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

CHI | DPD
Department of Planning and Development

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

**Intake Meeting**
(November 30, 2020)

**Pre-Application Community Meeting(s)**

**Regular Working Group Meetings**
(w/Scoping Meeting)

**Application Filing¹/City Clerk Introduction/Notice of Application**

**Submission of Hearing Packet / Placement on CPC Agenda**

**Follow-up Community Meeting(s), as needed**

**Review of Application**

**Committee on Zoning, Landmarks & Building Standards**

**City Council Vote**

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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.
Background / Project Update / Landmark Development Team

Development Team

MASTER DEVELOPER:

INVESTMENT BANKERS:

INVESTMENT ADVISORS:

MASTER PLANNER / TRANSIT PLANNERS:

NOTE: ALL PLANS ARE PRELIMINARY, SUBJECT TO REVIEW AND APPROVAL BY CITY AND RELEVANT AGENCIES.
Background / Project Update / Landmark Development Team

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

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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

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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.
Background / Project Update / Landmark Development Team

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
Neighborhood / Community Engagement
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
- Transit Hub
- Traffic
- Access
- Neighborhood Benefits
- Views
- 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 & GREETS
ONLINE COMMUNICATIONS

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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
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

Map Key

- CTA
- AMTRAK
- METRA/NICTD
- CHILINE
- PROPOSED CTA CONNECTION

NOTE: ALL PLANS ARE PRELIMINARY, SUBJECT TO REVIEW AND APPROVAL BY CITY AND RELEVANT AGENCIES.
Proposed CTA Off-Site Extension

Existing CTA (Elevated)

Transit Hub
CTA Station
Amtrak Station
Metra / NICTD Station
Chiline Station

Pedestrian Circulation

Traffic & Transit Plan
Applicant’s Transit Plan for CTA Extension

NOTE: ALL PLANS ARE PRELIMINARY, SUBJECT TO REVIEW AND APPROVAL BY CITY AND RELEVANT AGENCIES.
Proposed Infrastructure & Transit Improvements

CHI-Line - Representative Concepts

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Proposed Infrastructure & Transit Improvements

Proposed Vehicular Access & Service Roadways*

NORTH VEHICULAR DROPOFF

TRANSIT HUB VEHICULAR DROPOFF

SOUTH VEHICULAR DROPOFF

INNER LAKE SHORE DRIVE

17TH STREET

18TH STREET

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*Private Rail Yard and Busway / No Existing Public Vehicular Access

NOTE: ONE CENTRAL | LANDMARK DEVELOPMENT

NOTE: ONE CENTRAL | LANDMARK DEVELOPMENT
Proposed Infrastructure & Transit Improvements

Proposed Pedestrian Access

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Summary of Intake Information
Proposed Zoning:
Business Residential Planned Development

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Summary of Intake Information

Grade Level | Existing

Metra Weldon Yard

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Summary of Intake Information

The Civic Build | Phase 1 (Podium)

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

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Summary of Intake Information

The Civic Build | Phase 1 - Program

Midrise Residential
- 0.1 msf
- 5 Stories
- 95 Units
- 42' Above Retail

Retail
- 1.5 msf
- 1-2 Stories

Transit Hub
- 5 Stories
- 100' Above Podium

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Summary of Intake Information

The Civic Build | Phase 1 - Neighborhoods

1. **Entertainment District**
2. **Lifestyle District**
3. **Experiential District**
4. **Neighborhood District**

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Summary of Intake Information

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

- **Commercial / Mixed-Use**: 1.2 msf, 45-55 Stories, 770’ Above Retail
- **Hotel**: 1.5 msf, 2,500 Keys, 60-80 Stories, 806’ Above Retail
- **Residential**: 9.3 msf, 8,860 Units, 60-89 Stories, 890’ Above Retail

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Summary of Intake Information

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

- 8.25 msf
- 55-73 Stories
- 1015' Above Retail

Commercial / Mixed-Use

Note: All plans are preliminary, subject to review and approval by city and relevant agencies.
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
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.
Chicago Lakefront Development (PD Density Comparison)

ONE Central
16.0 FAR

Lakeshore East
13.7 FAR

Cityfront Center East
10.84 FAR

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### DEVELOPMENT SITE

| Net Site Area | 31.18 ac | 1,358,264 sf |

### USE

<table>
<thead>
<tr>
<th>Use</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>9,050 units</td>
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<tr>
<td>Efficiencies</td>
<td>10% 905 units</td>
</tr>
<tr>
<td>One-Bedroom</td>
<td>50% 4,525 units</td>
</tr>
<tr>
<td>Two-Bedroom</td>
<td>30% 2,715 units</td>
</tr>
<tr>
<td>Three-Bedroom</td>
<td>10% 905 units</td>
</tr>
<tr>
<td>ARO Units</td>
<td>TBD Consistent with Ordinance Requirements</td>
</tr>
<tr>
<td>Retail</td>
<td>1,500,000 sf</td>
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<tr>
<td>Commercial</td>
<td>9,450,000 sf</td>
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<tr>
<td>Open Space</td>
<td>395,339 sf</td>
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<tr>
<td>Parking</td>
<td>3,500 spaces</td>
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</table>

| 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.

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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.
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

Concept 4
TERRACED SCHEME

RECOMMENDED CONCEPT

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Central Station Context Analysis

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

Gold Star Families Park
Mark Twain Park
Webster Park
The Battle of Fort Dearborn Park

PEDESTRIAN ACCESS

Access to Lakefront
Open Space Plan

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Neighborhood Amenities
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.
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.
Neighborhood Amenities

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:

- info@onecentralchicago.com
- DPD@cityofchicago.org
- ward03@cityofchicago.org

Project Information can be found at:

- www.onecentralchicago.com
- www.chicago.gov/onecentral