

PROGRESSION | CONVERGENCE | CONNECTION

TEAM 6 - AIR RIGHTS

## 6: AIR RIGHTS

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# EXISTING CHALLENGES

## Site 6: Rail Air Rights

Highway, Rail Tracks and River

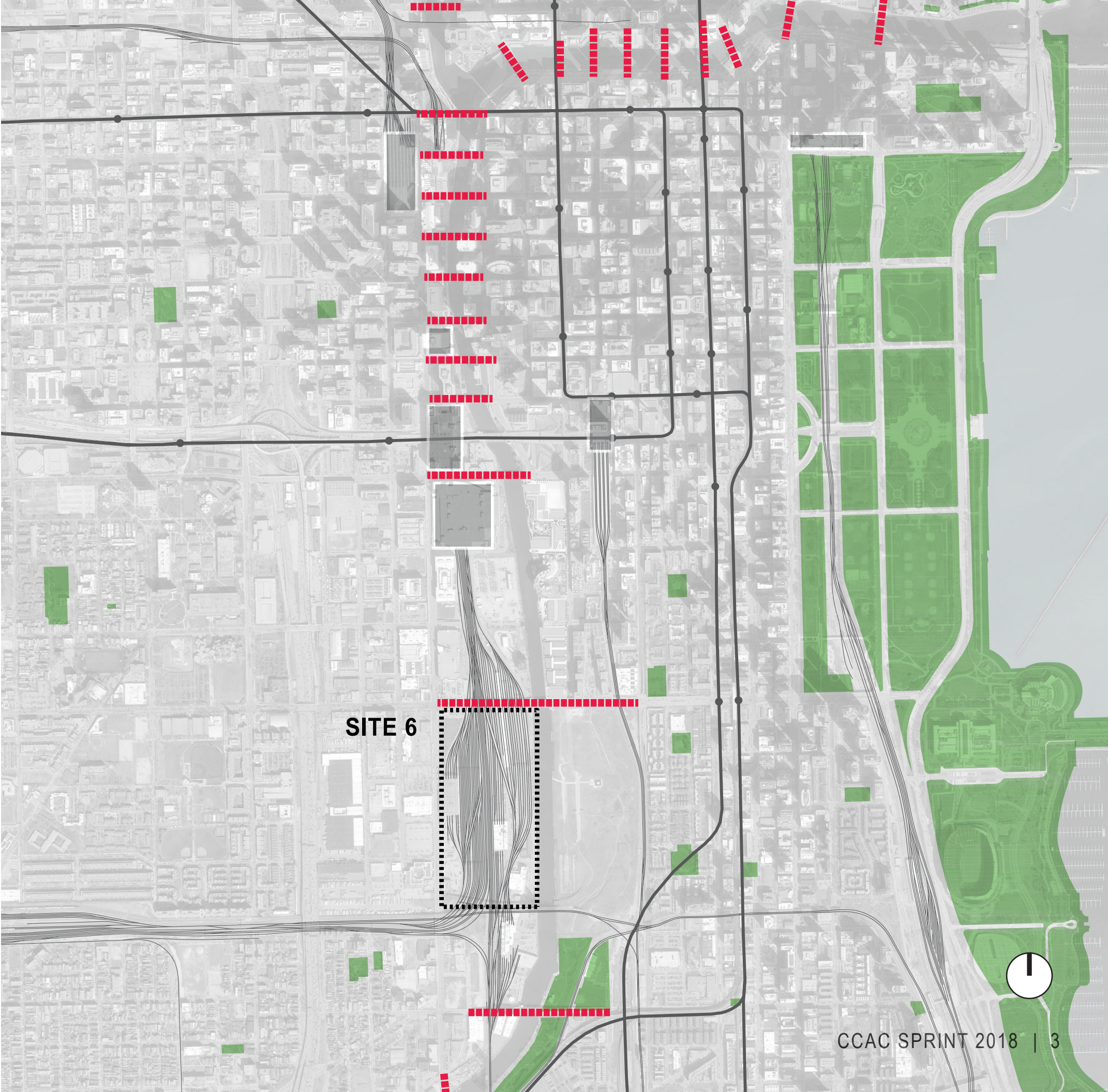
Limited River Access and Park Space in West Loop

Existing Bridges

Loop High level of connectivity of Street Grid

Highway, Rail Tracks and River isolate areas of the South/west Loop

Limited Park Space in West Loop

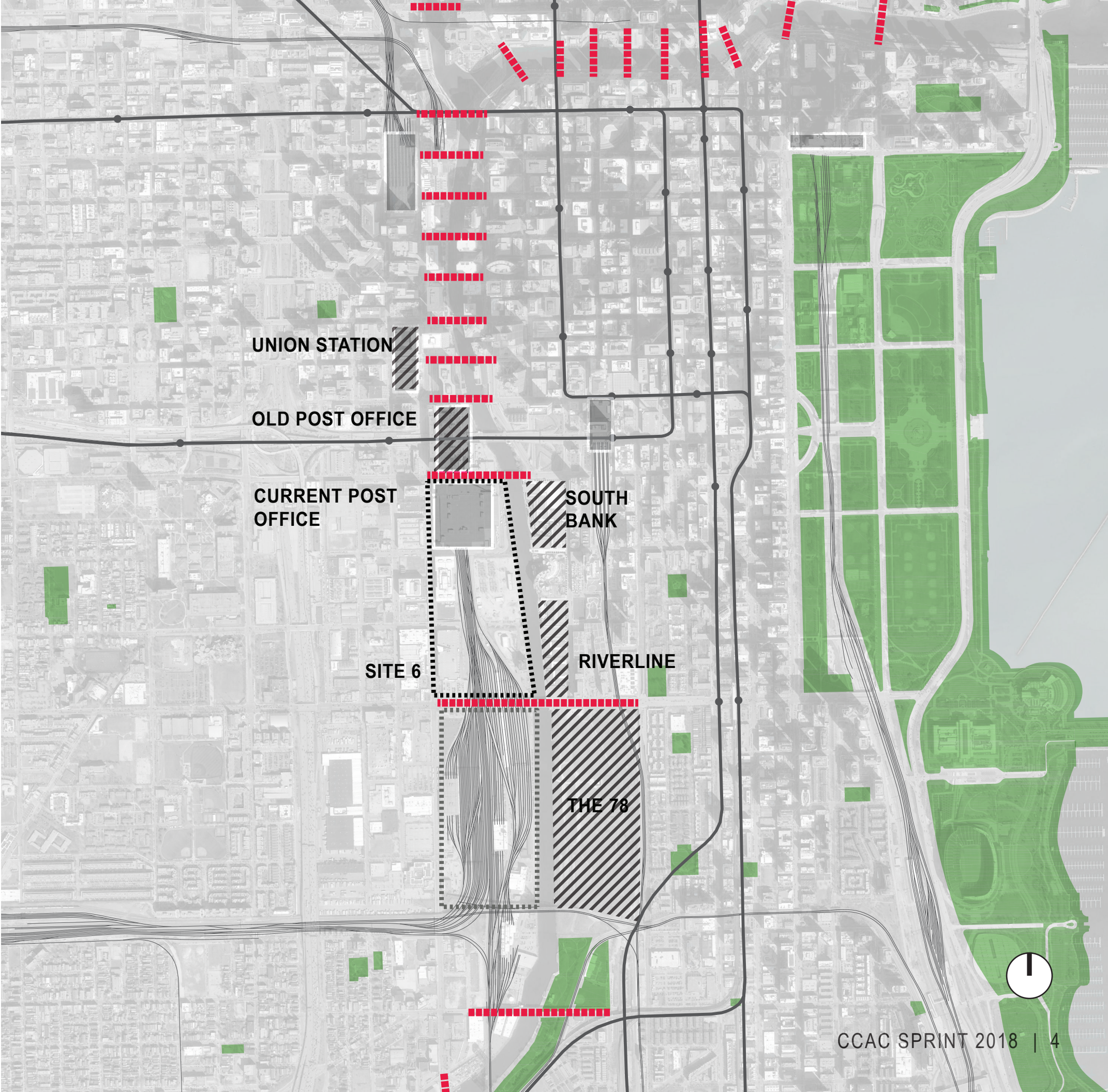


# EXISTING OPPORTUNITIES

## Major New Developments

- Old Post Office
- Riverline
- South Bank
- The 78
- Union Station

Opportunities for riverfront developments to act as catalyst for growth in adjacent areas if connections and access are strengthened



# BRIDGING

## Proposed Bridges



Polk Street

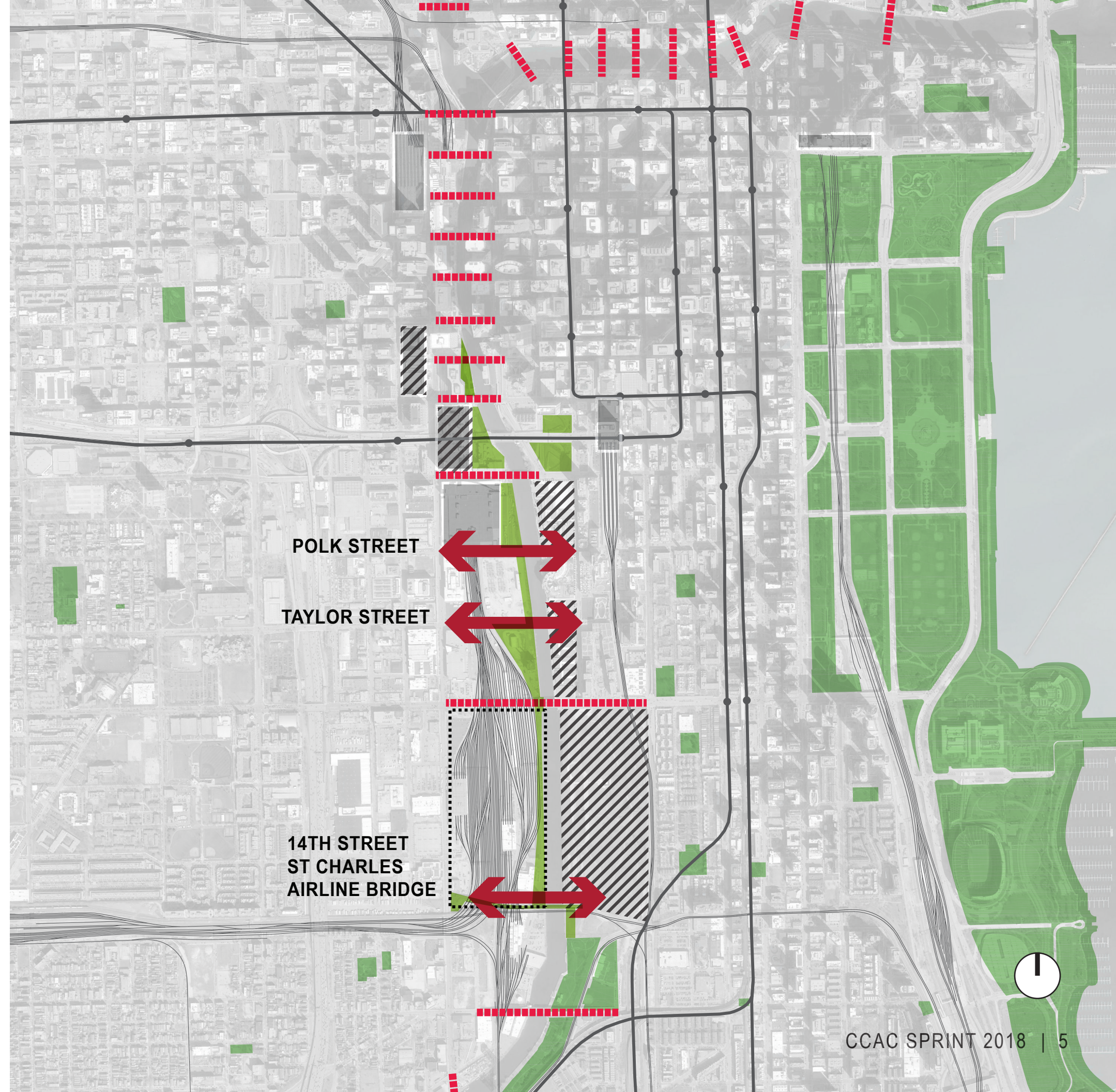
Taylor Street

## St. Charles Air Line Bridge

## Pairing Infrastructure with Public/Educational Programs, Green Technology and Public Space

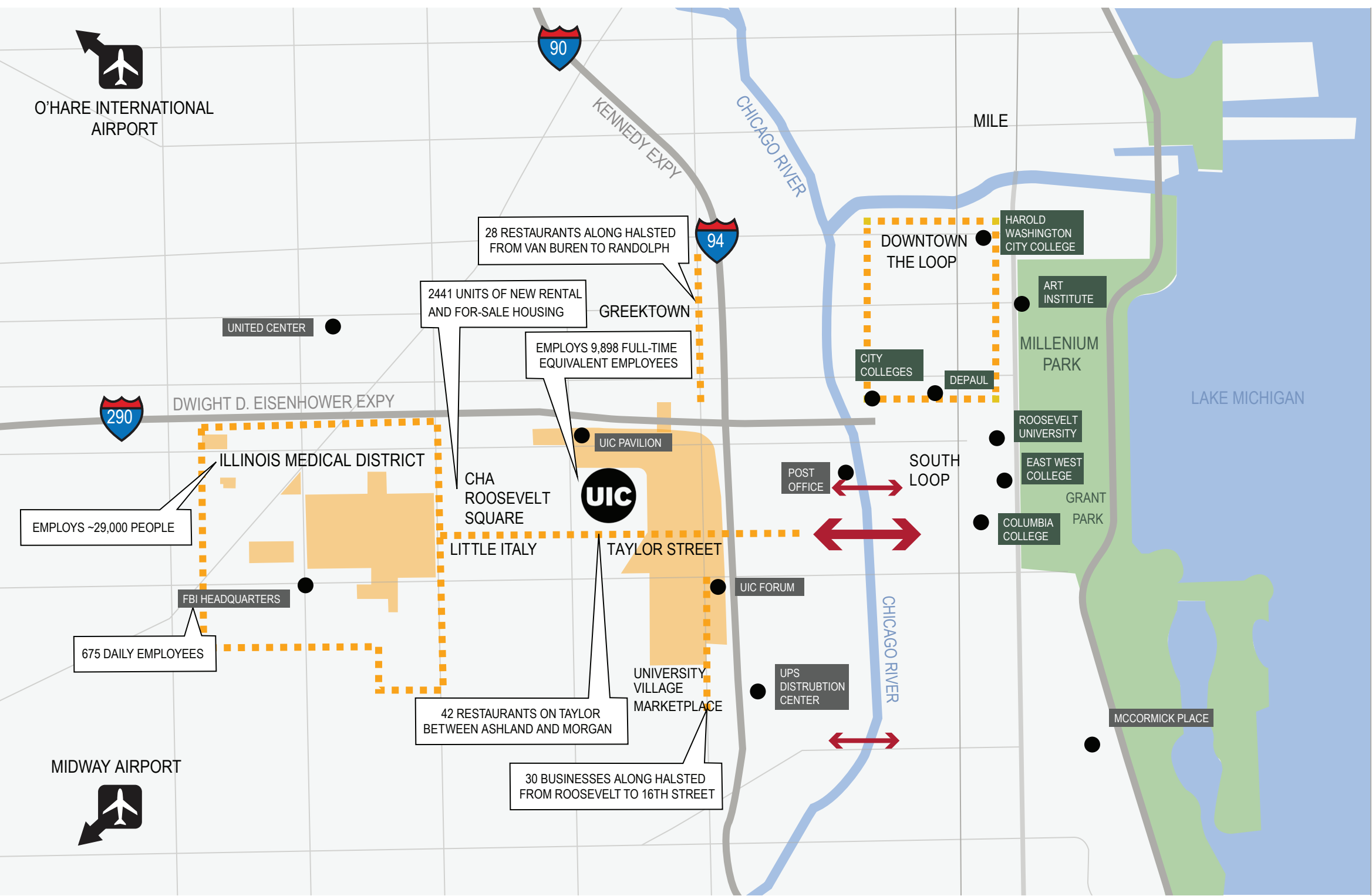
## Phasing Strategy

North Post Office  
Continue South



# LEVERAGING EXISTING DEVELOPMENT AND RESOURCES

## UIC TAYLOR STREET COMPLETE STREET IMPROVEMENTS



Roosevelt Square Master Plan (SCB)  
Mixed Income Community on vacant CHA land



New Taylor Street Library with CHA Housing (SOM)

# PROGRESSION | CONVERGENCE | CONNECTION

CREATING A LAYERED APPROACH TO LINKING THE UIC CAMPUS ON THE WEST SIDE OF THE RIVER TO THE ERUPTING DEVELOPMENTS ON THE EAST SIDE OF THE RIVER.

FOCUSING ON AN HAVING A STEP BY STEP PLAN OF INTERVENTION WHERE EACH STEP CAN HELP CREATE THE NECESSARY FUNDING INTEREST FOR THE NEXT.

## **1** IMPROVING SITE ACCESS

## **2** CREATING SUSTAINABLE SOCIAL, ENVIRONMENTAL AND ECONOMIC RESILIENCE

## **3** CREATING A SENSE OF PLACE AND A VIBRANT COMMUNITY SERVING LOCALS AND VISITORS

# INTERVENTIONS

1

BRIDGING THE GAP

2

ESTABLISHING A SUSTAINABLE NETWORK

3

TAKING CARE OF YOUR AIR

4

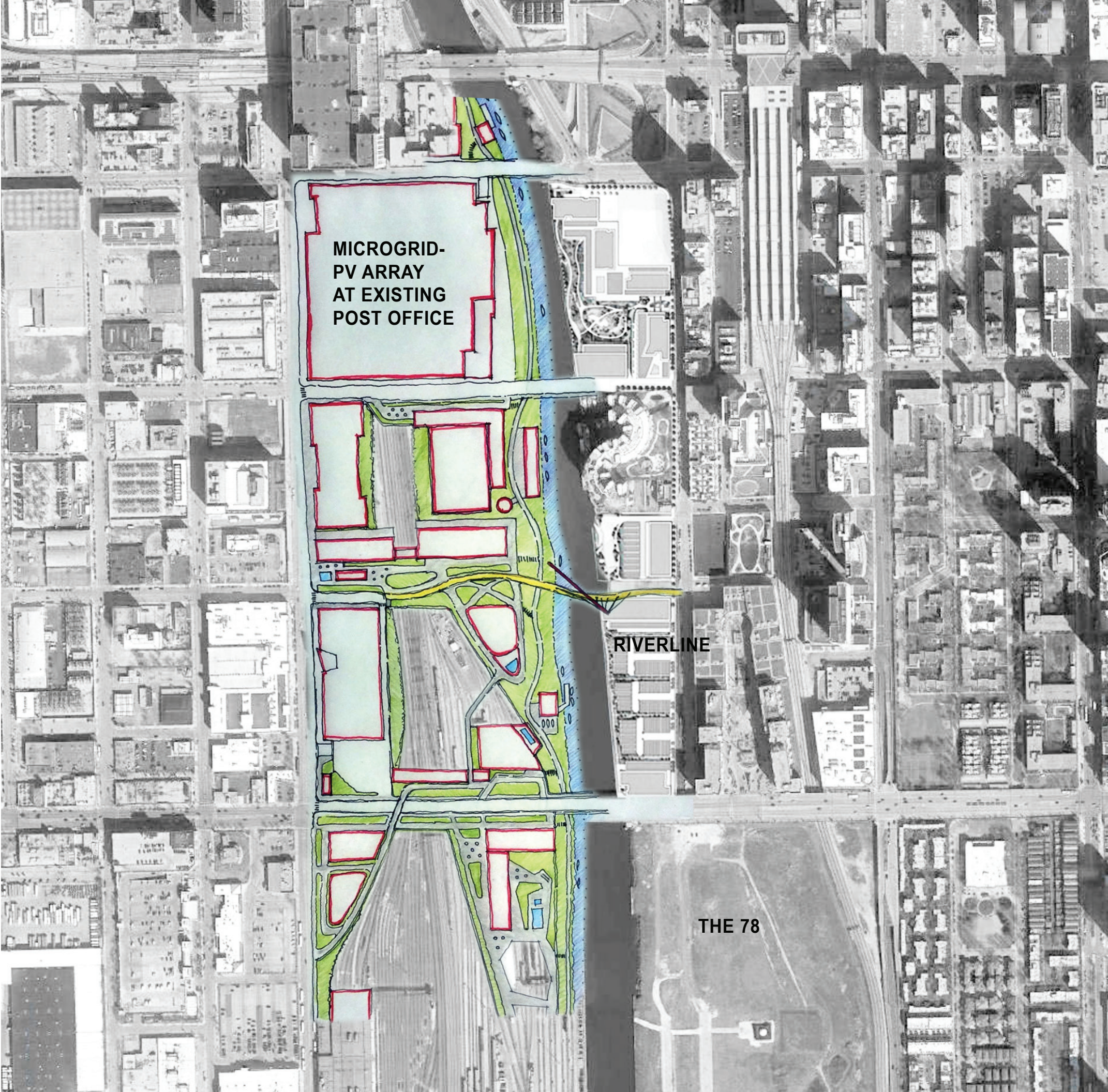
ACTIVATING THE RIVER

# SITE PLAN

POLK STREET BRIDGE

TAYLOR STREET BRIDGE

ROOSEVELT AVENUE

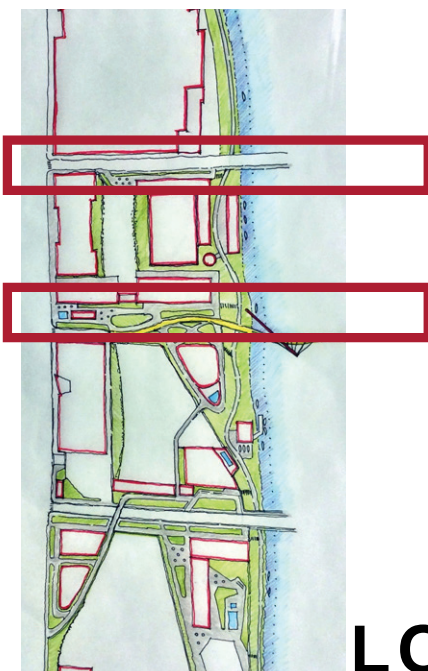




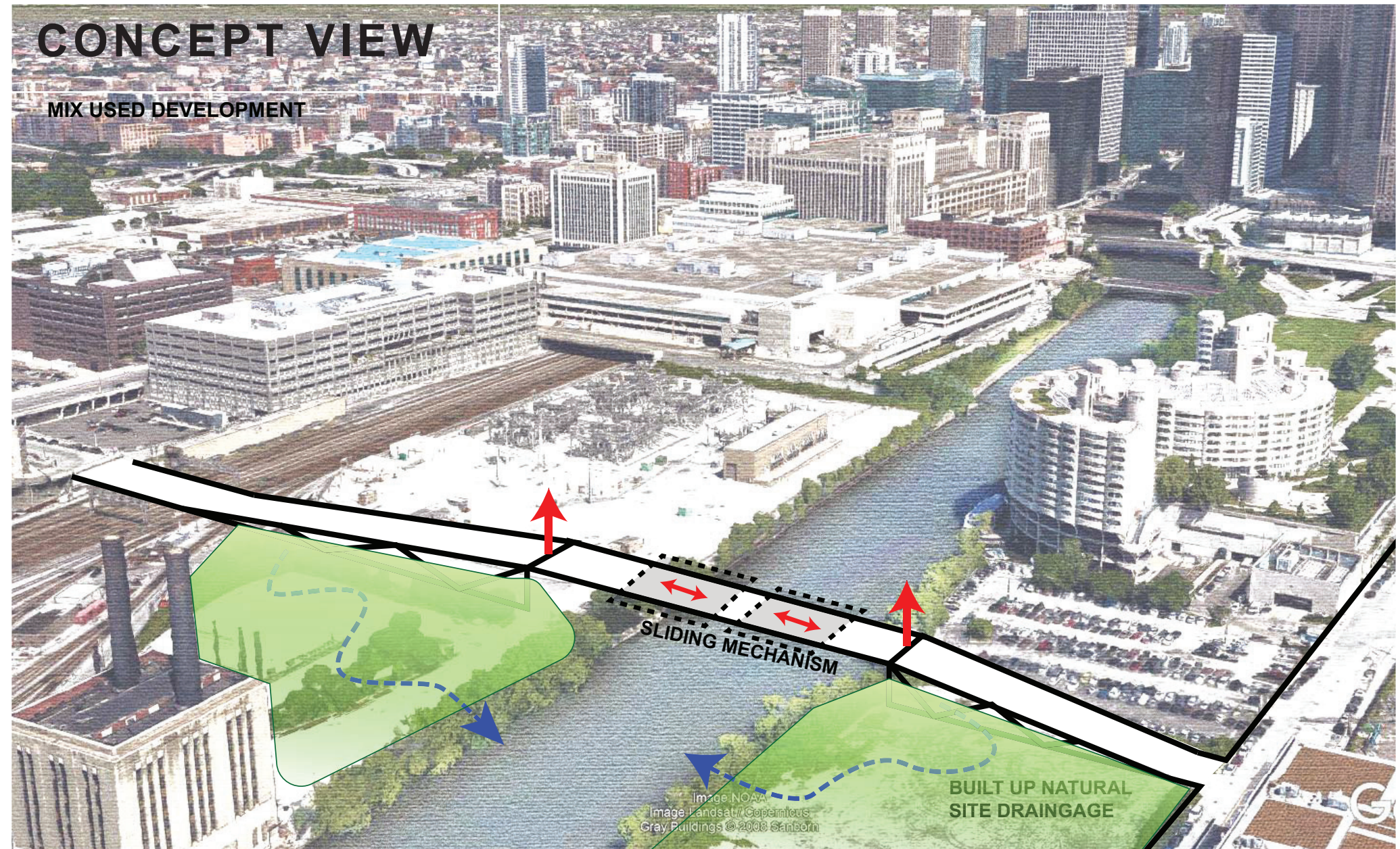
# INTERVENTION 1 | BRIDGING THE GAP

THE IDEA - THE CREATION OF EXTENDED STATIC STRUCTURE BRIDGES THAT ALLOWS FOR UNINTERRUPTED MOVEMENT THROUGH THE RIVER AND OVER THE BRIDGE.

REIMAGINED VEHICULAR AND PEDESTRIAN BRIDGES THAT EXTEND FURTHER OFF THE RIVER WITH SMALL RESPITE ZONES THAT BREAK THE HARDSCAPE PROMOTING EASIER ACCESS TO AND FROM THE E-W OF THE SITE WHILST MAINTAINING A CONSTANT FLOW OF TRAFFIC ABOVE AND BELOW AND CREATING AN OPPORTUNITY FOR MULTI-USE SPACES BELOW THE BRIDGES WHERE THEY OVERLAP THE EXISTING STREETScape.



LOCATION

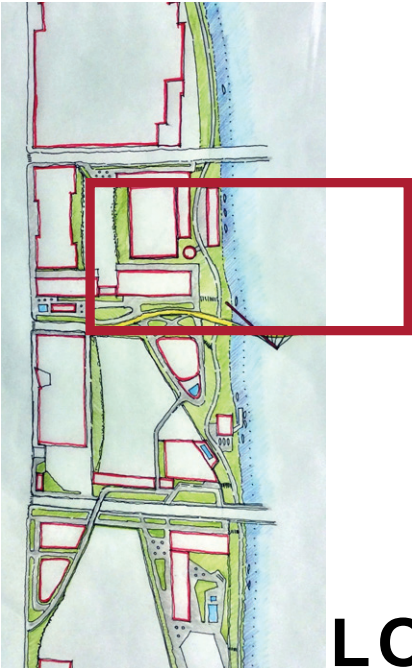
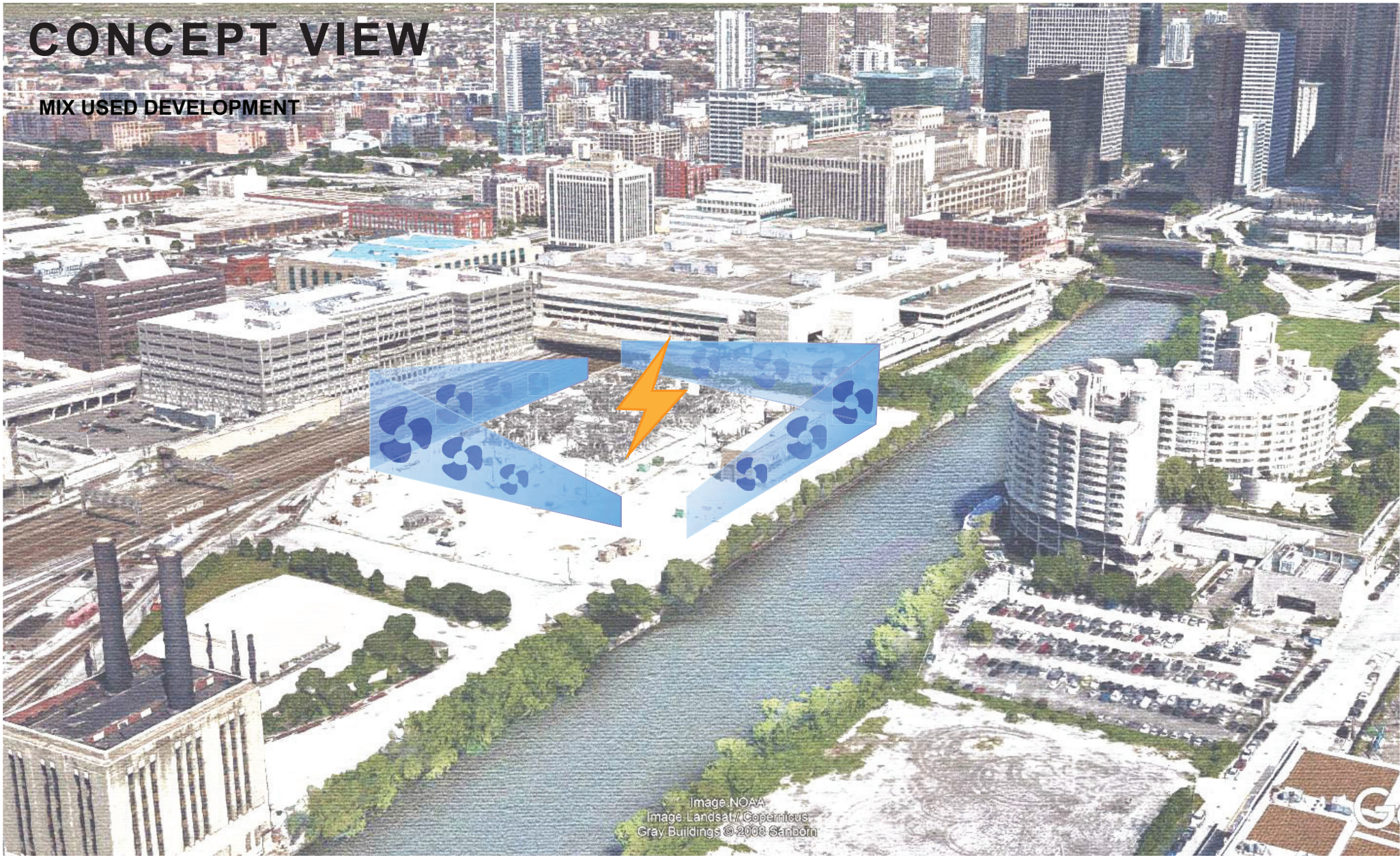


# INTERVENTION 2 | ESTABLISHING A SUSTAINABLE NETWORK

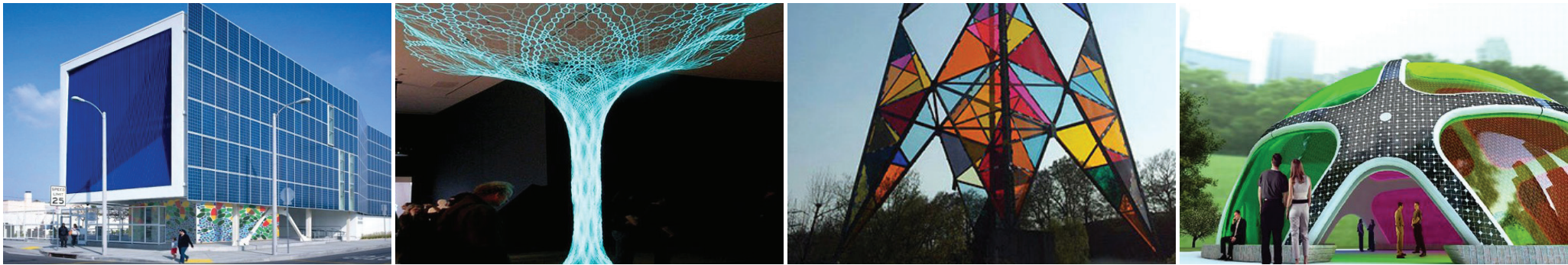
THE IDEA - BLANKETING A LAYER OF SUSTAINABILITY OVER EXISTING STRUCTURES TO CREATE CLEAN ENERGY THAT CAN BE INTEGRATED BACK INTO THE EXISTING GRID THUS CREATING AN APPEALING & FUNCTIONAL SKIN

STARTING BY ENCLOSING THE COM-ED SUBSTATION WITH A CANVAS FOR PUBLIC ART THAT CAN SERVE BOTH AS A COMMUNITY ANCHOR THAT ENERGIZES BOTH THE NEIGHBORHOOD SPIRIT AND THE POWER GRID.

THIS COULD HELP THE COMMUNITY FEEL MORE INVESTED AND HELP BUILD A SENSE OF PLACE.



LOCATION



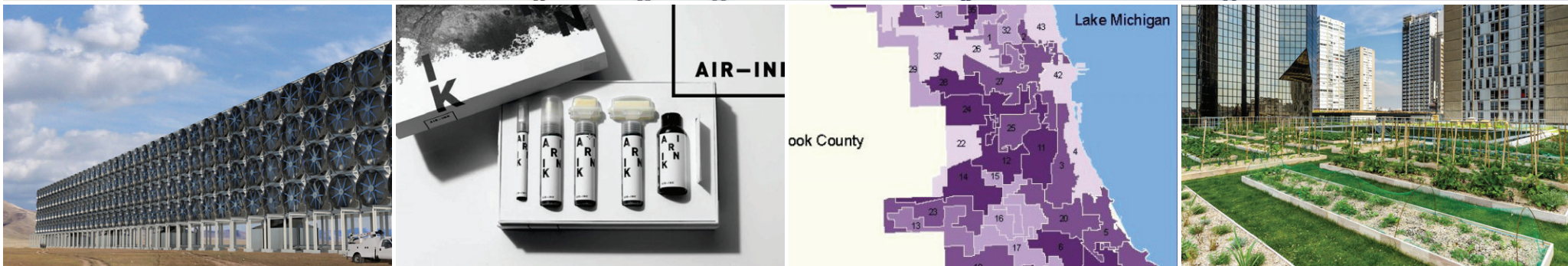
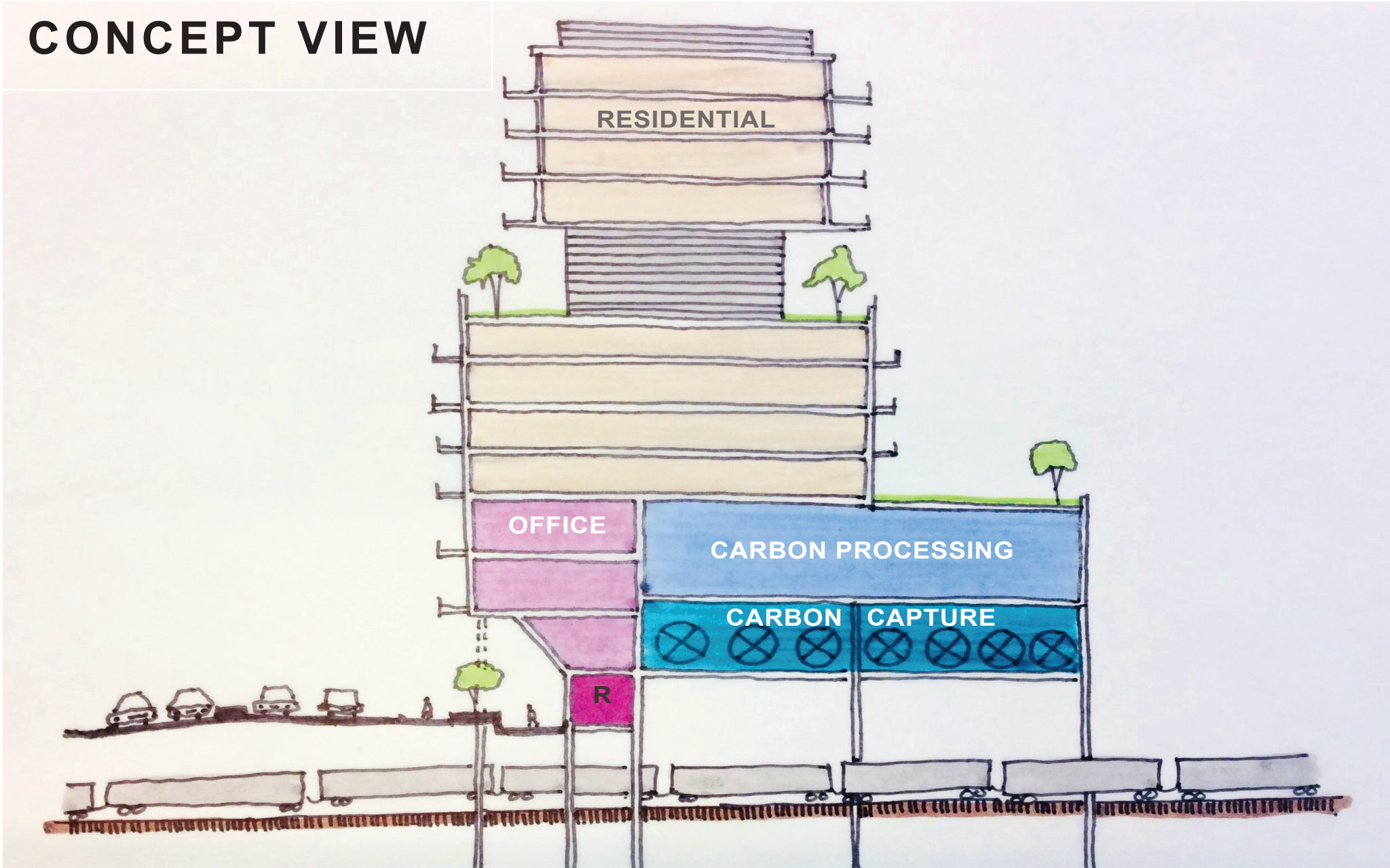
# INTERVENTION 3 | TAKING CARE OF YOUR AIR

THE IDEA - A MULTI TIER STACKED GRID SYSTEM NESTED OVER THE EXISTING TRAIN INFRASTRUCTURE TO CLEAN THE CARBON EMISSIONS, CREATE CARBON PRODUCTS, CREATE HARVESTABLE ROOFS AND MIXED INCOME HOUSING.

CREATING A SELF SUSTAINING MIXED INCOME HOUSING STRUCTURE THAT COULD BE ANCHORED BY COMPONENTS THAT CAN HELP CLEAN UP THE CARBON IN OUR ATMOSPHERE; COMPRESS IT TO CREATE CARBON BASED LIQUID FUELS AND TO HELP KEEP IT THAT WAY BY THE INTRODUCTION OF HARVEST ABLE GREEN ROOFS THUS RESOLVING HOUSING, AIR QUALITY AND SUSTAINABLE ENERGY GENERATION IN THE AREA.



LOCATION



# INTERVENTION 4 | ACTIVATING THE RIVER

THE IDEA - TO APPLY THE DIVVY CONCEPT TO KAYAKS WITH MULTIPLE NODES ALONG THE RIVER. ONE NODE NESTED ON THIS SITE.

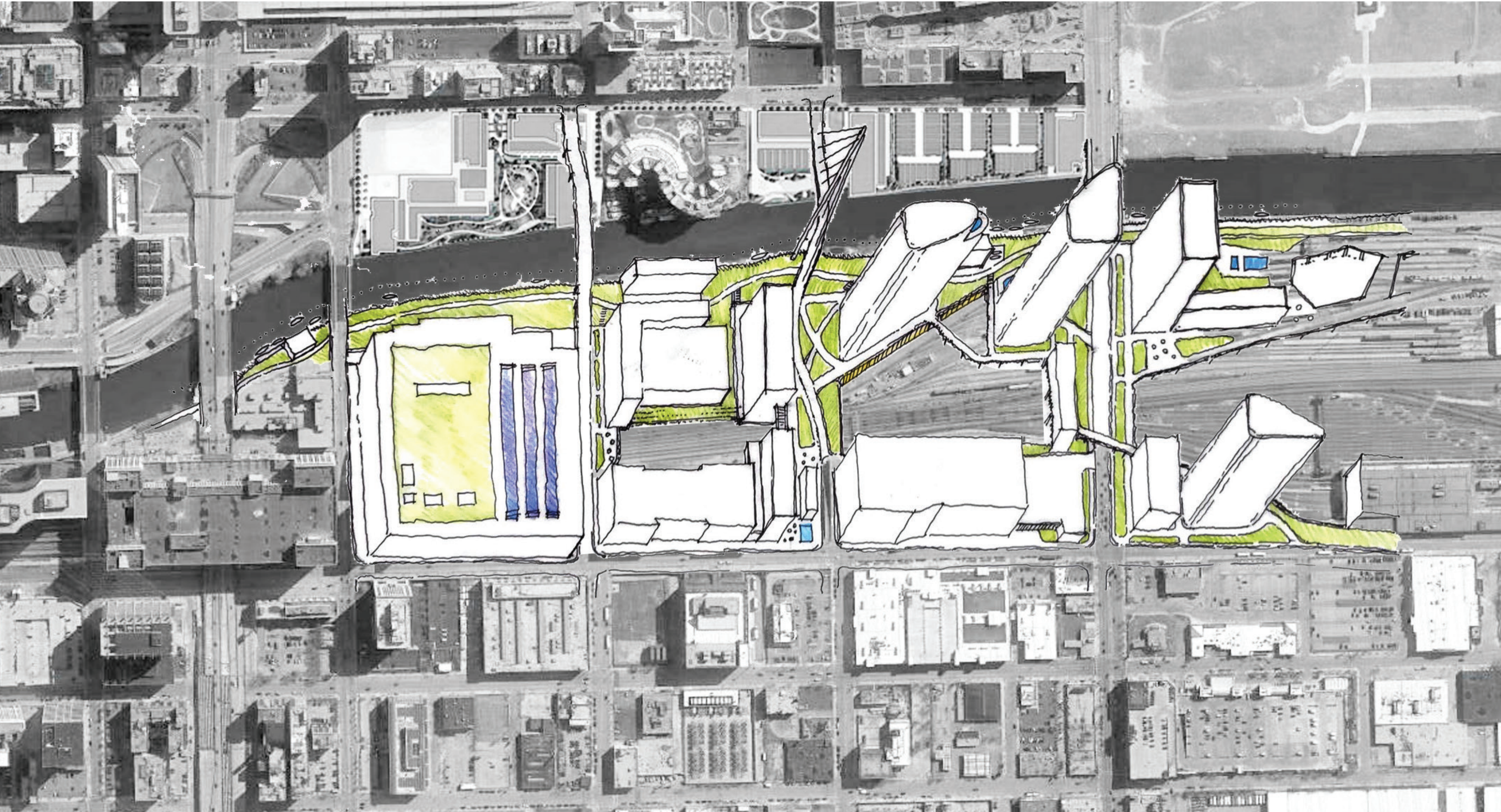
A NEW COMMUTER-FOCUSED POINT SERVICE KAYAK SERVICE. ENHANCING THE USAGE OF THE CURRENT PING TOM BOATHOUSE. BY THE CREATION OF A NEW BOATHOUSE AT THE OLD POST OFFICE. HAVING A DEDICATED KAYAK LANE TO LIMIT DISRUPTION OF RIVER TRAFFIC. ALLOWING FOR AN ACTIVE MULTI-MODAL TRANSIT SYSTEM.



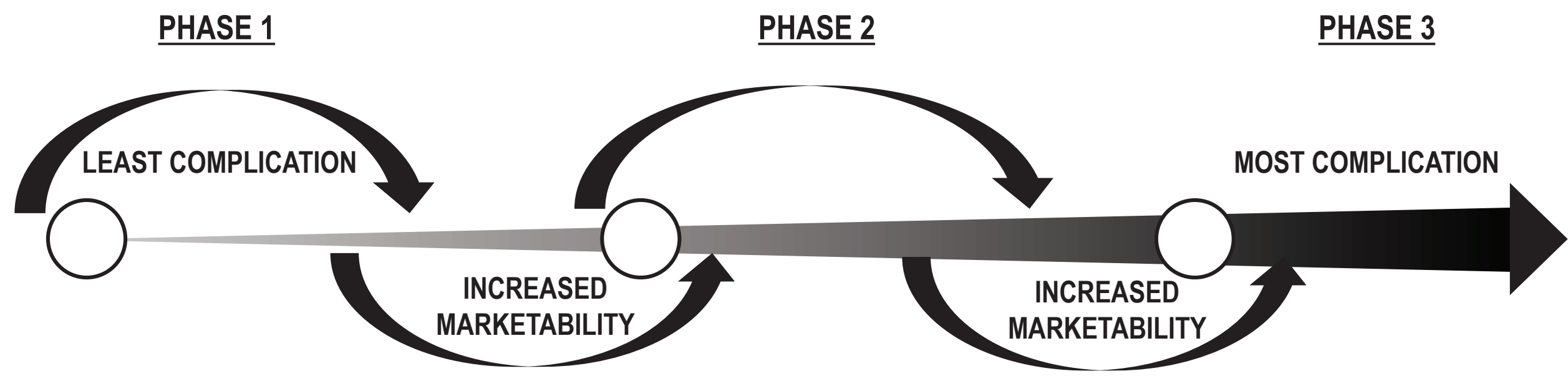
LOCATION



# OVERVIEW

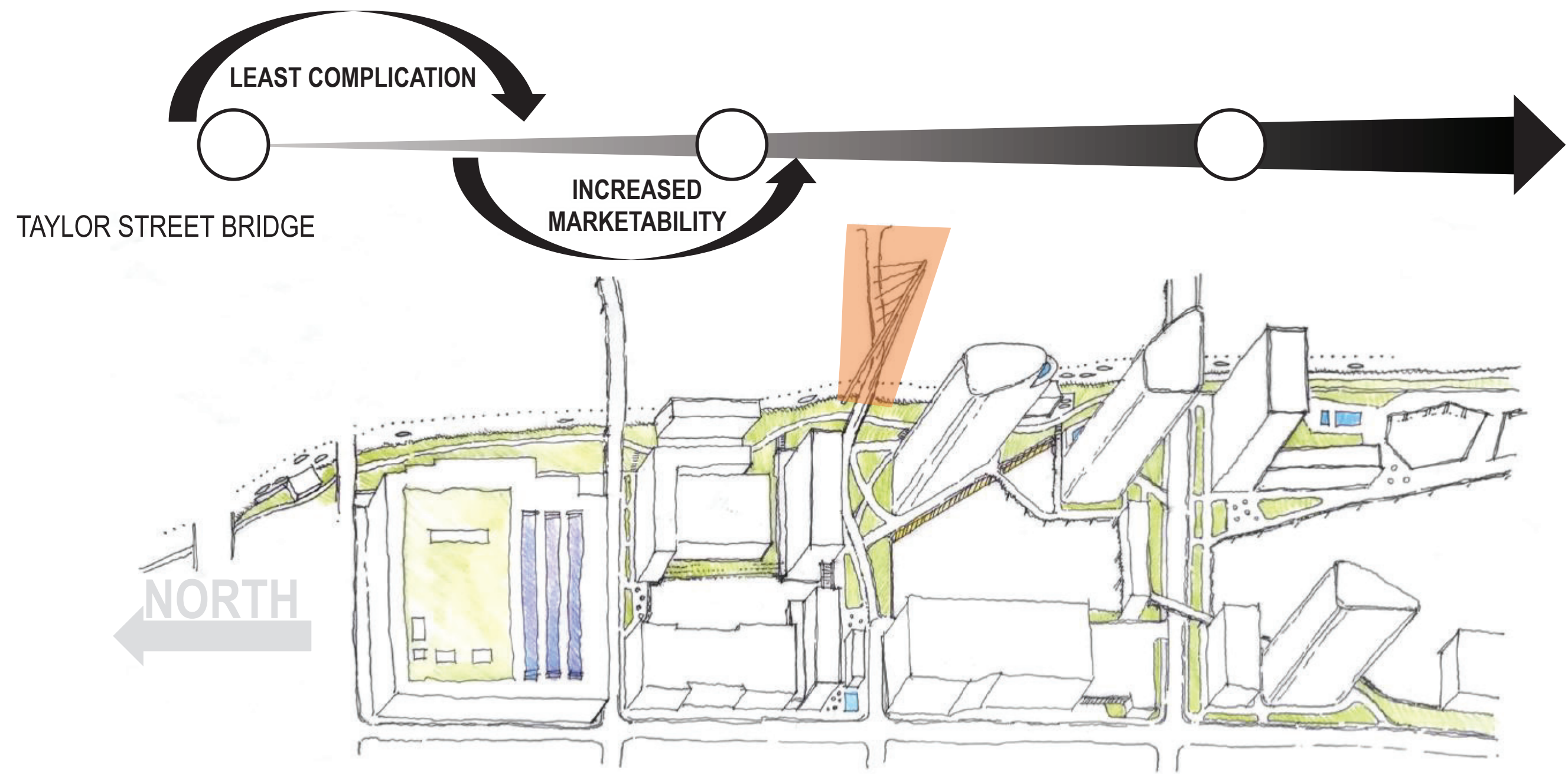


# PHASING



A LAYERED PHASING STRATEGY WOULD BE REQUIRED TO FULLY REALIZE THE SITE VISION. ASPECTS OF THE PLAN THAT REQUIRE INCREASED LEVELS OF INVESTMENT DEPEND ON MARKET CONDITIONS THAT SUPPORT REVENUE-GENERATING DEVELOPMENT THAT COULD BE USED TO SUPPLEMENT PLAN FUNDING. ASPECTS OF THE PLAN THAT ARE MORE DEVELOPMENT-READY WITH LOWER BARRIERS TO IMPLEMENTATION COULD BE USED TO INCREASE MARKETABILITY OF THE SITE AND FURTHER ALLOW FOR HIGHER LEVELS OF DEVELOPMENT.

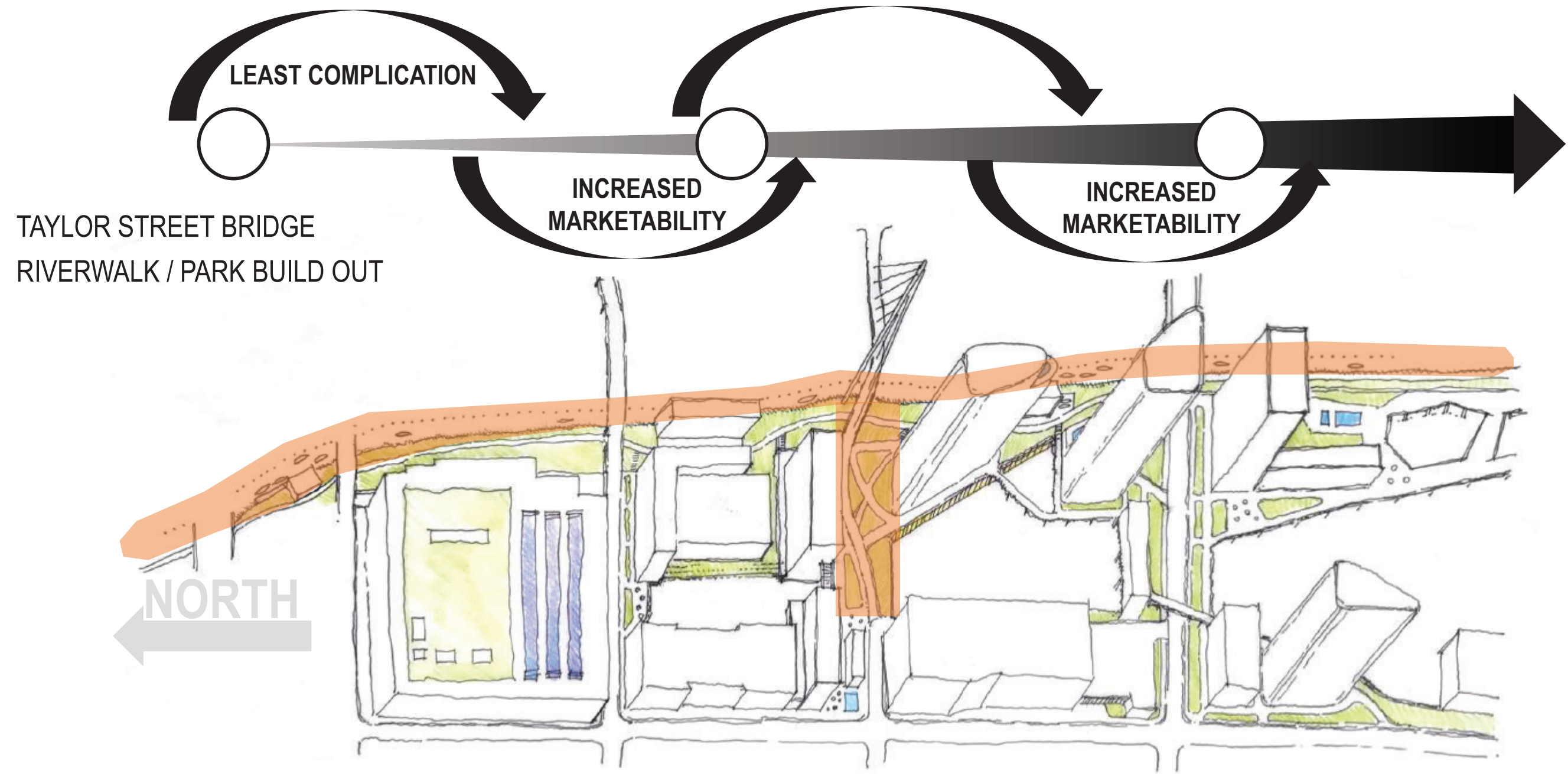
# PHASING



## POTENTIAL FUNDING SOURCES

- GRANTS (MUNICIPAL OR NON-PROFIT)
- FULL PRIVATE FUNDING
- DONOR CONTRIBUTIONS
- MUNICIPAL FINANCING AND REVENUES

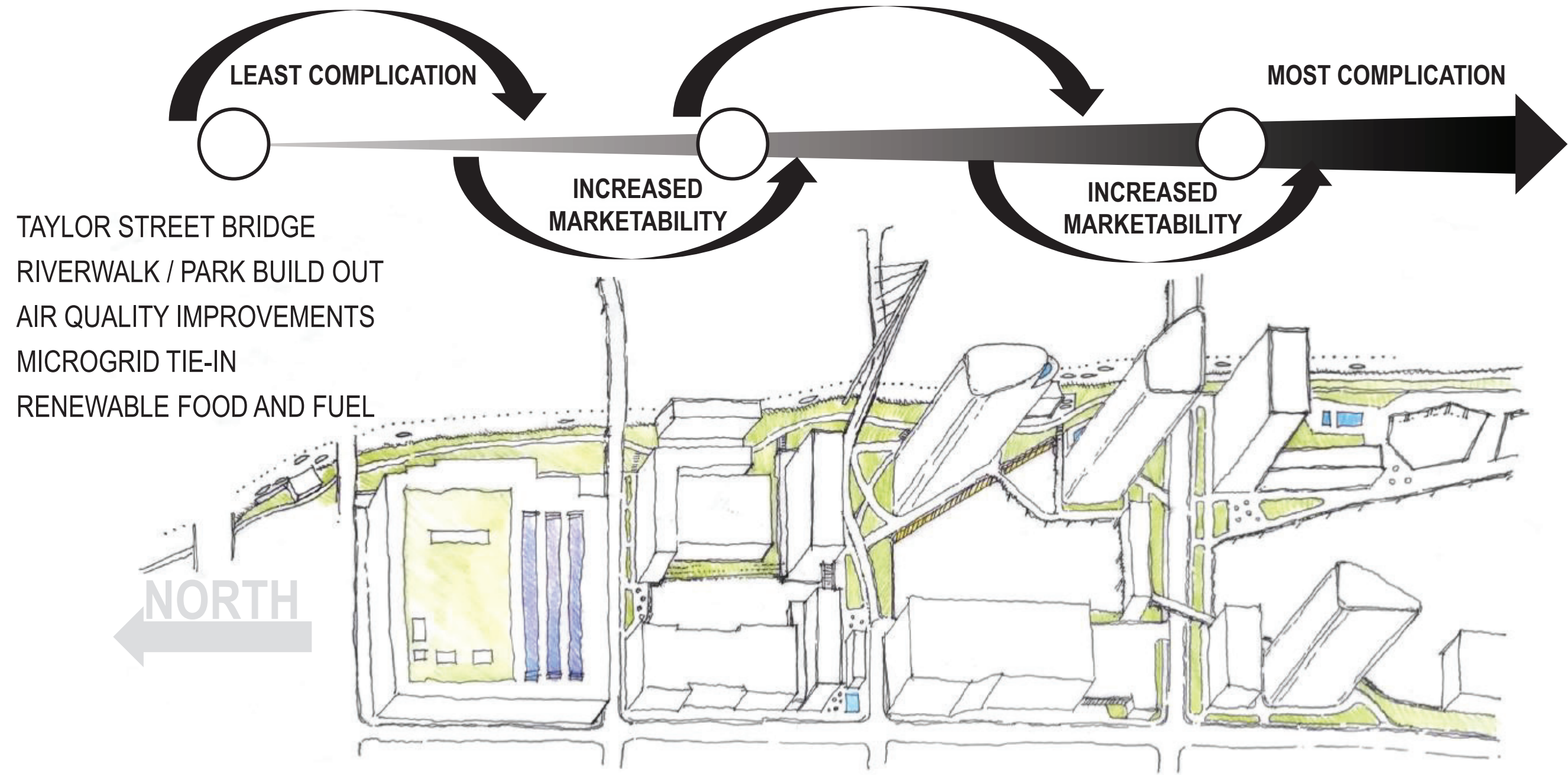
# PHASING



## POTENTIAL FUNDING SOURCES

- GRANTS (MUNICIPAL OR NON-PROFIT)
- FULL PRIVATE FUNDING
- DONOR CONTRIBUTIONS
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- STATE FUNDING SOURCES
- FEDERAL FUNDING SOURCES

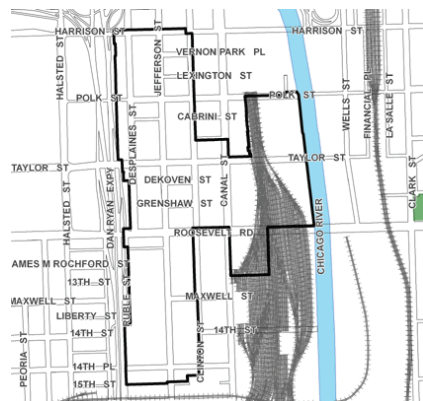
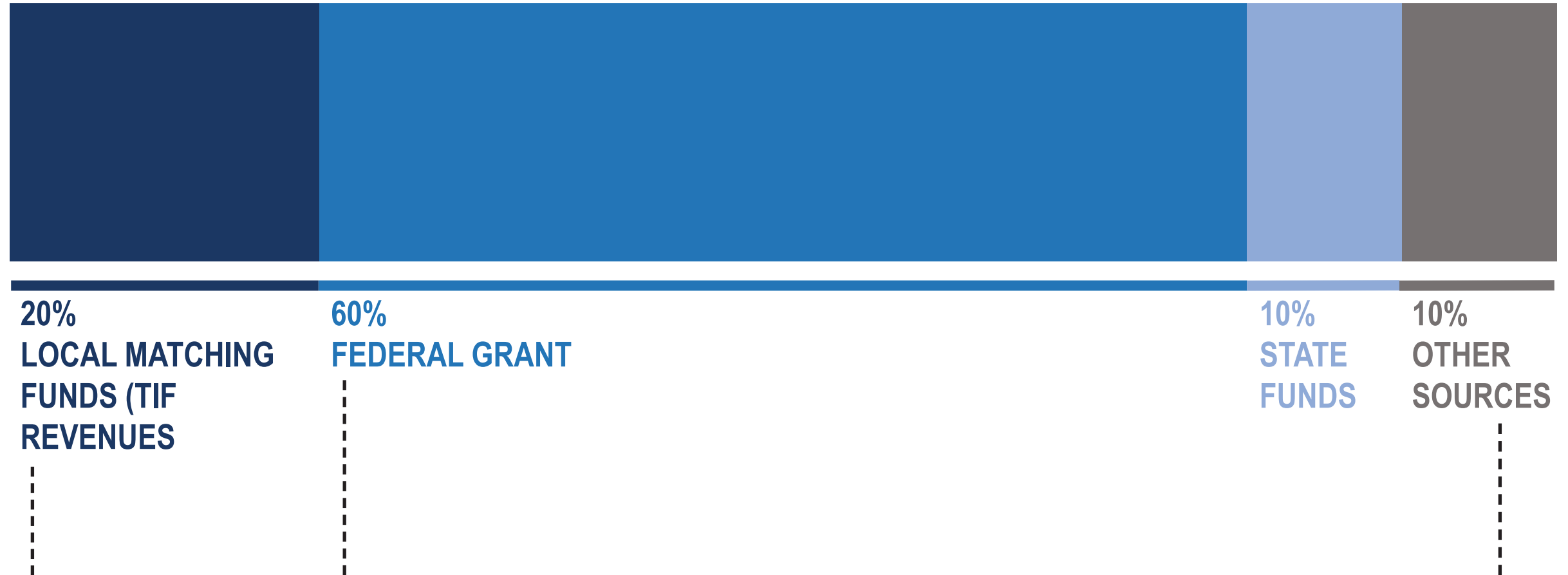
# PHASING



## POTENTIAL FUNDING SOURCES

- GRANTS (MUNICIPAL OR NON-PROFIT)
- FULL PRIVATE FUNDING
- DONOR CONTRIBUTIONS
- MUNICIPAL FINANCING AND REVENUES
- STATE FUNDING SOURCES
- FEDERAL FUNDING SOURCES
- VALUE CAPTURE (TIF, SSA)
- TAX CREDITS

## TYPICAL PROJECT FUNDING SOURCES



### Partnerships

- University of Illinois at Chicago
- City College of Chicago
- Chicago Public Schools

- BUILD (Better Utilizing Investments to Leverage Development) Federal Transportation Grants Program
- Grant Funding from U.S. Department of Energy, ComEd- microgrid clusters
- Jefferson Roosevelt T.I.F.
- Historic Preservation Tax Credits (Powerhouse rehab)



**20%  
LOCAL MATCHING  
FUNDS (TIF  
REVENUES**

<b>PUBLIC IMPROVEMENT COST:</b>	\$100 million	\$500 million	\$1 billion
<b>LOCAL MATCH REQUIREMENT (@ 20%)</b>	\$20 million	\$100 million	\$200 million
<b>ESTIMATED LEVEL OF REQUIRED PRIVATE DEVELOPMENT TO GENERATE SUFFICIENT TIF REVENUES*</b>	1.3 million square feet	6.5 million square feet	13 million square feet

\*Assumes a portion of TIF proceeds will be required to support private development, and further that 100% of remaining TIF revenues will be used towards the project

## IMPLEMENTATION STEPS

- CONDUCT DUE DILIGENCE ON SITE AND PUBLIC IMPROVEMENTS TO DETERMINE PROJECT COSTS
- ASSESS STRATEGIES TO SECURE SITE CONTROL, AIR RIGHTS GROUND LEASE
- ANALYZE PROJECT COSTS, FUNDING AND FINANCING SOURCES TO DETERMINE LEVEL OF GAP FINANCING
- DETERMINE MARKET-SUPPORTABLE DEVELOPMENT PROGRAM THAT CAN ADDRESS FINANCING GAP THROUGH PRIVATE REVENUE GENERATION
- DESIGNATE SPECIAL FINANCING DISTRICTS
- CREATE PHASING STRATEGY AND FINANCING PLAN TO ALIGN WITH MARKET SUPPORT AND PROJECT NEED
- DETERMINE PROJECT FUNDING PARTNERS, CONDUCT DEVELOPER SOLICITATION PROCESS