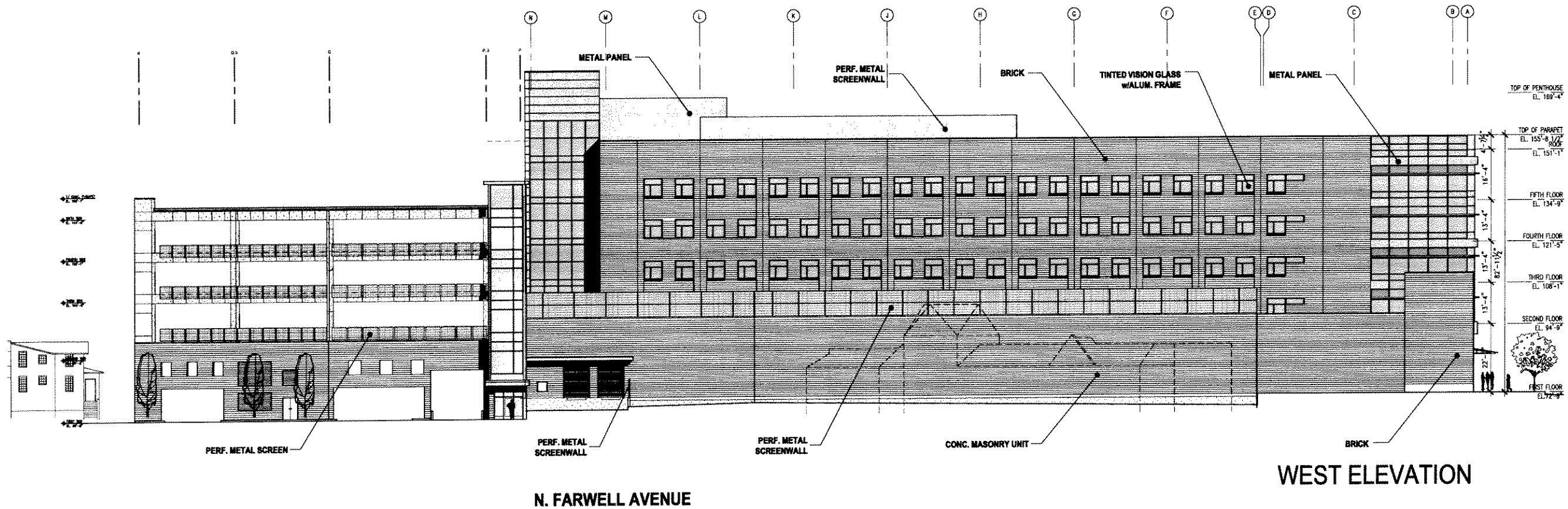
Sheet Title:

**PROSPECT WEST
EAST ELEVATION**

Original drawing in 36" x 48". Scale entire accordingly if reduced.

Sheet Number:

DPD-11A



WEST ELEVATION

No.	Issue Description	Date
1	SUBMISSION 1	April 4, 2005

Drawn by: MHH Reviewed by: MHH

Project No: 03-00102-30

CSM1DPD10C.dwg

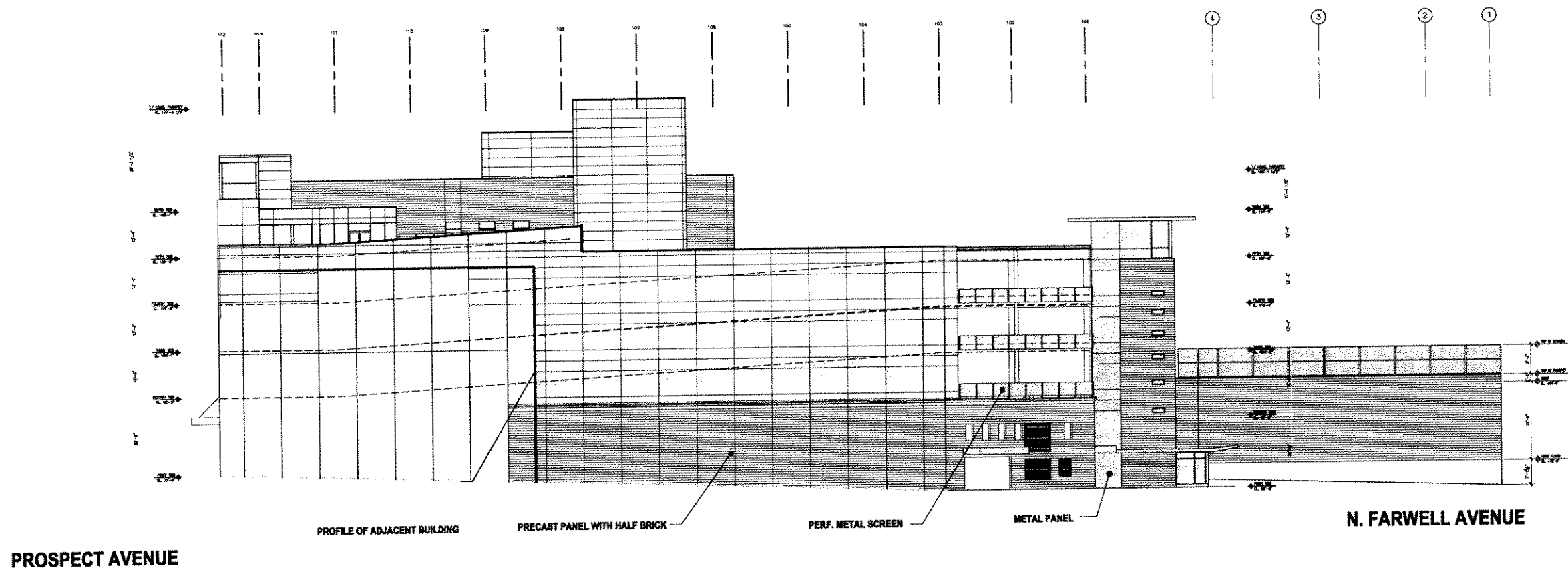
Sheet Title:

**PROSPECT WEST
WEST ELEVATION**

Original drawing is 36" x 48". Scale applies accordingly if reduced.

Sheet Number:

DPD-11B



No.	Issue Description	Date
1	SUBMISSION 1	April 4, 2005

Drawn by: MHH Reviewed by: MHH

Project No: 03-00102-30

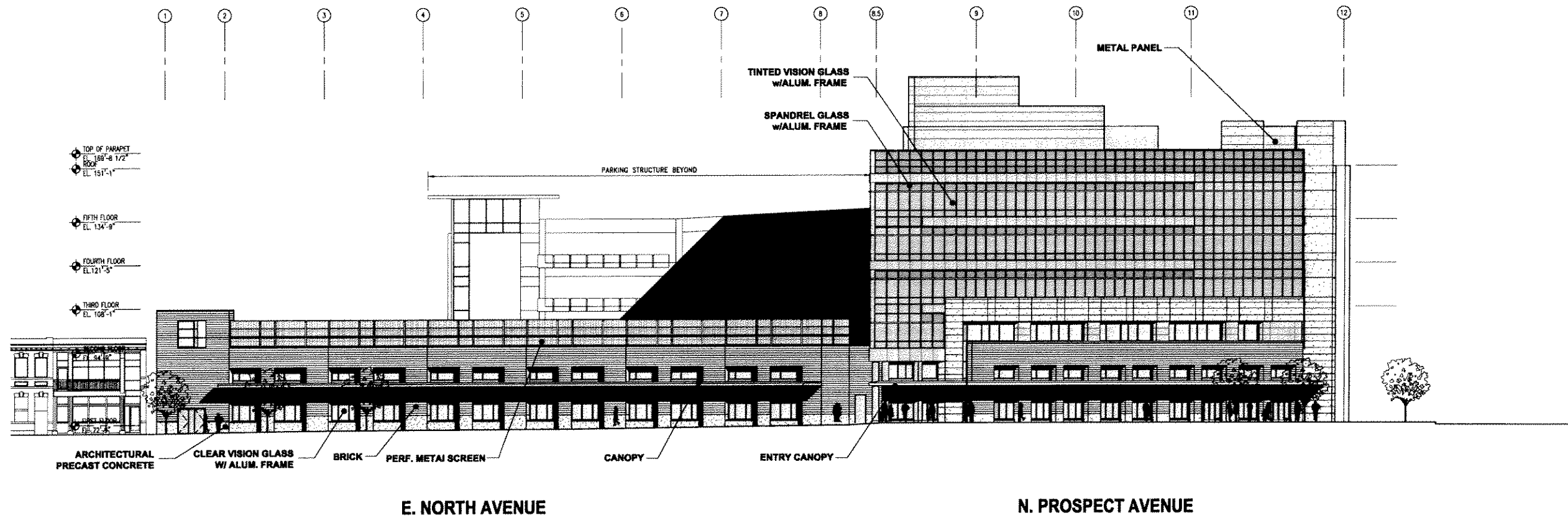
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Sheet Title:

**PROSPECT WEST
NORTH ELEVATION**

Original drawing is 36" x 48". Scale applies accordingly if reduced.
Sheet Number:

DPD-11C



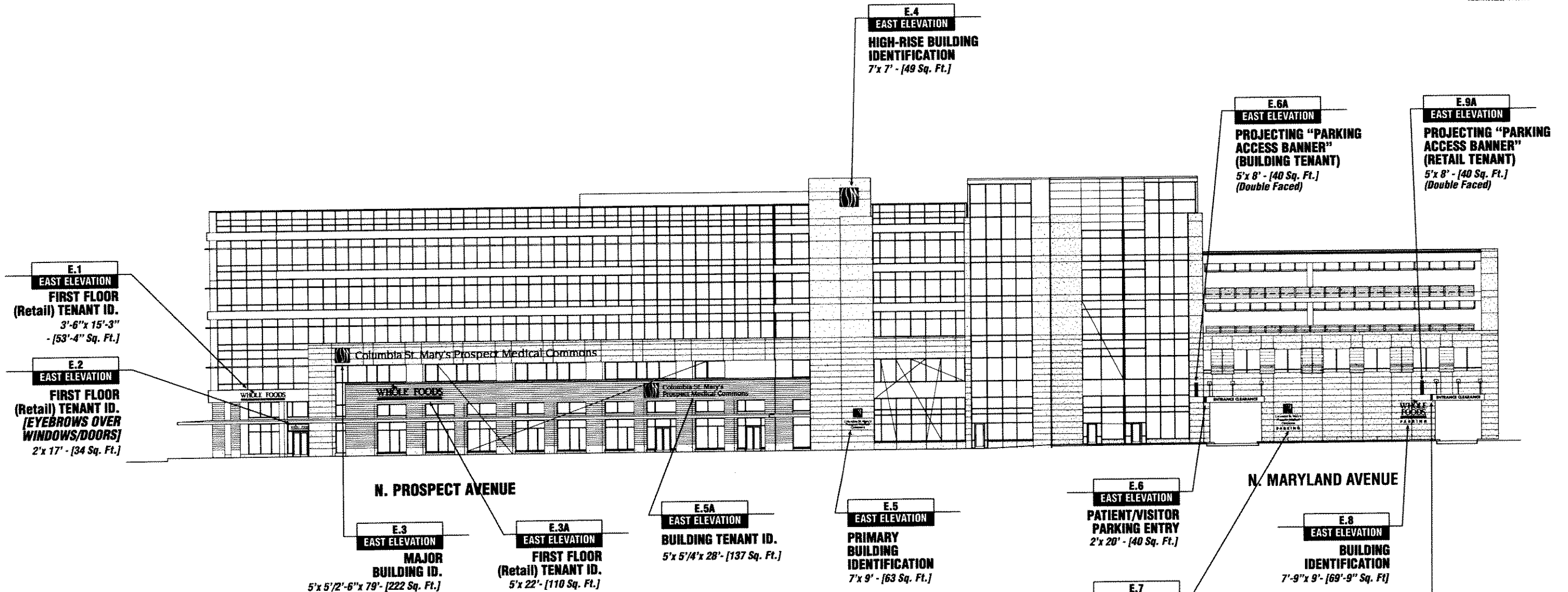
No.	Issue Description	Date
1	SUBMISSION 1	April 4, 2005

Drawn by: MHH Reviewed by: MHH
Project No: 03-00102-30
CSM:DPD10A.dwg
Sheet Title:

**PROSPECT WEST
SOUTH/EAST ELEVATION**

Original drawing is 36" x 48". Scale applies accordingly if reduced.
Sheet Number:

DPD-11D



LOCATION	DESCRIPTION	SIZE	CONSTRUCTION	ILLUMINATION	TEXT
E.1	First Floor (Retail) Tenant ID	3'-6" x 15'-3" (53'-4" sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Retail tenant logotype/ID
E.2	First Floor (Retail) Tenant ID	2'x 17' (34 sq.ft.)	Fabricated Cabinet integrated into Store Front	Rear Illuminated Translucent Acrylic	Retail tenant logotype/ID
E.3	Major Building ID	Logo= 5'x 5' (25 sq. ft.) Text= 2'-6"x 79' (197'-6" sq.ft.)	Fabricated Logo/Letterforms	"Halo"lit (reverse channel) Neon	Logo-Owner's ID
E.3A	First Floor (Retail) Tenant ID	5' x 22' (110 sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Retail tenant logotype/ID
E.4	High-rise Building ID	7'x 7' (49 sq.ft.)	Fabricated Logo	"Halo"lit (reverse channel) Neon	Logo-Owner's ID
E.5	Primary Building ID	7'x 9' (63 sq.ft.)	Fabricated Logo (Cabinet)/Letterforms	Non-Illuminated	Logo-Owner's ID
E.5A	Building Tenant ID	Logo= 5'x 5' (25 sq. ft.) Text= 4'x 28' (112 sq.ft.)	Fabricated Logo/Letterforms	"Halo"lit (reverse channel)Neon	Retail tenant logotype/ID
E.6	Patient/visitor parking entry	2'x 20' (40 sq.ft.)	Lettering on Projecting Canopy	Non-Illuminated	Parking Entrance ID
E.6A	Building Tenant Parking Banner	5'x 8' (40 sq.ft.) Double Faced	Wall Mounted Cabinet	Internally Illuminated	Parking Entrance ID
E.7	Building Identification	Medical Parking= 9'x 10' (90 sq.ft.)	Wall Mounted Lettering	Non-Illuminated	Parking Entrance ID
E.8	Building Identification	Retail Parking= 7'-9"x 9' = (69'-9"sq.ft.)	Wall Mounted Lettering	Non-Illuminated	Parking Entrance ID
E.9	Retail tenant parking entry	2'x 20' (40 sq.ft.)	Lettering on Projecting Canopy	Non-Illuminated	Parking Entrance ID
E.9A	Retail Tenant Parking Banner	5'x 8' (40 sq.ft.) Double Faced	Wall Mounted Cabinet	Internally Illuminated	Parking Entrance ID

No.	Issue Description	Date
1	FIRST SUBMISSION	4.4.09
2	TYPOGRAPHIC RENDERINGS	4.13.09

Drawn By: Reviewed By:
Project No.

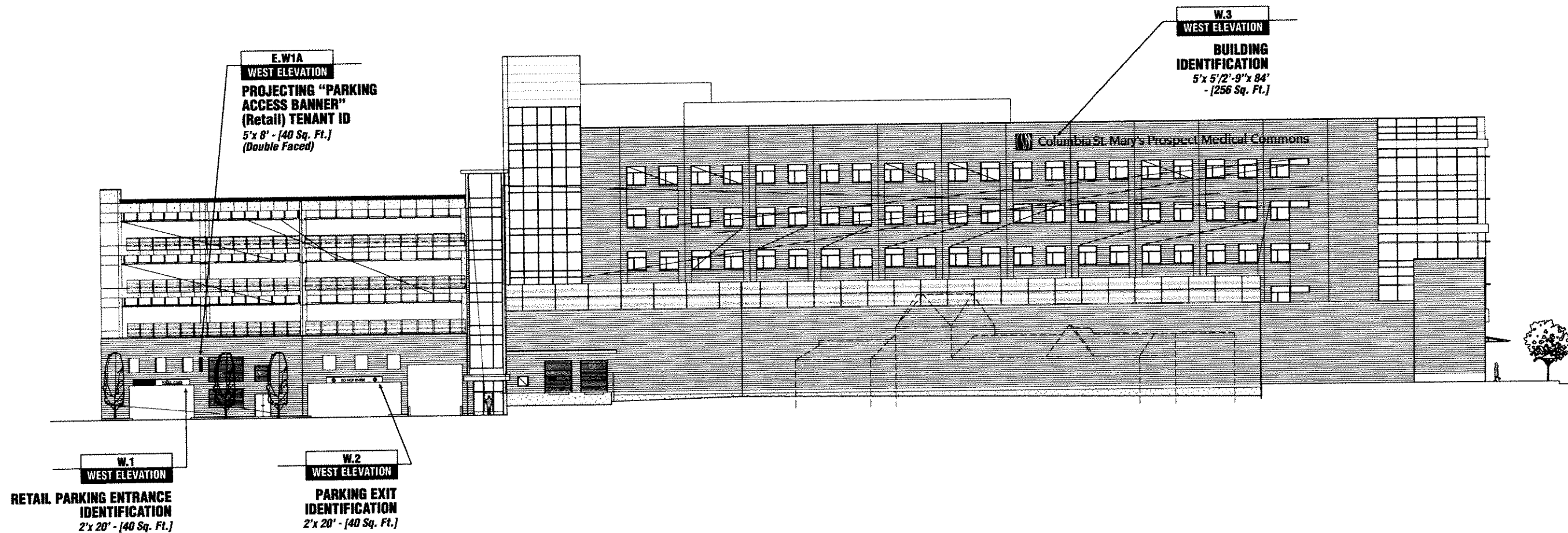
PROSPECT MEDICAL
COMMONS

EAST ELEVATION

DPD-10A

**SIGNAGE
DEVELOPMENT**

**PROSPECT MEDICAL
COMMONS DETAILED
PLAN DEVELOPMENT**



No.	Issue Description	Date
1	FIRST SUBMISSION	4.4.05
2	TYPOGRAPHIC RENDERINGS	4.13.05

Drawn By: Reviewed By:
Project No.

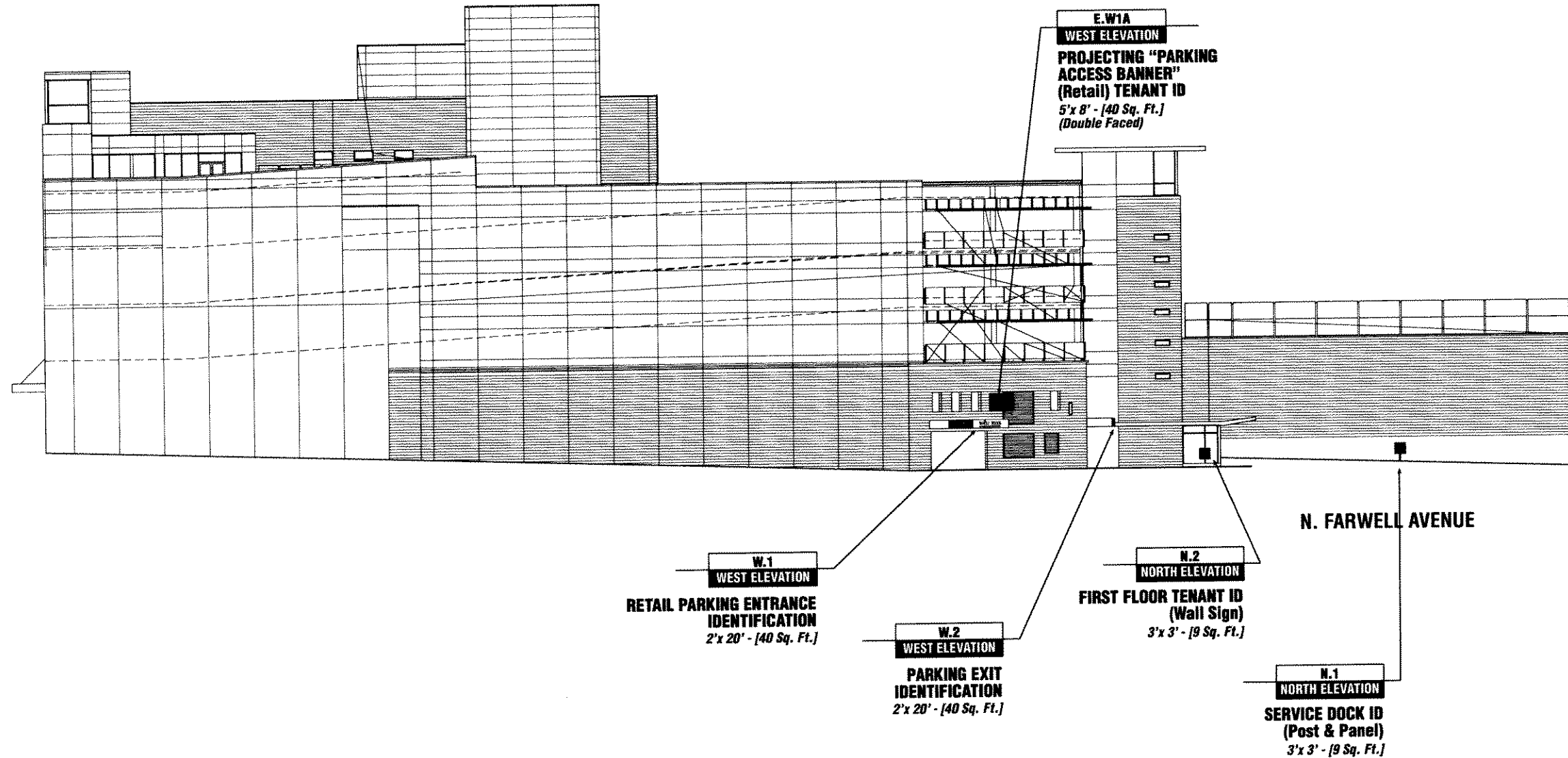
PROSPECT MEDICAL
COMMONS

WEST ELEVATION

DPD-10B

LOCATION	DESCRIPTION	SIZE	CONSTRUCTION	ILLUMINATION	TEXT
W.1	Retail Parking Entrance ID	2' x 20' (40 sq.ft.)	Fabricated Cabinet Attached to Facade	Incised Copy in Aluminum face	Entry/Exit Instructions
W.1A	Retail Tenant Parking Banner	5' x 8' (40 sq.ft.) Double Faced	Wall Mounted Cabinet	Internally Illuminated	Parking Entrance ID
W.2	Parking Exit ID	2' x 20' (40 sq.ft.)	Fabricated Cabinet Attached to Facade	Incised Copy in Aluminum face	Entry/Exit Instructions
W.3	Building-tenant ID	Logo= 5' x 5' (25 sq.ft.) Text= 2'-9"x 84"= (231' sq.ft.)	Fabricated Logo/Letterforms	Logo: Acrylic face front illum; Letters: halo lit	Logo-Owner's ID

**SIGNAGE
DEVELOPMENT**
**PROSPECT MEDICAL
COMMONS DETAILED
PLAN DEVELOPMENT**



NO.	Issue Description	Date
1	FIRST SUBMISSION	4.4.09
2	TYPOGRAPHIC RENDERINGS	4.13.09

Drawn By / Reviewed By
Project No.

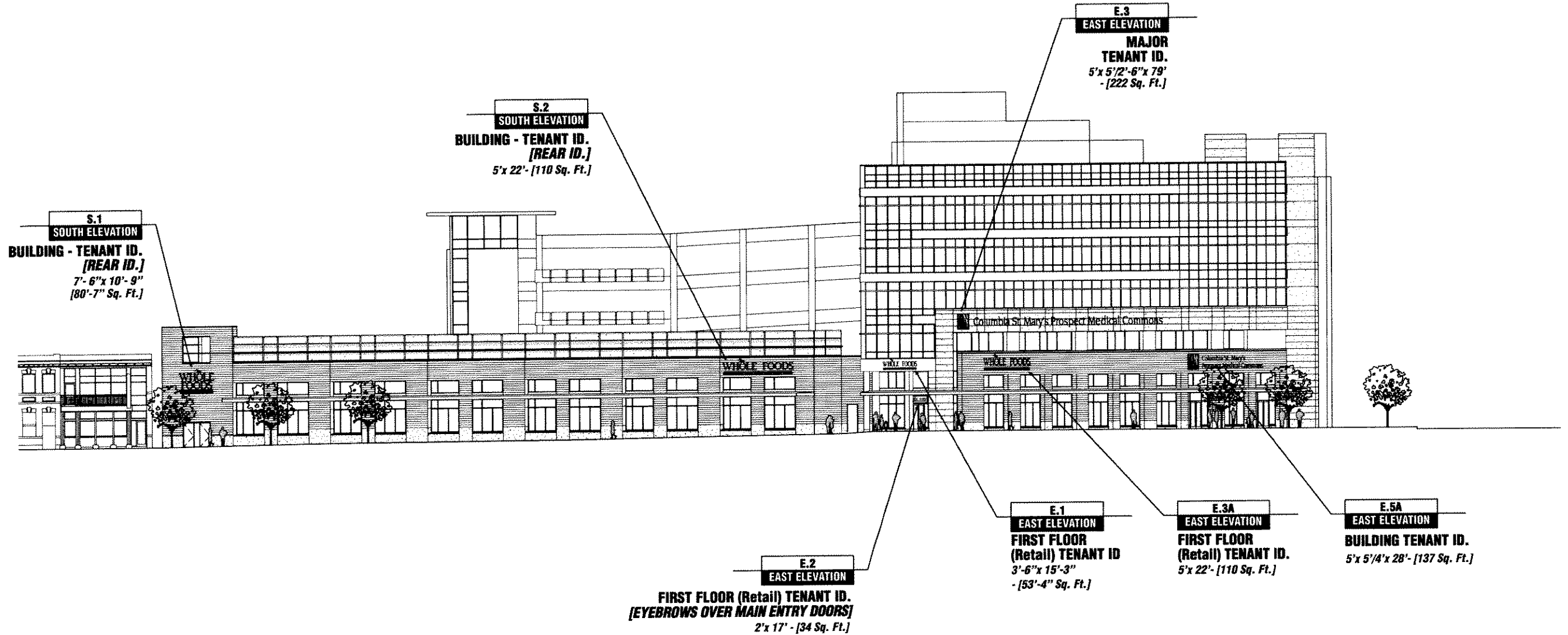
PROSPECT MEDICAL
COMMONS

NORTH ELEVATION

DPD-10C

LOCATION	DESCRIPTION	SIZE	CONSTRUCTION	ILLUMINATION	TEXT
N.1	Service Dock ID	3'x3' (9 sq.ft.)	Post & Panel	Non-Illuminated	Retail tenant logotype/ID
N.2	First Floor Tenant ID	3'x3' (9 sq.ft.)	Wall Panel	Non-Illuminated	Retail tenant logotype/ID
W.1	Retail Parking Entrance ID	2'x 20' (40 sq.ft.)	Fabricated Cabinet Attached to Facade	Incised Copy in Aluminum face	Entry/Exit Instructions
W.1A	Retail Tenant Parking Banner	5'x 8' (40 sq.ft.) Double Faced	Wall Mounted Cabinet	Internally Illuminated	Parking Entrance ID
W.2	Parking Exit ID	2'x 20' (40 sq.ft.)	Fabricated Cabinet Attached to Facade	Incised Copy in Aluminum face	Entry/Exit Instructions

**SIGNAGE
DEVELOPMENT**
**PROSPECT MEDICAL
COMMONS DETAILED
PLAN DEVELOPMENT**



LOCATION	DESCRIPTION	SIZE	CONSTRUCTION	ILLUMINATION	TEXT
S.1	Building-tenant ID	7'-6" x 10'-9" (80'-7" sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Building-Retail tenant logotype/ID
S.2	Building-tenant ID	5' x 22' (110 sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Building-Retail tenant logotype/ID
E.1	First Floor (Retail) Tenant ID	3'-6" x 15'-3" (53'-4" sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Retail tenant logotype/ID
E.2	First Floor (Retail) Tenant ID	2' x 17' (34 sq.ft.)	Fabricated Cabinet Integrated into Store Front	Rear Illuminated Translucent Acrylic	Retail tenant logotype/ID
E.3	Major Building ID	Logo= 5' x 5 (25 sq. ft.) Text= 2'-6" x 79' (197'-6") sq.ft.	Fabricated Logo/Letterforms	"Halo"lit (reverse channel) Neon	Logo-Owner's ID
E.3A	First Floor (Retail) Tenant ID	5' x 22' (110 sq.ft.)	Fabricated Logo/Letterforms	Front Illum./Acrylic Faced Channel Letters	Retail tenant logotype/ID
E.5A	Building Tenant ID	Logo= 5' x 5 (25 sq. ft.) Text= 4' x 28' (112 sq.ft.)	Fabricated Logo/Letterforms	"Halo"lit (reverse channel)Neon	Retail tenant logotype/ID

No.	Issue Description	Date
1	FIRST SUBMISSION	4.1.08
2	TYPOGRAPHIC RENDERINGS	4.13.08

Drawn By: Reviewed By:
Project No.

**SIGNAGE
DEVELOPMENT
PROSPECT MEDICAL
COMMONS DETAILED
PLAN DEVELOPMENT**

PROSPECT MEDICAL
COMMONS
SOUTH/EAST ELEV.

DPD-10D