



<http://gapersblock.com/ac/2008/06/08/no>

[Architecture](#) Sun Jun 08 2008

[No Little Plans, Part 1: Central Station, Gateway Development](#)

For my next few posts, I thought I would post some of the large scale urban development plans that are in their early stages. Next post, the redevelopment of Lake Meadows.

Think the development in the South Loop can't get more intense? Think again. In a recent update to his book, [Central Station: Realizing a Vision](#), visionary developer Gerald Fogelson details what the future holds for "Chicago's most successful lakefront development." In addition to completing the [street wall of towers](#) along Roosevelt Road, between Michigan Avenue and Indiana Avenue, Fogelson explains early concepts for the remaining "land" in the [Central Station](#) area. Why the "land" in quotes? Because the Gateway development would be built entirely on air rights.

Located over the railroad tracks, from [Roosevelt Road to 18th Street](#), approximately 12 towers will be constructed consisting of 5,000 new residences or hotel rooms, 500,000 sq.ft. of retail, and 2 million square feet of office space. The approximate total cost of the development is \$4 billion.

While observing the rendering, it becomes clear that this would happen in conjunction with the potential 2016 Olympic development on Northerly Island. A pedestrian bridge would provide much needed access to the under-utilized island. Two additional access projects would be completed as well. The tracks between Roosevelt and 14th Street, donated to the city by Central Station, will be a "green" access-way to link the new development to Grant Park. Secondly, a new ramp from Lake Shore Drive will be constructed at 18th Street and link to 15th Street and Indiana Avenue.

At such an early stage in the planning process, it is difficult to weigh the strengths and weaknesses of the proposal; a general plan of the area has not yet been released. Certainly, this is the largest project planned for the city since the original Central Station development. If built as proposed, it would attempt to create a balanced, downtown neighborhood, not seen outside of the Loop. Including new office building(s) and several hotels in proximately to McCormick Place is a logical idea to bolster the international convention destination. One large area of concern would most definitely be the lack of transit service to the massive development. To be built over the Metra Electric tracks, this development could be the impetus to begin to provide more regular, CTA-style service on

the lakefront line. Other infrastructure concerns will certainly have to be addressed, but for now, the preliminary renderings show a very provocative, dynamic development.



View look north showing the Olympic venues on Northerly Island, the pedestrian bridge, and the Olympic Village towards the lower left of the image.



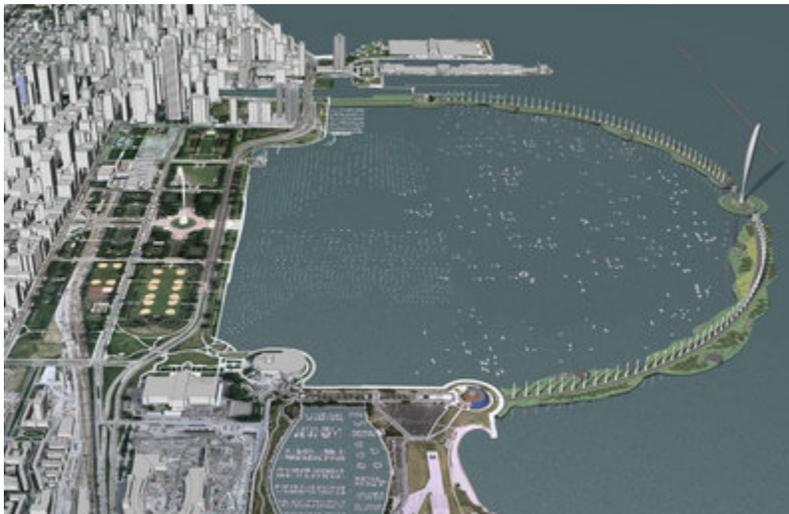
View looking northwest at the Gateway development.

Note: All images used in this post were scanned from *Central Station: Realizing a Vision.*- Carl Giometti

Architecture Fri Jun 13 2008

Finishing "The Plan" 100 years later, Smith proposes Eco-Bridge

Architect Adrian Smith and Gordon Gill have been quietly drumming up support for what they consider the last missing element to Daniel Burnham's famous Chicago Plan, the [Chicago Tribune reports](#). [Burnham's plan](#) called for the creation of a land bridge connecting the two major peninsular elements of the shoreline, Navy Pier and Museum Campus. Smith and Gill have taken the century old idea and redesigned it in the spirit of contemporary design and construction. Formulated to be an "Eco-Bridge" the project would allow people the ability to walk out into the lake and have a head-on view of the skyline. In addition, an observation tower would promise to create one of the [most scenic vantage points](#) in any city. Making the development ecologically beneficial, the project would provide vegetative habitats for lake fish and a series of wind turbines to help generate electricity.



The project is certainly in its speculative stages right now but could become a real possibility if the Chicago Olympic Committee is looking for a dynamic way to improve upon its bid. The International Olympic Committee [criticized Chicago 2016](#) for not proposing measures that would leave a significant legacy. An environmentally sustainable, sure to be world-wide tourist attraction that harkens back the city's infancy should put the bid over the edge.

As Architect Smith states, "Now all we need is a billion dollars." I can't tell you how many times I've said that about a project!

- Carl Giometti