



CHICAGO

CHICAGO | ONE CENTRAL

SUPPLEMENT TO HARD ROCK CHICAGO  
RESPONSE TO  
REQUEST FOR PROPOSAL

FEBRUARY 14, 2022

# TRANSPORTATION / INFRASTRUCTURE

## PROPOSED TRANSPORTATION & INFRASTRUCTURE IMPROVEMENTS / "PHASE I" CASINO ONLY

Below are the transportation and related infrastructure improvements that will be implemented for the "Phase I" Casino program to be constructed as part of the Entertainment District (prior to finalizing the State "P3" Agreement for the Civic Build). All of these are compatible with future development (full Civic Build) and in proximity to the Metra Electric District ("MED") rail yard, McCormick Place, and the Lakefront.

### EAST SIDE OF SITE

- 18th Street Interchange on the west side of existing 18th Street will be improved with a new ramp connecting to southbound DuSable Lake Shore Drive (DLSD). A new interior roadway ("Inner" DLSD) will connect southward from 18th Street to a drop-off/pick-up zone for the casino, hotel tower, and parking garage.
- A new Service Road, along with Moe and Mines Drives improvements, will be constructed underneath the casino site, generally at the same elevation as the MED rail yard tracks. This will provide delivery truck access and staging for the casino operations.
- All of these roadway improvements will provide the Chicago Fire Department with emergency access points, as further outlined below.

### WEST SIDE OF SITE

- There will be roadway alignment and utility improvements on the McCormick Place Busway to help serve the casino and proposed CHI-Line circulator service.
- The CHI-Line service will provide access from the Busway via 2 elevators and stairs at southwest corner up to the casino program. This will allow for the CHI-Line vehicles to operate on the Busway. This will also provide the Chicago Fire Department with an emergency access point from the Busway.

### METRA IMPROVEMENTS

- A portion of the MED rail yard will be reconstructed to accommodate the casino overbuild. This will retain the existing 18<sup>th</sup> Street Station Platform, while also including improvements such as new catenary, lighting, communications antennae, signals, and emergency exhaust shafts.
- The 18<sup>th</sup> Street Station Platform will be connected to the Casino overbuild.

### EXISTING PEDESTRIAN BRIDGE / BIKE PATH

- The existing bike path over the Metra rail yard roughly in line with 18th Street would remain in place, as it is just north of the casino project area.
- The bike path will connect to the casino via the new Inner DLSD. And the Lakefront connection will continue as it exists today via 18th Street or through the existing pedestrian underpass/tunnel.

### UTILITIES

- New stormwater, sanitary sewer, gas and water mains will be constructed to serve the casino program and tie into the existing utility system, as it has sufficient capacity to accommodate these improvements.
- New ComEd electric service will be extended to serve the casino, hotel and related operations.

# TRANSPORTATION / INFRASTRUCTURE

## TRANSPORTATION IMPACT ANALYSIS SPECIFIC TO CASINO AT ONE CENTRAL

The roadway interchange at 18th Street will be the primary access point to the casino site at ONE Central. On-site infrastructure improvements will facilitate internal circulation, but all vehicular access to and from the site will be via the 18th Street interchange, which has significant capacity, as it was constructed for game-day activities and other large events at Soldier Field. The casino project's peak hour impacts for traffic without any internal capture or transit mode split are summarized in Table 1 below. Even without the internal capture or reductions to vehicular trips related to transit usage, the peak of peak demand, Saturday MIDDAY, is still well-below the capacity considerations for the 18th Street interchange and, notably, occurs at a time of day and day of the week when the systemwide impacts are of less regional concern.

TABLE 1: Projected Trip Generation - Hard Rock Chicago during Casino Phase 1\*

	Morning Peak			Evening Peak			Saturday MIDDAY		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Casino – 202,710 s.f.</b>	1,202	1,109	2,311	2,403	2,219	4,622	3,391	2,889	6,280
<b>Hotel – 500 keys</b>	144	101	245	178	171	349	195	154	349
<b>HARD ROCK CHICAGO TOTAL without reduction credits</b>	<b>1,346</b>	<b>1,210</b>	<b>2,557</b>	<b>2,581</b>	<b>2,390</b>	<b>4,971</b>	<b>3,586</b>	<b>3,043</b>	<b>6,629</b>
ITE Trip Generation Manual, LUC 473 (11 <sup>th</sup> Edition and LUC (10 <sup>th</sup> Edition) NOTES: * Assumes only bus and Chi-Line service on public roads only * Internal dining and retail assumed as auxiliary to casino and hotel uses * Casino AM Trip Generation estimated based on ITE's 'AM Peak Hour of Generator' time period. Given the study area's early weekday morning peak hour, this trip generation was reduced by 50%.									

When considering the available capacity of the 18th Street interchange, the Highway Capacity Manual suggests that two lane ramps are estimated to be able to carry 4,000 vehicles per hour. This would suggest a 16,000 vehicles/hour theoretical capacity without including the other legs of the intersections. However, the combined Synchro outputs of both the northbound and southbound ramp/Inner DLSD intersections provide the most conservative estimates. Estimates differ due to changes in green time and time of day.

- AM: Approximately 15,500 vehicles/hour – versus projected peak demand without credits of 2,557 (V/C .16)
- PM: Approximately 12,900 vehicles/hour – versus projected peak demand without credits of 4,971 (V/C .39)
- Saturday MIDDAY: Approximately 12,200 vehicles/hour – versus projected peak demand without credits of 6,629 (V/C .54)

Therefore, the addition of the casino / hotel improvements will not stress or negatively impact the existing interchange / traffic system, as it has the capacity needed to accommodate this Phase 1 project.

# TRANSPORTATION / INFRASTRUCTURE

## CLARIFICATIONS RE: MODE SHIFT TO TRANSIT

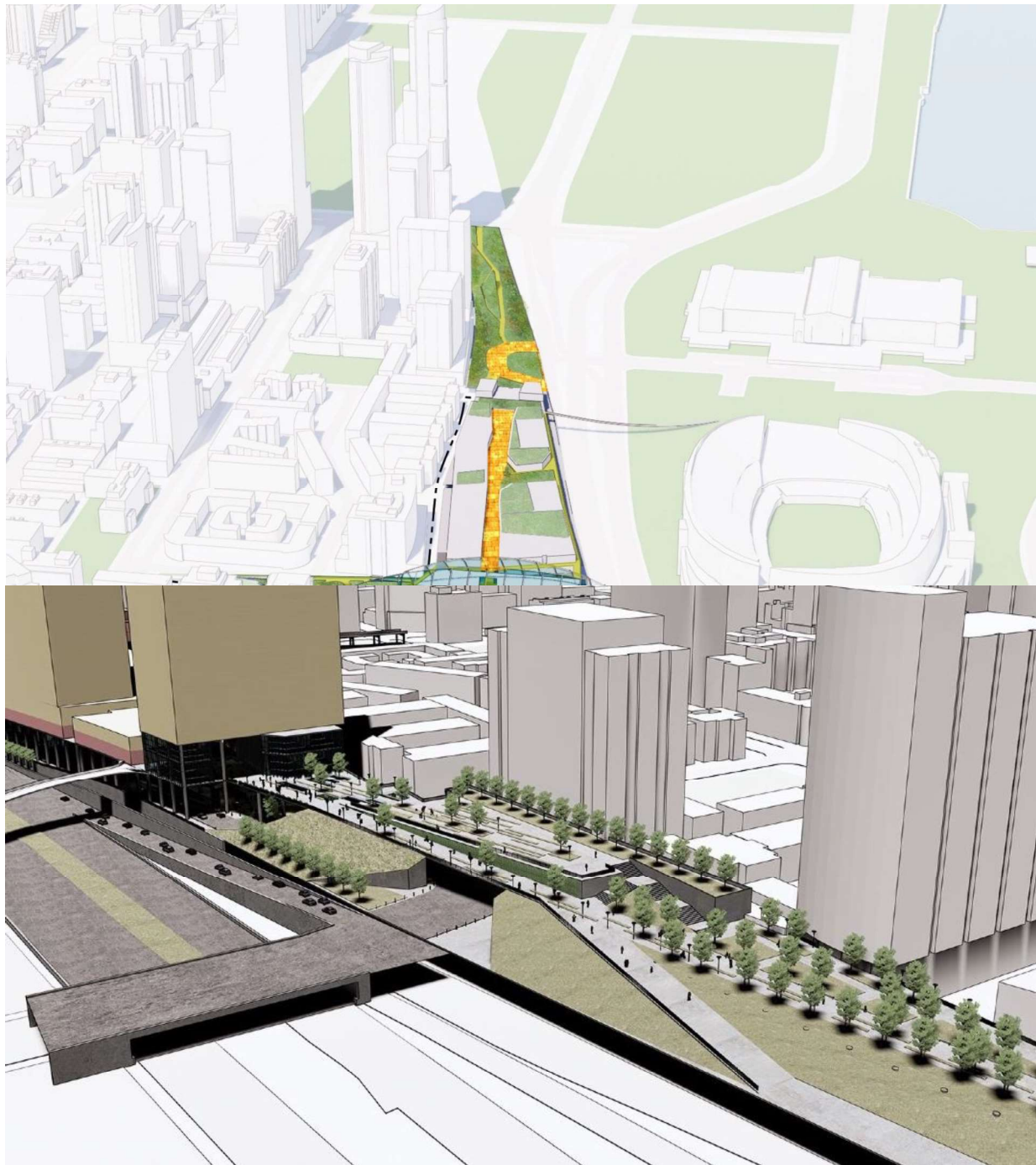
The original Proposal to the City of Chicago for Hard Rock Chicago at ONE Central assumed the full build-out of the casino project, as well as the ONE Central “Civic Build” transportation and civic infrastructure project. The available transit amenities to serve the casino project constructed and operating prior to the full ONE Central Civic Build would include the existing 18<sup>th</sup> Street MED platform, as well as the proposed CHI-Line circulator service that would operate within the McCormick Place Busway. The CHI-Line would have a bus stop below the casino overbuild at the southwest corner of the site.

These infrastructure assets are capable of handling significant volumes of patrons without significant additional investment by regional partners, such as Metra or CTA, into the specific route operations that would provide access to the site. It is likely that 15 to 18% of trips assumed for each peak hour could be anticipated to occur via transit systems, given employees and patrons would have access to Metra trains and CHI-Line vehicles, as well as ride-share options, and based on casino ridership information collected for the Las Vegas Area MPO and Transit properties. Therefore, a reduction in vehicular trips for employees and local customers visiting the casino project is likely given the presence of Metra train and the CHI-Line circulator services, as depicted below:



## BRIDGE TO ROOSEVELT ROAD

While not part of the Phase 1 Casino-only project or the full Civic Build plan / budget, the development team has studied connectivity from ONE Central North, through air rights controlled by the City, to Roosevelt Road, providing pedestrian and other active transportation access to Grant Park and beyond. Landmark would be happy to entertain further discussions with the City and Chicago Parks District regarding this option.



## SPECIFIC PLANS:

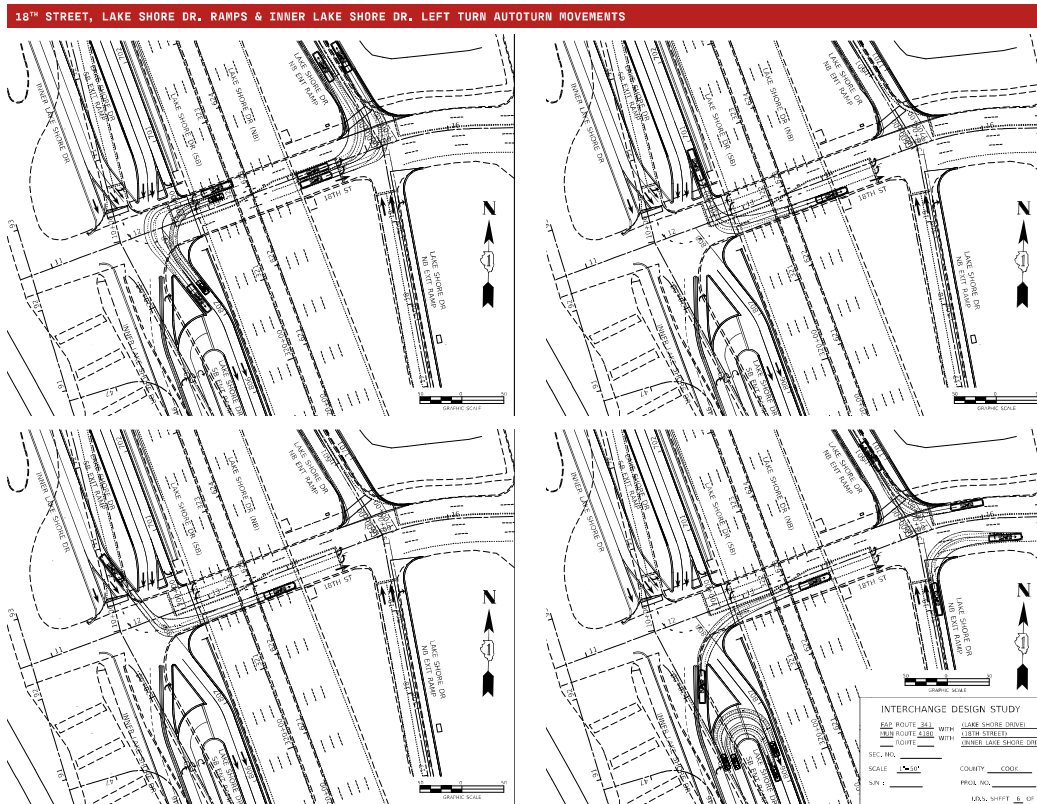
### TRAFFIC MANAGEMENT / ROADWAY IMPROVEMENTS

As discussed in the complete Proposal, the Traffic Management / Roadway Improvement Plan for the full ONE Central development was designed to address several factors that will be important to achieve optimal traffic operations for Hard Rock Chicago and the development overall, including:

- » The ONE Central Transit Hub will provide the necessary transit investments and connectivity to significantly improve the event-day experience, and the engineering team has created a comprehensive management plan to greatly increase transit utilization during special events in the area resulting in significantly reduced levels of vehicular traffic during event periods.
- » ONE Central will fund designated improvements to the existing roadway system to improve level of service (“LOS”) during peak event periods and normal operating periods. Hard Rock Chicago traffic impacts are mitigated through enhanced transit mobility and roadway improvements, which offset the considerable traffic volume that will be generated with casino gaming at any of the competing sites in Chicago.
- » The Transit Hub and associated roadway improvements reduce long-term traffic in the South Loop neighborhood, providing improved LOS – especially during peak event and normal operating periods.

The planned roadway improvements North of 18<sup>th</sup> are proposed with and without additional Civic Build improvements (i.e., as part of Phase 1 Casino build only):

### PLANNED ROADWAY IMPROVEMENTS



## PARKING PLANS:

### PARKING MANAGEMENT

The Parking Management Plans for both the full ONE Central Civic Build and the Phase 1 Casino project only are designed to establish the most efficient utilization of newly constructed parking on-site and existing parking facilities in proximity to Hard Rock Chicago, including:

- » ONE Central will integrate parking access controls with an automated parking guidance system to provide all user groups with a high level of service that aims to maximize the use of the parking supply, allow for proactive demand management, and ensure convenient access to ONE Central.
- » Automation of Event Parking will include pre-sale of quick response barcode readers for scanning at barrier entry and exit gates, pre-sale license plate recognition and credit card pay-on-entry to expedite the parking process.
- » Proximity cards and license plate technology will be deployed for hotel guests, monthly parkers, Metra employees and employees of Hard Rock Chicago and, ultimately, all of ONE Central.
- » In addition to the on-site parking provided within the development, ONE Central also intends to leverage underutilized parking infrastructure adjacent to the site at the Museum Campus and McCormick Place, as well as Millennium Park. These parking lots/structures have relatively high vacancy and would be able to accommodate any demand that cannot be met by the development's on-site parking. By leveraging this parking infrastructure, Hard Rock Chicago and ONE Central will drive additional revenue to underutilized publicly-owned facilities.

# TRANSPORTATION / INFRASTRUCTURE

## PARKING FACILITIES - FULL CIVIC BUILD



THIS DOCUMENT CONTAINS TRADE SECRETS AND COMMERCIAL AND FINANCIAL INFORMATION THAT ARE PROPRIETARY, PRIVILEGED AND CONFIDENTIAL, AND THE DISCLOSURE OF WHICH WOULD CAUSE COMPETITIVE HARM TO THE PERSONS AND BUSINESSES IDENTIFIED HEREIN. THE FURNISHING OF THIS INFORMATION DOES NOT CONSTITUTE CONSENT TO DISCLOSURE.



# TRANSPORTATION / INFRASTRUCTURE

## PARKING FACILITIES - PHASE 1 CASINO ONLY



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## VEHICULAR CIRCULATION

The Vehicular Circulation Plan for ONE Central is designed to establish the most efficient means of providing vehicular circulation to/from and within Hard Rock Chicago, including:

- » Public access to and from Hard Rock Chicago will be provided primarily at 18th Street via Columbus Drive and DuSable Lake Shore Drive. The service capacity of this interchange far exceeds vehicular access measures compared to the other four (4) casino sites.
- » Inner DuSable Lake Shore Drive will be constructed to access and distribute traffic to parking and on-site pick-up/drop-off locations, including the casino's grand arrival.
- » ONE Central will provide a total of 6 on-site pick-up/drop-off locations including a main loading area which will serve the majority of retail/dining/entertainment uses.
- » All truck loading operation will occur on the lower level of ONE Central with larger trucks accessing the development via the Busway and Moe and Mines Drives.

# TRANSPORTATION / INFRASTRUCTURE

## VEHICULAR CIRCULATION PLAN - FULL CIVIC BUILD



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# TRANSPORTATION / INFRASTRUCTURE

## VEHICULAR CIRCULATION PLAN - PHASE 1 CASINO ONLY



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## PEDESTRIAN & BICYCLE CIRCULATION

The Pedestrian & Bicycle Circulation Plan for ONE Central is designed to establish the most efficient means of access to/from Hard Rock Chicago for bicyclists and pedestrians, including:

- » Pedestrians will access Hard Rock Chicago via the grand promenade that traverses the entire ONE Central podium (at full Civic Build) in a south to north direction. The Podium can be accessed from multiple points including the Transit Hub and the eastern drop offs located on the new Inner DuSable Lake Shore Drive.
- » The Site can also be accessed by pedestrians and cyclists from the west via Mark Twain Park and The Battle of Fort Dearborn Park and from the east via the new Pedestrian Bridge.
- » All access points from the East and West will be linked through the Grand Promenade within the site providing north/south connectivity providing an unequaled level of safety and security.

# TRANSPORTATION / INFRASTRUCTURE

## PED / BIKE CIRCULATION PLAN - FULL CIVIC BUILD



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# TRANSPORTATION / INFRASTRUCTURE

## PED / BIKE CIRCULATION PLAN - PHASE 1 CASINO ONLY



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## EMERGENCY INGRESS & EGRESS

The Emergency Ingress / Egress Plan for ONE Central is designed to establish the most efficient means of providing emergency services to Hard Rock Chicago, even upon full build-out, including:

- » Access from McCormick North Hall loading dock to a new western roadway on the podium level of ONE Central,
- » Access from McFetridge Drive at the North, up to the Podium level
- » Access from the new pedestrian bridge/emergency vehicle access over DuSable Lake Shore Drive (DLSD) to the Podium level.
- » In addition, hotel access would be from Moe and Mines Drives under McCormick Place to a new Service Drive to the hotel's loading dock area, and also from DLSD to 18th Street or 17th Street and then via Inner DLSD to the hotel's front door/drop-off.

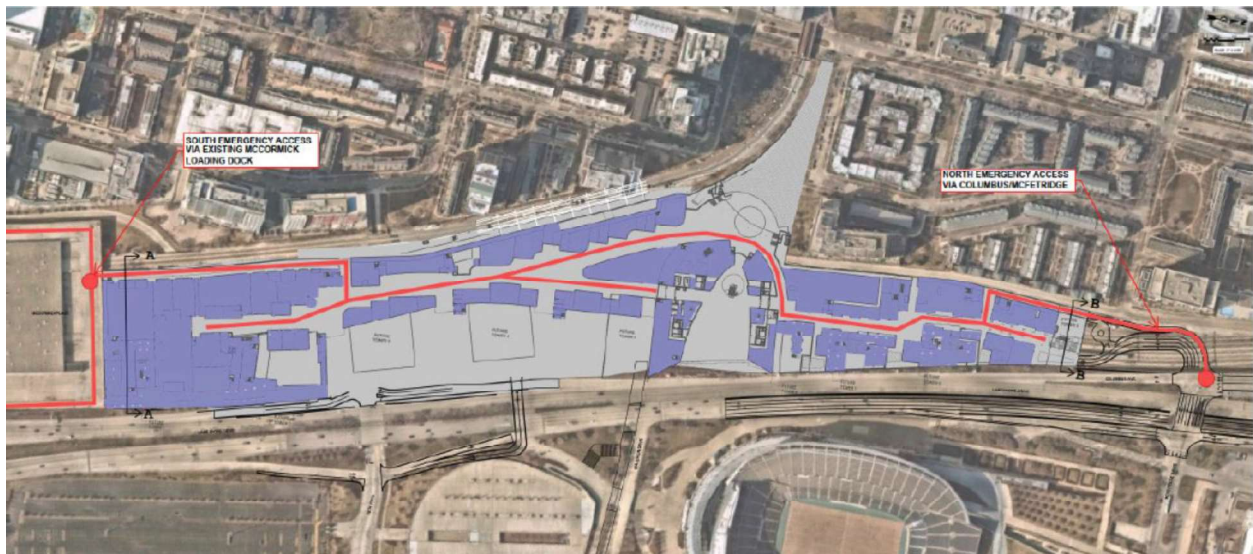


# TRANSPORTATION / INFRASTRUCTURE

## EMERGENCY PLAN - FULL CIVIC BUILD - STREET LEVEL

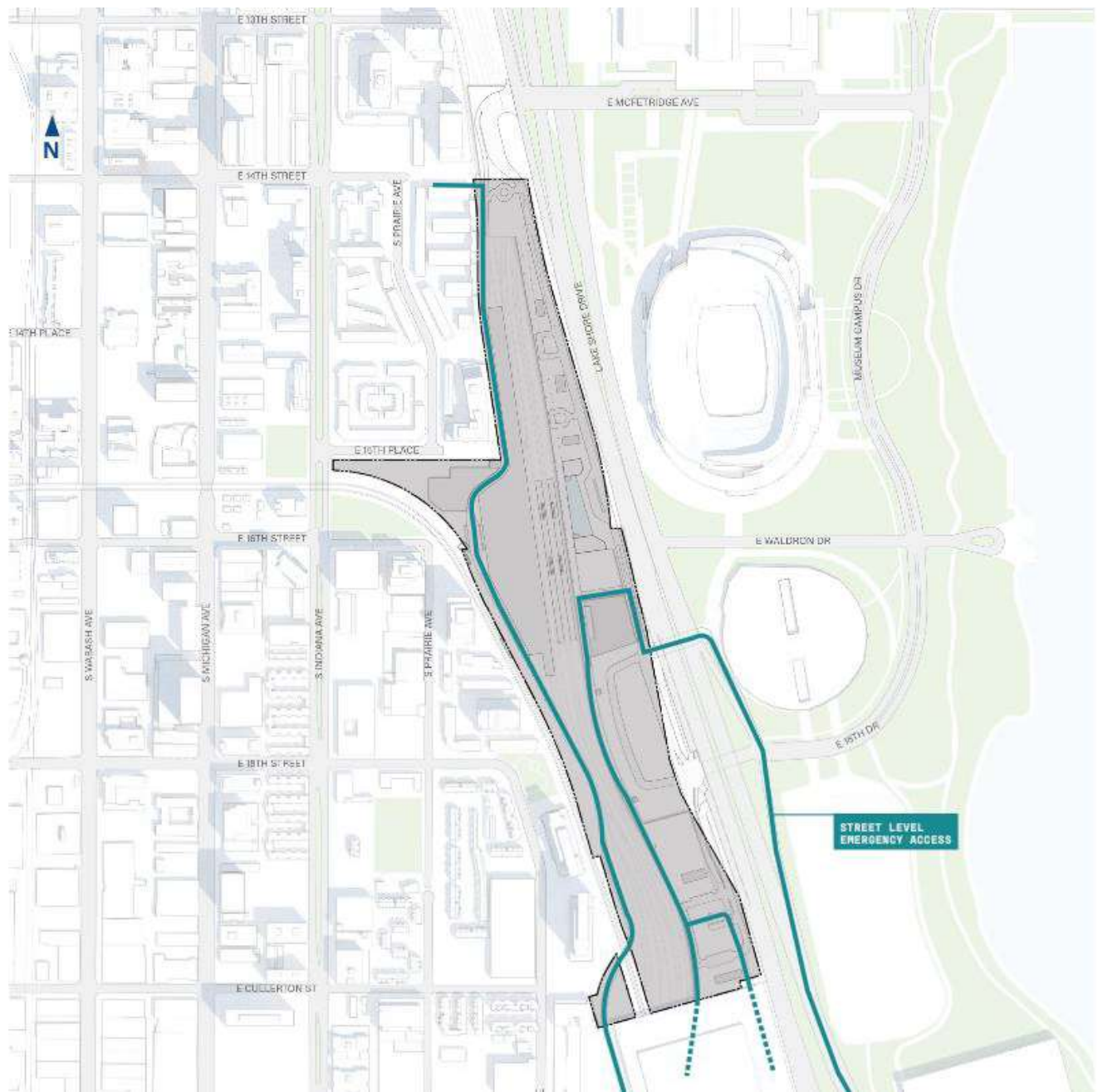


## EMERGENCY PLAN - FULL CIVIC BUILD - PODIUM LEVEL



# TRANSPORTATION / INFRASTRUCTURE

## EMERGENCY PLAN - PHASE 1 CASINO ONLY - STREET LEVEL



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