

ONE Central Community Meeting Webinar January 25, 2021 6 p.m.-7:30 p.m.

www.Chicago.gov/OneCentral

Email comments and questions to
DPD@CityofChicago.org and to Ward03@CityofChicago.org



PAT
DOWELL
3RD WARD ALDERMAN

Agenda

- 1 Introductions
- 2 City Presentation on Project Status
- 3 Background / Project Update / Landmark Development Team
- 4 Neighborhood / Community Engagement
- 5 Ongoing Project Analyses
- 6 Proposed Infrastructure & Transit Improvements
- 7 Summary of Intake Information
- 8 Question & Answer Session

★ July 15, 2019: Ald. Dowell & DPD community meeting

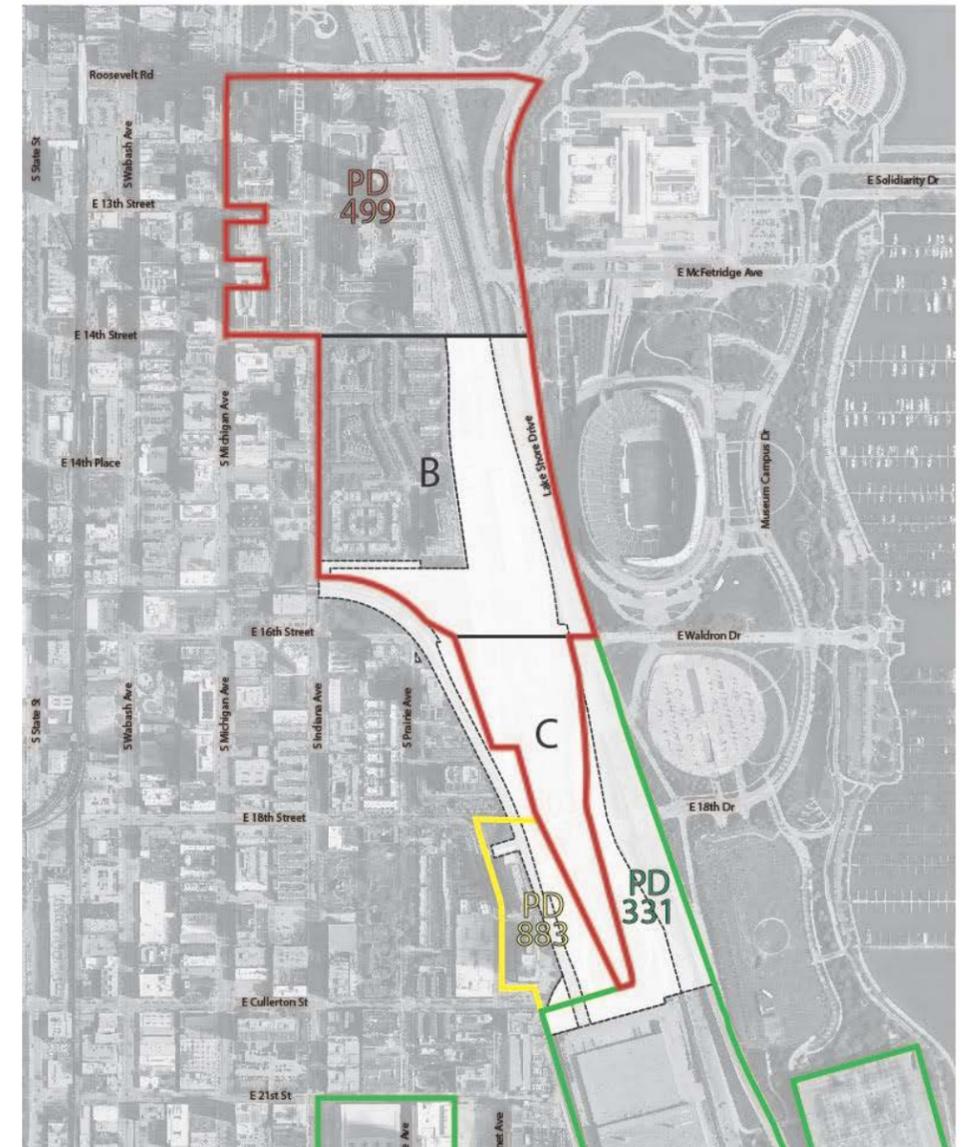
1) Status of One Central proposal

2) Subject property located in PDs 331, 499, 833 and downtown zoning districts. The existing development rights remaining in PDs 331, 499, and 833 include:

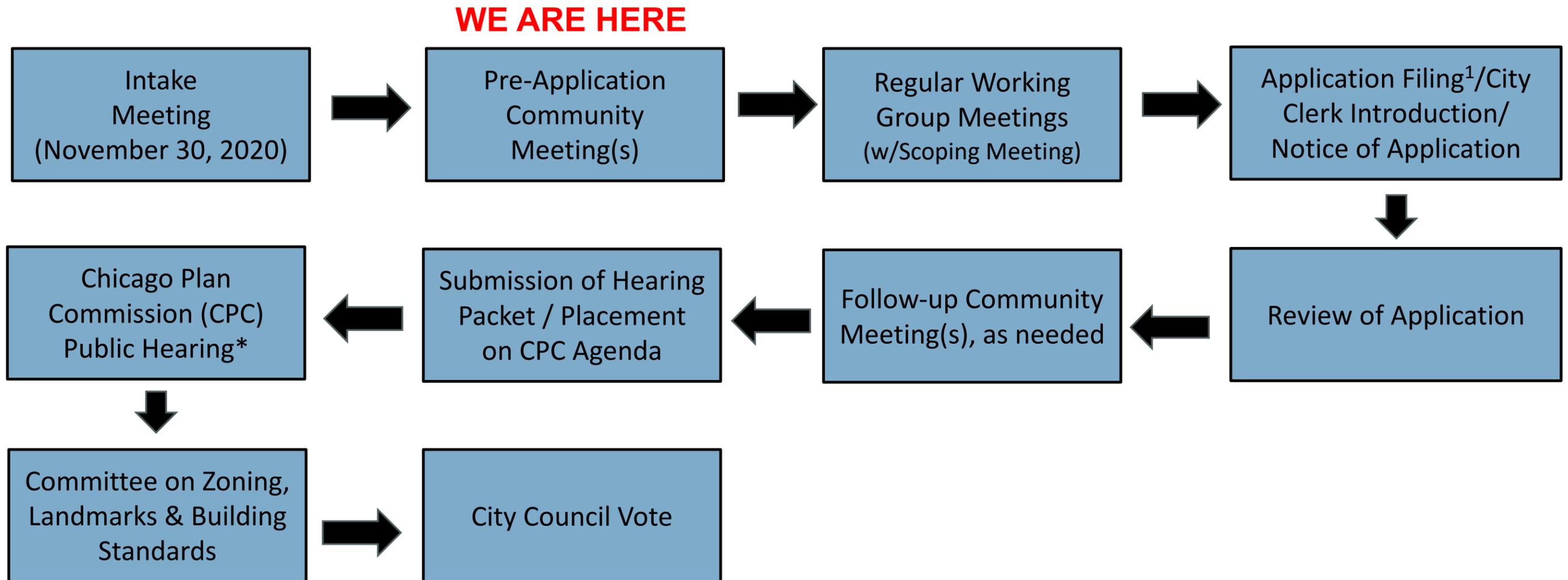
- Floor area remaining: **4,693,523 sf**
- Residential units remaining: **2,066**
- Office remaining: **3,100,000 sf**
- Commercial remaining: **570,000 sf**
- Exhibit space remaining: **2,000,000 sf**
- Parking requirements: pursuant to uses

Source: DPD Part II PD Permit Records

3) Impacts and questions related to proposed ONE Central project



★ Master PD Review Process



1 A complete PD application can be filed at any time; DPD strongly encourages the applicant to file at this step in the Master PD process.

Planning/Zoning Impacts + Analysis

The applicant is requesting to build **up to 22,300,000 sf** and a total **FAR of 16.42**. The criteria for the City's review includes the following:

- Whether the proposed development complies with the **Planned Development Standards and Guidelines** of Sec. [17-8-0900](#).
- Whether the proposed development is **compatible with the character of the surrounding area in terms of uses, density and building scale**.
- Whether **public infrastructure facilities and city services will be adequate** to serve the proposed development at the time of occupancy.
- Whether the proposal meets the **Lakefront Protection Ordinance** criteria.

Transit/Transportation Impacts + Analysis

The developer's proposal includes a new transit hub as part of the "civic build" with connections for Metra, Amtrak, and CTA elevated trains and buses. The City's review includes the following:

- The **feasibility** of the proposed transit/transportation connections.
- The **community and the traffic impacts** of the proposed infrastructure improvements.
- Whether the proposed **vehicular access points are feasible and sufficient** to accommodate the level of development rights proposed.
- Whether the necessary **service and emergency access** requirements to the site are provided.

Development Team

MASTER DEVELOPER:



INVESTMENT BANKERS:



INVESTMENT ADVISORS:

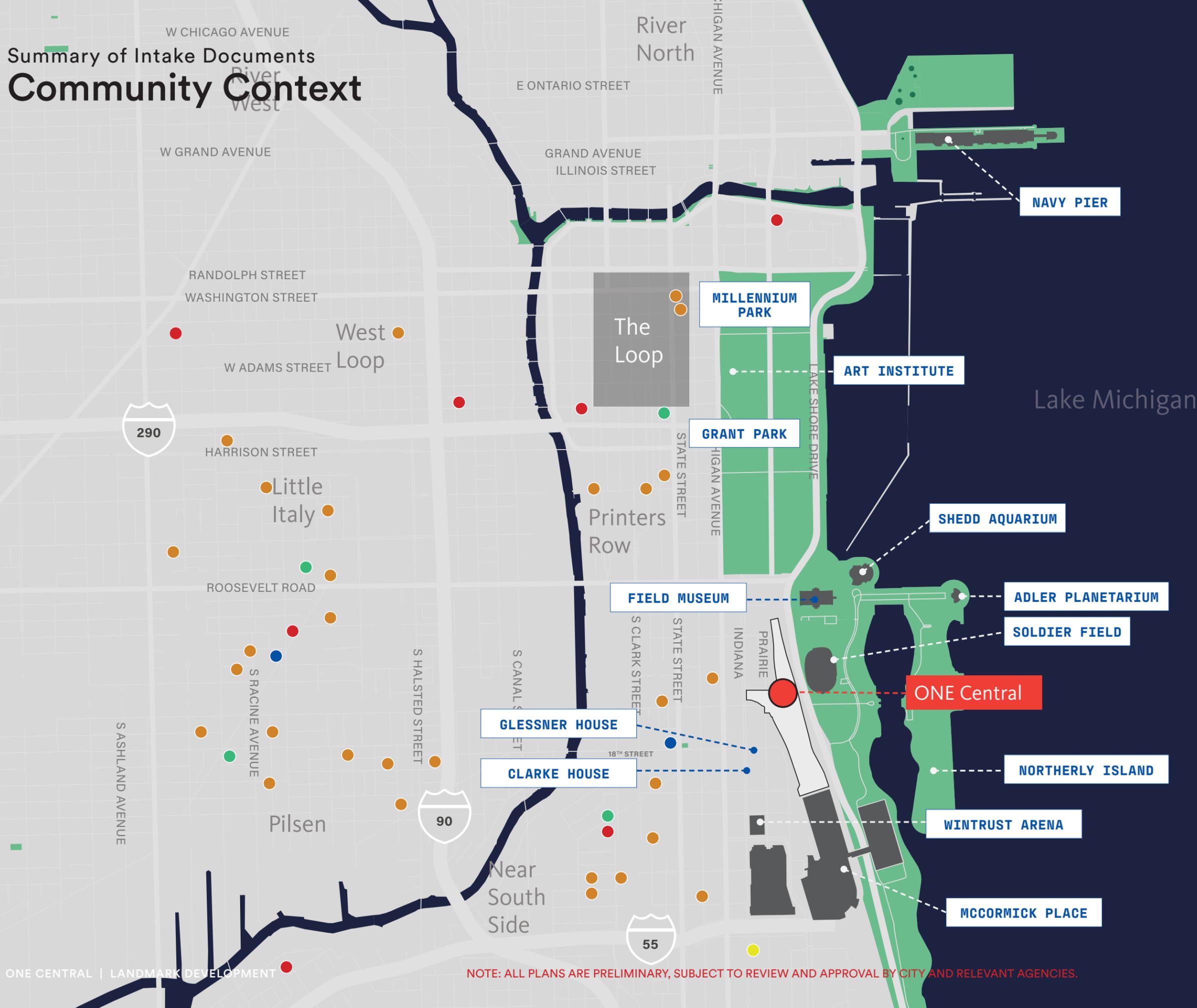


MASTER PLANNER / TRANSIT PLANNERS:



Summary of Intake Documents Community Context

- Map Key**
- FIRE STATION
 - SCHOOL
 - LIBRARY
 - POLICE STATION
 - HOSPITAL





14TH STREET
16TH STREET
18TH STREET
ROOSEVELT ROAD

LAKE SHORE DRIVE
WALDRON DRIVE

The Civic Build

PHASE 1

\$3.8 BILLION

TRANSIT HUB

Metra / NICTD
CTA
Amtrak
CHI-Line

URBAN ENTERTAINMENT, DINING & RETAIL

1,500,000 SF

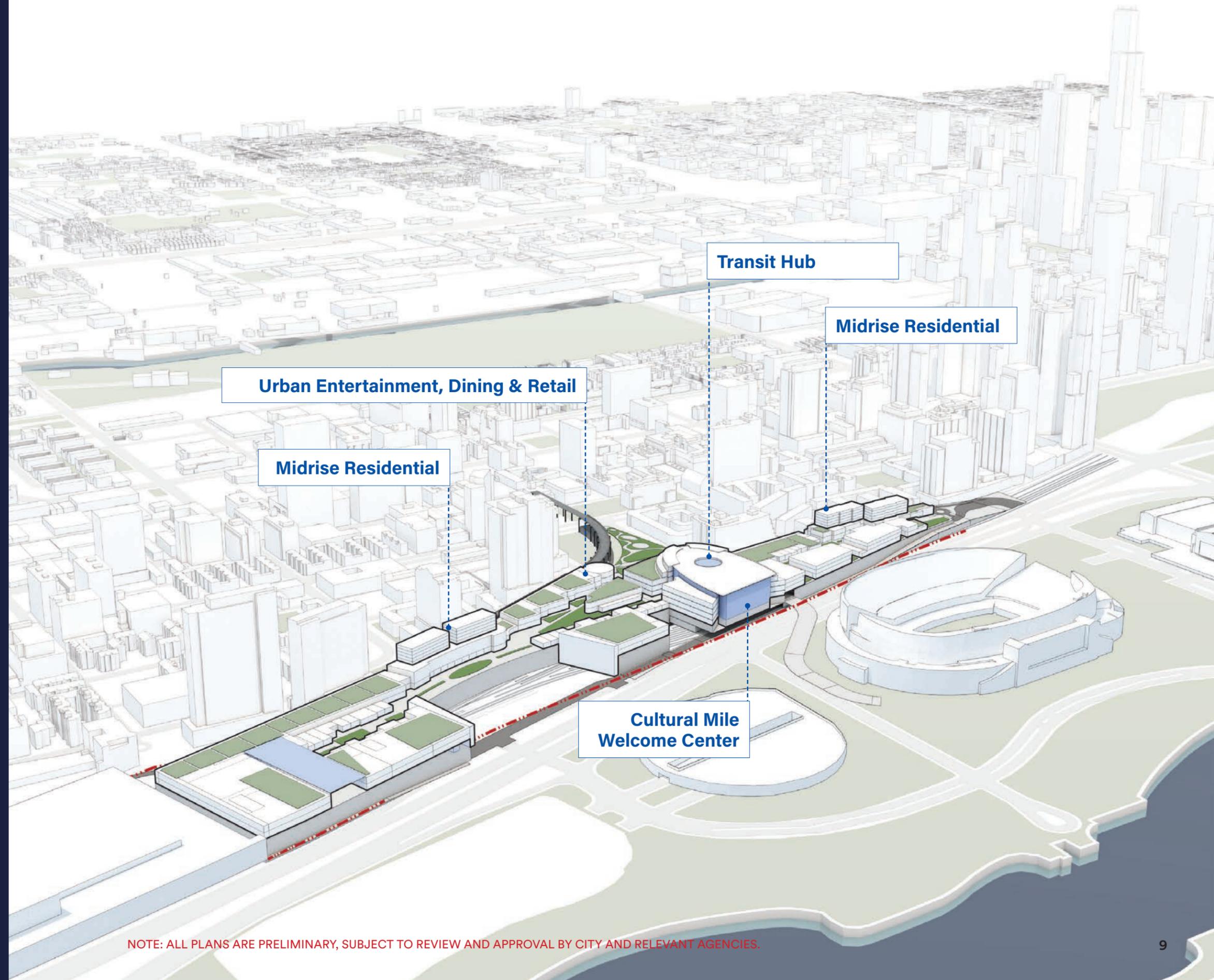
Entertainment District
Lifestyle District
Experiential District
Neighborhood District

MIDRISE RESIDENTIAL

200,000 SF

PARKING

3,500 Stalls



The Vertical Build

PHASE 2

\$16 BILLION

COMMERCIAL / MIXED-USE

9,450,000 SF

RESIDENTIAL

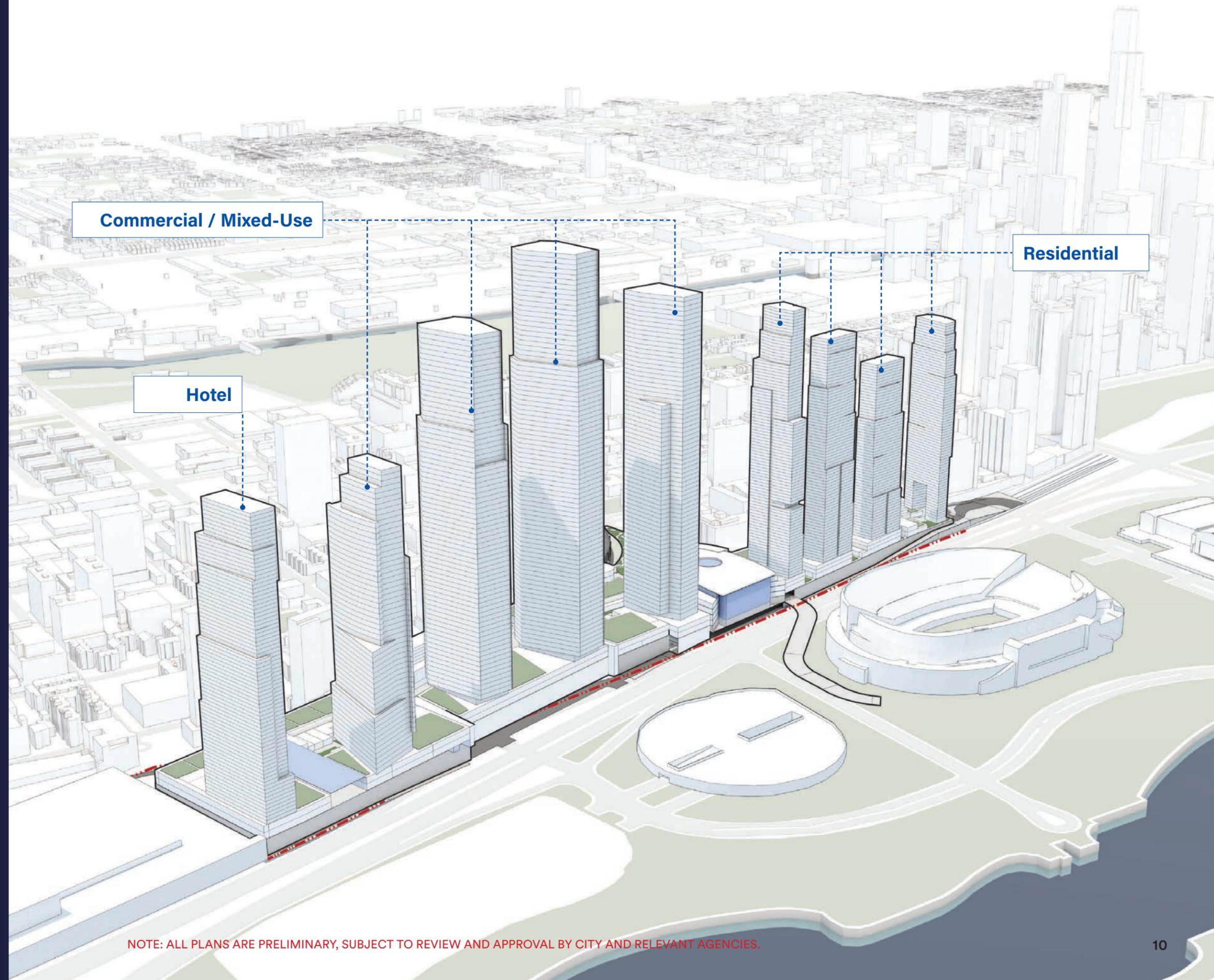
9,300,000 SF

HOSPITALITY

1,500,000 SF

WELCOME CENTER

350,000 SF



State Legislation Overview

- **No TIF** or City Capital Funds are being requested.
- The \$3.8 Billion “Civic Build” financing is a **public-private partnership** approved in Spring 2019 by State of Illinois.
- The Civic Build asset will become **State-owned** after 20 years of fixed payments - not an asset of the Developer.
- **State payments** range from \$200 Million in 2024* to \$445 Million in 2043.
- The State’s total contribution toward acquisition and operation of the Civic Build over 20 years is \$6.5 billion funded under the **Build Illinois** infrastructure financing program.
- The **Developer contributes nearly \$5 Billion** toward the cost to design, build, finance and operate the Civic Build over the 20-year period.
- AECOM’s fiscal impact analysis forecasts the following:
 - The **State will receive \$77.7 Billion** in new tax revenues and added economic impacts, resulting in a more than a 12:1 return on investment to the State.
 - The **City will receive \$59.9 Billion** in new tax revenues.
 - The **County will receive \$14.0 Billion** in new tax revenues.

* Or after completion of the Civic Build.

SouthSideWORKS

A Catalyst to Drive INVEST South / West

Working with key partners, ONE Central has established an Economic Opportunity Program (SouthSideWORKS) under our State legislation to serve as a catalyst to build capacity for minority/women/disadvantaged businesses and workforce during BOTH the construction and operations phases of ONE Central.

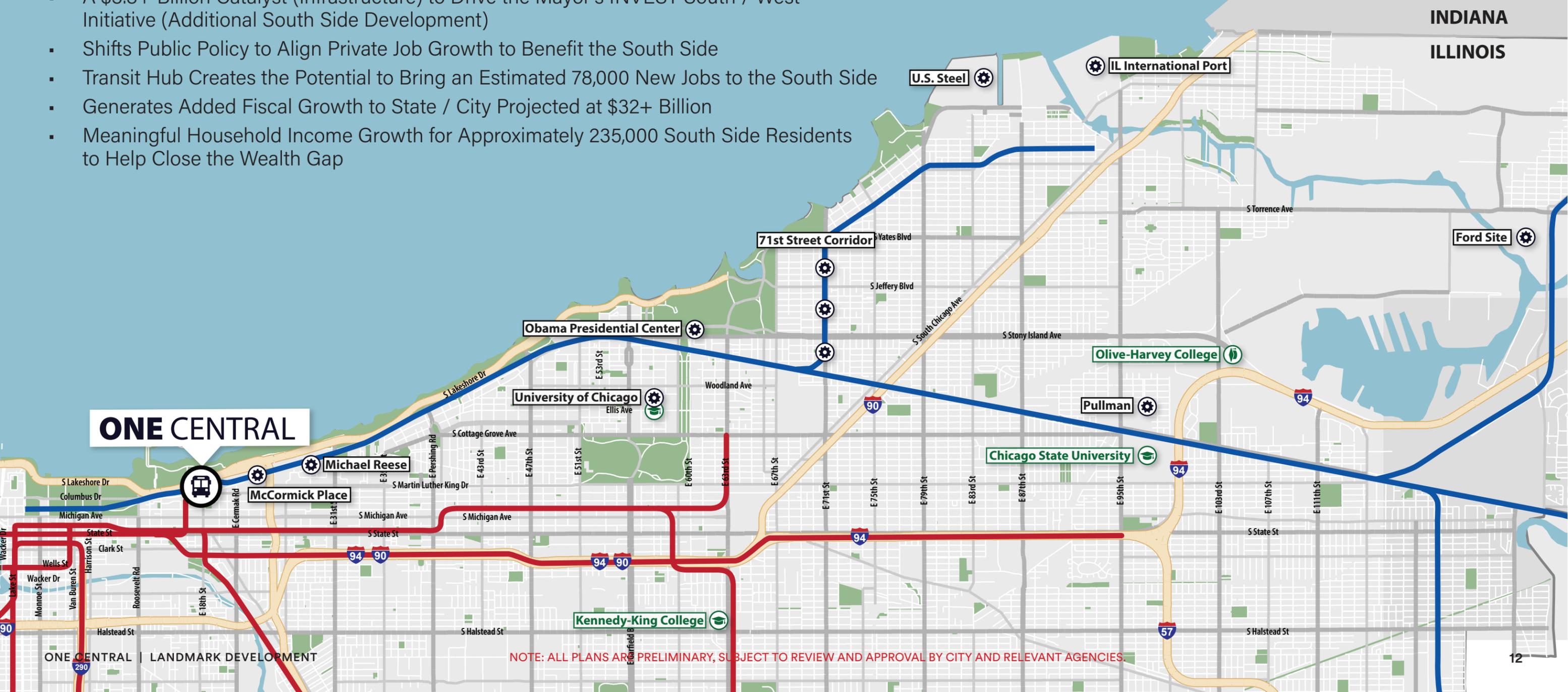
AECOM has undertaken an Economic Base Analysis to measure the potential:

- A \$3.8+ Billion Catalyst (Infrastructure) to Drive the Mayor's INVEST South / West Initiative (Additional South Side Development)
- Shifts Public Policy to Align Private Job Growth to Benefit the South Side
- Transit Hub Creates the Potential to Bring an Estimated 78,000 New Jobs to the South Side
- Generates Added Fiscal Growth to State / City Projected at \$32+ Billion
- Meaningful Household Income Growth for Approximately 235,000 South Side Residents to Help Close the Wealth Gap



LEGEND

- METRA/NICTD
- CTA LINES
- EDUCATIONAL INSTITUTIONS
- MAJOR CAPITAL INVESTMENT OPPORTUNITIES



INDIANA
ILLINOIS

ONE CENTRAL

Neighborhood / Community Engagement

Community Meetings & Engagement to Date

Public Town Hall 1 | March 13, 2019

Discussion Themes

- Preserving Views
- Traffic
- Construction Impacts
- Property Values
- Mark Twain Park
- Access
- Building Height & Density

Public Town Hall 2 | June 5, 2019

Discussion Themes

- Financing
- Traffic
- Neighborhood Benefits
- Views
- Transit Hub
- Access
- Parks/Open Space
- Schools

City Planning (DPD) Meeting | July 15, 2019

Discussion Themes

- Allowable Development Today
- Rezoning Process
- Original Master Plan

Workshops & Other Engagements Formats | 2019/2020



COMMUNITY CONVERSATIONS



PRESENTATIONS TO BUSINESS & CIVIC GROUPS



MEET & GREETES



ONLINE COMMUNICATIONS



Key Questions from Community Meetings

Over the last 3+ years, we've engaged with nearly 150 different local community, civic, business and labor organizations about ONE Central, in addition to the small group meetings and large-format town halls attended by hundreds of neighbors and other stakeholders.

Topics of particular interest to the neighborhood that arose as part of our discussions include the following, which have informed the design approach and will continue to shape it moving forward:

NEIGHBOR DISCUSSION TOPICS

- Origins & Development Patterns in Central Station
- Density & Scale
- Neighborhood Studies
- Transit Needs
- Safety & Security
- Urban Neighborhood District
- Parks & Open Space
- Traffic Impacts
- Connectivity



Ongoing Project Analyses

Major Development & Planning Activities 2019/2020

As described during the community meeting in June of 2019, after the State enacted a public-private funding mechanism for the Civic Build, Landmark has proceeded to undertake the following:

- **Third-Party Studies**

- Transit Feasibility Study - *WSP / Knight / EJM*
- Market Demand & Feasibility Analysis - *JLL*
- Fiscal & Economic Impact Analysis - *AECOM*
- South Side Economic Base Analysis - *AECOM*

- **Ongoing Neighborhood / Community Feedback**

- **Land Use / Context Analysis**

- **Master Planned Development Intake Documents** - *Gensler & Brook Architecture*

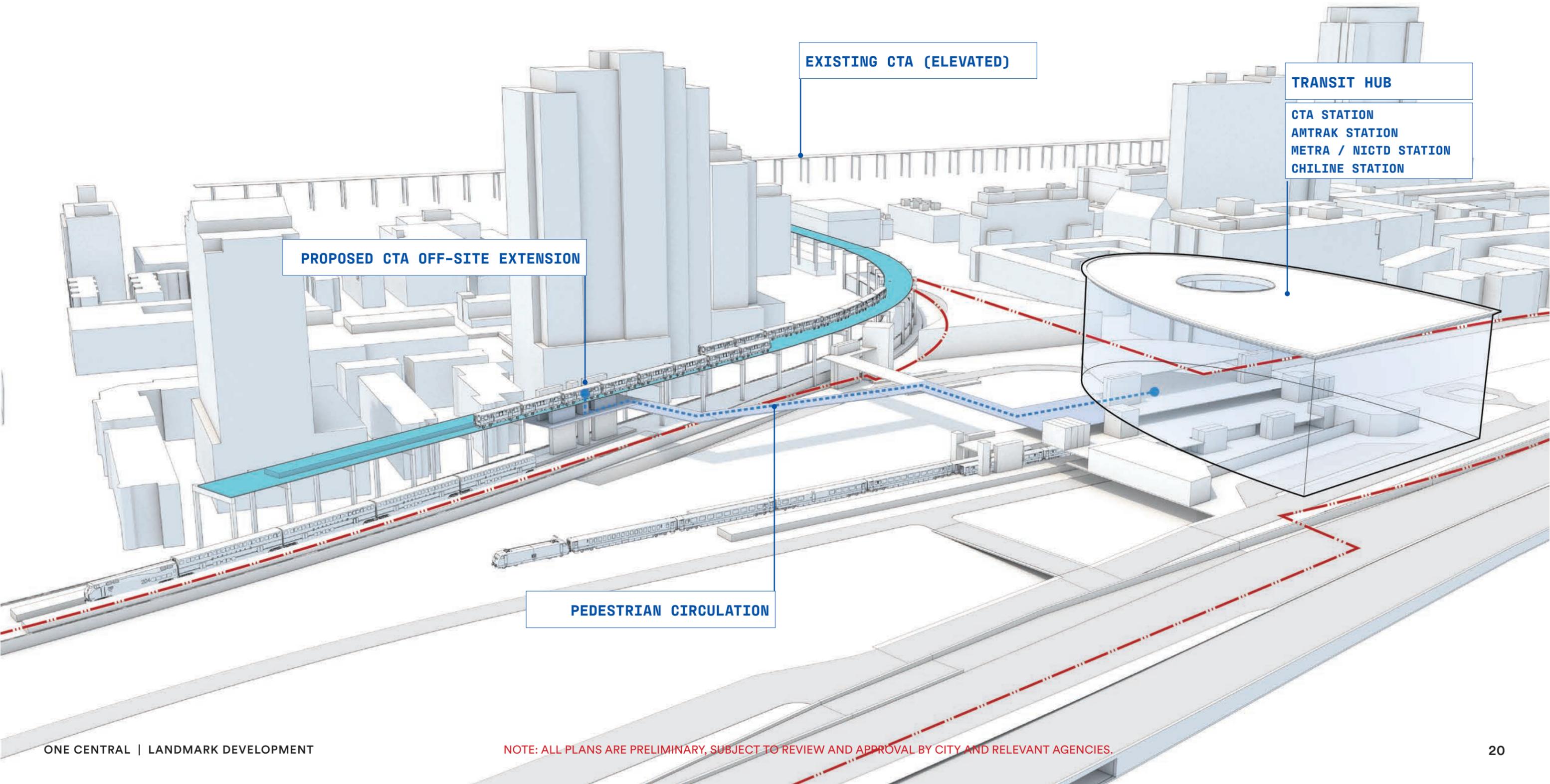
Proposed Infrastructure & Transit Improvements

Proposed Infrastructure & Transit Improvements

Transit Connections - Existing vs. Proposed



Applicant's Transit Plan for CTA Extension



PROPOSED CTA OFF-SITE EXTENSION

EXISTING CTA (ELEVATED)

TRANSIT HUB
CTA STATION
AMTRAK STATION
METRA / NICTD STATION
CHILINE STATION

PEDESTRIAN CIRCULATION

Proposed Infrastructure & Transit Improvements

Applicant's Proposed CH-Line Plan

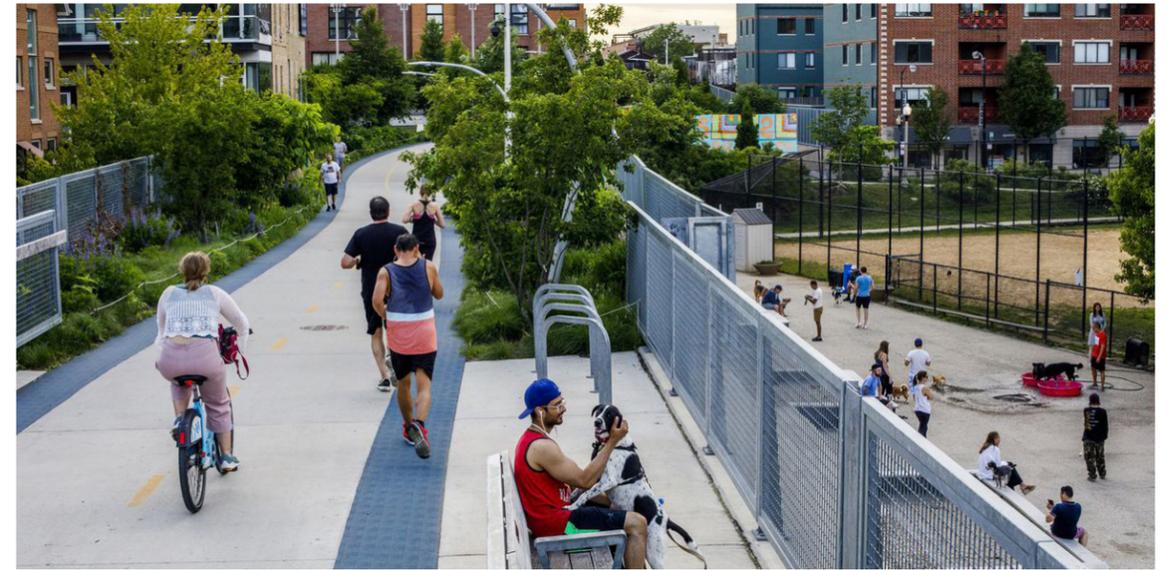
● CHILINE STOP
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Map Key
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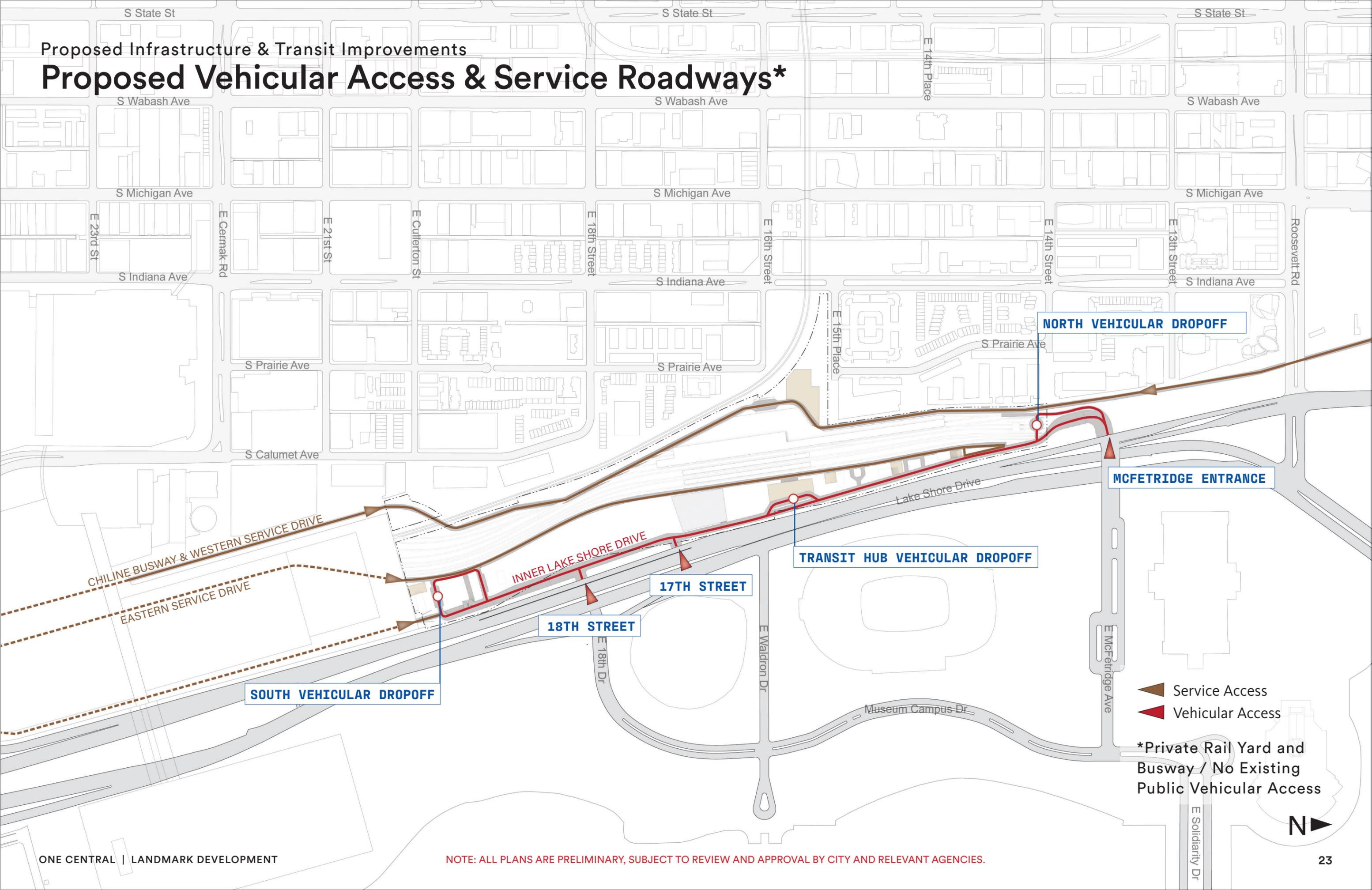


Proposed Infrastructure & Transit Improvements

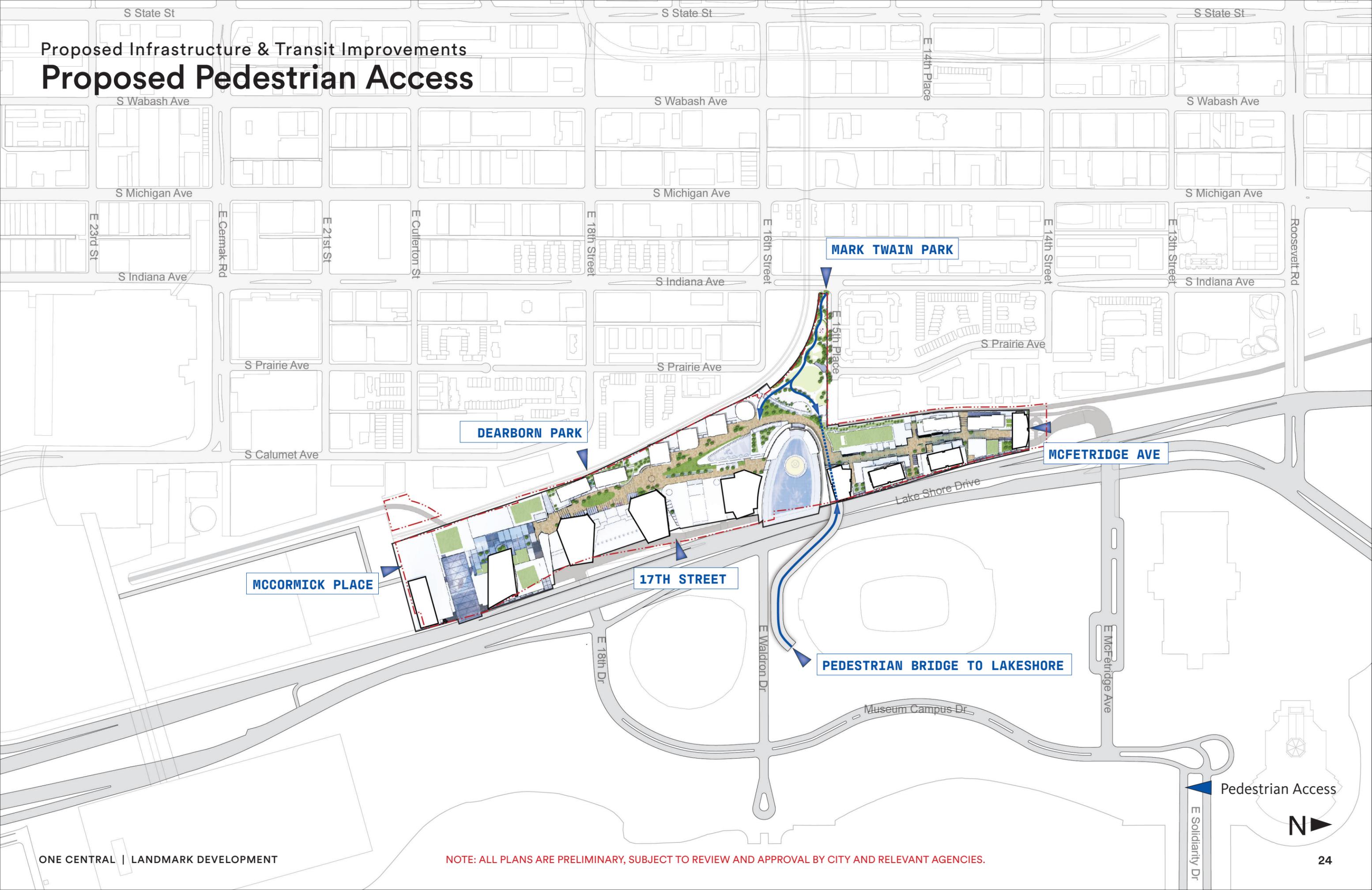
CHI-Line - Representative Concepts



Proposed Vehicular Access & Service Roadways*



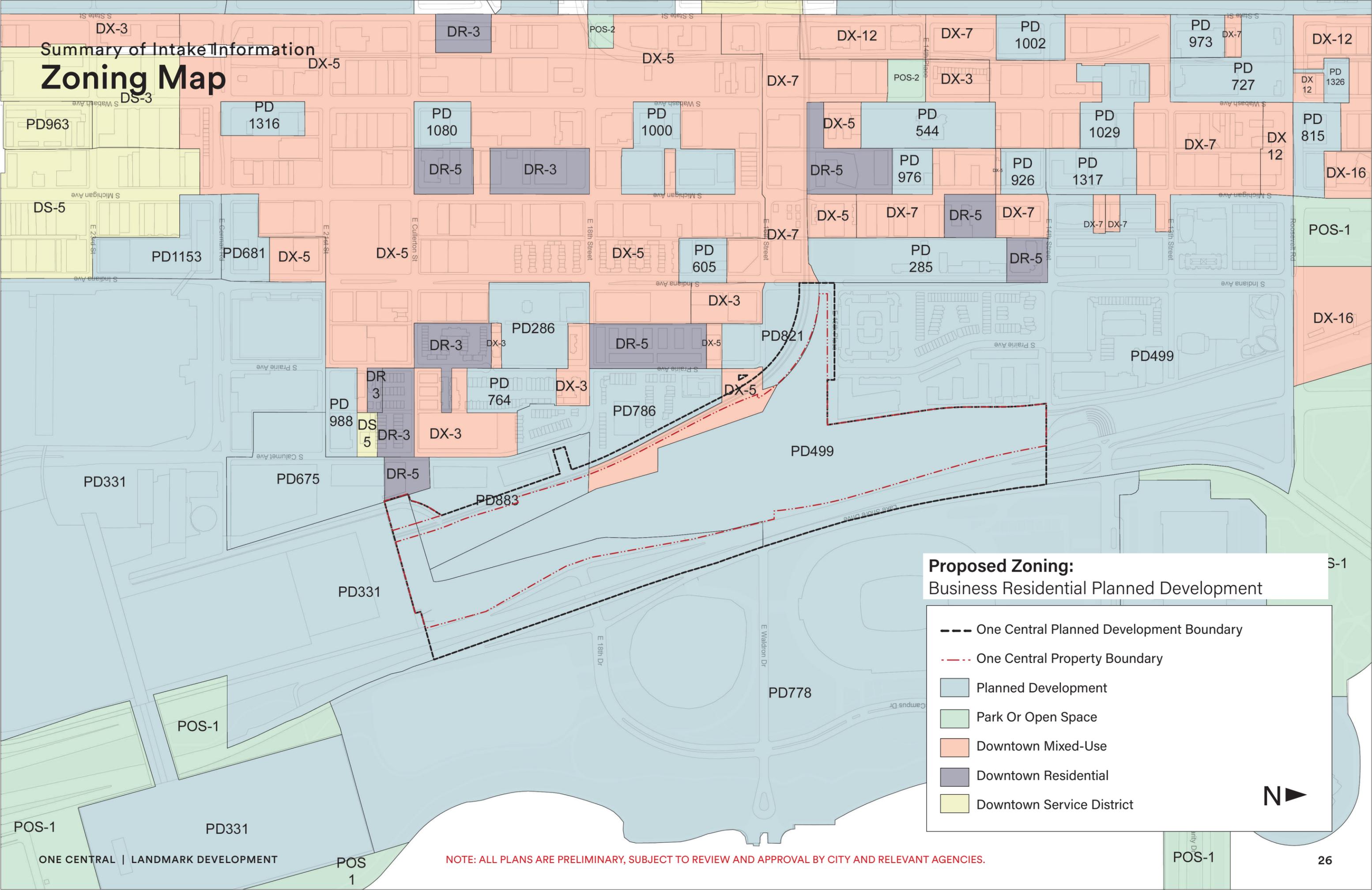
Proposed Infrastructure & Transit Improvements
Proposed Pedestrian Access



Summary of Intake Information

Summary of Intake Information

Zoning Map



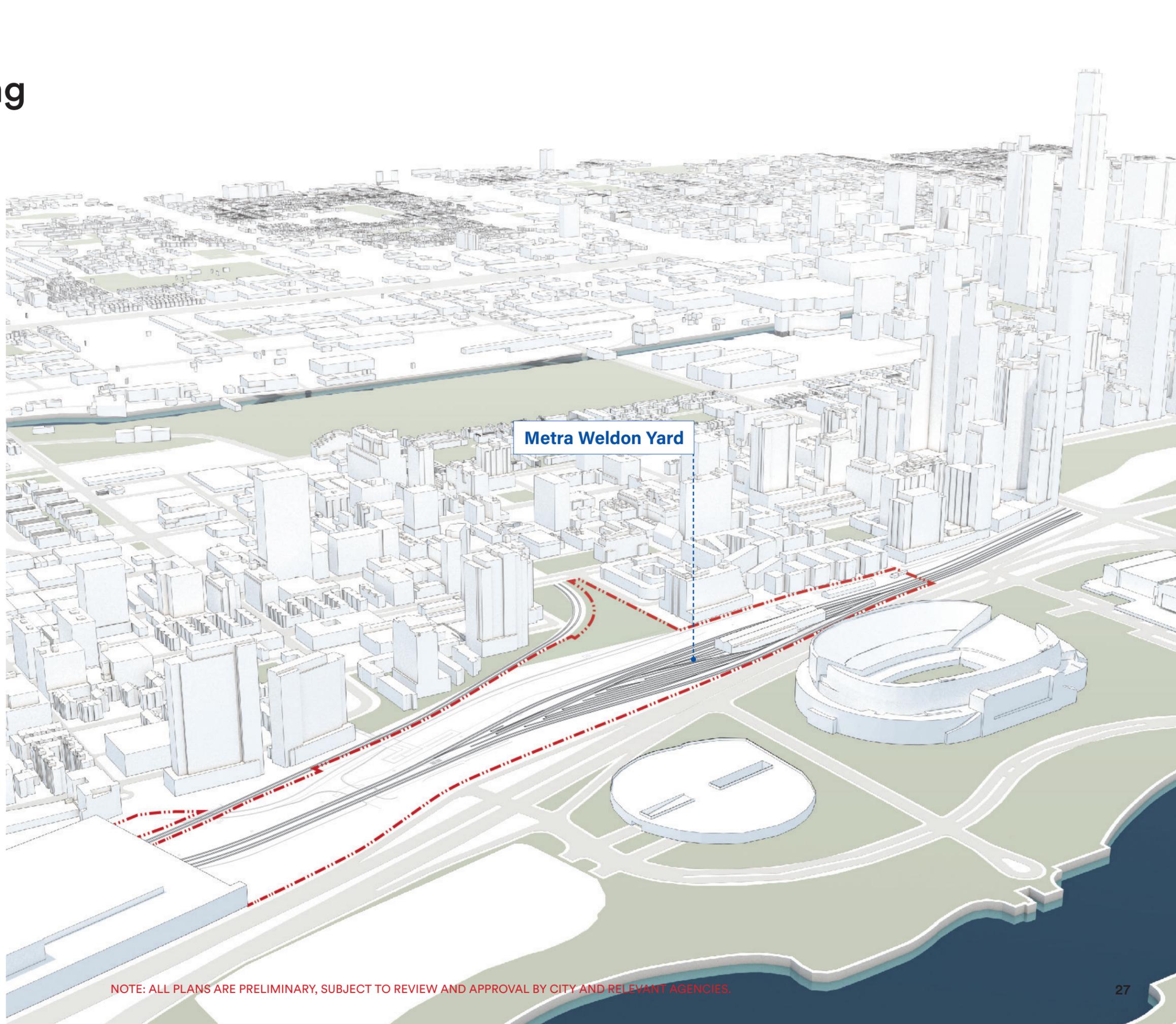
Proposed Zoning: Business Residential Planned Development

- One Central Planned Development Boundary
- One Central Property Boundary
- Planned Development
- Park Or Open Space
- Downtown Mixed-Use
- Downtown Residential
- Downtown Service District



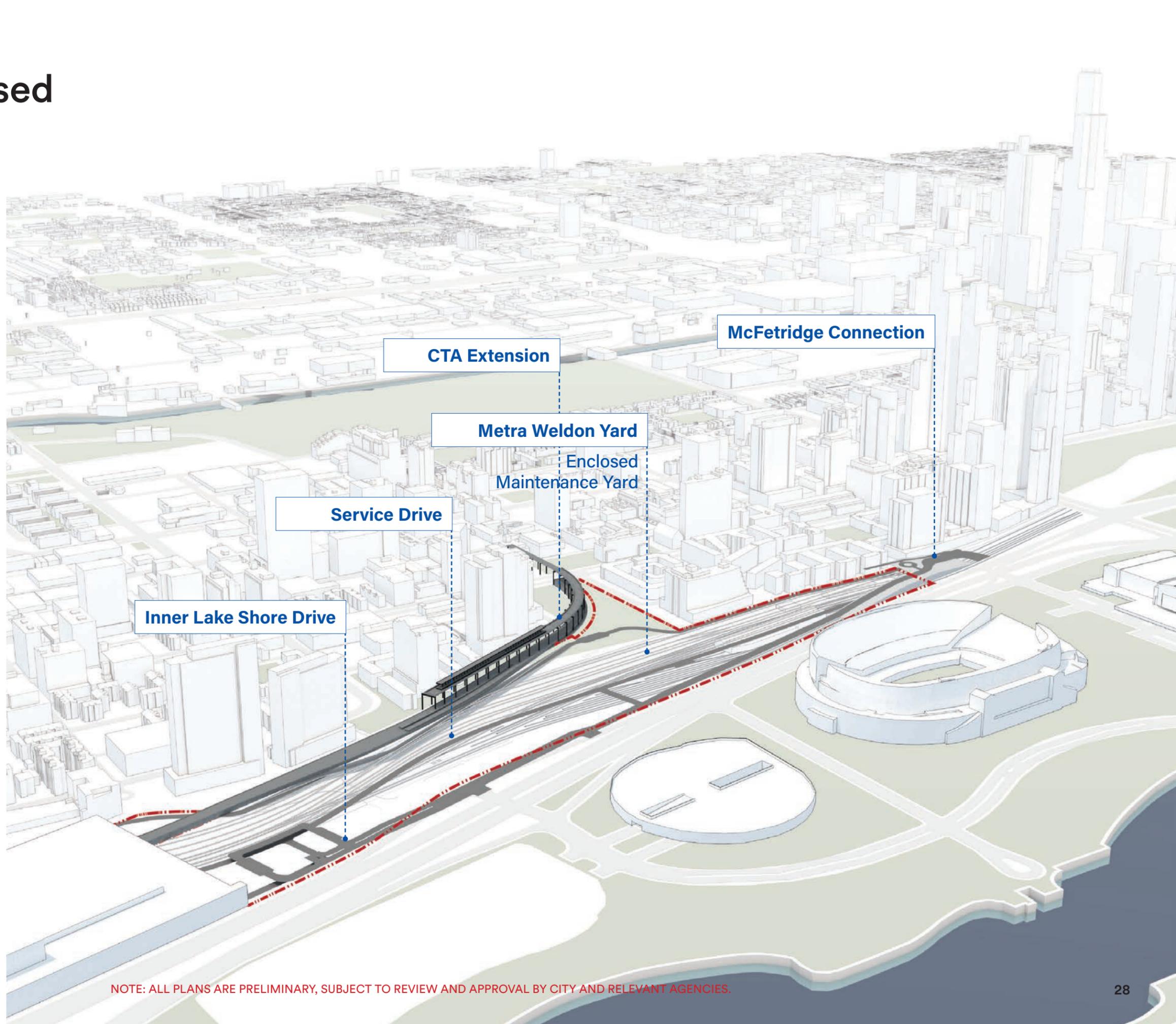
Summary of Intake Information

Grade Level | Existing



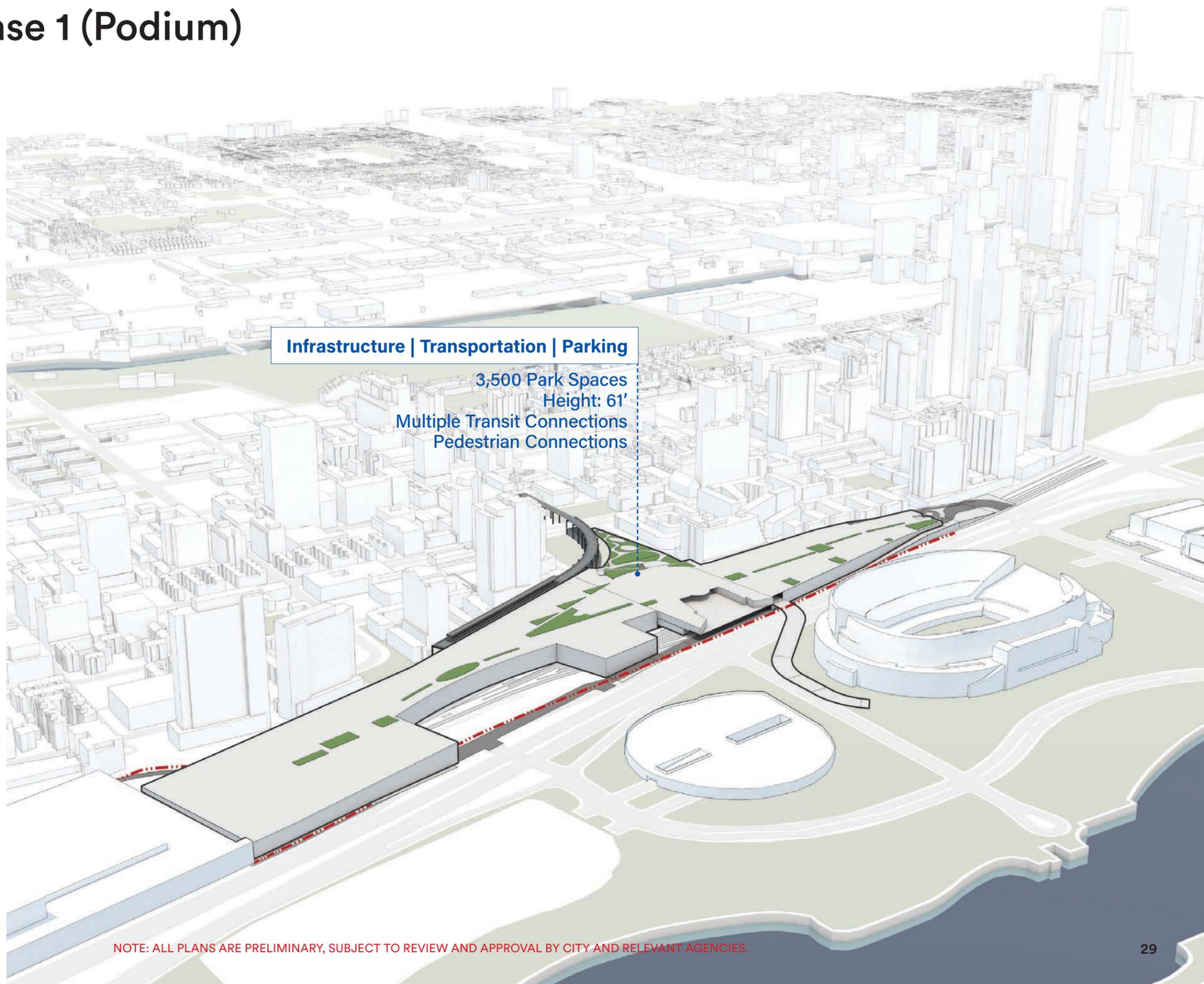
Summary of Intake Information

Grade Level | Proposed



Summary of Intake Information

The Civic Build | Phase 1 (Podium)



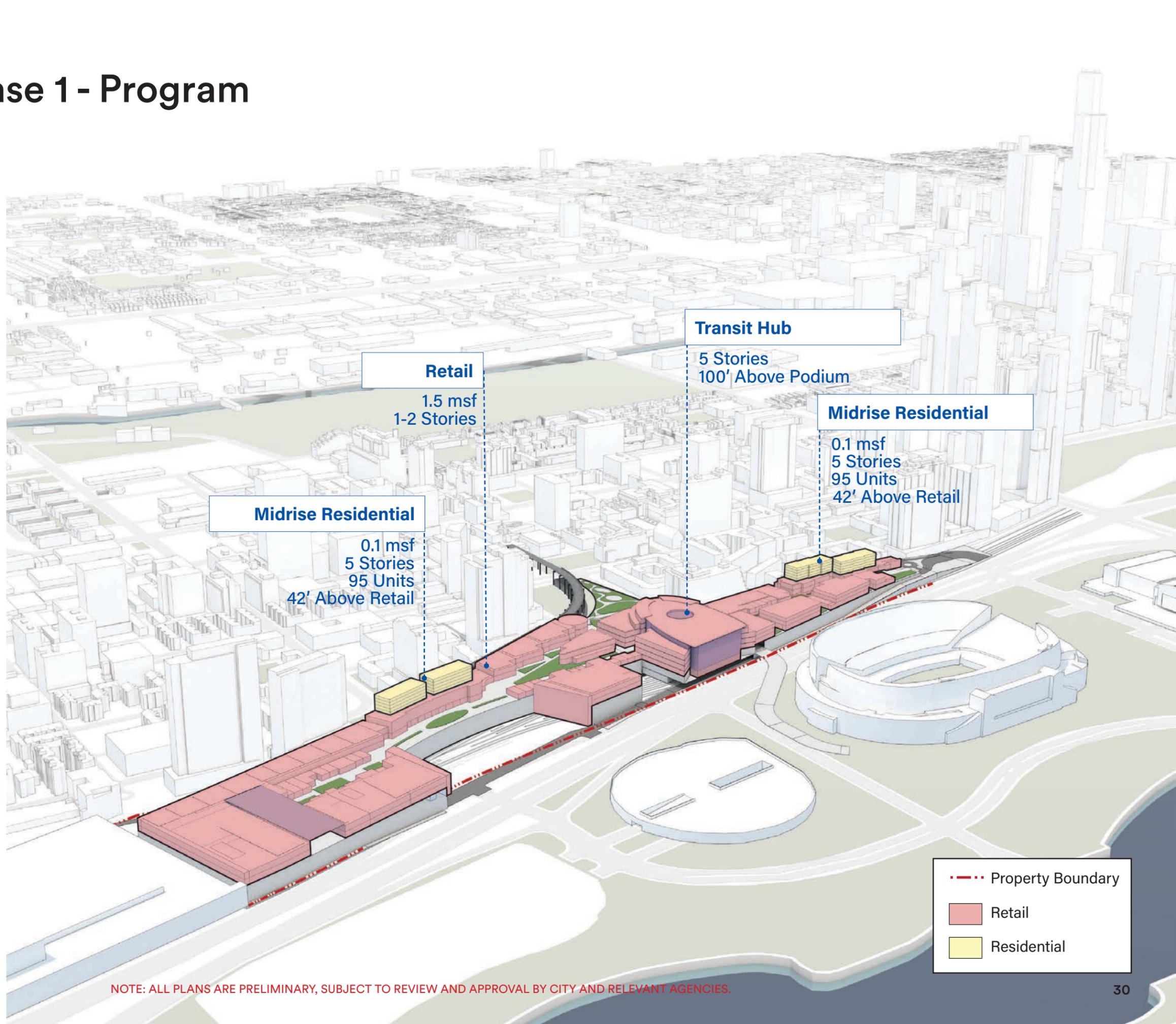
Infrastructure | Transportation | Parking
3,500 Park Spaces
Height: 61'
Multiple Transit Connections
Pedestrian Connections

Summary of Intake Information

The Civic Build | Phase 1 - Program



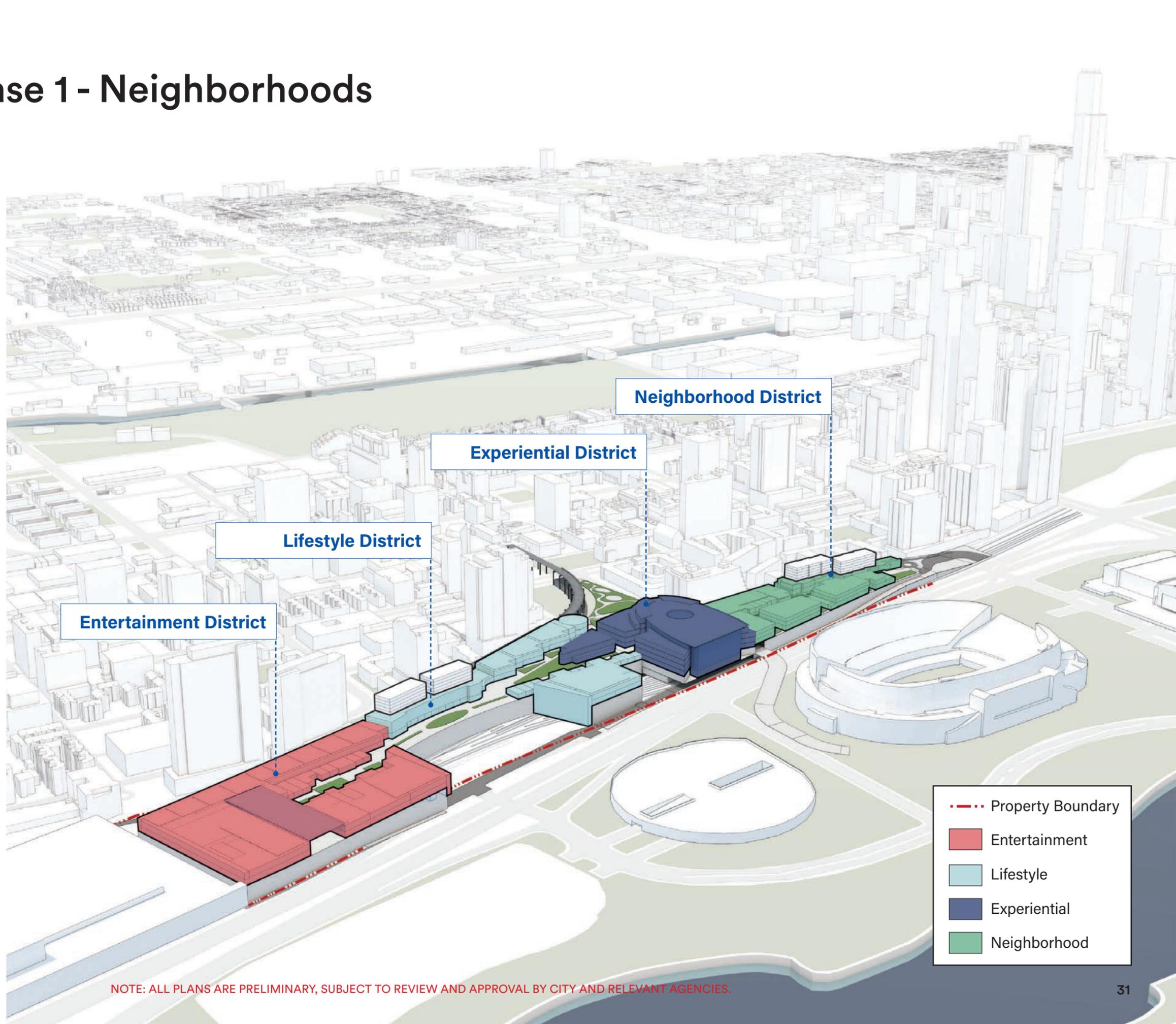
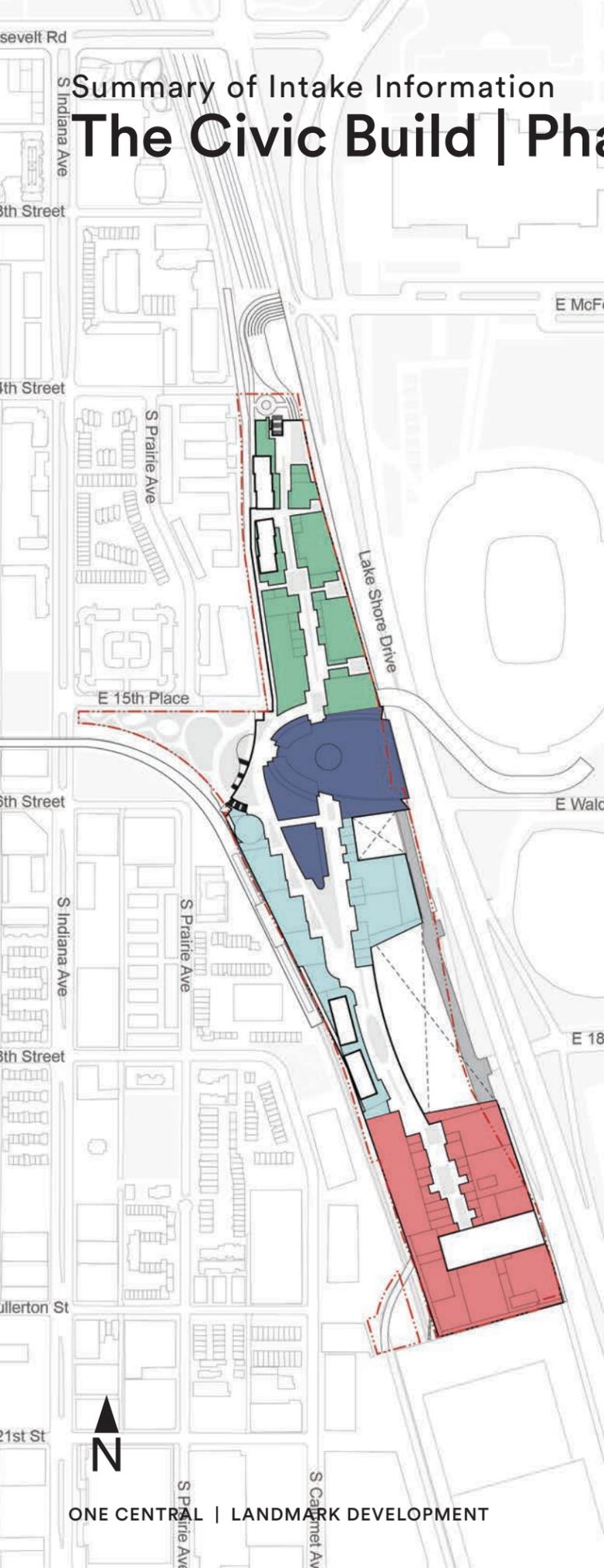
ONE CENTRAL | LANDMARK DEVELOPMENT



NOTE: ALL PLANS ARE PRELIMINARY, SUBJECT TO REVIEW AND APPROVAL BY CITY AND RELEVANT AGENCIES.

Summary of Intake Information

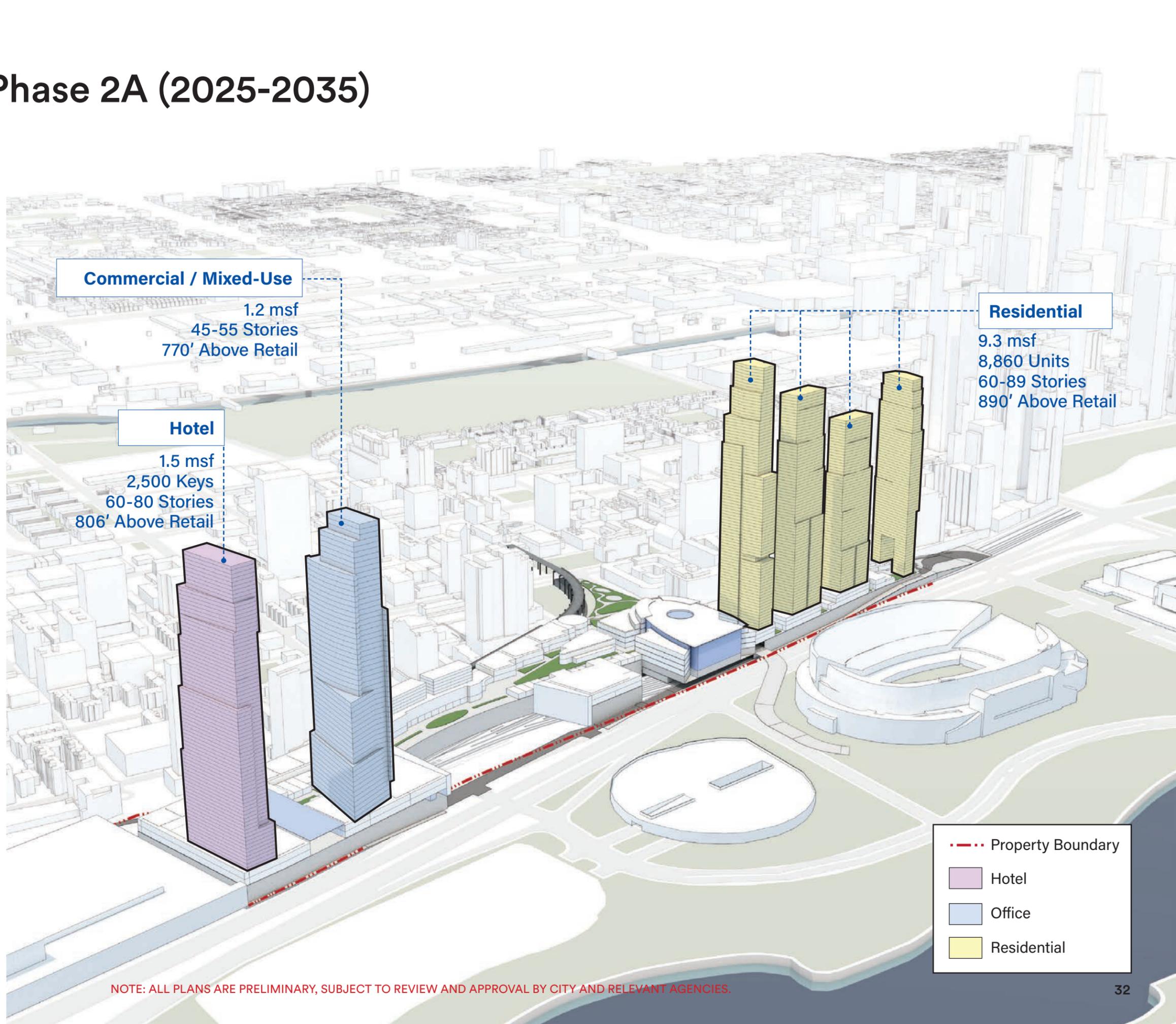
The Civic Build | Phase 1 - Neighborhoods



NOTE: ALL PLANS ARE PRELIMINARY, SUBJECT TO REVIEW AND APPROVAL BY CITY AND RELEVANT AGENCIES.

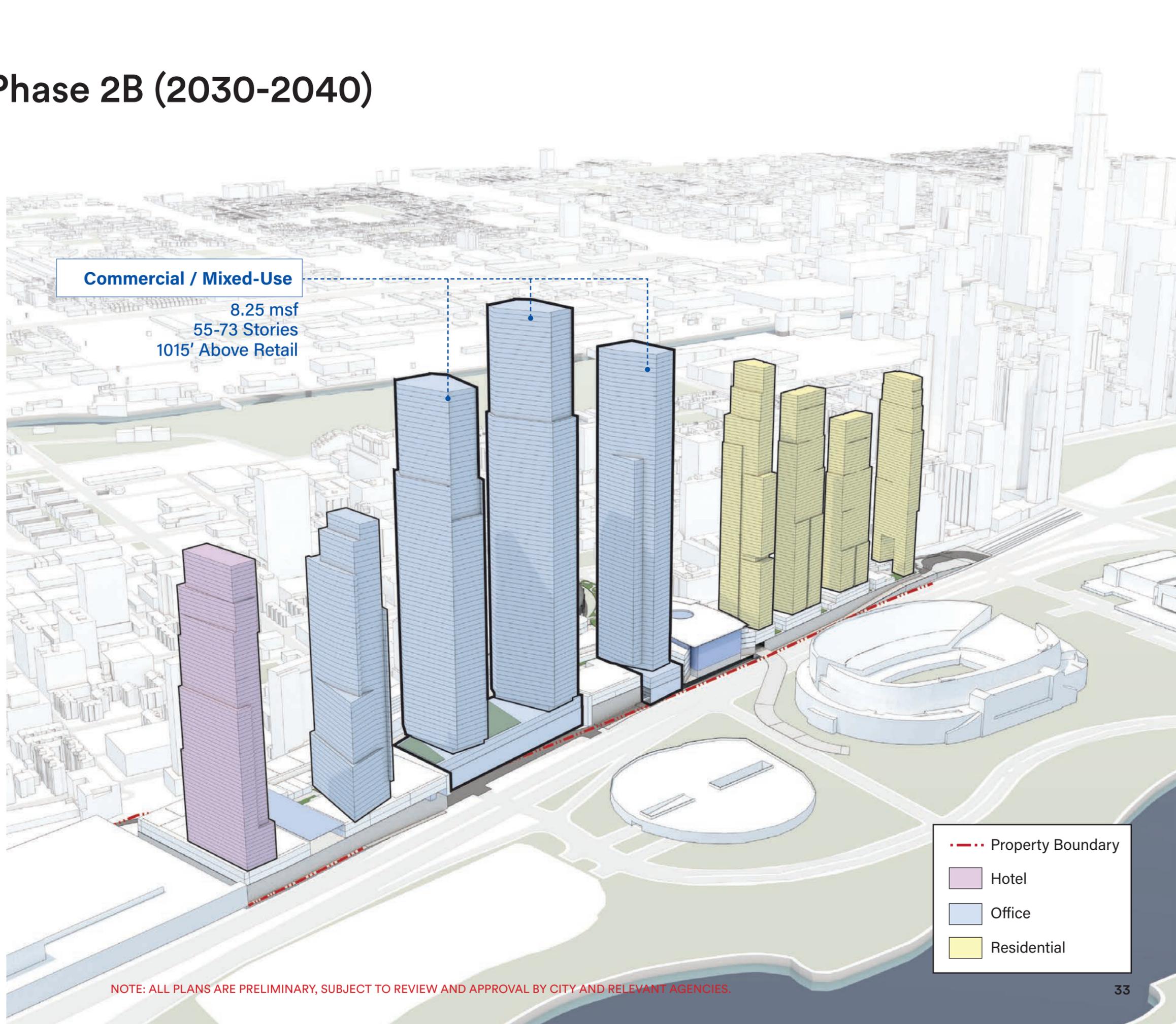
Summary of Intake Information

The Vertical Build | Phase 2A (2025-2035)



Summary of Intake Information

The Vertical Build | Phase 2B (2030-2040)



Commercial / Mixed-Use
8.25 msf
55-73 Stories
1015' Above Retail

- Property Boundary
- Hotel
- Office
- Residential

Land Use Patterns

Land Use Patterns

There Are A Series of Consistent Land Use Patterns That Define Development Along Chicago's Entire Lakefront That Have Evolved for More Than 100 Years

- ONE Central Site Plan
- Origins & Development Patterns in Central Station
- Chicago's Lakefront Development Pattern (FAR Context)
- ONE Central Development Program

Origins & Development Patterns in Central Station

Historic Development

Over the last several decades, the Near South Side neighborhood has been evolving into a more dense, dynamic place — a physical extension of the urban character and scale of the City's Central Business District. The development at ONE Central represents a key step in the evolution of the South Loop — the last large parcel of underutilized land in the urban core that will transform the skyline and support Chicago's growth into a truly world-class city.

Map Key

- DEVELOPMENT 1999-2020
- FUTURE DEVELOPMENT

1999



2001



2005



2008



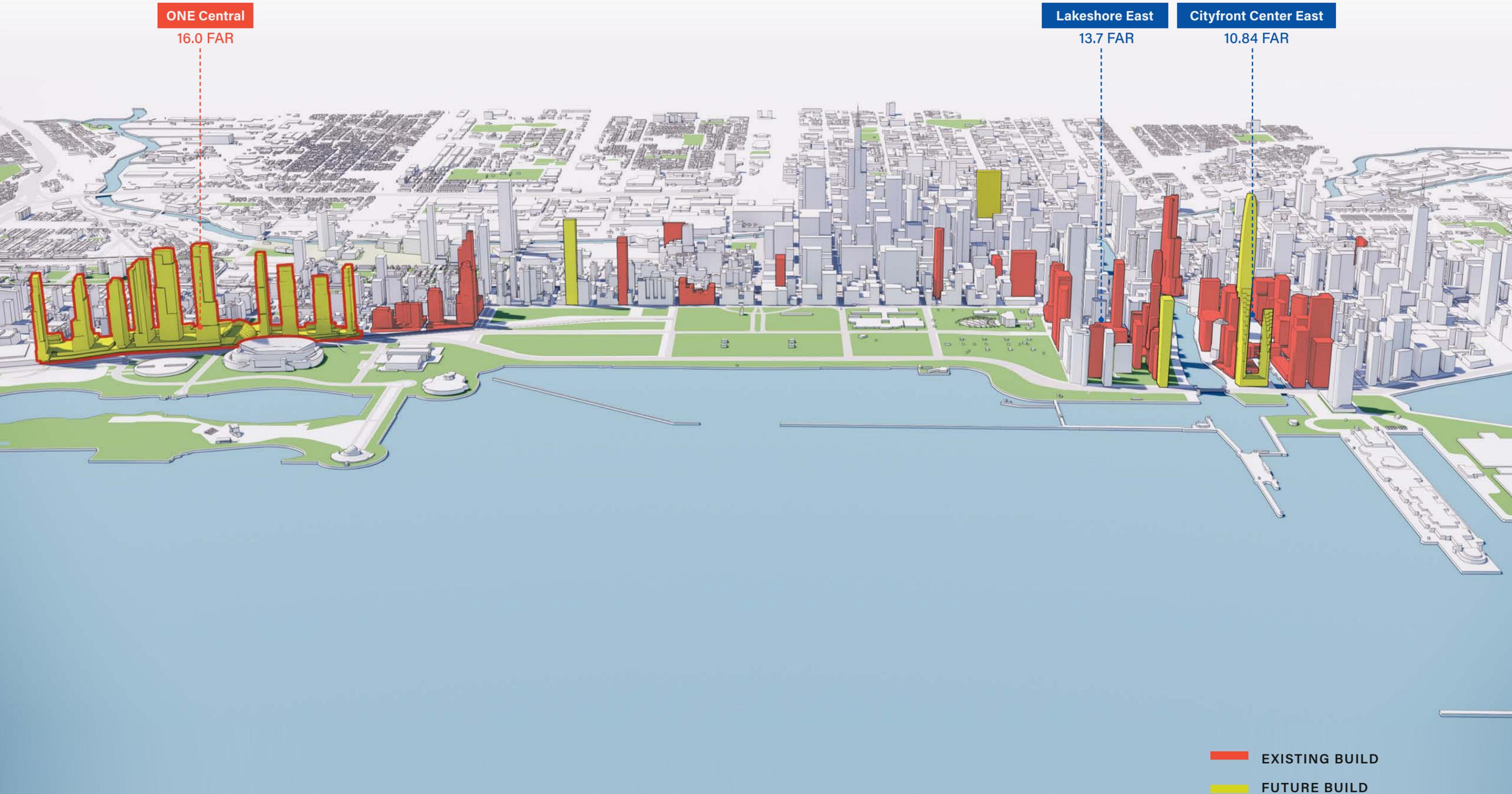
2010



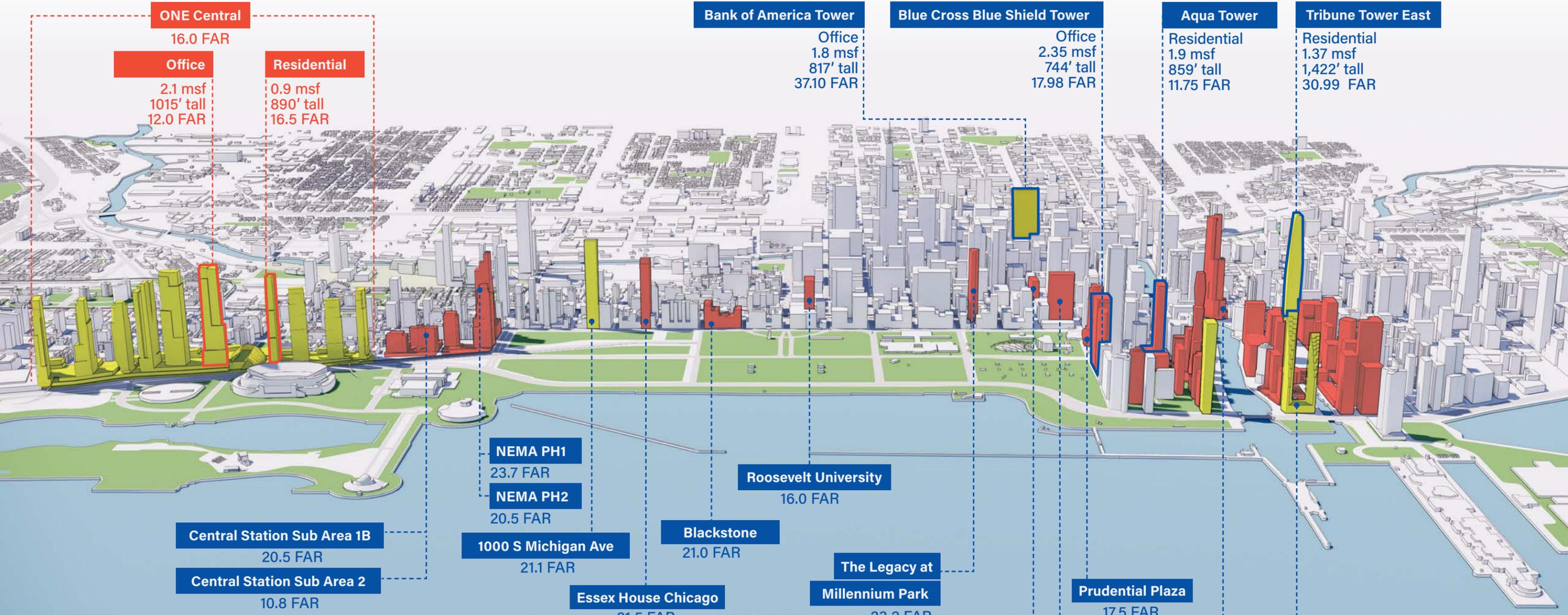
2020 + BEYOND



Chicago Lakefront Development (PD Density Comparison)



Chicago Lakefront Development (FAR Context)



RANK	NAME	FAR	RANK	NAME	FAR
1	BANK OF AMERICA	37.10	10	BLOCK 37	20.0
2	TRUMP TOWER	26.0	11	THE HERITAGE	19.5
3	NEMA PHASE 1	23.7	12	PRUDENTIAL PLAZA	17.5
4	THE LEGACY	23.2	13	ONE CENTRAL	16.0
5	ESSEX HOUSE CHICAGO	21.5	14	ROOSEVELT UNIVERSITY	16.0
6	1000 S MICHIGAN AVE	21.1	15	SPIRE (SUB AREA)	15.9
7	BLACKSTONE	21.0	16	TRIBUNE TOWER EAST (OVERALL)	15.3
8	CENTRAL STATION SUB AREA 1B	20.5	17	CENTRAL STATION SUB AREA 2	10.8
9	NEMA PHASE 2	20.5			

█ CURRENT BUILD
█ FUTURE BUILD

ONE Central Development Program Proposed

DEVELOPMENT SITE		
Net Site Area	31.18 ac	1,358,264 sf
USE		
Residential		9,050 units
Efficiencies	10%	905 units
One-Bedroom	50%	4,525 units
Two-Bedroom	30%	2,715 units
Three-Bedroom	10%	905 units
ARO Units	TBD	Consistent with Ordinance Requirements
Retail		1,500,000 sf
Commercial		9,450,000 sf
Open Space		395,339 sf
Parking		3,500 spaces
Maximum Base FAR		16.0
NOF Bonus FAR		0.42

Neighborhood Context Analysis

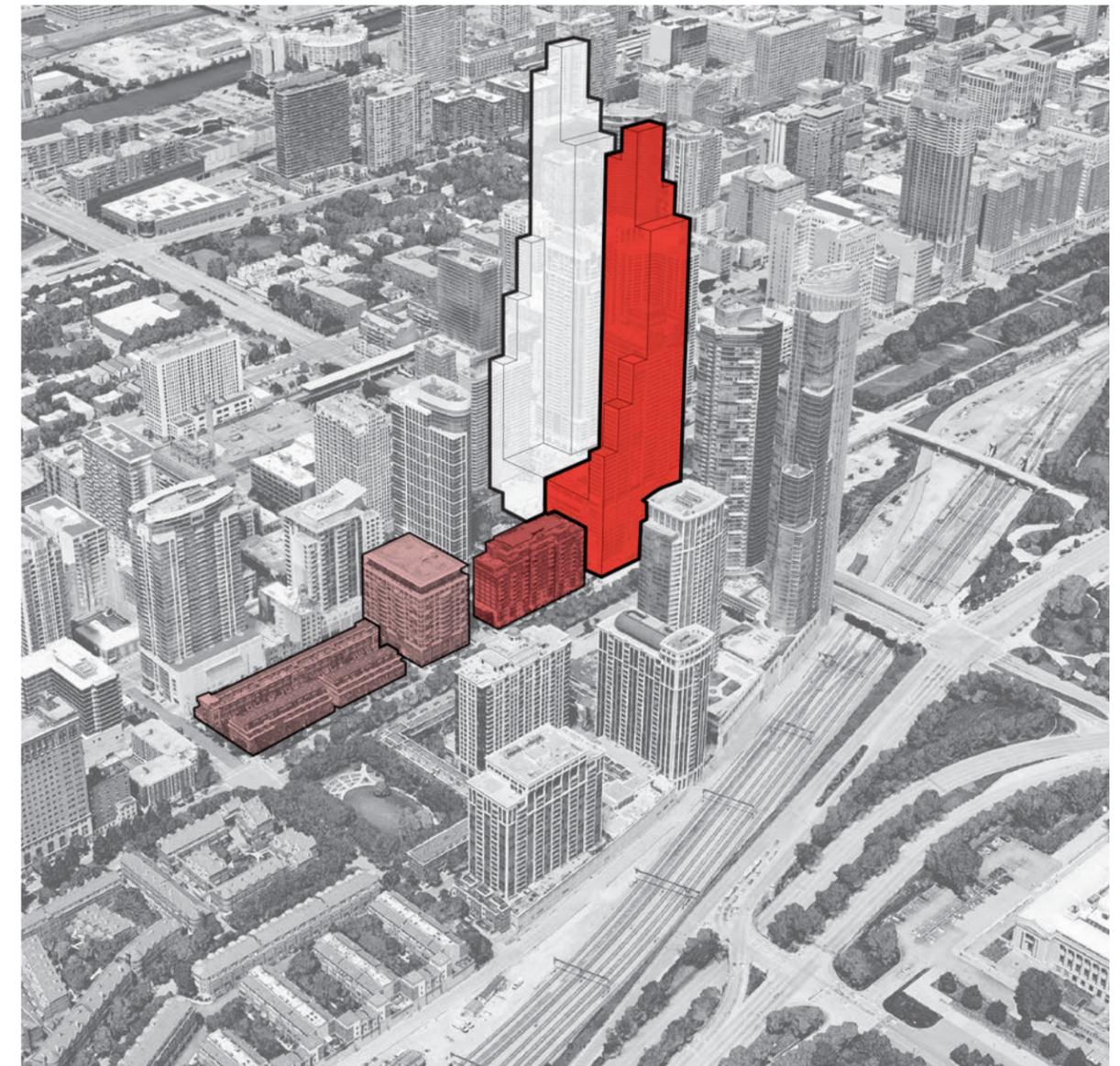
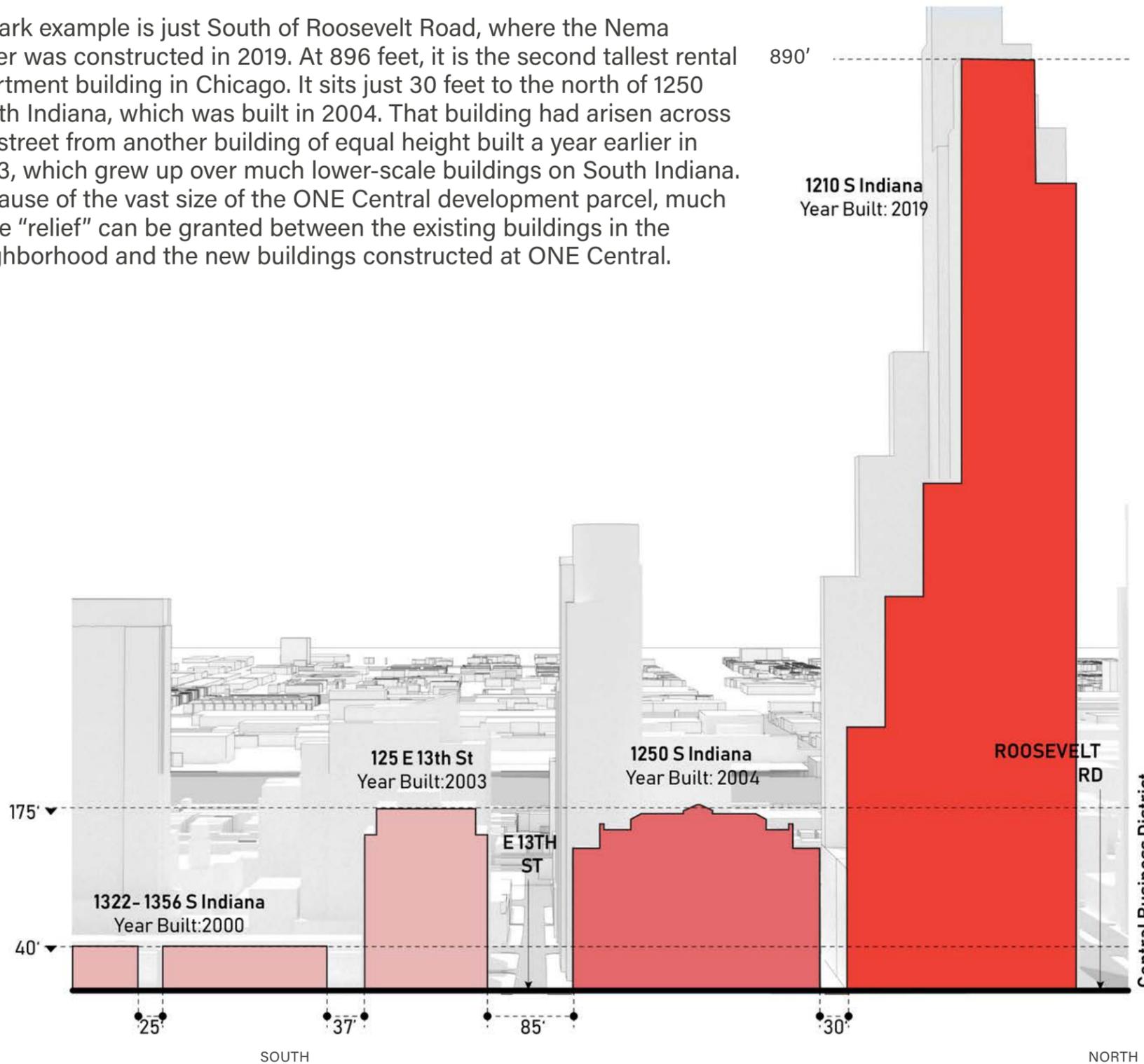
Density
Building Scale
Setback Relationships
Building Facades to Neighboring Buildings

Central Station Context Analysis

Building Scale

Low-Mid-High Rise

A stark example is just South of Roosevelt Road, where the Nema tower was constructed in 2019. At 896 feet, it is the second tallest rental apartment building in Chicago. It sits just 30 feet to the north of 1250 South Indiana, which was built in 2004. That building had arisen across the street from another building of equal height built a year earlier in 2003, which grew up over much lower-scale buildings on South Indiana. Because of the vast size of the ONE Central development parcel, much more “relief” can be granted between the existing buildings in the neighborhood and the new buildings constructed at ONE Central.

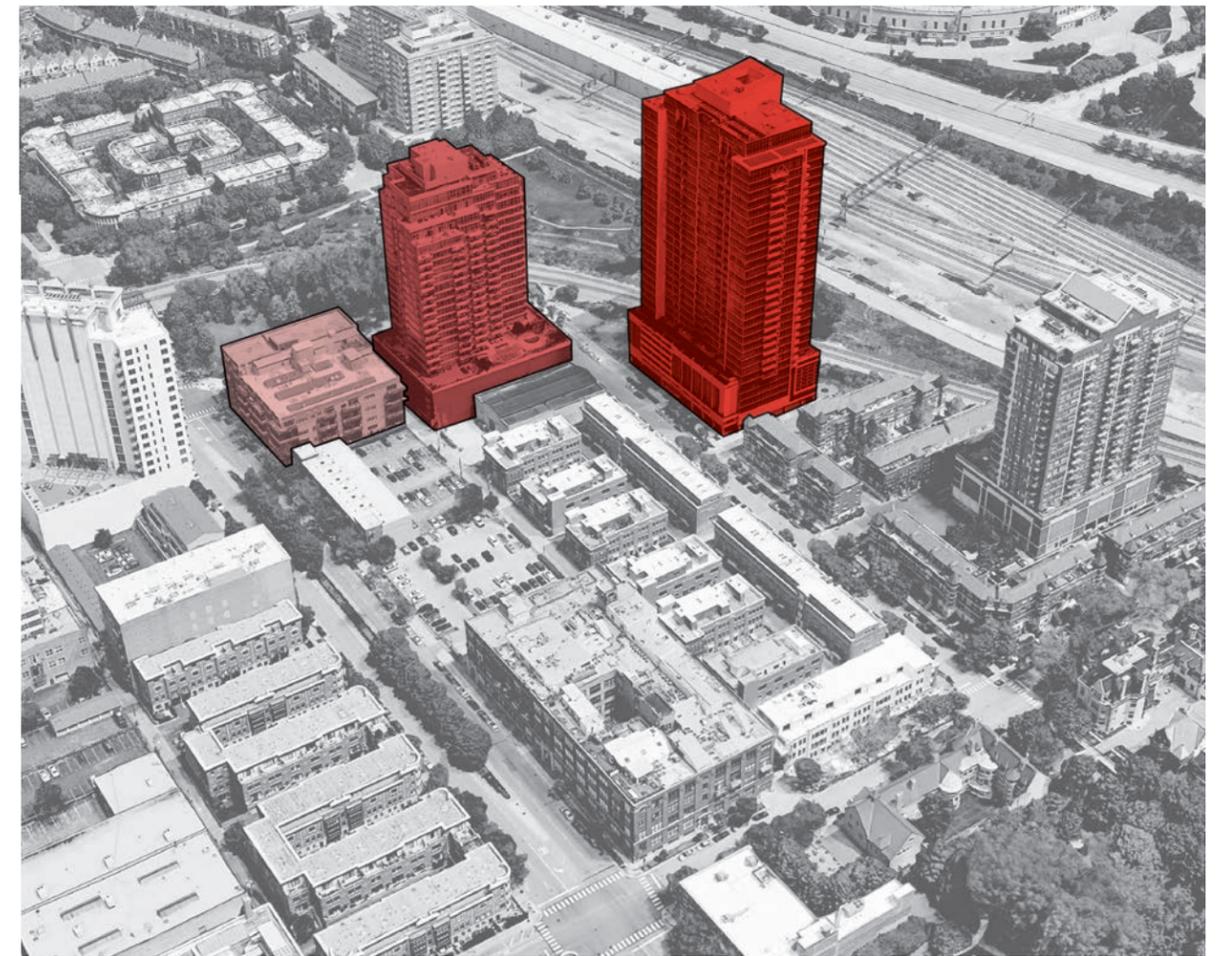
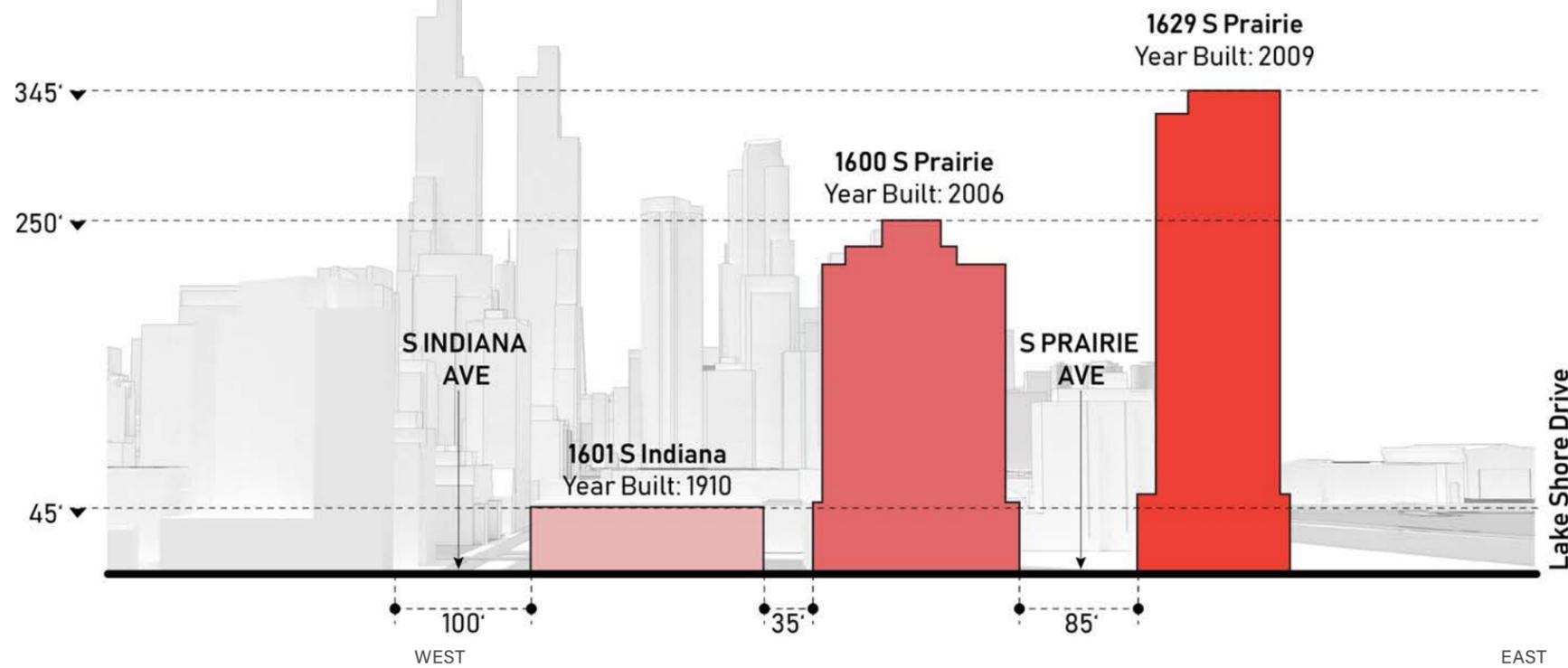


Central Station Context Analysis

Building Scale

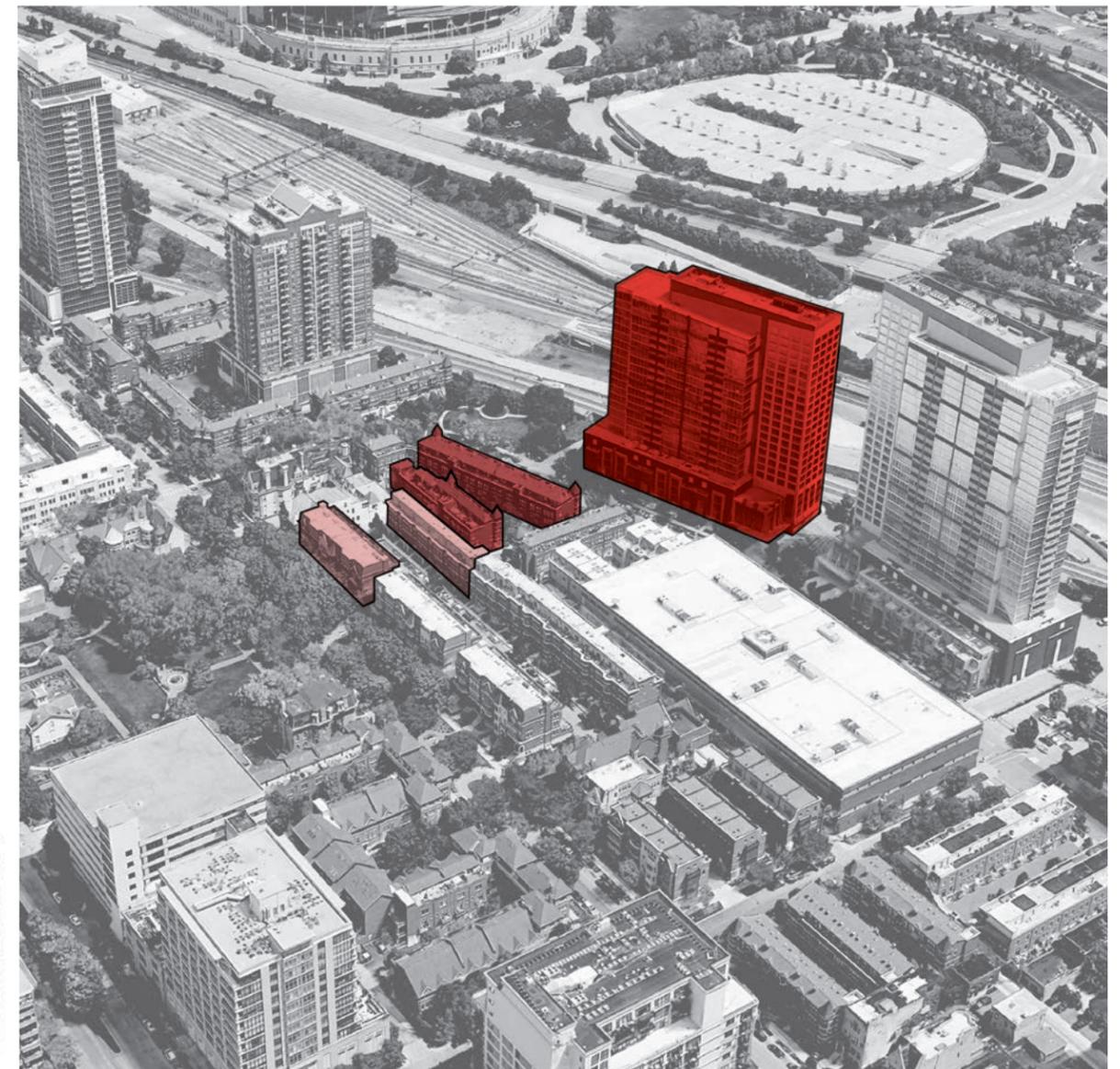
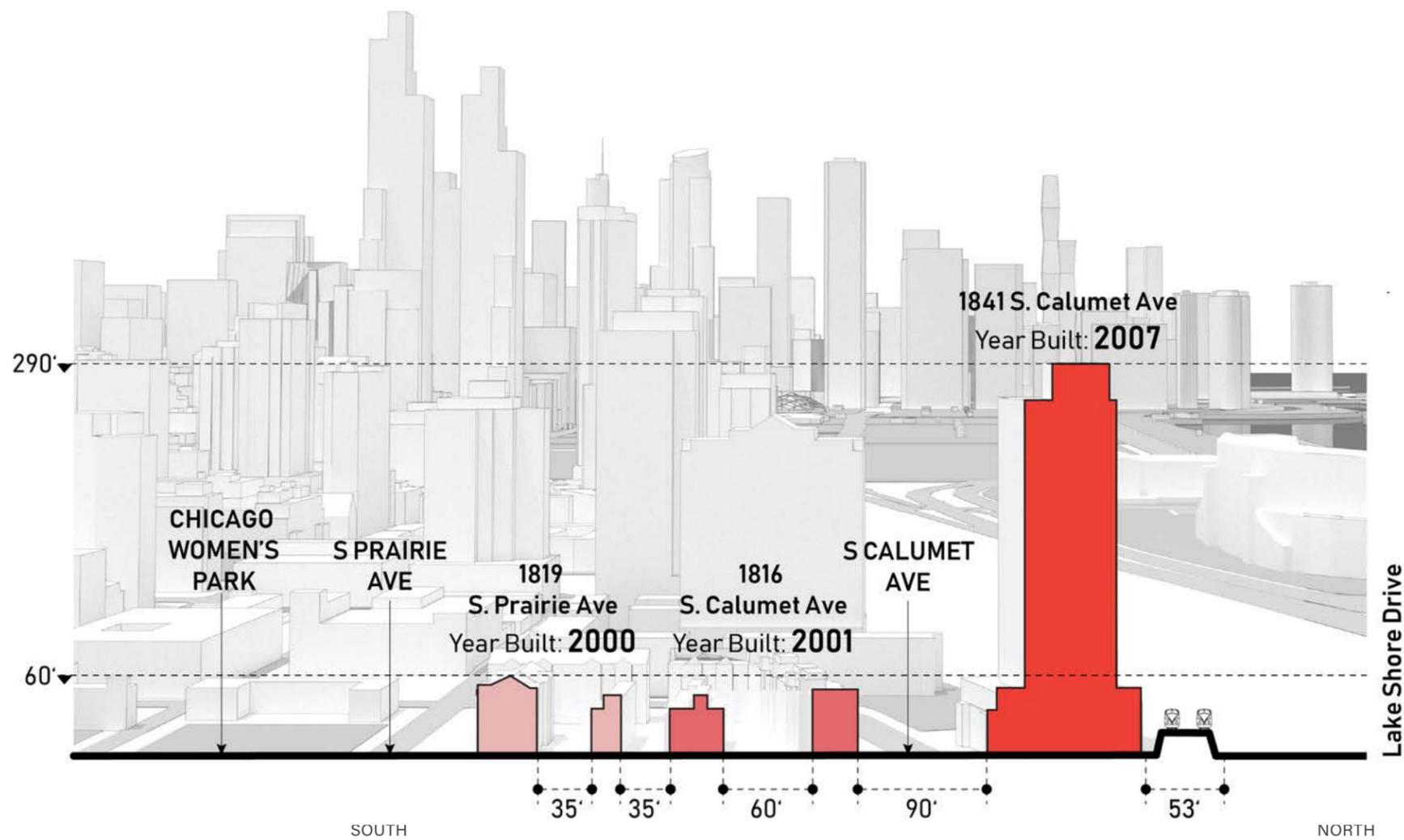
Low-Mid-High Rise

Yet another example is between South Indiana Avenue and the ONE Central site. Here in 2009, 1629 South Prairie was constructed, eclipsing the height of neighboring buildings to the west.



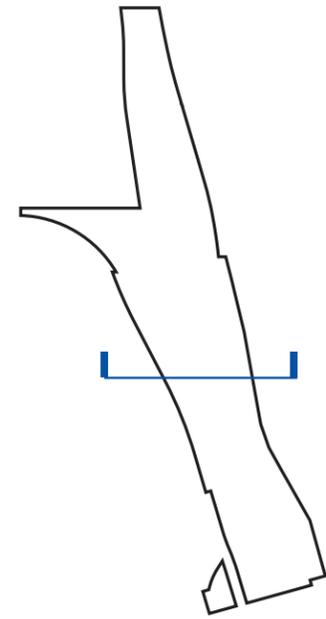
Building Scale

Low-Rise to Neighboring Parking Podium (High Rise)

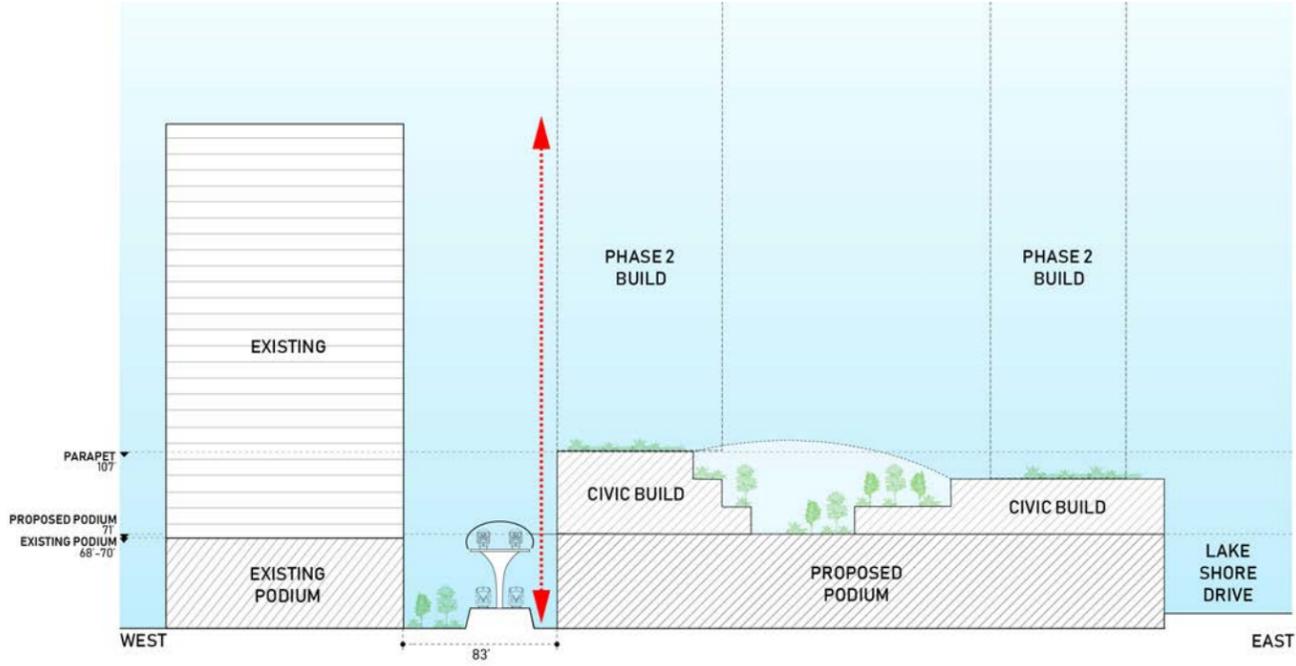


Central Station Context Analysis

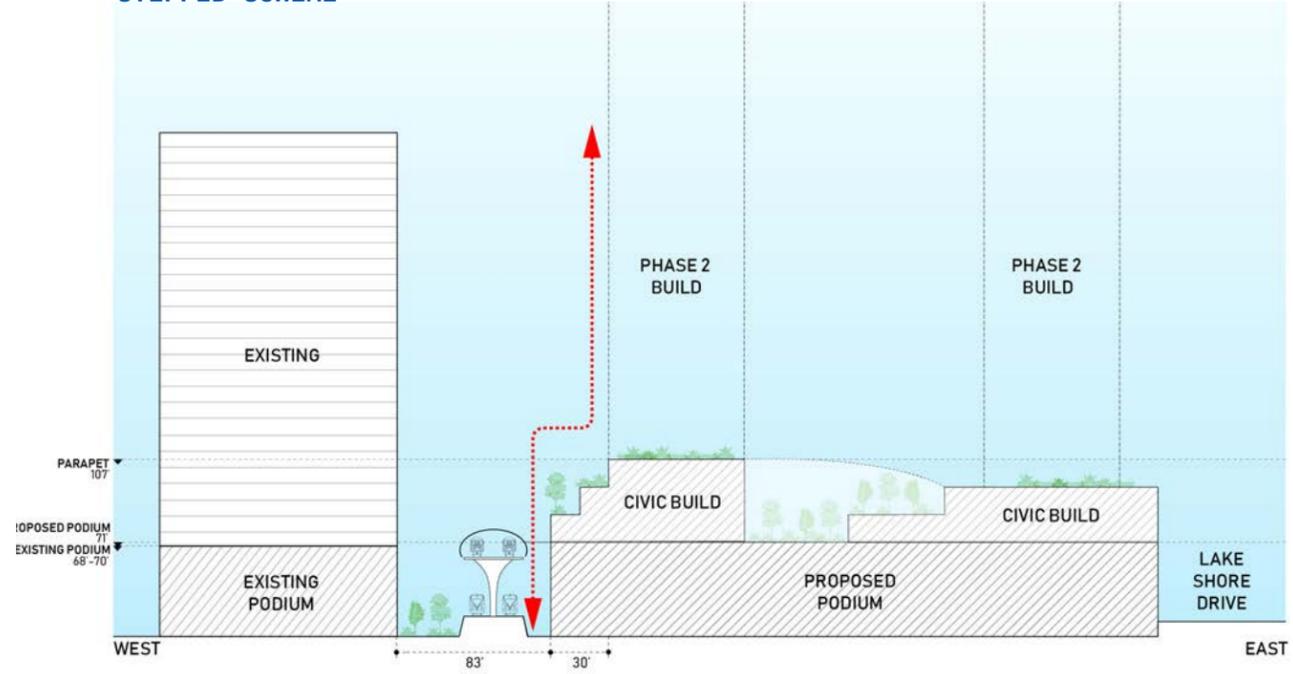
Setback Relationships



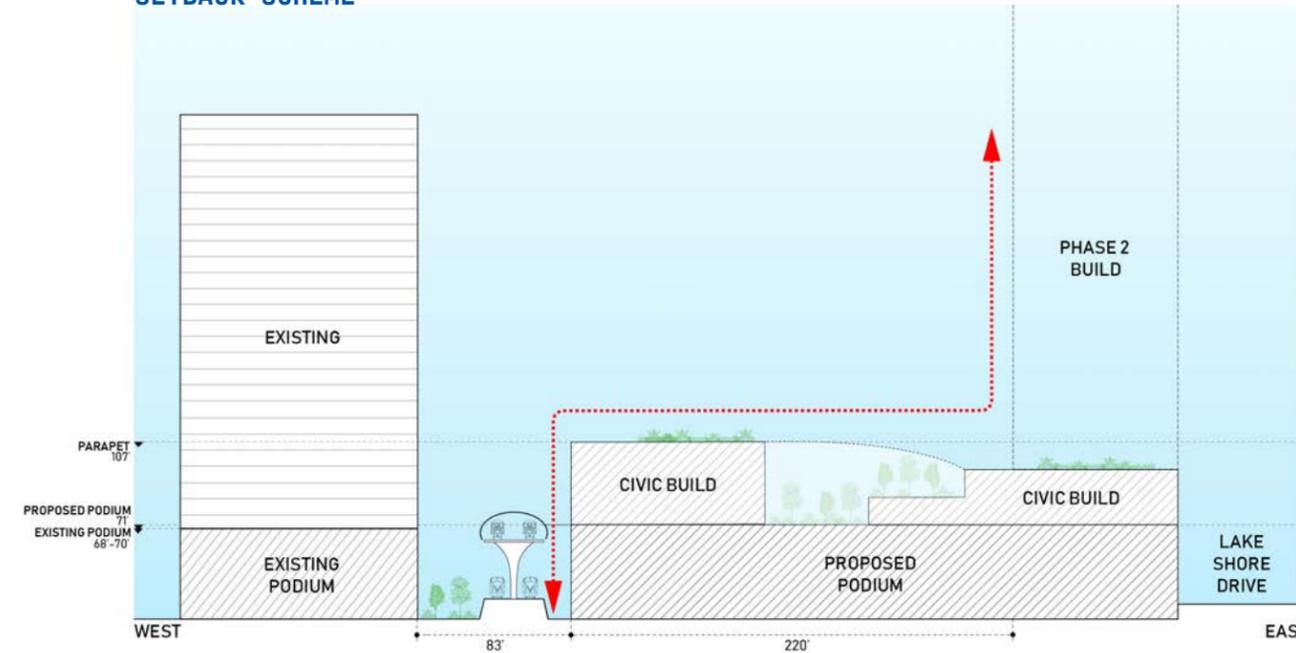
Concept 1
PARALLEL SCHEME



Concept 2
STEPPED SCHEME

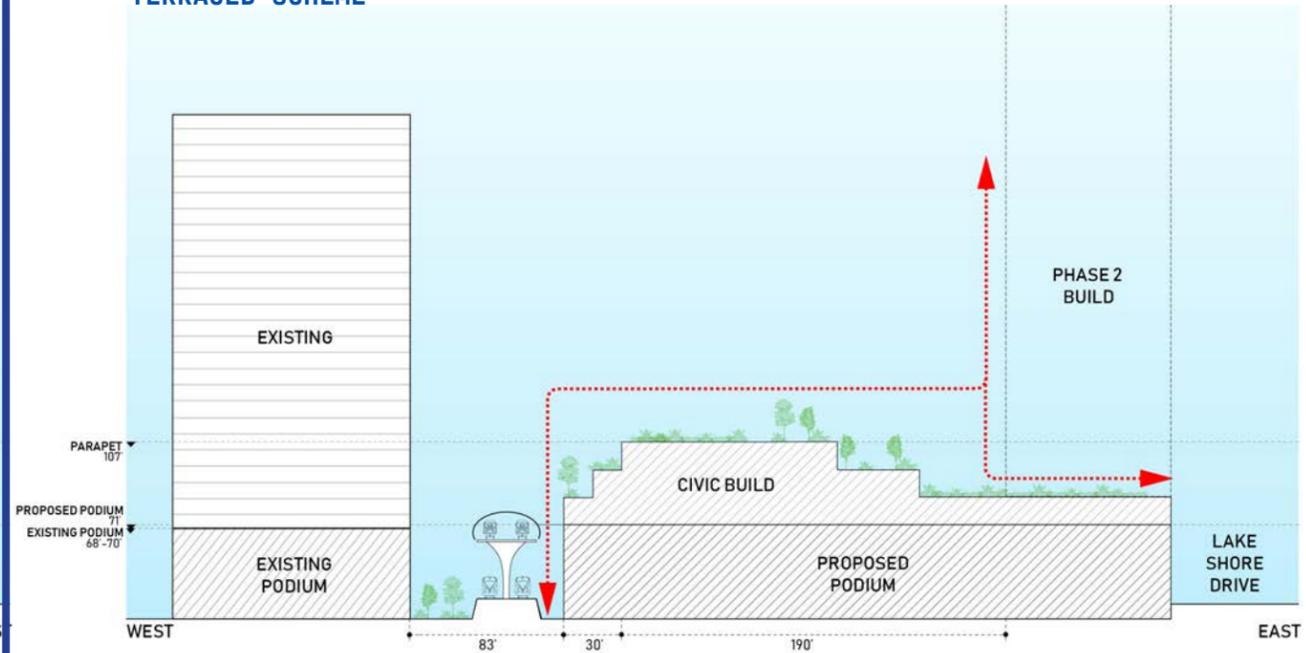


Concept 3
SETBACK SCHEME



RECOMMENDED CONCEPT

Concept 4
TERRACED SCHEME



Neighborhood Building Studies

Key Planning Considerations

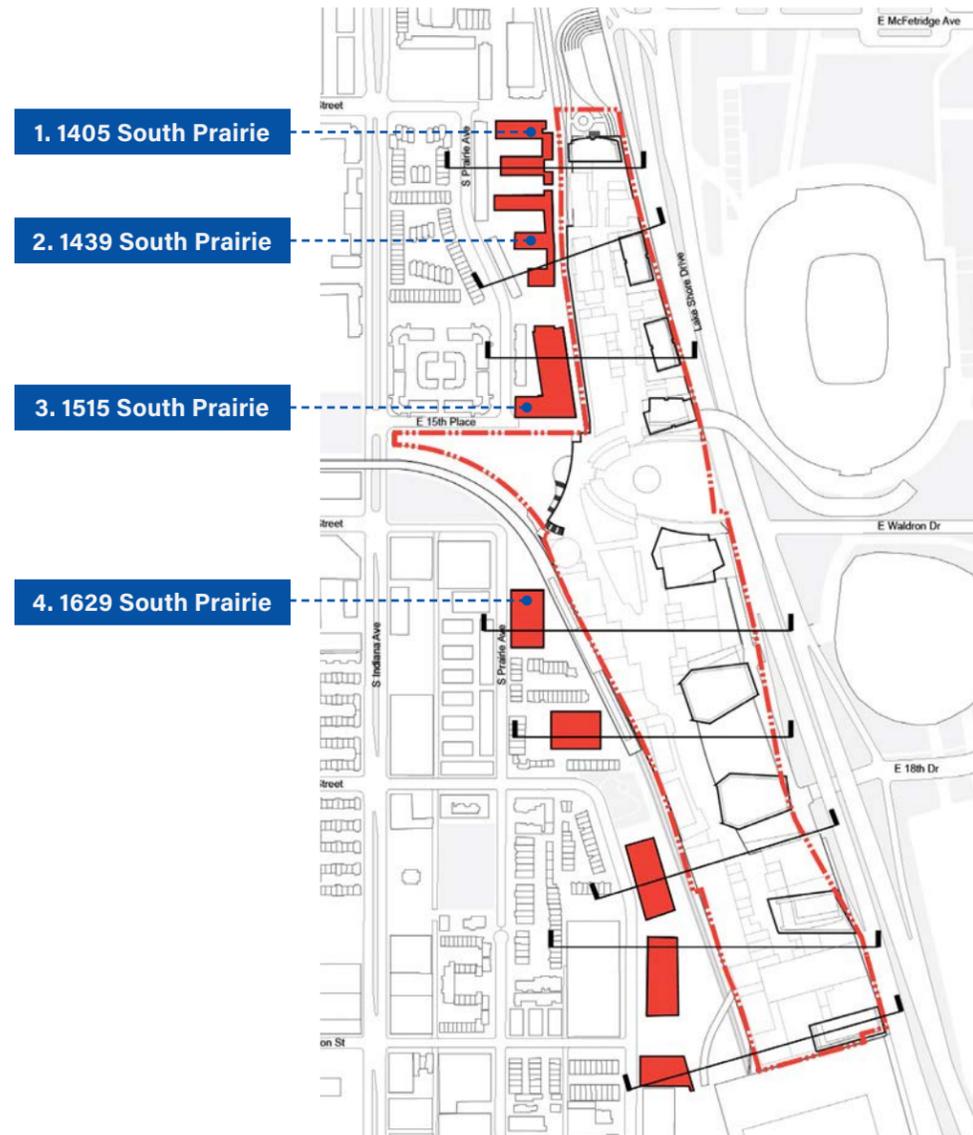
- The ONE Central Civic Build elevation is consistent with McCormick Place elevations and view corridor easements
- ONE Central is proposing higher density, consistent with recent development patterns along the City's downtown lakefront
- The western facade of Civic Build can be designed in a number of ways to respect the neighborhood integrity to the west

Gensler has identified a number of conceptual approaches and strategies to help integrate ONE Central into the Central Station neighborhood to the West

Central Station Context Analysis

Neighborhood Building Studies

The ONE Central Civic Build elevations Gensler has studied are contextually appropriate and comparable to podiums of existing high-rise buildings



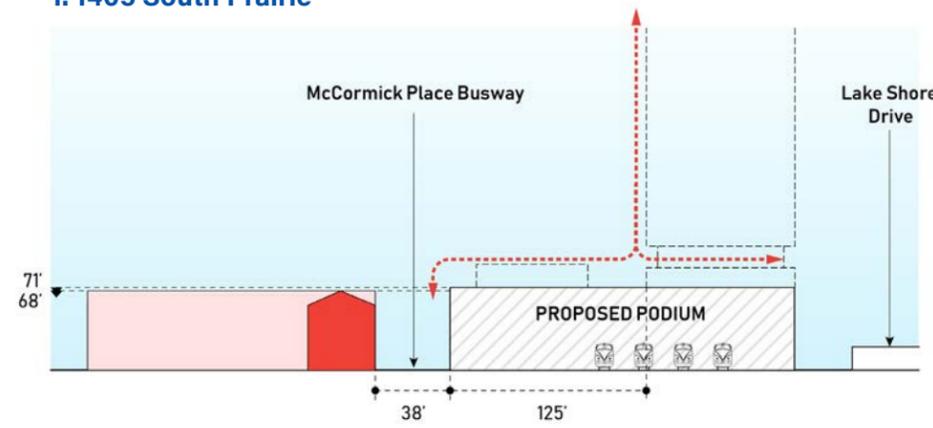
1. 1405 South Prairie

2. 1439 South Prairie

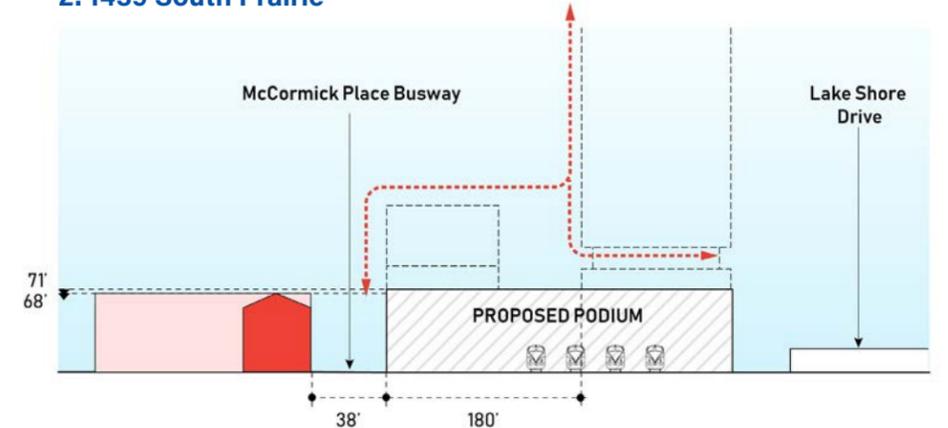
3. 1515 South Prairie

4. 1629 South Prairie

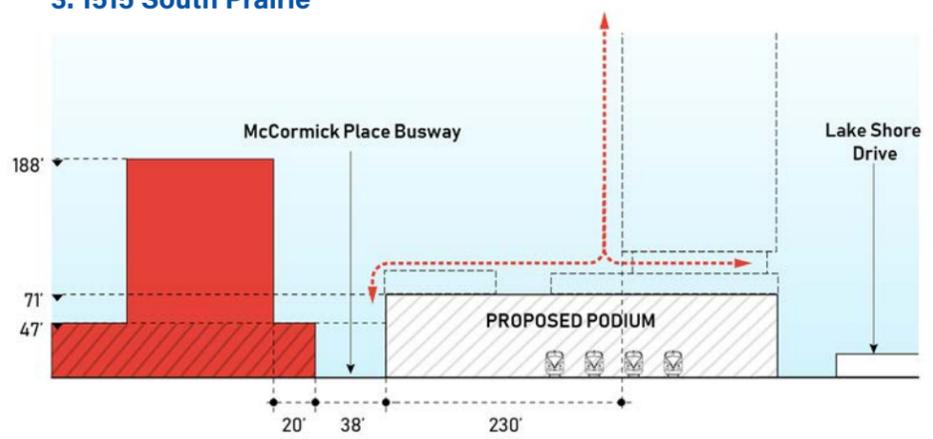
1. 1405 South Prairie



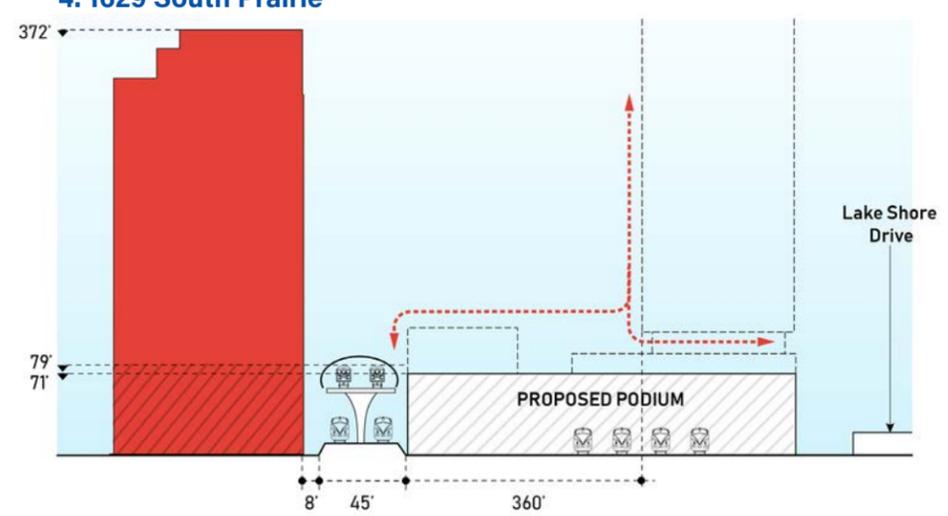
2. 1439 South Prairie



3. 1515 South Prairie



4. 1629 South Prairie



Central Station Context Analysis

Neighborhood Building Studies

The ONE Central Civic Build elevations Gensler has studied are contextually appropriate and comparable to podiums of existing high-rise buildings



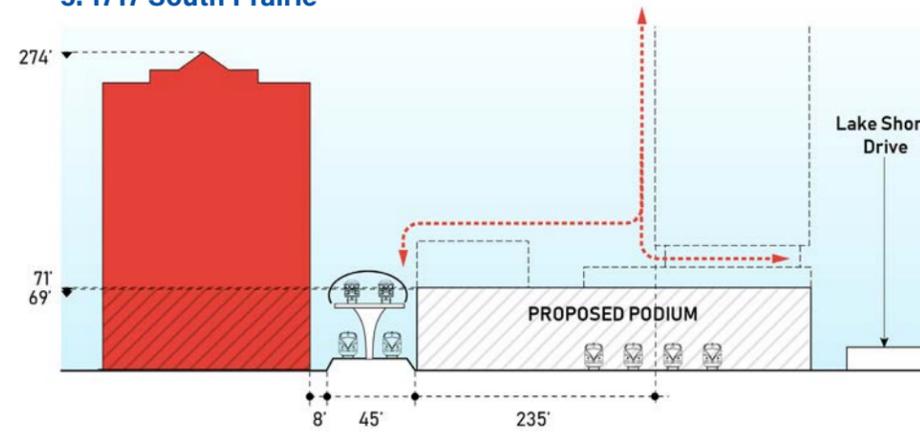
5. 1717 South Prairie

6. 1841 South Calumet

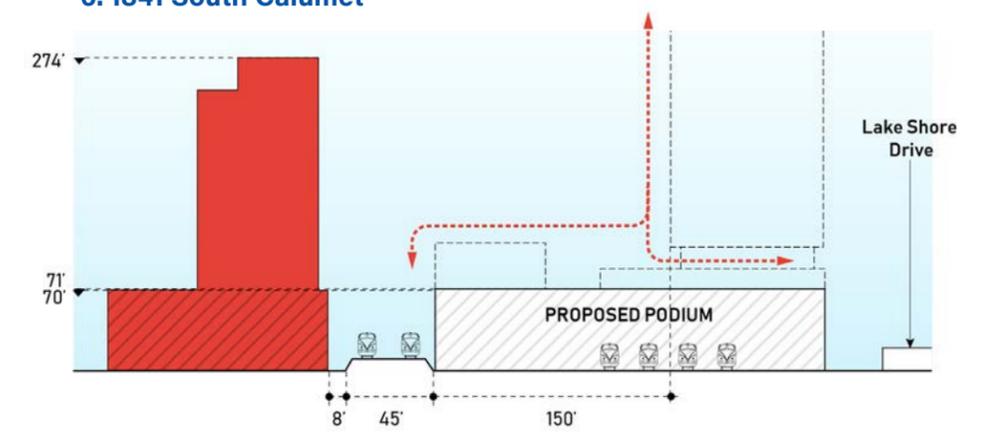
7. 1901 South Calumet

8. 2001 South Calumet

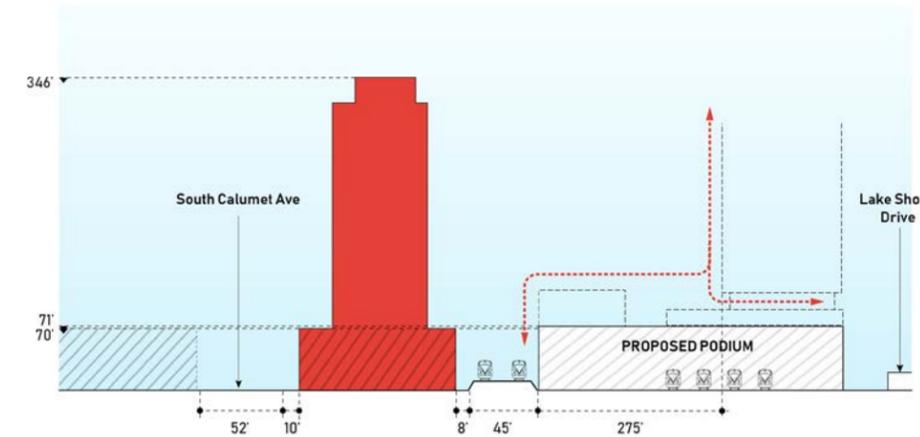
5. 1717 South Prairie



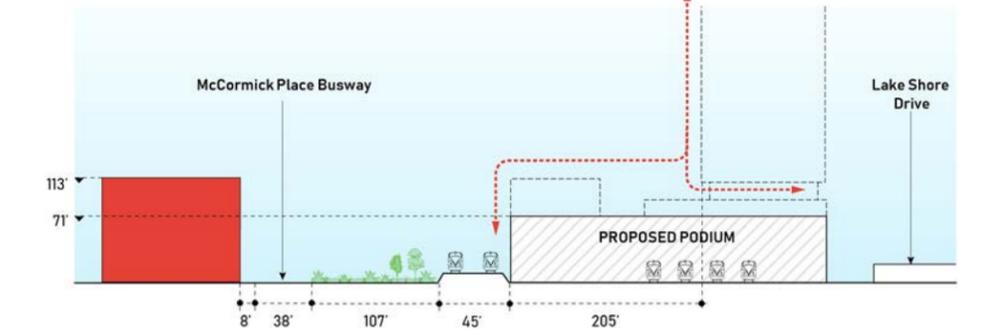
6. 1841 South Calumet



7. 1901 South Calumet



8. 2001 South Calumet



Access to Lakefront

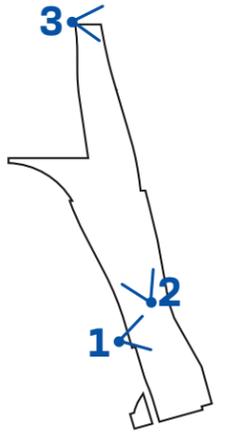
Key Planning Considerations

- The Master Plan for ONE Central is proposed to accommodate approximately 11+ acres of on-site green / open space
- Mark Twain Park will be maintained/improved as a publicly-accessible open space
- ONE Central proposes to include multiple direct connections to the Lakefront bridging over Lake Shore Drive
- One Central will provide a maintenance and public access easement agreement for the proposed open spaces to be recorded on the property

Gensler has studied ONE Central in the context of parks, pathways, green and open spaces and sees opportunity for more and diverse options, plus better access to the Lakefront

Access to Lakefront
Neighborhood Context

Current means of access to the Lakefront parks and trail system:



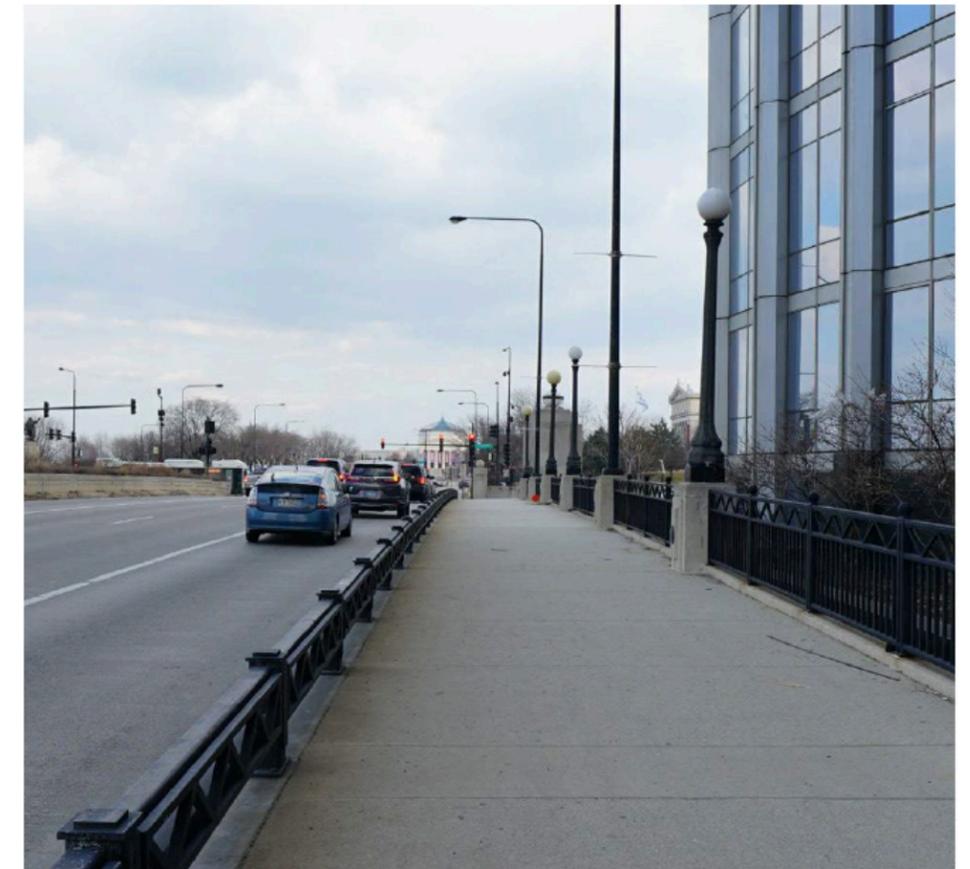
1. 18TH STREET UNDERPASS



2. 18TH STREET PEDESTRIAN BRIDGE



3. ROOSEVELT ROAD INTERCHANGE



Access to Lakefront Open Space Plan

PLAYSCAPE



PROGRAMMED PARK



OPEN GREENSPACE



ENCLOSED GREENSPACE



Neighborhood Amenities

Key Planning Considerations

- The Near South Side is an underserved neighborhood in terms of retail, dining & entertainment — while the North Side has approximately 1 retail establishment per 500 residents, the Near South Side has only about 1 for every 1,500 resident according to a study by JLL
- JLL and AECOM studies also show that retail, dining & entertainment amenities are proven to drive growth in property values
- ONE Central should be planned for a unique combination of urban amenities that are in high demand among the next generation of employers, workers and residents
- Four distinct districts can be designed to provide amenities will serve new residents and tenants, as well as the existing neighborhood, plus visitors to McCormick Place, Soldier Field, the Museum Campus and other area attractions
- Opportunities should be explored to provide a full complement of facilities that will serve the neighborhood, including educational and child care facilities

Gensler and JLL have recommended four distinct amenity sets to serve the needs of residents and all who will live, work, learn, play, stay and learn in this dynamic urban

Neighborhood Amenities

Neighborhood Context

18th and Michigan Avenue



13th and Michigan Avenue



16th and Michigan Avenue



14th and Michigan Avenue



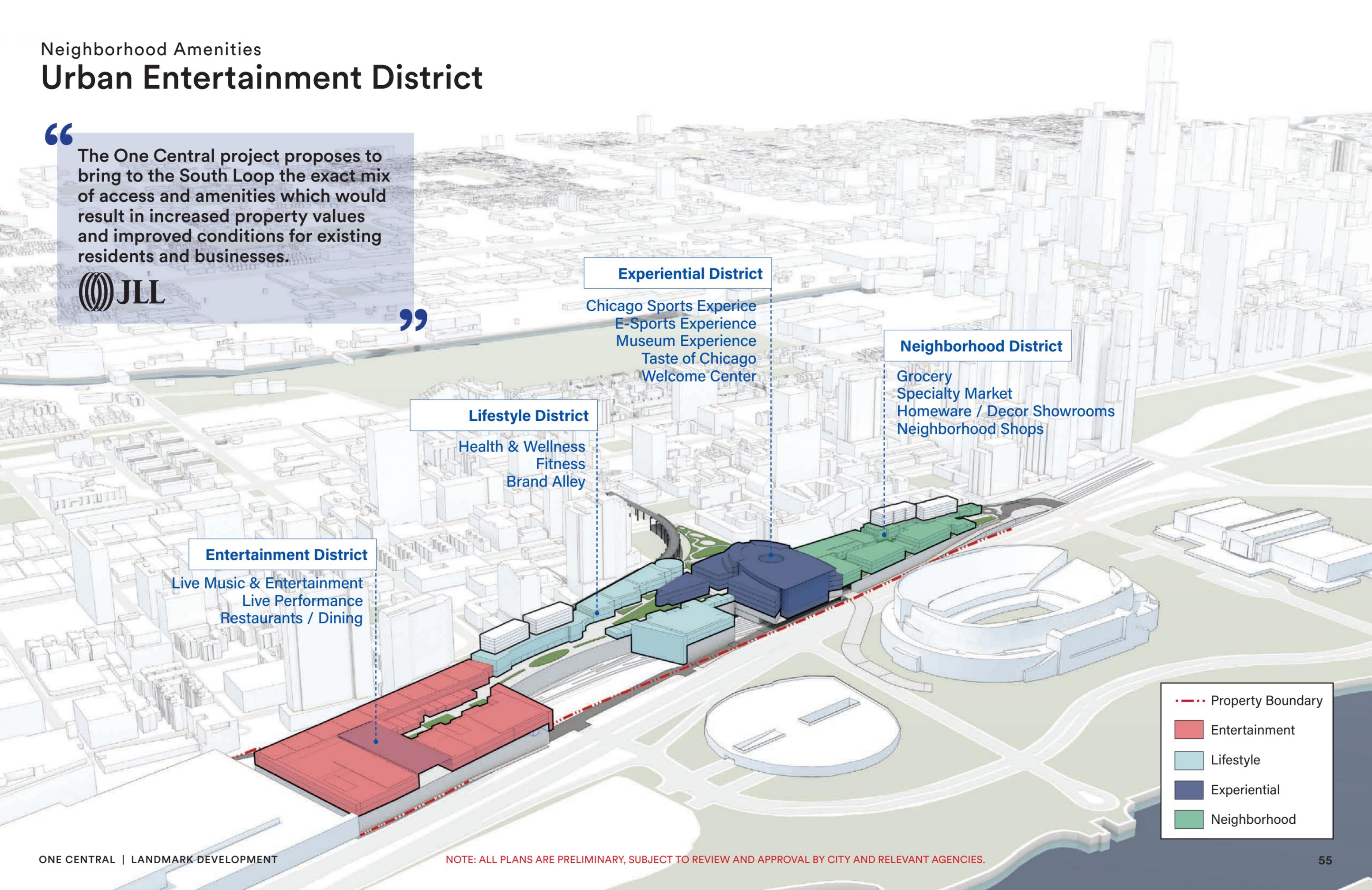
Urban Entertainment District

“

The One Central project proposes to bring to the South Loop the exact mix of access and amenities which would result in increased property values and improved conditions for existing residents and businesses.



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Experiential District

- Chicago Sports Experience
- E-Sports Experience
- Museum Experience
- Taste of Chicago
- Welcome Center

Neighborhood District

- Grocery
- Specialty Market
- Homeware / Decor Showrooms
- Neighborhood Shops

Lifestyle District

- Health & Wellness
- Fitness
- Brand Alley

Entertainment District

- Live Music & Entertainment
- Live Performance
- Restaurants / Dining

--- Property Boundary

- Entertainment
- Lifestyle
- Experiential
- Neighborhood

Proposed Benefits for Neighborhood

Landmark proposes to work collaboratively with the community to realize significant benefits for the neighborhood:

- Transit access and connectivity to achieve **reduction in current neighborhood traffic**, in particular during gameday and other event periods
- **Retail, dining and entertainment amenities** that are in the highest demand in urban neighborhoods across the U.S.
- Multi-modal transit access and local circulator connectivity (CHI-Line) that can offer significant **improvements to mobility for neighborhood residents**
- Urban amenities and transit to drive **significant growth in property values (15%+)***
- Dedicated **neighborhood retail district** to cater to local resident needs (grocery, etc.) that are significantly undeserved by market standards
- Additional and enhanced **green and open / community spaces**
- **Improved connectivity to the Lakefront** (maintaining / improving 18th St. underpass and bridging over Lake Shore Drive)
- **Cover the existing exposed Metra Weldon Yard** operation and tracks with landscaping, green roofs, etc.
- A **safe and secure environment** at ONE Central, including features beyond any existing transit station in the City
- **Technology infrastructure** that will define urban residential neighborhoods of the future

**Based on JLL and AECOM studies*

Neighborhood Amenities

Conceptual Rendering - Neighborhood District

View to North from South of 14th Street



Questions & Comments can be emailed to:

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www.chicago.gov/onecentral