



Clark Street Crossroads Corridor Study

DRAFT FOR REVIEW - 1/6/2023



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05 Acknowledgments

Dear Community Stakeholder,

On behalf of the Chicago Department of Planning and Development (DPD), I would like to thank all participants in the Clark Street Crossroads planning process and those who will participate in its future implementation.

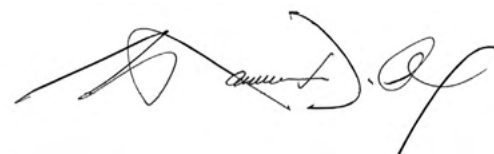
The planning process included robust technical analysis and community engagement to determine opportunities, constraints, and priorities for development, programming, and public realm improvements along the corridor. From this collective work, stakeholders collaboratively developed a framework for long-term decision making. This report summarizes that framework and provides recommendations for implementation.

The Clark Street Crossroads study will be used by property owners, developers, public agencies, and community partners for public and private investments along the corridor. Through incremental steps over time, the Clark Street corridor will evolve into a more vibrant destination and neighborhood thoroughfare.

Thank you for partnering with the City of Chicago to develop this framework and for supporting a more successful, equitable, and connected Clark Street corridor.

Sincerely,

Maurice Cox



Commissioner



LAND ACKNOWLEDGMENT

The City of Chicago is located on land that is and has long been a center for Native peoples. The area is the traditional homelands of the Anishinaabe, or the Council of the Three Fires: the Ojibwe, Odawa and Potawatomi Nations. Many other Nations consider this area their traditional homeland, including the Myaamia, Ho-Chunk, Menominee, Sac and Fox, Peoria, Kaskaskia, Wea, Kickapoo and Mascouten.

The City specifically acknowledges the contributions of Kitihawa of the Potawatomi in fostering the community that has become Chicago. We acknowledge all Native peoples who came before us and who continue to contribute to our city. We are committed to promoting Native cultural heritage.

PROJECT OVERVIEW

This study was prepared by the City of Chicago Department of Planning and Development and intended to bring together various communities under one unified process to celebrate the Clark Street Crossroads between Foster and Montrose.

The vision for Clark Street welcomes various distinct communities while calling upon each to come together. The transformative mission of the study is to strengthen voids in the urban fabric while leveraging existing neighborhood assets and promoting a cohesive, vibrant, and community-centered corridor.

Project Overview

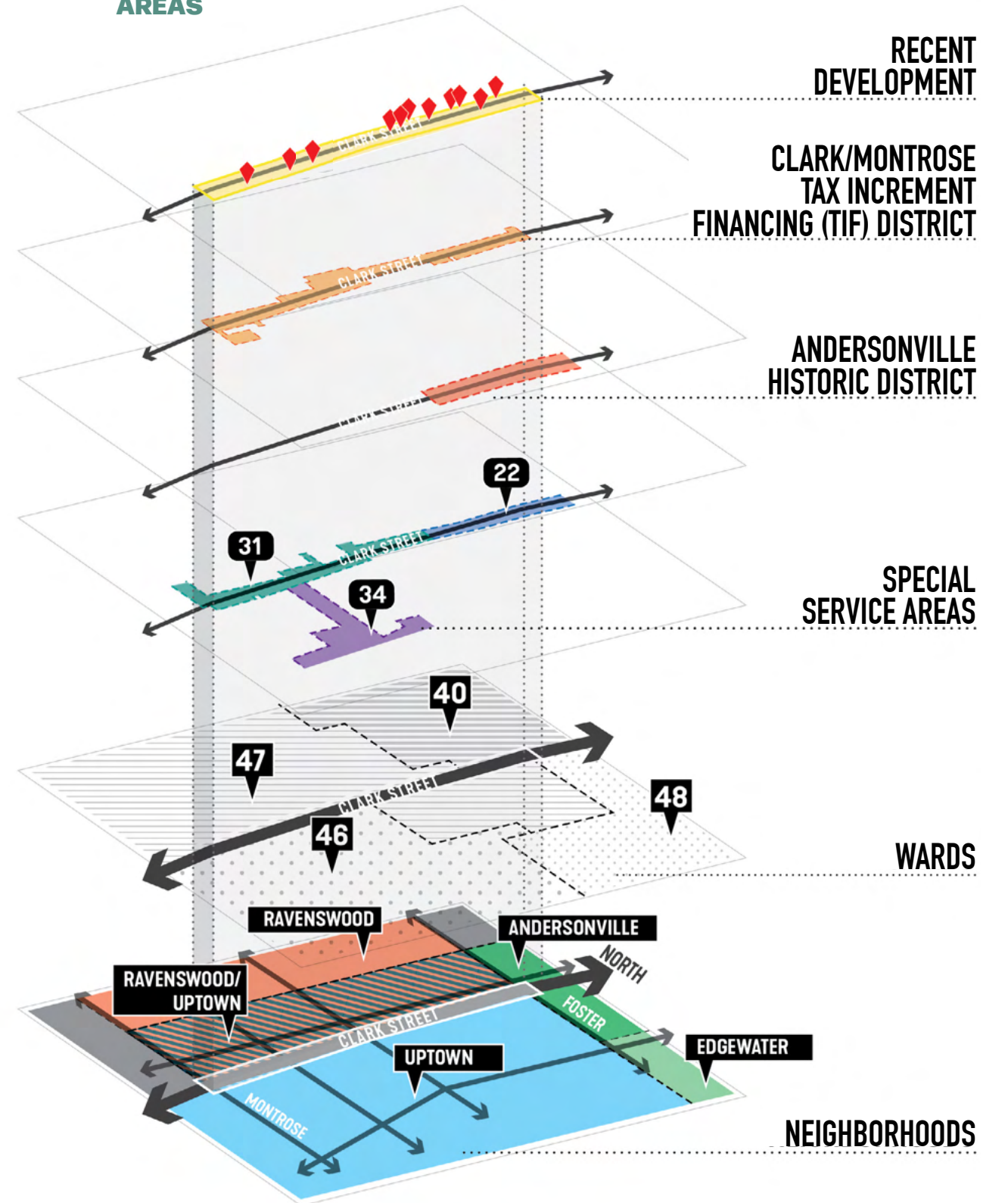
More than a street, it's a crossroads

Clark Street in Uptown, Ravenswood, and Andersonville is at an exciting crossroads. The corridor is the connection point between these three iconic Chicago neighborhoods and is composed of a diverse population of residents and business owners. Clark Street forms the dividing line for parts of the 40th, 46th, and 47th wards and is served by several communities, many diverse businesses, economic development organizations and neighborhood block clubs.

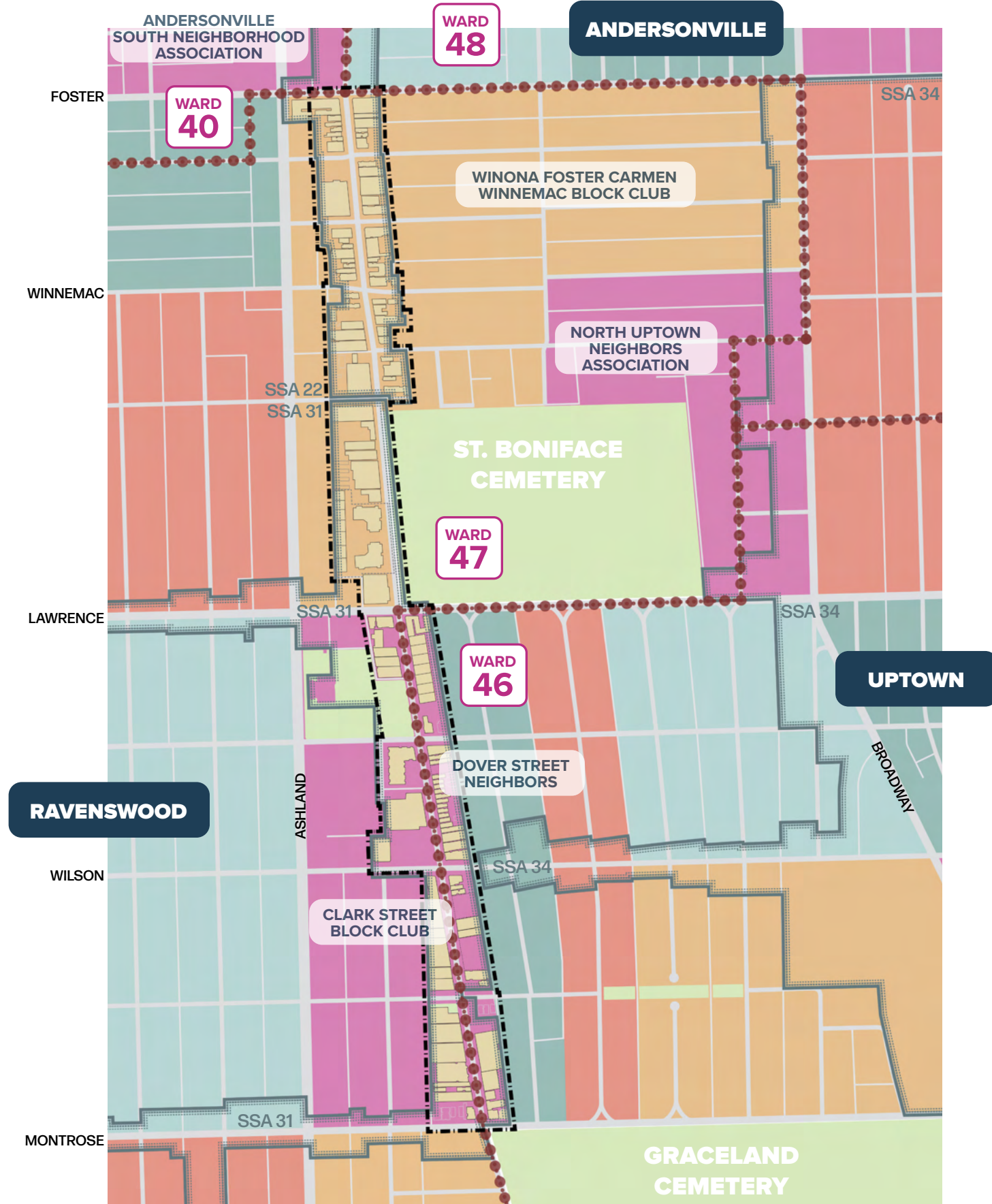
Clark Street is the 'crossroads' between three distinct communities; a place of convergence, coming together and moving toward a common future vision.

Mission

In recent years, Clark Street has seen an influx of new development between Foster Avenue on the north to Montrose Avenue on the south. In 2021, the Clark Street Crossroads study was initiated as a means to guide and direct current and future development efforts, in both the private and public realms, towards a community-driven corridor vision plan. The study brings together many diverse community voices towards envisioning a vibrant, safe, accessible and thriving Clark Street.



Overlapping Jurisdictions



Steering Committee Membership

Wards

- 47th Ward Alderman
Matthew Martin
- 46th Ward Alderman
James Cappleman
- 40th Ward Alderman
Andre Vasquez, Jr.
- 48th Ward Alderman
Harry Osterman

Chambers of Commerce

- Uptown United and Uptown
Chamber of Commerce
- Andersonville
Chamber of Commerce
- Greater Ravenswood
Chamber of Commerce

Special Service Areas (SSA's)

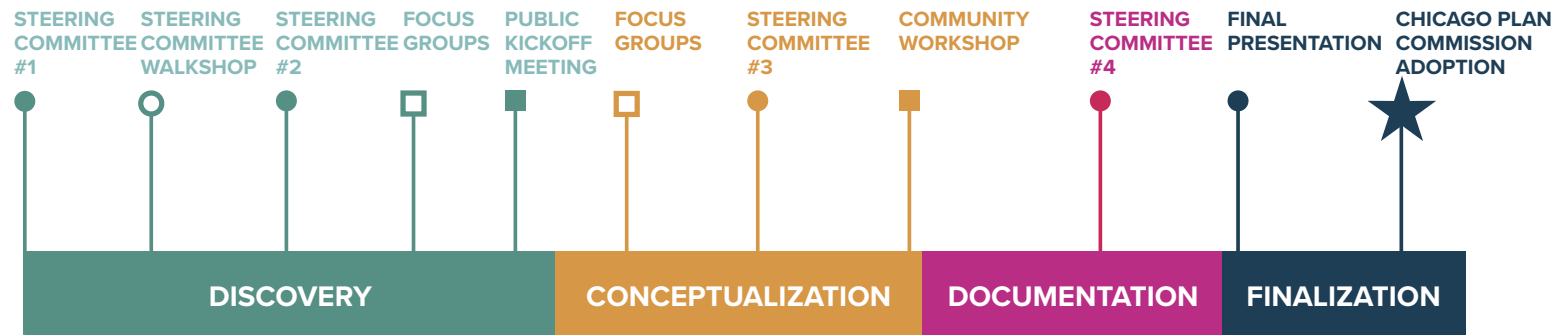
- SSA #22 Clark Street
Andersonville
- SSA #31 Clark Street
Ravenswood
- SSA #34 Wilson Avenue
Uptown

Neighborhood Groups

- Clark Street Block Club
- Dover Street Neighbors
- North Uptown
Neighbors Association
- Winona Foster Carmen
Winnemac Block Club



Timeline



FALL 2021 / WINTER 2022

- Existing conditions analysis
- Initial public and stakeholder engagement

SPRING 2022

- Public realm concepts
- Land use and development concepts
- Concept evaluation with stakeholders

SUMMER / FALL 2022

- Implementation strategies
- Study document

WINTER 2023

- Study document completion
- Chicago Plan Commission

- ● ● Steering Committee Meeting
- ■ ■ Community Engagement Meeting
- □ □ Focus Groups



Summer 2022, Community Workshop



Planning Process Advertisement Campaign



Summer 2022, Community Workshop

Public Participation

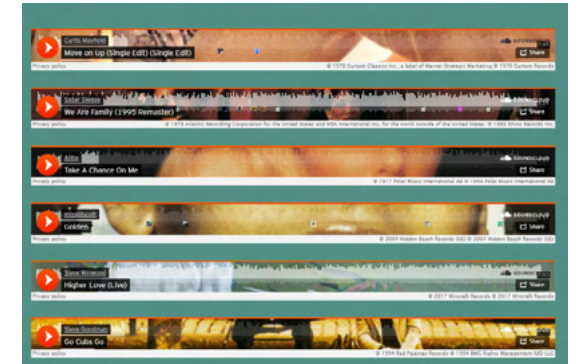
With such a complex layering of communities, local leaders, stakeholders and neighborhood groups, the study prioritized community engagement as the driving force behind the development of the corridor vision. A truly inclusive public engagement strategy requires strategic partnerships, cultivating trust, and an innovative approach that encourages everyone to get involved; allowing real time feedback and input into the process from all angles.

Community Engagement Highlights

- 5,413 project website unique views
- 1,604 survey responses
- 1,227 community contacts
- 271 project website comments
- 301 workshop attendees
- 177 interactive corridor map pins
- 15 organizations involved in the steering committee
- 11 focus group participants
- 10 soundtrack of clark submissions

Visit: www.clarkstreetcrossroads.com for more details on project process and public engagement

Engagement summaries specific to plan recommendations can be found in the **What We Heard** section on pages 26-27



Soundtrack of Clark Street



Online Mapping Exercise



Summer 2022, Community Workshop

Setting the Vision

Clark Street between Montrose and Foster has long struggled with identity. Located mid-way between vibrant Wrigleyville and historic Andersonville, this stretch of the corridor has many assets, amenities, services and open spaces yet has never fully expressed a cohesive vision or core identity for itself. Through in-depth discussions between the project team, stakeholders, and the community, a new vision for the corridor was identified to provide a clear set of recommendations and guidelines for the future of Clark Street.



Develop a unified Clark Street corridor, reflective of the community, for the community

This transformative vision seeks to create a structure to fill existing activation voids in the urban fabric while leveraging current corridor assets, strengthening and supplementing common supporting uses and developing the framework for a safe, vibrant, diverse, community-oriented corridor. The corridor can be a unique community hub, filled with resources for the everyday lived urban experience, adding authenticity to people’s lives and incredible value to its residents, businesses and visitors alike.



Study Objectives

The Clark Street Crossroads study provides a unified vision to guide future investment and public realm improvements through a common community-developed framework. Through land use, urban design, public realm, and policy recommendations, the study addresses the following goals:

GOAL 1
Articulate a unified identity and long term vision for the corridor

GOAL 2
Identify appropriate private development uses, density, and urban design guidelines

GOAL 3
Define public realm improvements to express the unique corridor character and promote additional comfort and safety for pedestrians and cyclists

Core Themes

The study recommendations are divided into three themes with implementation strategies for each.

- 

Land Use + Economic Development
 Promote strategic economic development and improve housing affordability to create vibrant and welcoming neighborhoods
- 

Multi-Modal Mobility
 Enhance safe and equitable access to the corridor by increasing transit connectivity and prioritizing the pedestrian experience
- 

Public Space Activation
 Create a cohesive and inviting experience for all ages and abilities with attractive and resilient urban landscapes



DISCOVERING THE CORRIDOR

The framework strategy for future development and public realm design along the corridor is derived through a comprehensive understanding of its heritage, context and the interrelating factors that influence its identity. Corridor history, existing community fabric and past planning efforts lay the groundwork for how the corridor functions today. Land use and corridor policy are tools used to directly inform user experience through massing, character, use and public realm design. Market studies and community engagement give elevated insight into the future needs of the corridor and the surrounding neighborhoods.

Corridor History

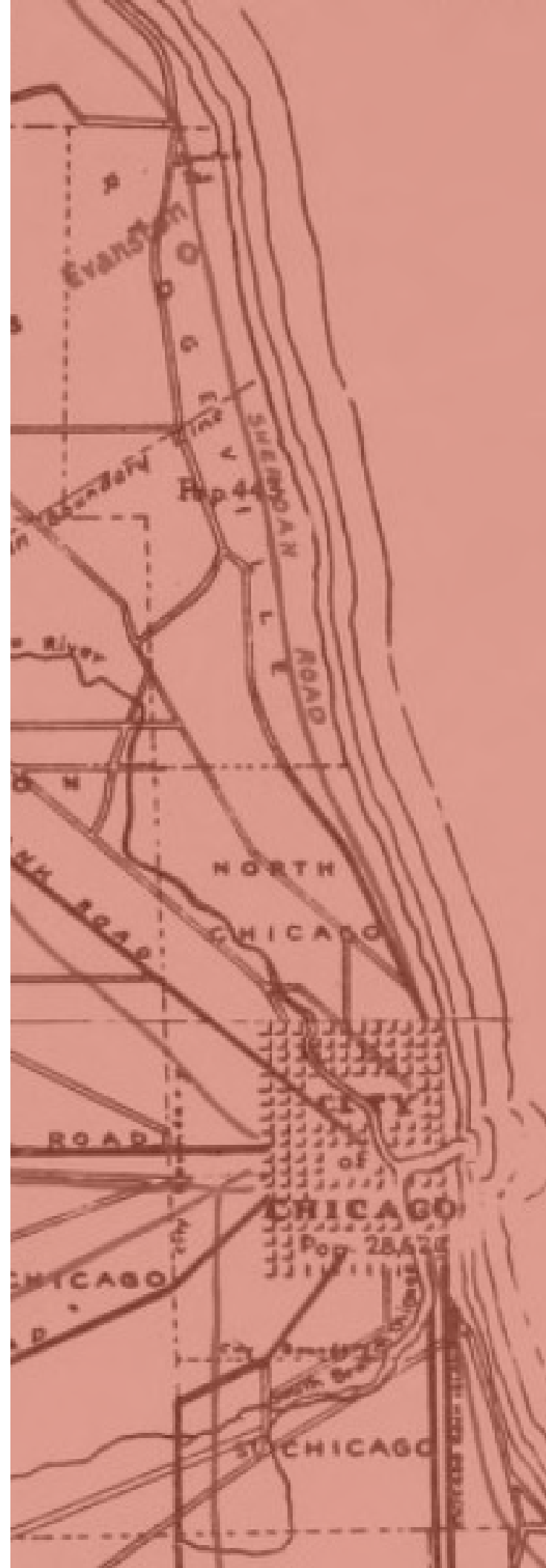
Clark Street is an eight mile corridor within the City of Chicago extending from Cermak Road in Chinatown south of downtown, north to Howard Street in Rogers Park and the Evanston border. This historic Chicago street runs through a diverse range of neighborhoods and is known for well-loved destinations and attractions such as Wrigley Field, the Chicago History Museum, Lincoln Park and Graceland Cemetery.

Following a historic glacial ridge land formation and originally part of the 'Green Bay Trail', a former Native American trail running north to Green Bay, Wisconsin, Clark Street was one of the original city streets designed by James Thompson in the 1830's plat of Chicago. The street was named after an American Revolutionary War soldier named George Rogers Clark who secured much of this territory of land from the British in the late 1700's.

In the late 1800's the corridor hosted the North Chicago Street Railway line along Clark Street from downtown to Devon; first as a horse drawn car line and then later converted to a trolley operation.



Issele Building, Chicago, IL
Source: Chicago's Highways, Old and New



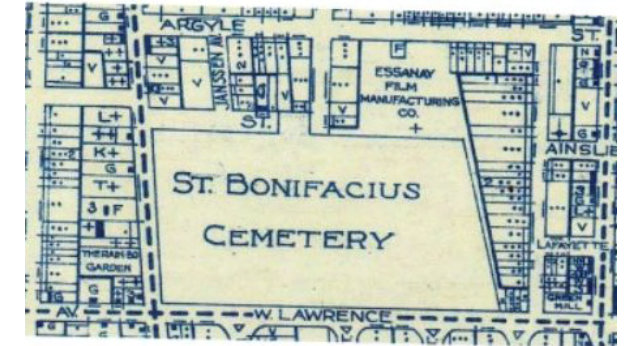
Following the development of Graceland Cemetery in 1860 and St. Boniface Cemetery in 1863, the northern section of Clark Street became more populated. Land between and adjacent to the cemeteries was subdivided for housing development as more people began settling in the area.

Following the Great Chicago Fire of 1871, Swedish immigrants settled and built their businesses in the northern area of the corridor. By 1900, Andersonville was the second largest Swedish community in the world behind Stockholm. In 2010, the Clark Street Andersonville corridor was added as a National Register of Historic Places as the Andersonville Commercial Historic District.

In 1894 the corner of Clark and Lawrence, across from St. Boniface Cemetery was occupied by a small roadway stopping point and restaurant called the Clark Street Roadhouse. Over the years, with growing popularity, the tiny roadhouse later became the Rainbow Gardens, an entertainment destination and legacy establishment along the Clark Street corridor.

In the early 1900's Chase Park was converted to a public park from a deserted semi-professional baseball field which was home of the Nielsen-Gunther team beginning in 1905. In the late 1920's the park grew to include tennis courts, a playground, athletic field, wading pool and field house. In 1976, the Park District replaced the aging field house with the new building used today.

The Clark Street corridor today consists of a mix of retail and wholesale businesses, cultural resources, cemeteries, parks and housing.



St. Bonifacius Cemetery, 1863
Source: Chicago and Cook County Cemeteries



Clark Street at Foster, 1935
Source: Chicago Transit Authority



Rainbo Gardens, 1894
Source: Lakeview Historical Chronicles



Rainbo Gardens, 1920
Source: Uptown Update

Transportation and Mobility

Regional

Clark Street falls conveniently within a five-minute walk of multiple CTA Red and Brown Line stops as well as the Union Pacific Metra North Line, and offers access to multiple bus lines and Divvy docking stations.

The CTA Route 22 runs north and south along Clark Street making frequent stops along the corridor. This route typically ranks in the top ten routes by ridership system-wide. High ridership moves many people efficiently, which reduces overall traffic congestion and emissions. Route 22 also ranks highly system-wide for bus bunching and gaps due to portions of Clark Street with slow speeds. Specifically, there is an existing bus slow zone near the intersection with Lawrence. Additionally, there are east/west bus lines that cross the corridor at Foster, Lawrence and Wilson.

Several bus routes on this corridor such as the 78 and 22 are included in the [Connected Communities Ordinance](#), promoting transit-oriented development.

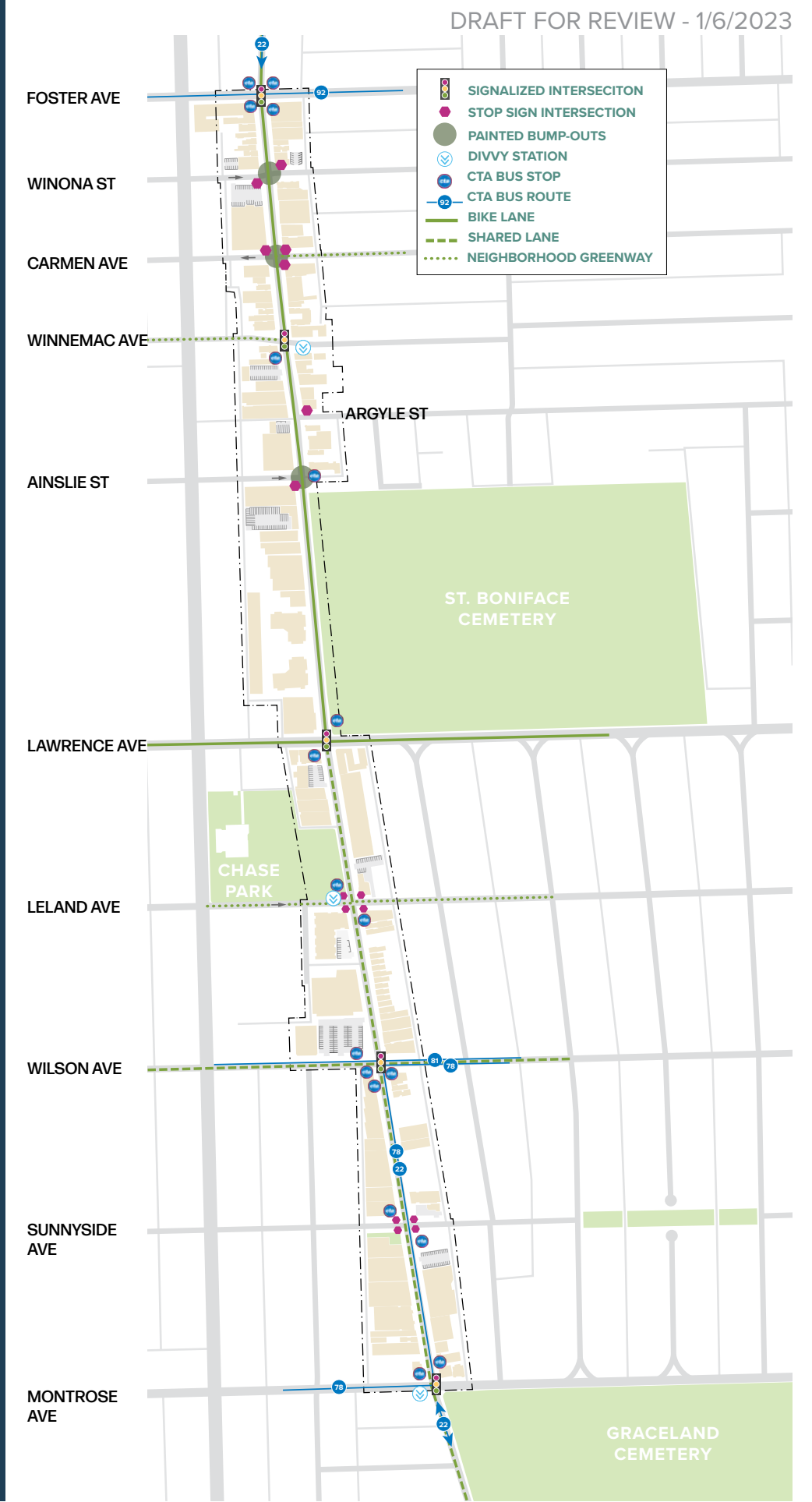


Local

With five signalized intersections and four stop sign intersections, Clark Street effectively has some existing traffic calming. However, with a multitude of mobility options, from CTA buses, bike lanes, Divvy stop locations, parking lanes and loading zones, the corridor is a continuously active and bustling urban street.

With an increase in bicycle activity and the recent establishment of east/west designated 'Greenway' corridors along Leland and Carmen, the corridor experiences frequent use of its existing painted bike facilities.

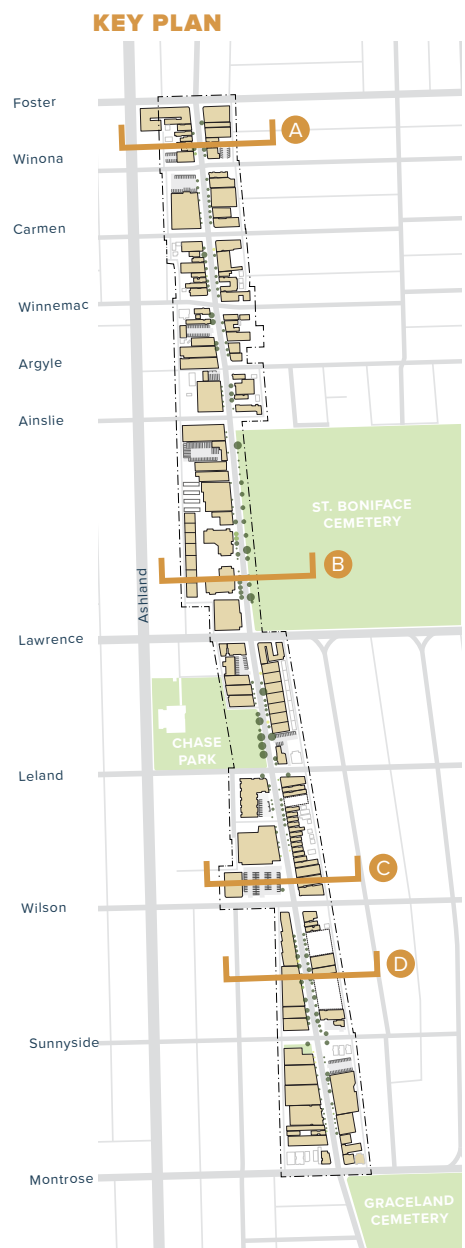
There are plans to install protected bike lanes along Clark Street between Montrose and Irving Park. This presents an opportunity to continue similar infrastructure north of Montrose along the study corridor.



Existing Public Realm Configuration

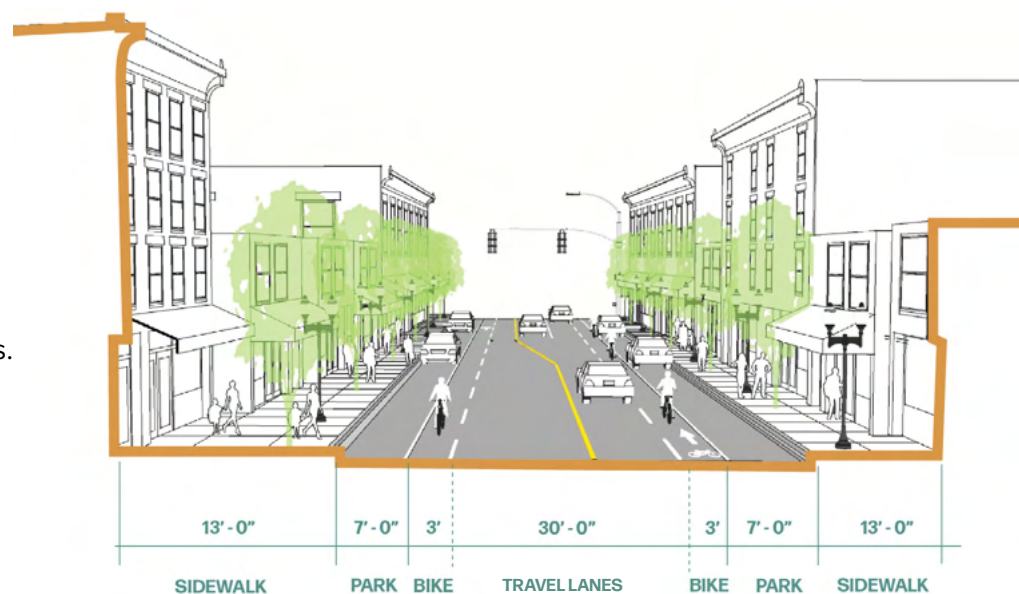
Clark Street between Montrose and Foster is an inherently walkable corridor, already possessing many of the qualities important to a great street. It's width and scale lend themselves to human comfort and the existing building stock, most of which come right to the edge of the public right of way, creates interest and rhythm. There is good connectivity for transit riders, bicycles, and pedestrians, and the surrounding community context lends itself to neighborhood scale activities, people gathering and placemaking.

While recent streetscape improvements have added to the overall ambiance of the public right of way, there are still challenges present. Sidewalks get narrow at major intersections, bike lanes are not protected, trees have been removed, safety improvements like curb extensions are not permanent, transit waiting areas lack amenities and landscape plantings and benches are missing.



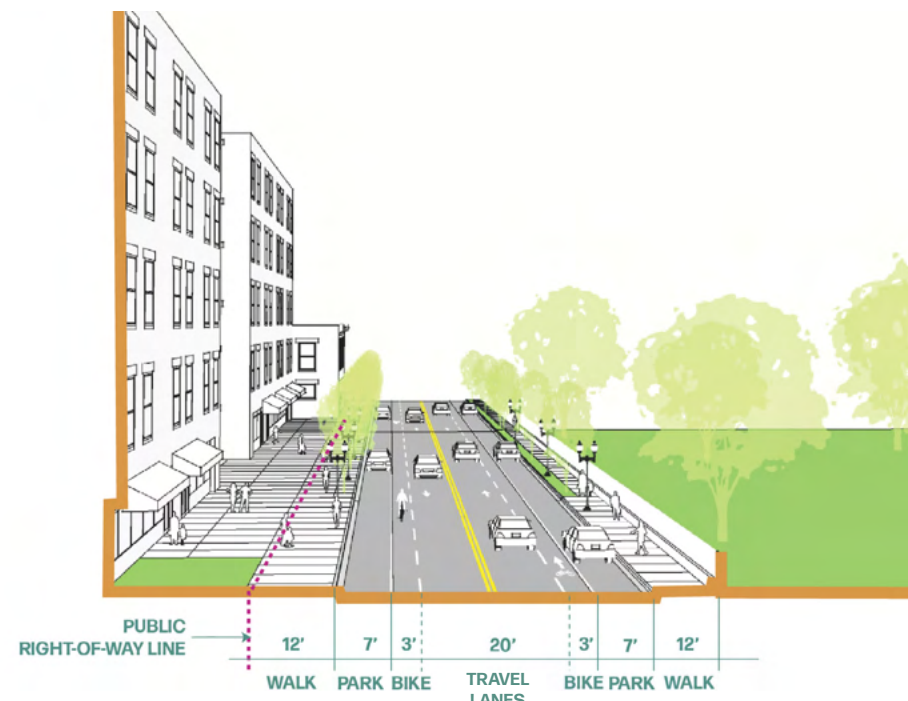
A Clark Street at Foster

Foster is a major cross street with important bus routes; it's also a transition into the heart of Andersonville. It functions as a major gateway into the corridor but also is dimensionally constrained by turn lanes and bus stops. Narrow sidewalks have overlapping demands, and are limited in terms of adding new amenities.



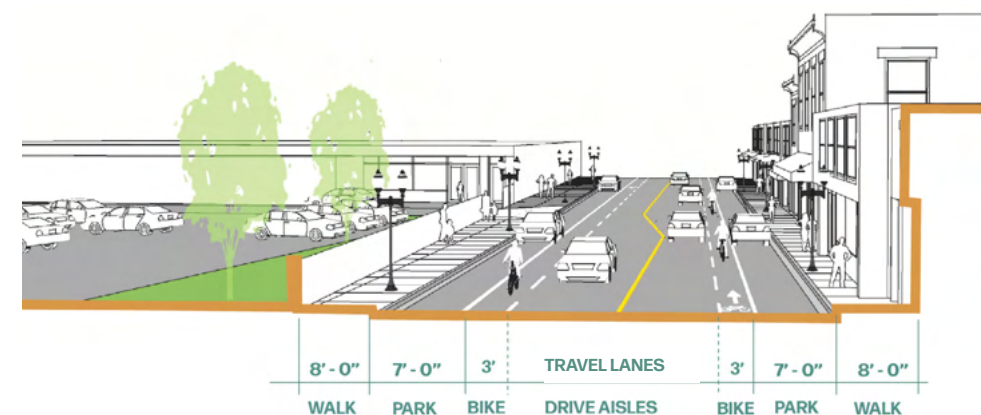
B Clark Street at St. Boniface Cemetery

The right of way adjacent to the cemetery is unique because the street wall only exists on one side. As one of the longest continuous blocks, it creates a transition in character north and south of the cemetery. Because of these characteristics, parking is much less in demand on the east side of the street than in other locations.



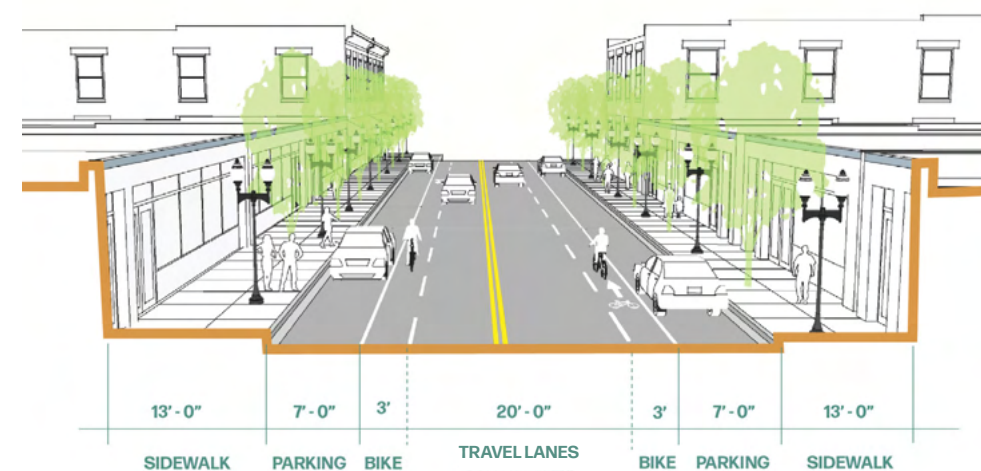
C Clark Street at Wilson

Wilson is another important cross street with transit and bike connectivity and more narrow sidewalks due to the presence of turning lanes. Wilson itself, however, has large curb extensions that create space for amenities, transit stops, and landscape improvements.



D Clark Street at Sunnyside

Sunnyside is an example of a quieter residential street that crosses Clark Street with a four way stop. While bus stops are present it does not have left turn lanes and the sidewalks are full width.



Architectural Character

The massing of buildings is indicative of the uses and pedestrian experience of Clark Street. The corridor is home to buildings of a wide variety of sizes and shapes, the largest distinction typically being the age of the buildings.

Many older and smaller-scale buildings are easily identifiable along the corridor. The one and two-story buildings situated on standard 25-ft wide Chicago lots offer a more quaint and historic feeling along Clark Street.

Recently, newer buildings tend to be larger scale developments. These buildings are typically taller, wider, and offer a range of amenities. These buildings demonstrate the ongoing changes on Clark Street, both in use and outward appearance.



Interior Courtyard



Inviting Corner Conditions



Historic Façade and Consistent Building Heights



Historic Façade and Massing



Sleek and Modern Design



Open Space - Break in Street Elevation



Scale Consistency

Zoning

The primary zoning districts along the corridor are Business (B) and Commercial (C) districts.

B districts include neighborhood shopping district (B1), neighborhood mixed-use district (B2), and community shopping district (B3).

C districts include neighborhood commercial district (C1) and motor vehicle-related commercial district (C2).

While similar, C districts allow broader uses and tend to cater to more auto-oriented uses.

The number after the district type represents allowed density. Higher numbers allow higher density. Existing development along the corridor tends to be lower density than the maximum allowed by current zoning.

The corridor is a Pedestrian Street, which means development is required to comply with the Pedestrian Street design standards.

ZONING WEB MAPS:

See gisapps.chicago.gov/ and codelibrary.amlegal.com/codes/chicago/latest/chicagozoning_il for more information.

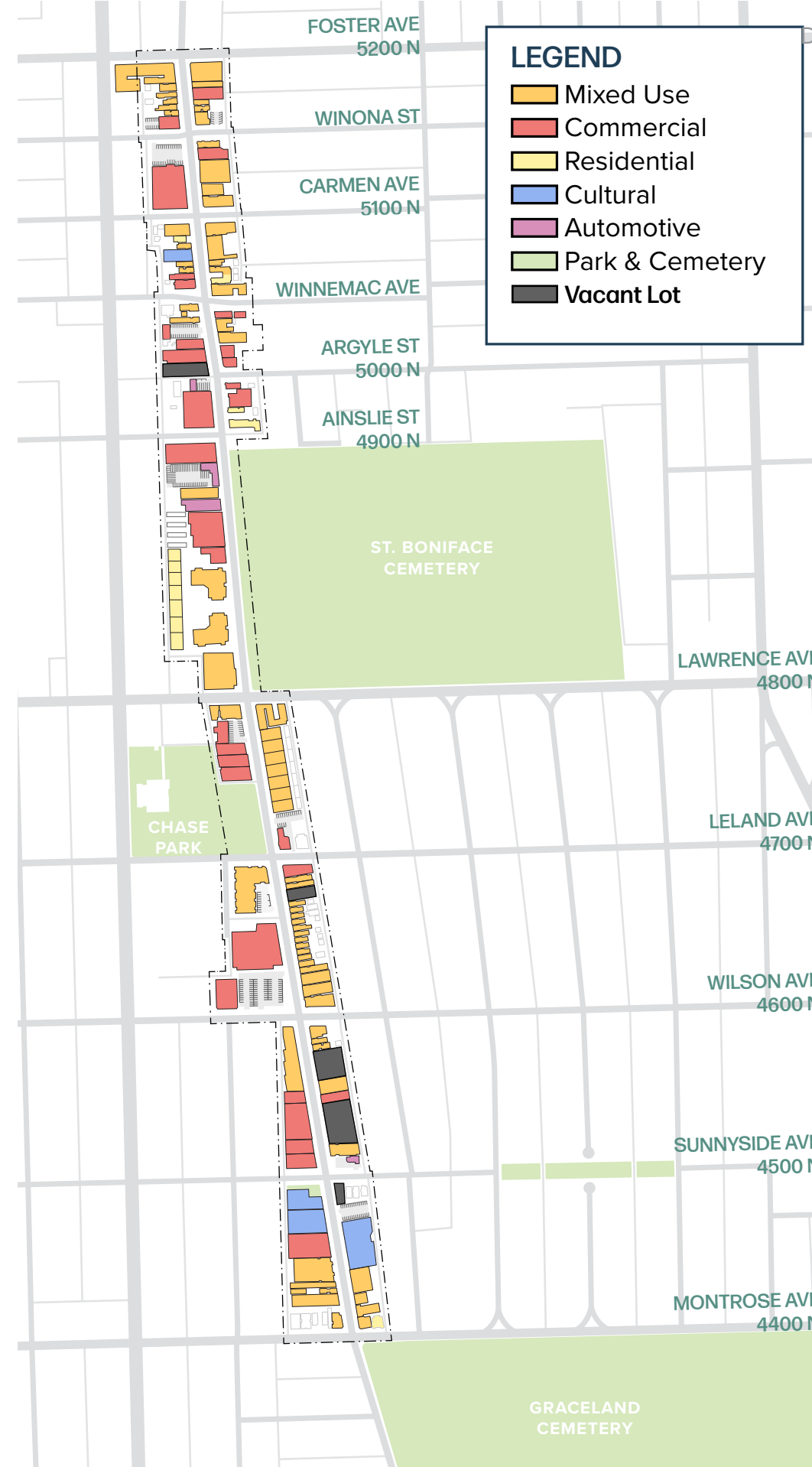


Clark Street Crossroads | Corridor Study | Montrose - Foster

Land Use

Mixed use is the most prevalent land use type, followed by commercial uses. These are interrupted in places by vacant lots, vacant storefronts, and uses that are non-conforming with Pedestrian Street designation (e.g., auto uses, storage facilities, and industrial buildings).

Destinations along the corridor include the cluster of cultural uses at the south end. Chase Park is an active public park providing significant open space and community resources. St. Boniface Cemetery is a large inactive open space overtaking almost one third of the east side of the corridor and significantly interrupting activity.



Clark Street Crossroads | Corridor Study | Montrose - Foster

VACANCY:

50,200 square feet of ground floor commercial space, in **29 different properties**, is vacant. The highest vacancy rates are along the east side of Clark Street, south of Leland.

Real Estate Trends

A real estate market assessment determined the corridor could likely support additional businesses. However, current retail market trends suggest that demand may not be strong enough for exclusively commercial uses along ground floors.

Strong demand for residential units suggest that ground-floor residential units and live-work spaces are likely appropriate in certain areas of the corridor in addition to mixed-use development. Building additional housing units is likely necessary to mitigate increasing affordability challenges.

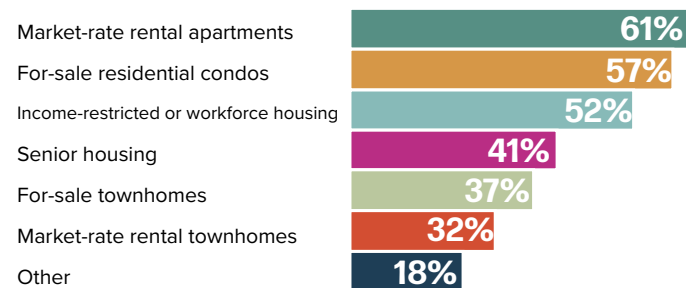
For more information, please reference the [market assessment summary report](#).

What We Heard

The following engagement takeaways are drawn from a comprehensive compilation and analysis of all engagement responses. The engagement takeaways directly influence the plan recommendations for Economic Land Use Development, Multi-Modal Mobility and Public Realm Activation. Takeaways include responses from the following engagement methods:

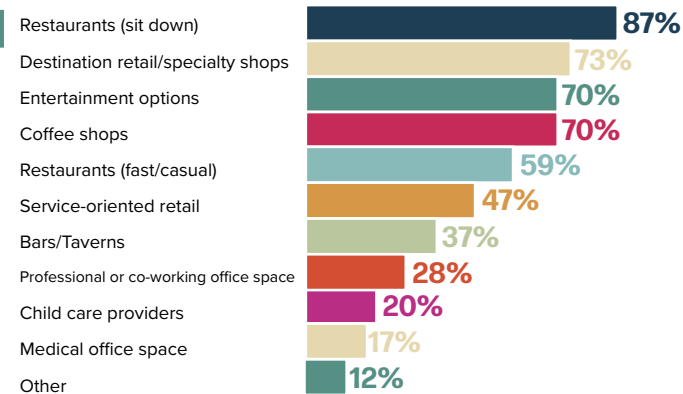
- Online Interactive Mapping Tool
- Community Surveys
- Community Workshops
- Focus Groups
- Steering Committee Meetings

PREFERENCE FOR ADDITIONAL HOUSING:



Data Source: Community Survey, 691 respondents

PREFERENCE FOR ADDITIONAL COMMERCIAL USES:



Data Source: Community Survey, 725 respondents

ECONOMIC AND LAND USE DEVELOPMENT

LAND USE NEED

Residential Need
 Respondents identified **MARKET-RATE AND INCOME-RESTRICTED MULTI-FAMILY BUILDINGS** as top priorities

Commercial Need
 Respondents identified **RESTAURANTS/ DINING** as a top priority

“More housing diversity and affordable options encourage a thriving neighborhood”

DESIGN GUIDELINES



Key priorities for future growth and development along the corridor include **SUSTAINABLE DESIGN, GROUND FLOOR ACTIVATION, BUILDING HEIGHT AND SCALE**

“Remove surface parking along the corridor”

“Promote renovation over tear down”

“Utilize street paint, signage, banners, benches, local art and community space to create a sense of place”

“Lack of variety in recent construction is not good - encourage courtyards, balconies, trees, creative designs”

MULTI-MODAL MOBILITY

STREET PRIORITIES

- 1 Protected bike lanes
- 2 Bus boarding improvements
- 3 Flexible side streets (shared pedestrian/vehicular use)



“People-centric over car-centric”

“Encourage density near transit and accompany it with open public spaces”

“Consider the pedestrian experience and maintain uninterrupted sidewalks (eliminate curb cuts)”

PUBLIC REALM ACTIVATION

PLACEMAKING PRIORITIES

- 1 Public open spaces and places to sit
- 2 Public art, signage and corridor branding
- 3 Amenities (trash and recycling)



“Protected, separated bike lanes along the entire corridor, either parking protected or concrete barrier lanes”

RECOMMENDATIONS AND IMPLEMENTATION

The following section provides a step-by-step roadmap towards realizing the vision outlined in the Clark Street Crossroads study through the execution and implementation of strategic projects and policies.

All stakeholders can contribute to bringing this vision to fruition by working together as a team and taking responsibility for their unique roles.

Corridor-Wide Recommendations

LAND USE + ECONOMIC DEVELOPMENT

Encourage appropriate development types and scales along the corridor while increasing economic vitality through varied uses, vibrant businesses and compatible assets that support one another

SUPPORT EXISTING BUSINESSES AND ORGANIZATIONS

Support and strengthen existing businesses and organizations with guidance, marketing assistance and incentives

ATTRACT NEW BUSINESSES AND ORGANIZATIONS

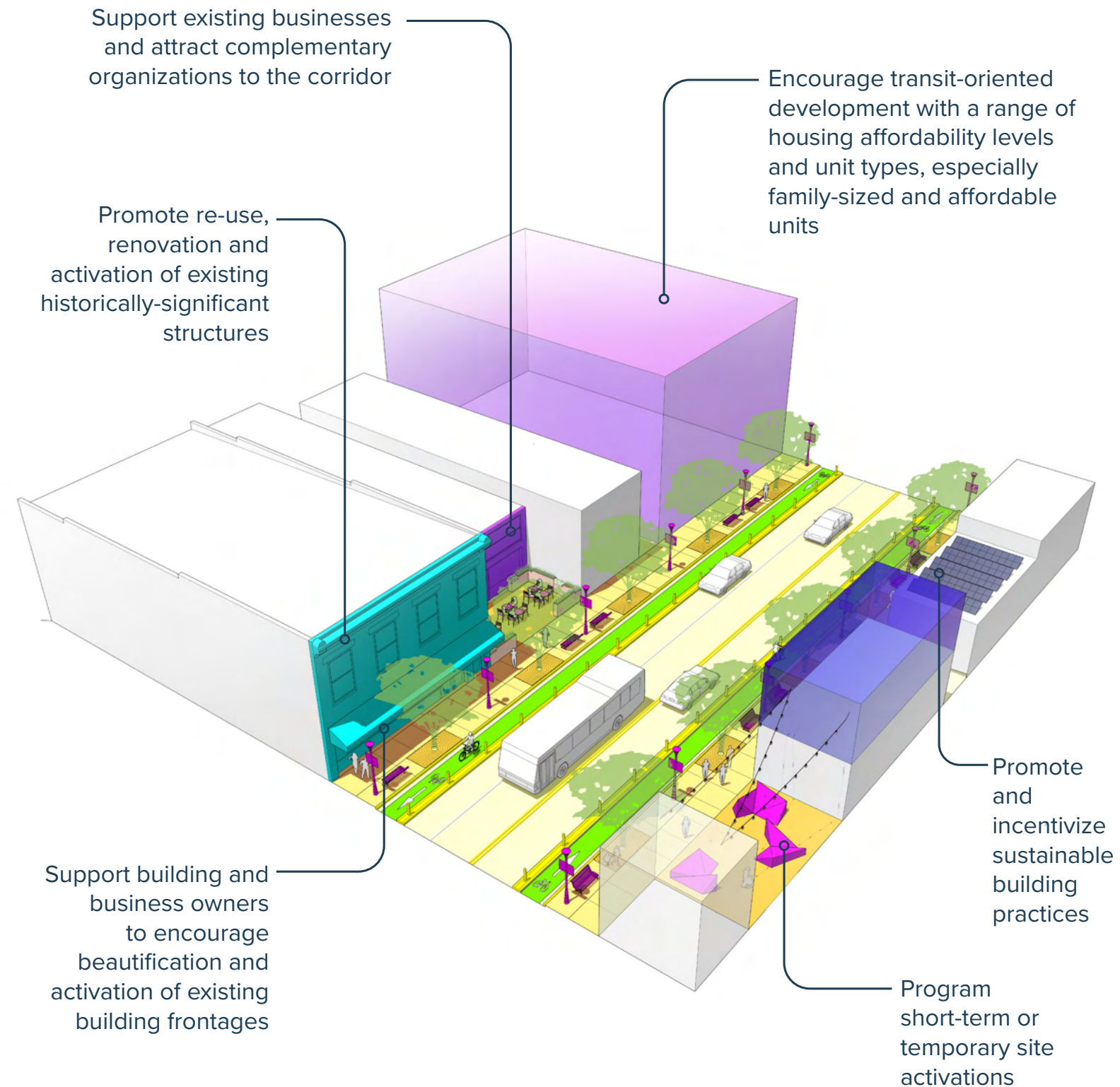
Grow economic depth and diversity by attracting new businesses and organizations to the corridor

INCREASE PREDICTABILITY AND CONSISTENCY OF PROJECT REVIEW AND APPROVALS PROCESS

Guide, facilitate and streamline future corridor land development using recommendations outlined in this study

IMPROVE POLICY AND INCENTIVE STRUCTURES TO SUPPORT OVERALL VISION

Support programs and incentives outlined through this study towards developing the full vision of the corridor over time



Corridor-Wide Recommendations



MULTI-MODAL MOBILITY

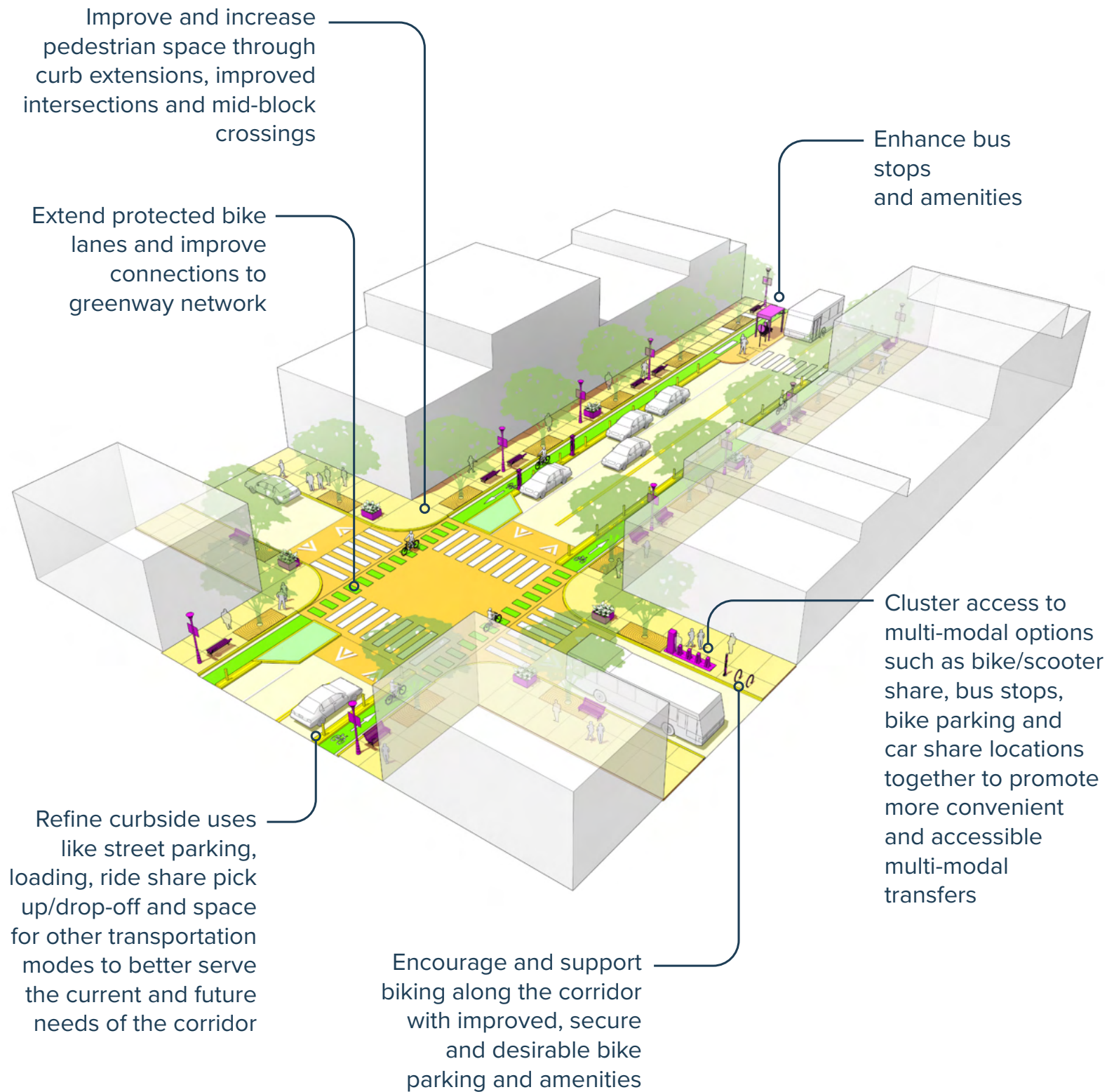
Enhance safety and equitable access along the corridor by developing supportive transit connectivity while prioritizing the pedestrian experience

ASSESS AND MODIFY CORRIDOR MOBILITY INFRASTRUCTURE

Improve accessibility, safety and wayfinding through improvement projects focused on enhancing multi-modal transportation along the corridor

IMPROVE THE PEDESTRIAN EXPERIENCE WHEN IMPLEMENTING EXTERIOR CONSTRUCTION

Require developers and property owners to adhere to pedestrian-friendly development standards and guidelines



Corridor-Wide Recommendations

PUBLIC REALM ACTIVATION

Activate and enliven the public realm as a comfortable, accessible, cohesive and unified corridor experience

CREATE NEW PUBLIC SPACES

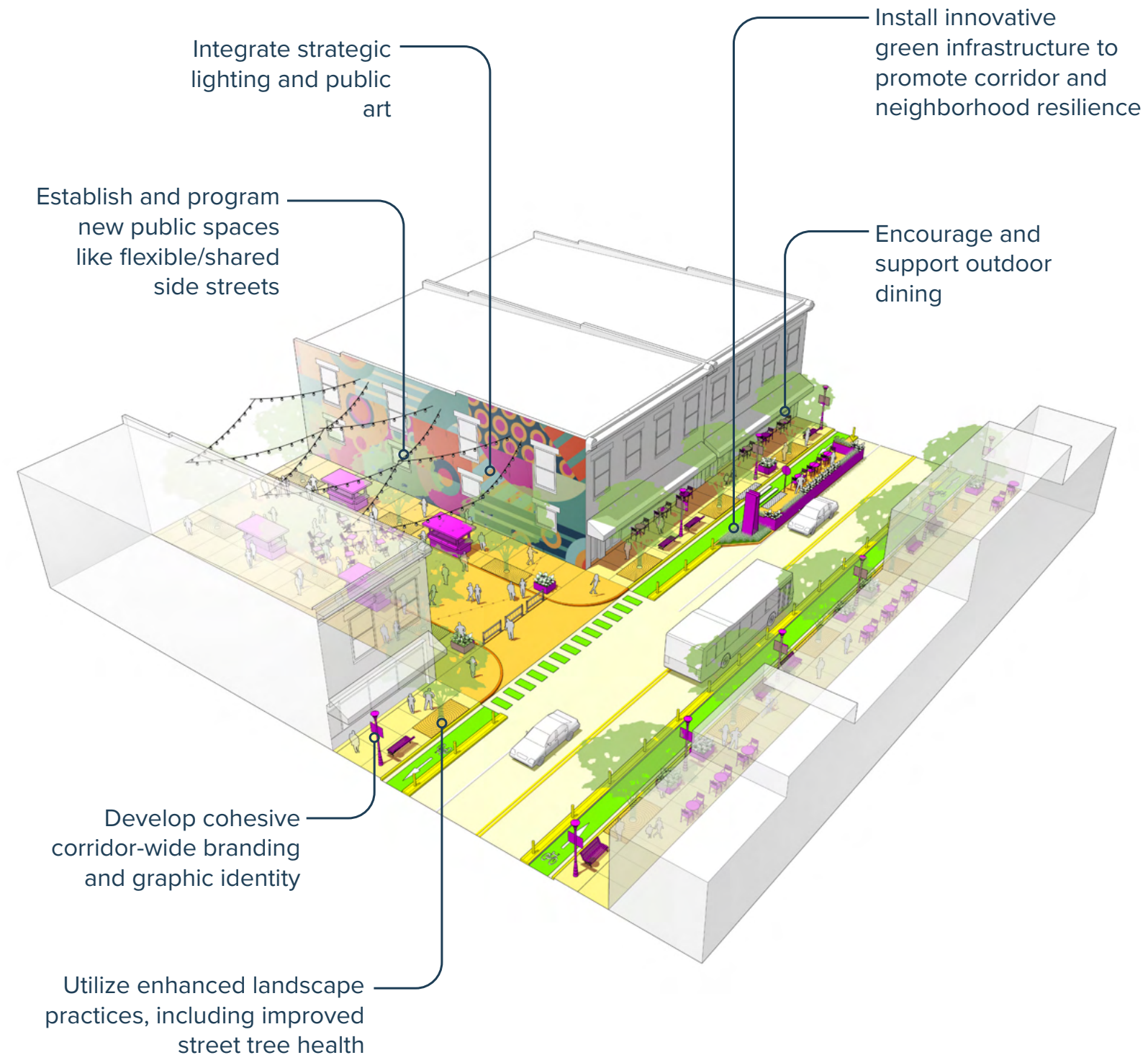
Enliven the public realm with spaces focused on gathering, programming and community

ENHANCE THE STREETScape LANDSCAPE

Improve the streetscape with various strategies focused on public amenities, green infrastructure, safety and added vibrancy

PROMOTE A COHESIVE AND ACTIVE CORRIDOR EXPERIENCE

Develop corridor-wide strategies to unify and strengthen cohesion



Corridor-Wide Implementation

Strategy

Implementation of the Clark Street Crossroads vision will require close collaboration. Each jurisdiction, agency and neighborhood group must work as a team to incrementally implement the study recommendations over time.

The implementation strategy is organized by the three themes of the study:



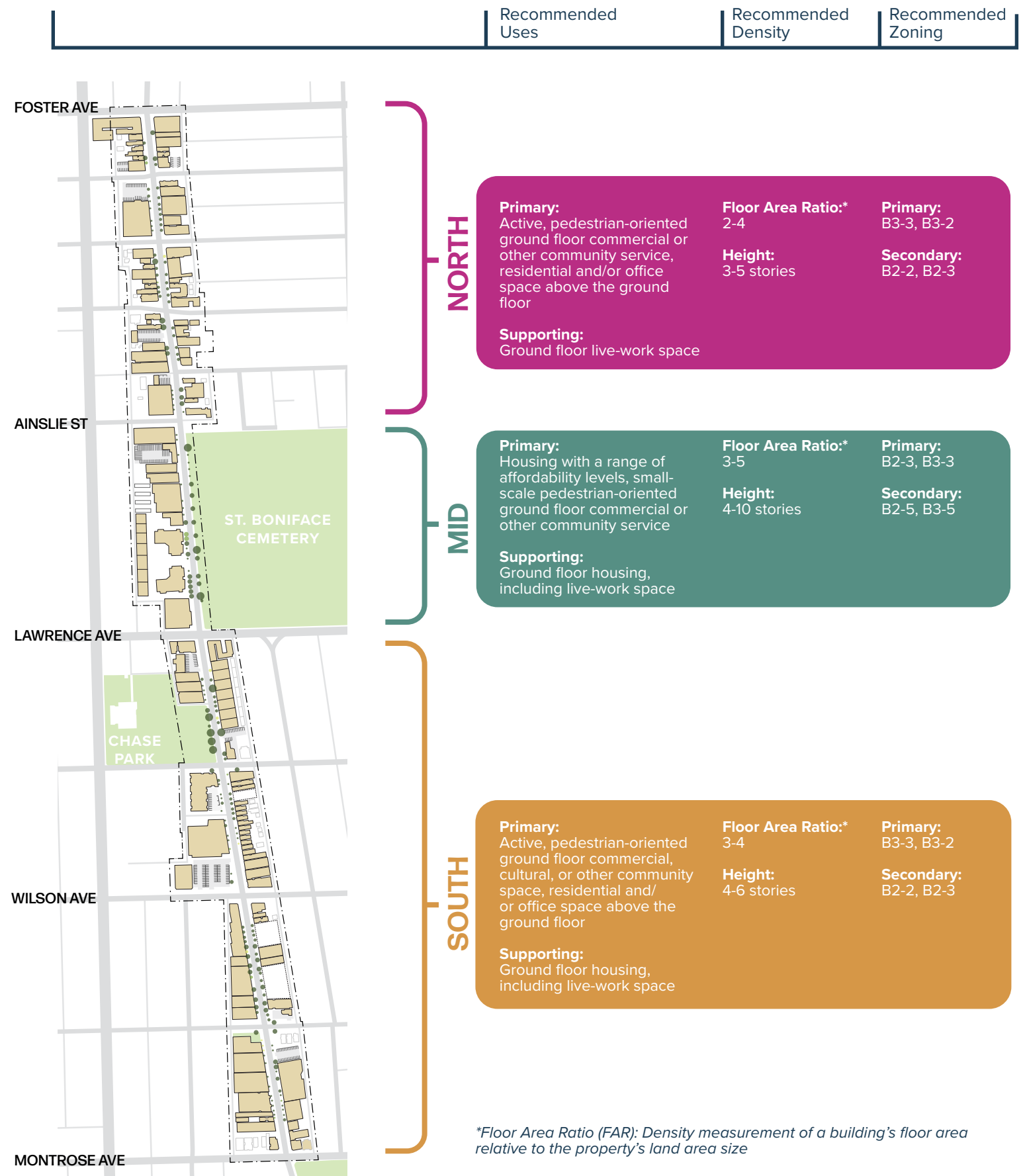
Strategies are also articulated by corridor segment as explained further in the Segment-Specific Implementation seen on pages 40-51.

The implementation plan provides strategies and action steps while identifying the roles and responsibilities of each party. While funding strategies will vary, the list below reviews options for identifying and procuring resources.

Recommendations and projects described in the implementation strategy do not yet have confirmed funding sources. Funding will be determined as project scopes and timelines become more clear. Below are several public sector funding sources that may be utilized and considered, depending on the project type, scope of work, and lead entity managing the project.

Potential Public Sector Funding Sources	
Type	Description and Application
Aldermanic Menu Funds	Aldermanic Menu Funds are allocated per ward and dedicated to local infrastructure projects
TIF	Tax Increment Financing (TIF) is a special funding tool used by the City of Chicago to promote public and private investment across the city. Funding can be used for certain types of development, public realm and mobility projects.
SBIF	The Small Business Improvement Fund (SBIF) provides grant funding for permanent building improvements and repairs within certain TIF districts
OSIF	The Open Space Impact Fee (OSIF) program helps create new public open spaces
POP	The Public Outdoor Plaza (POP!) program is designed to help community-based organizations revitalize underutilized land along neighborhood retail corridors
SSA Funding	Funded projects typically include but are not limited to: public way maintenance and beautification; district marketing and advertising; business retention/attraction, special events and promotional activities; auto and bike transit; security; façade improvements; and other commercial and economic development initiative
Other federal, state and/or local funding	Variable

Land Use Framework



*Floor Area Ratio (FAR): Density measurement of a building's floor area relative to the property's land area size

Note: Taverns, liquor stores, and some personal service salons require a special use for a B3 district or by-right in a C1 district

LAND USE + ECONOMIC DEVELOPMENT

Guide and facilitate all future corridor development

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
-----------------	---------------	------------------

Support existing businesses and organizations

- Understand the needs and goals of the existing businesses and organizations along the corridor
- Refine marketing to attract potential customers
- Provide guidance and inspiration to improve/activate space and storefronts
- Provide guidance if a business needs to relocate to a new space
- Help plan for the future and assist in navigating City processes
- Promote incentives and programs

Lead: Chambers of Commerce

Attract new businesses and organizations

- Publicize and promote the corridor vision
- Educate nearby brokers, land use attorneys, business owners, and developers about desired types of development and tenants
- Provide assistance navigating the process to relocate to the corridor
- Maintain and update inventory of properties

Lead: Chambers of Commerce

Increase predictability and consistency with project review and approvals process

- Streamline approvals process for projects that conform with the recommendations and guidelines of the study
- Publicize streamlined process and instructions
- Evaluate projects against standards and guidelines described in this study (see design guidelines section for more information)
- Provide clear expectations for community engagement, transparency, and decision making

Lead: Aldermen, Department of Planning and Development

Support: Chambers of Commerce

Improve policy and incentive structures to support overall vision

- Continue outreach to local property owners and business owners about SBIF and other incentive programs
- Support re-zoning according to study recommendations (see segment-specific development guidelines for more information)
- Support TIF extension to fund future projects along the corridor
- Prioritize corridor-wide public realm and mobility improvements for available TIF funding, followed by economic development and affordable housing
- Study and develop new and expanded incentive programs for economic development and affordable housing on the corridor
- Evaluate regulatory options, including Pedestrian Street standards, to better support strategic ground-floor residential uses along this predominantly commercial corridor while also prioritizing pedestrian-friendly design
- Encourage new construction projects to include outdoor space for residents such as porches, balconies, roof decks, and courtyards
- Encourage privately-owned public spaces such as plazas in larger developments

Lead: Aldermen, Department of Planning and Development

Support: Chambers of Commerce, Department of Housing

MULTI-MODAL MOBILITY

Strengthen Clark Street as a uniquely pedestrian-first corridor

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
-----------------	---------------	------------------

Assess and modify corridor mobility infrastructure in a comprehensive and cohesive manner

- Improve corridor equity and resiliency by prioritizing and enhancing pedestrian, transit, and bicycle infrastructure
- Assess safety and accessibility across modes to protect vulnerable road users and implement feasible improvements
- Evaluate the feasibility of widened sidewalks, curb extensions, intersection improvements, and mid-block crossings through technical analysis and stakeholder outreach and implement feasible improvements
- Evaluate the feasibility of protected bike lanes through technical analysis and stakeholder outreach and implement feasible improvements
- Evaluate the feasibility of improvements to bus service such as bus bulbs, transit signal priority, and bus stop enhancements/optimization and implement feasible improvements
- Assess and refine curbside uses like street parking and loading to better reflect operations and priorities
- Co-locate facilities for multiple travel modes to promote more accessible and convenient multi-modal transfers

Lead: Department of Transportation

Support: Aldermen, Chambers of Commerce, Chicago Transit Authority

Encourage developers and property owners to improve the pedestrian experience

- Require full or partial sidewalk setbacks (up to 5') for large developments along narrow sidewalks to create more space for pedestrians
- Require strict adherence to Pedestrian Street guidelines by prohibiting curb cuts, parking against the sidewalk, and other negative impacts to pedestrian space

Lead: Aldermen, Department of Planning and Development

PUBLIC REALM ACTIVATION

Enliven the public realm through community centered placemaking strategies

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
-----------------	---------------	------------------

Create new public spaces

- Establish flexible/shared streets on strategic side streets along the corridor
- Utilize and expand programs like Make Way for People, P.O.P., and Alfresco to begin activating new spaces

Lead: Department of Transportation, Chambers of Commerce

Enhance the streetscape landscape

- Install and maintain green infrastructure and enhanced landscapes for a more resilient and beautiful corridor experience
- Enhance the urban tree canopy by preserving existing healthy trees and planting new trees in conditions where they can thrive
- Install durable and inviting site furnishings and amenities in the public realm
- Integrate strategic creative lighting to improve safety, visibility, and visual interest
- Coordinate and direct public art programs to focus on activating strategic locations along the corridor
- Encourage local property owners and businesses to improve their building frontage and integrate planters

Support: Aldermen

Lead: Department of Transportation, Chambers of Commerce

Support: Aldermen

Promote a cohesive and active corridor experience

- Develop and deploy a unified corridor branding and graphic identity
- Coordinate events and programming along the corridor improve cohesion and promote collective goals
- Encourage indoor/outdoor events to make use of the public realm and increase visible activation of the corridor

Lead: Chambers of Commerce

Segment-Specific Implementation

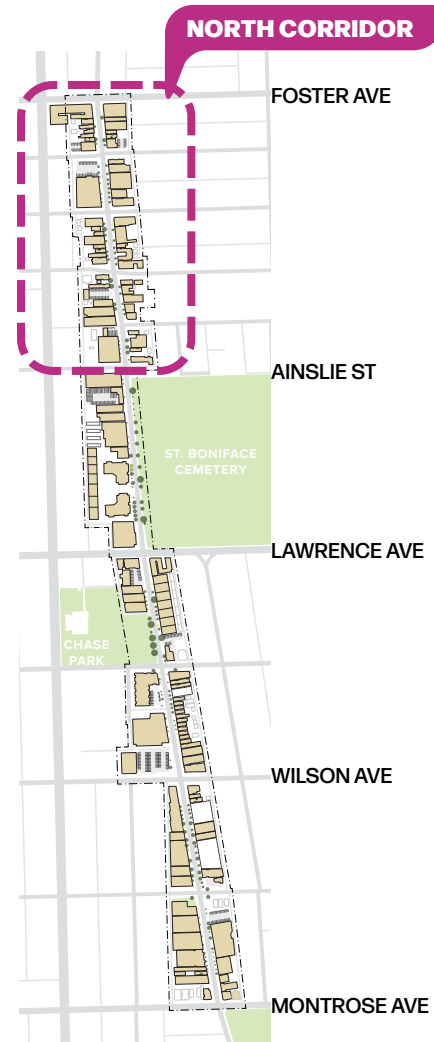
North Corridor: Foster to Ainslie

Enhance existing corridor assets in the north-corridor through preservation, adaptive reuse and small business support.

Segment Characteristics

- South Andersonville commercial district and historic district
- Short blocks
- Small local shops and services
- Walkable shopping and restaurant destinations

Keyplan:



Existing Character



North Corridor Guide to Development

Use	Density	Height	Zoning	Considerations
Active, pedestrian-oriented ground floor commercial	Floor Area Ratio: 2 - 4	4 - 6 stories	<u>Primary:</u> B3-3, B3-2	Abundance of existing historically significant façades and neighborhood character Significant potential for renovations and adaptive re-use projects
Residential and/or office above the ground floor			<u>Secondary:</u> B2-2, B2-3	
Community service uses on ground floor or above				
Ground floor live-work space with active storefront display				

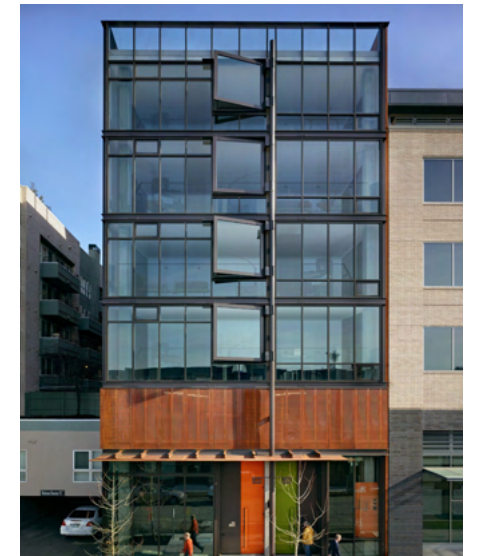
Development Examples



Source: Wonder Bread Factory, Washington, DC (Douglas Development + R2L Architects)



Source: Lobo, Philadelphia, PA (ISA)



Source: Art Stable, Seattle, WA (Olson Kundig)



Source: Tied House, Schubas, Chicago, IL (Gensler)



Source: Nightingale 1, Brunswick, VIC (Breathe Architecture)

Segment-Specific Implementation

North Corridor: Foster to Ainslie

Enhance existing corridor assets in the north-corridor through preservation, adaptive reuse and small business support.

NORTH CORRIDOR

NORTH CORRIDOR LAND USE + ECONOMIC DEVELOPMENT IMPLEMENTATION TASKS

Discourage the demolition of existing structures that adhere to design guidelines standards regarding corridor character integrity

Promote façade renovation and beautification of buildings of historic importance, architectural interest and character

Promote renovations, additions or new construction on vacant or underutilized lots that support vibrant retail and dining from Ainslie to Foster

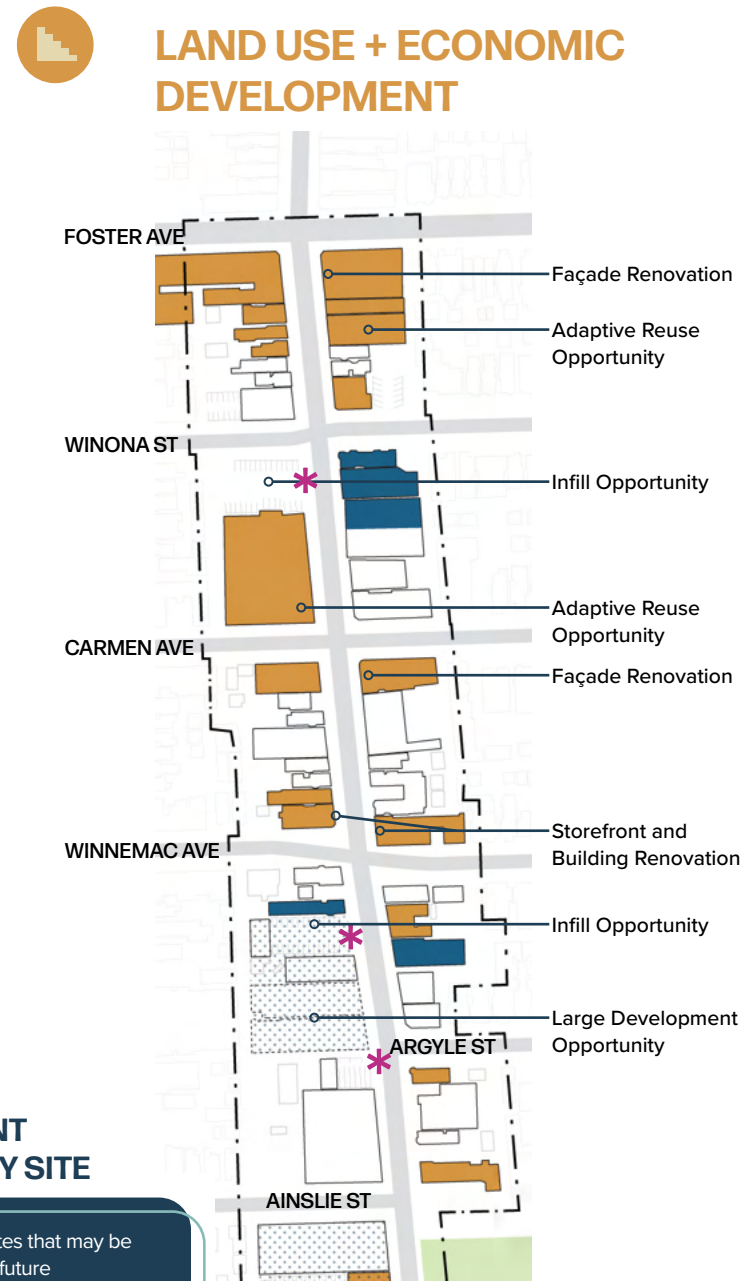
**Refer to Corridor Wide Implementation for Multi-Modal Mobility and Public Space Activation Strategies, pages 36-39.*

DEVELOPMENT OPPORTUNITY SITE

Intent: Identifying sites that may be redeveloped in the future

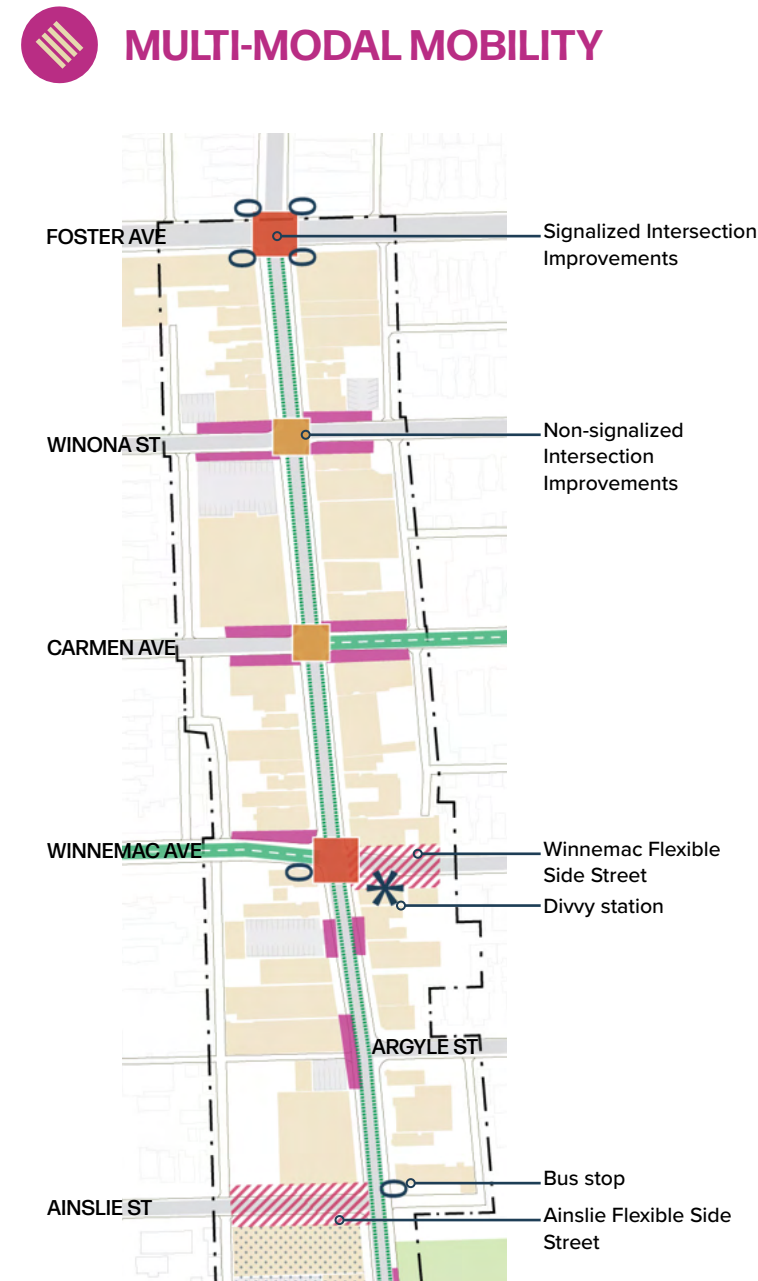
Criteria:

1. Current use is incompatible with the long-term vision for this area
2. Current development is incompatible with the long-term vision for this area
3. Site is underutilized (vacant, square footage is significantly less than allowed by zoning, etc.)



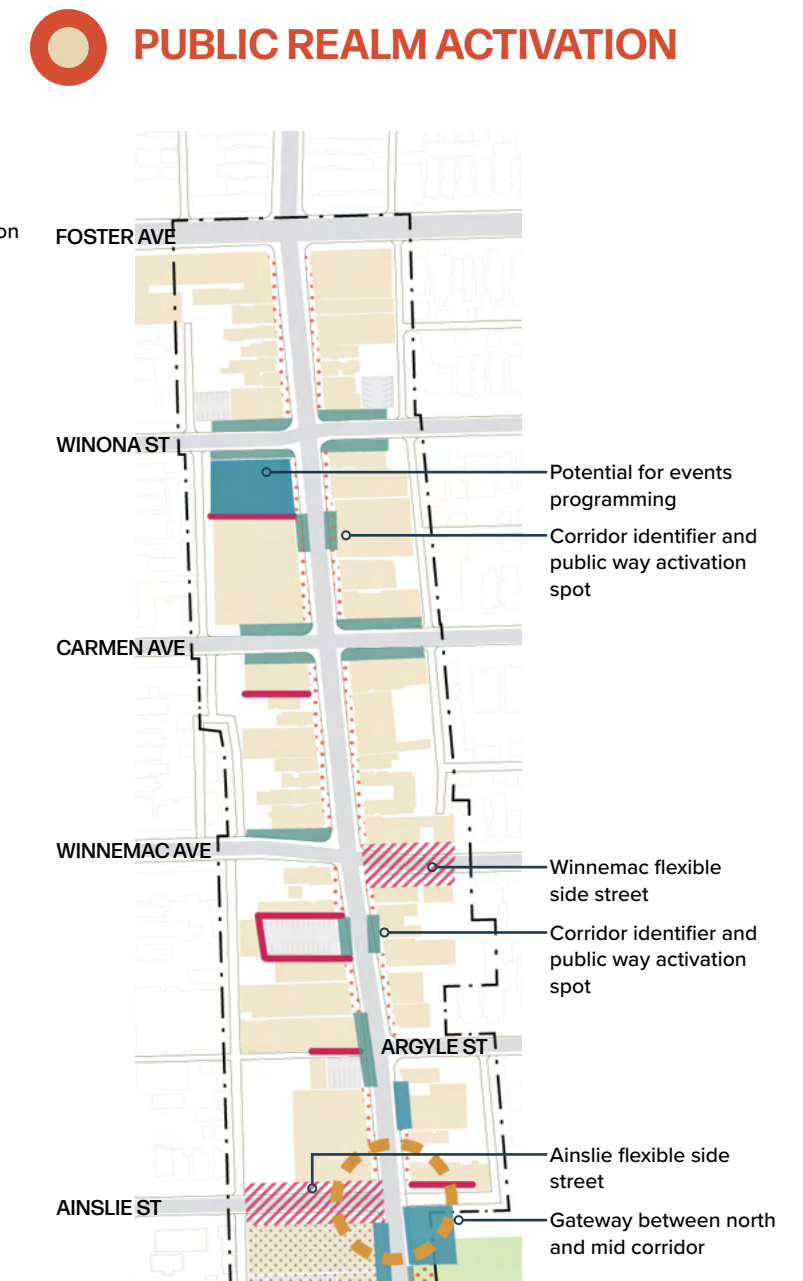
LEGEND

- Activate Vacant Storefronts
- Preserve Historically Significant Façades
- Adaptive Reuse Opportunity
- Development Opportunity Site
- P-Street Non-Conforming Uses



LEGEND

- Signalized Intersection Improvements
- Non-Signalized Intersection Improvements
- Curb Extensions
- Flexible Side Street
- Land Development Opportunity Site
- Protected Bike Lanes
- DIVVY Station Improvements
- CTA Bus Stop Improvements



LEGEND

- Private Public Space Opportunity
- Right-of-Way Public Space Opportunity
- Flexible Side Street Activation
- Sidewalk Activation
- Gateway Opportunity
- Mural Location
- Corridor Identifier Location
- Land Development Opportunity Site

Segment-Specific Implementation

MID CORRIDOR

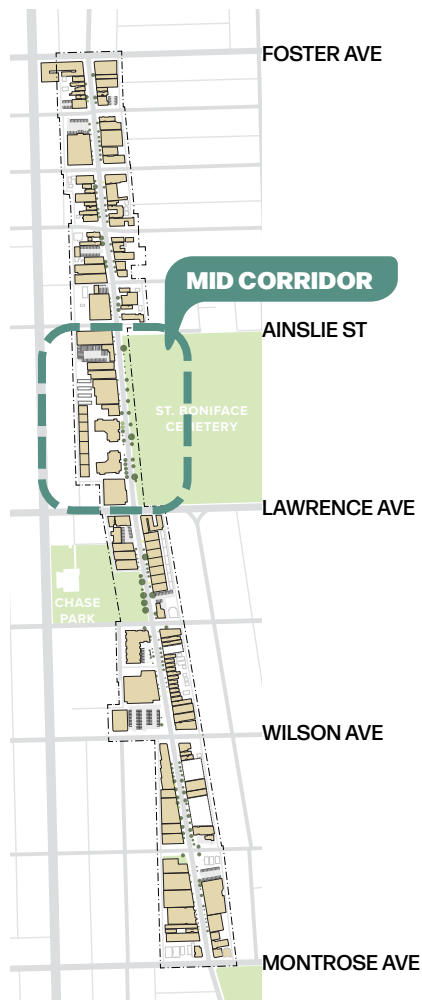
Mid Corridor: Ainslie to Lawrence

Catalyze growth in the mid-corridor through taller, dense development with uses that promote an active street life

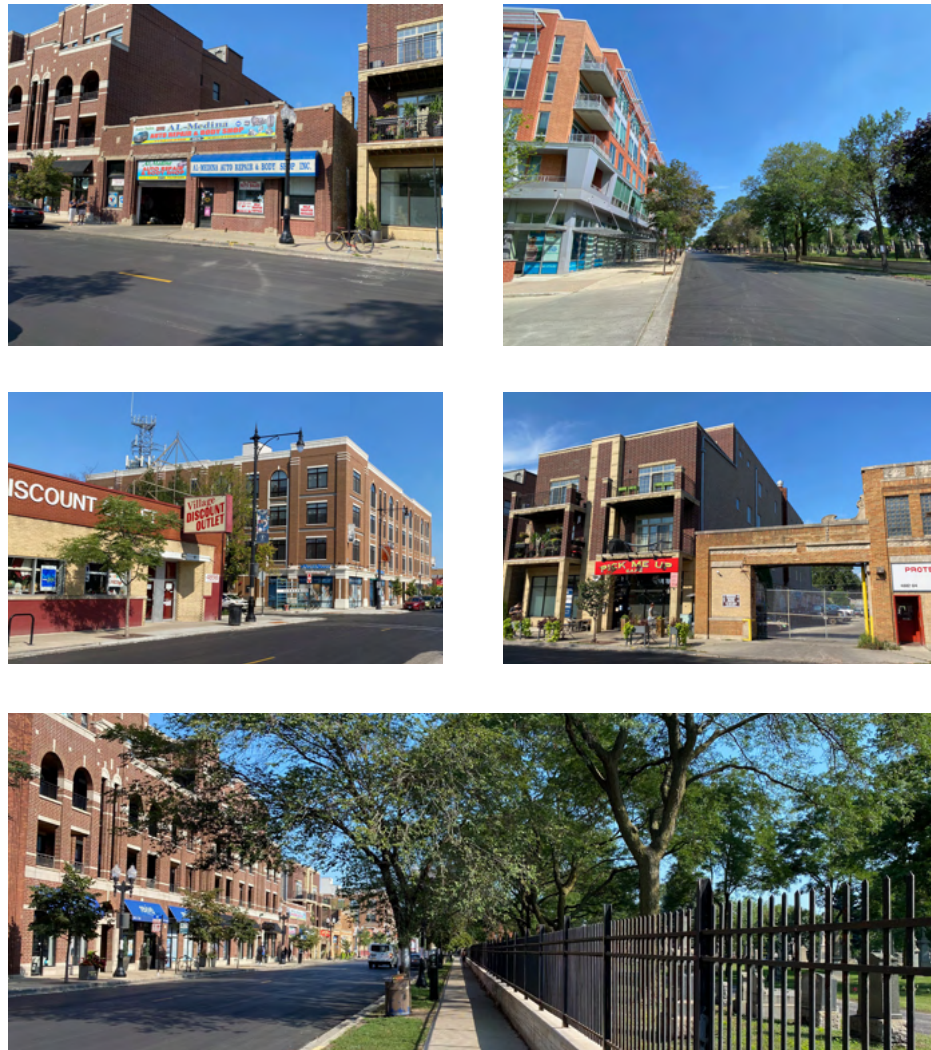
Segment Characteristics

- St. Boniface Cemetery open space
- Larger developments
- Lower levels of activation
- Fewer destination points
- Interruption in corridor cohesion

Keyplan:



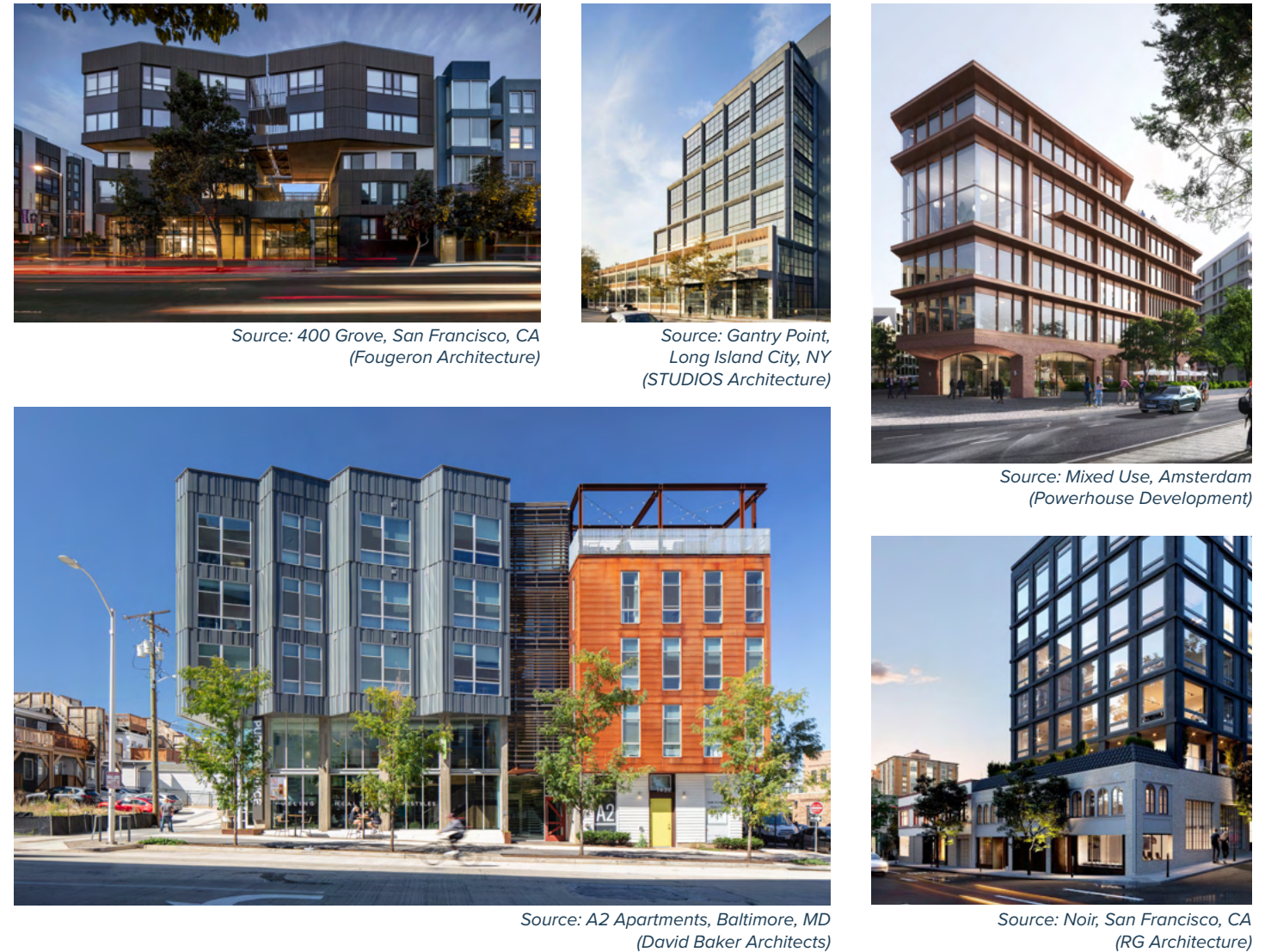
Existing Character



Mid Corridor Guide to Development

Use	Density	Height	Zoning	Considerations
Active, pedestrian-oriented ground floor commercial, cultural destinations and community services	Floor Area Ratio: 3 - 5	4 - 10 stories	<u>Primary:</u> B2-3, B3-3 <u>Secondary:</u> B2-5, B3-5	St Boniface Cemetery open space results in weighted activity towards west Clark Street Consider counterbalancing with sizable development
Housing with a range of affordability levels and unit sizes above ground floor				
Ground floor housing, including live-work space				

Development Examples



Segment-Specific Implementation

MID CORRIDOR

Mid Corridor: Ainslie to Lawrence

Catalyze growth in the mid-corridor through taller, dense development with uses that promote an active street life

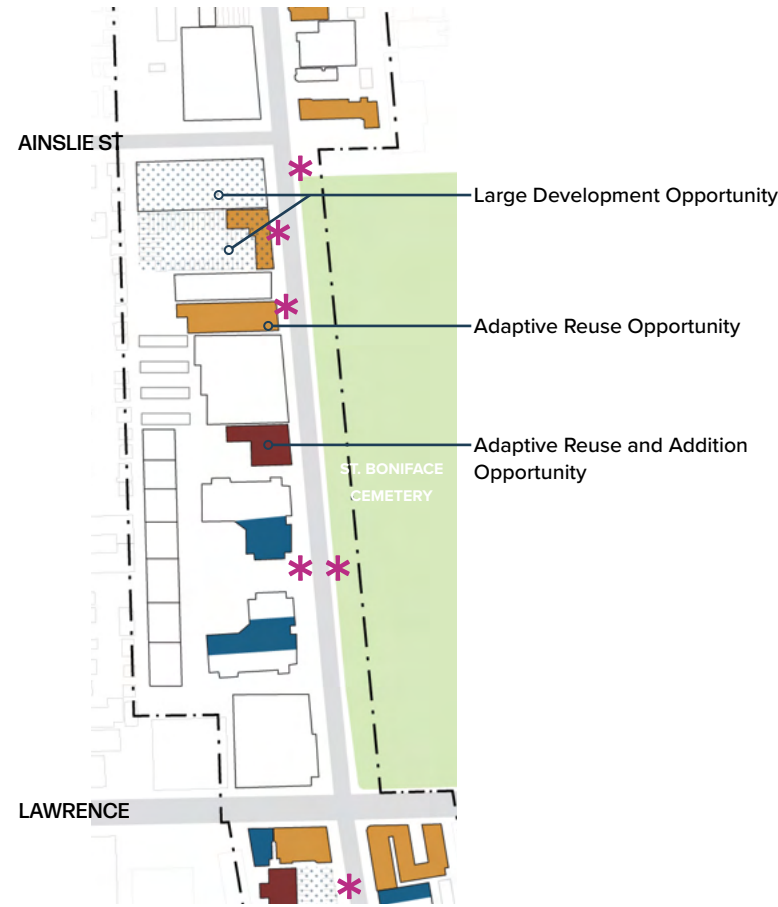
MID CORRIDOR LAND USE + ECONOMIC DEVELOPMENT IMPLEMENTATION TASKS

Encourage new development at opportunity sites that maximize density and support diverse housing options (i.e., live/work spaces, income-restricted housing) around the corridor's entertainment and outdoor open space zones

Attract unique active uses such as entertainment and destination uses (breweries, theaters, bowling, etc.) that will draw people to and through the corridor and strengthen cohesion between the north and south segments of the corridor

**Refer to Corridor Wide Implementation for Multi-Modal Mobility and Public Space Activation Strategies, pages 36-39.*

LAND USE + ECONOMIC DEVELOPMENT



DEVELOPMENT OPPORTUNITY SITE

Intent: Identifying sites that may be redeveloped in the future

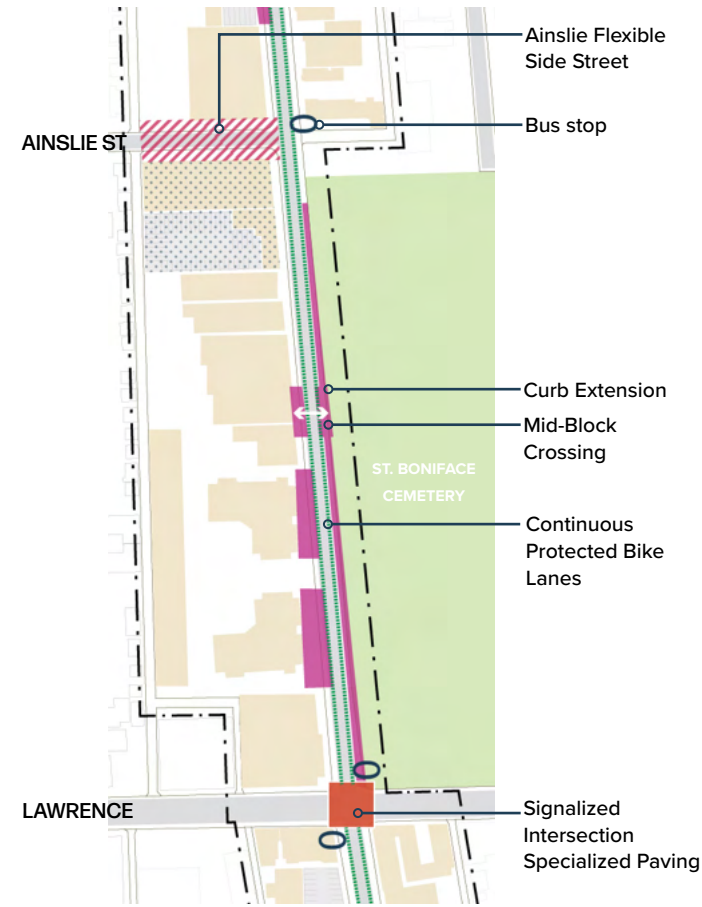
Criteria:

1. Current use is incompatible with the long-term vision for this area
2. Current development is incompatible with the long-term vision for this area
3. Site is underutilized (vacant, square footage is significantly less than allowed by zoning, etc.)

LEGEND

- Activate Vacant Storefronts
- Preserve Historically Significant Façades
- Adaptive Reuse Opportunity
- Development Opportunity Site
- * P-Street Non-Conforming Uses

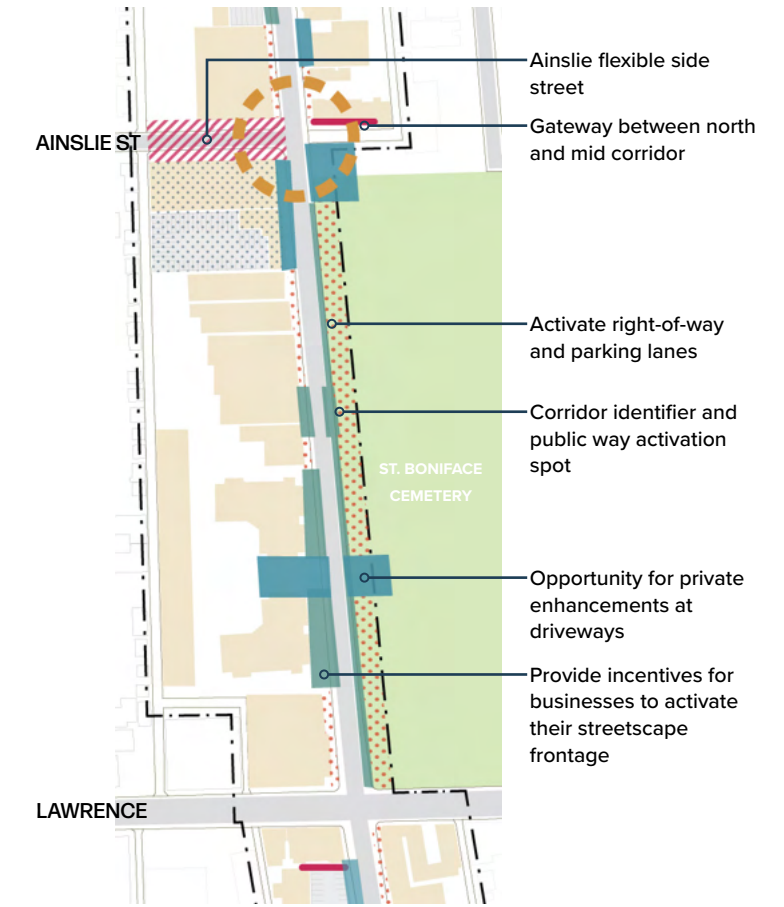
MULTI-MODAL MOBILITY



LEGEND

- Signalized Intersection Improvements
- Non-Signalized Intersection Improvements
- Curb Extensions
- ▨ Flexible Side Street
- Land Development Opportunity Site
- || Protected Bike Lanes
- * DIVVY Station
- CTA Bus Stop

PUBLIC REALM ACTIVATION



LEGEND

- Private Public Space Opportunity
- Right-of-Way Public Space Opportunity
- ▨ Flexible Side Street Activation
- ▨ Sidewalk Activation
- Gateway Opportunity
- Mural Location
- Corridor Identifier Location
- Land Development Opportunity Site

Segment-Specific Implementation

SOUTH CORRIDOR

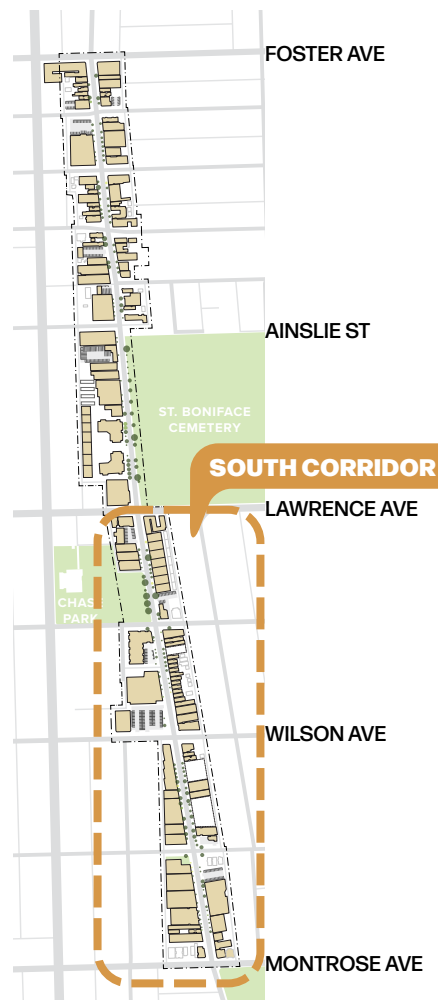
South Corridor: Lawrence to Montrose

Strengthen development of a cultural district in the south-corridor through infill, preservation, activation and development of cultural resources and support

Segment Characteristics

- Longer city blocks
- Varied land uses
- Less walkable
- Community services and cultural resources

Keyplan:



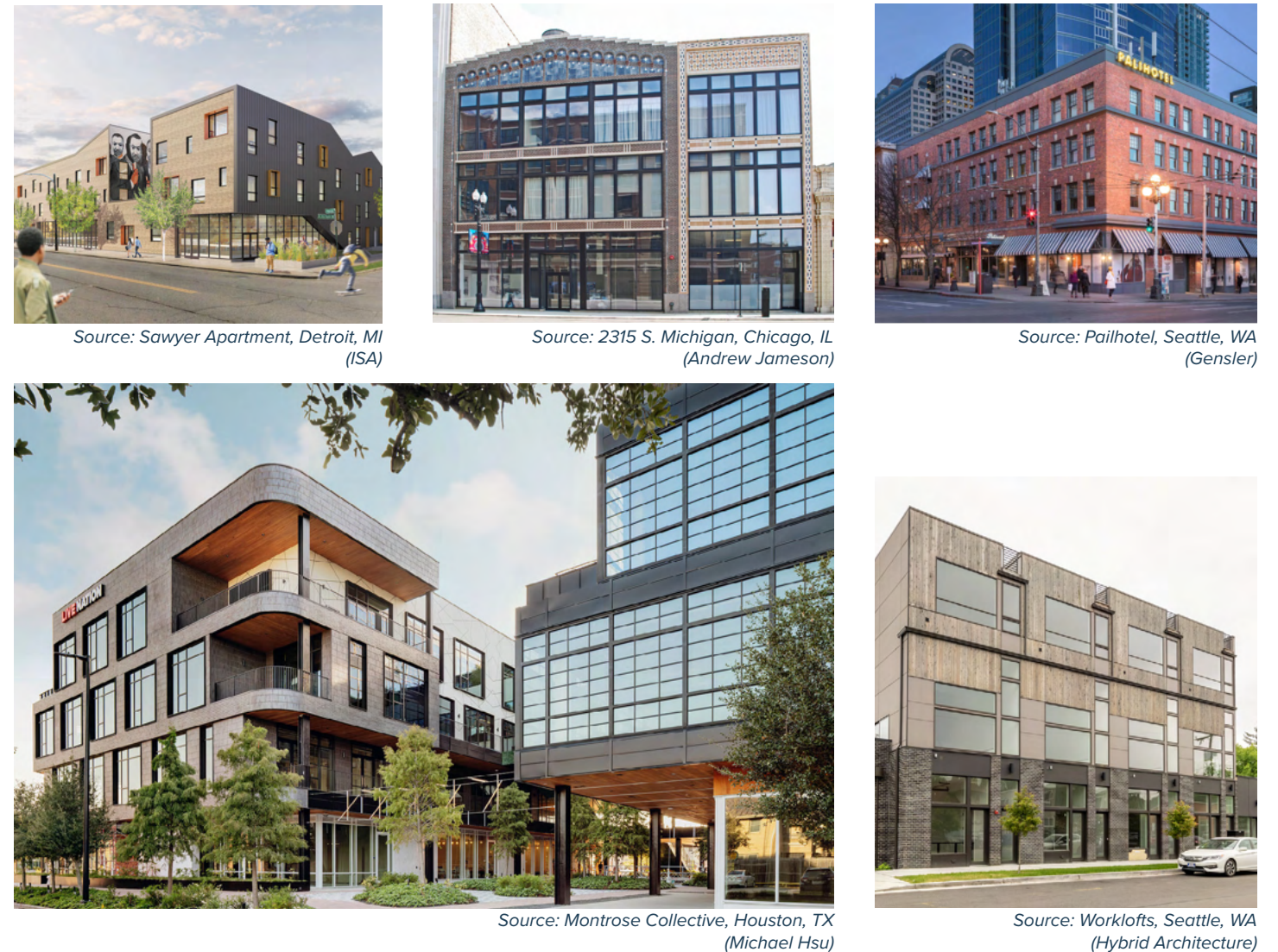
Existing Character



South Corridor Guide to Development

Use	Density	Height	Zoning	Considerations
Active, pedestrian-oriented ground floor commercial, cultural destinations and community services	Floor Area Ratio: 3 - 4	3 - 5 stories	<u>Primary:</u> B3-3, B3-2 <u>Secondary:</u> B2-2, B2-3	Develop a cultural hub Consider existing businesses and organizations Activate vacant or inactive storefronts
Housing with a range of affordability levels and unit sizes above ground floor				
Ground floor housing, including live-work space				

Development Examples



Segment-Specific Implementation

SOUTH CORRIDOR

South Corridor: Lawrence to Montrose

Strengthen development of a cultural district in the south-corridor through infill, preservation, activation and development of cultural resources and support

SOUTH CORRIDOR LAND USE + ECONOMIC DEVELOPMENT IMPLEMENTATION TASKS

Promote new developments, renovations or additions that support cultural and community uses, activities, and/or tenants

Encourage short-term or temporary site activation within vacant lots, public/private spaces, vacant storefronts and parking lots adjacent to the corridor

Support the rehabilitation of existing mixed-use buildings for ground floor retail space with residential above

Assist building owners to anticipate potential real estate sales

DEVELOPMENT OPPORTUNITY SITE

Intent: Identifying sites that may be redeveloped in the future

Criteria:

1. Current use is incompatible with the long-term vision for this area
2. Current development is incompatible with the long-term vision for this area
3. Site is underutilized (vacant, square footage is significantly less than allowed by zoning, etc.)

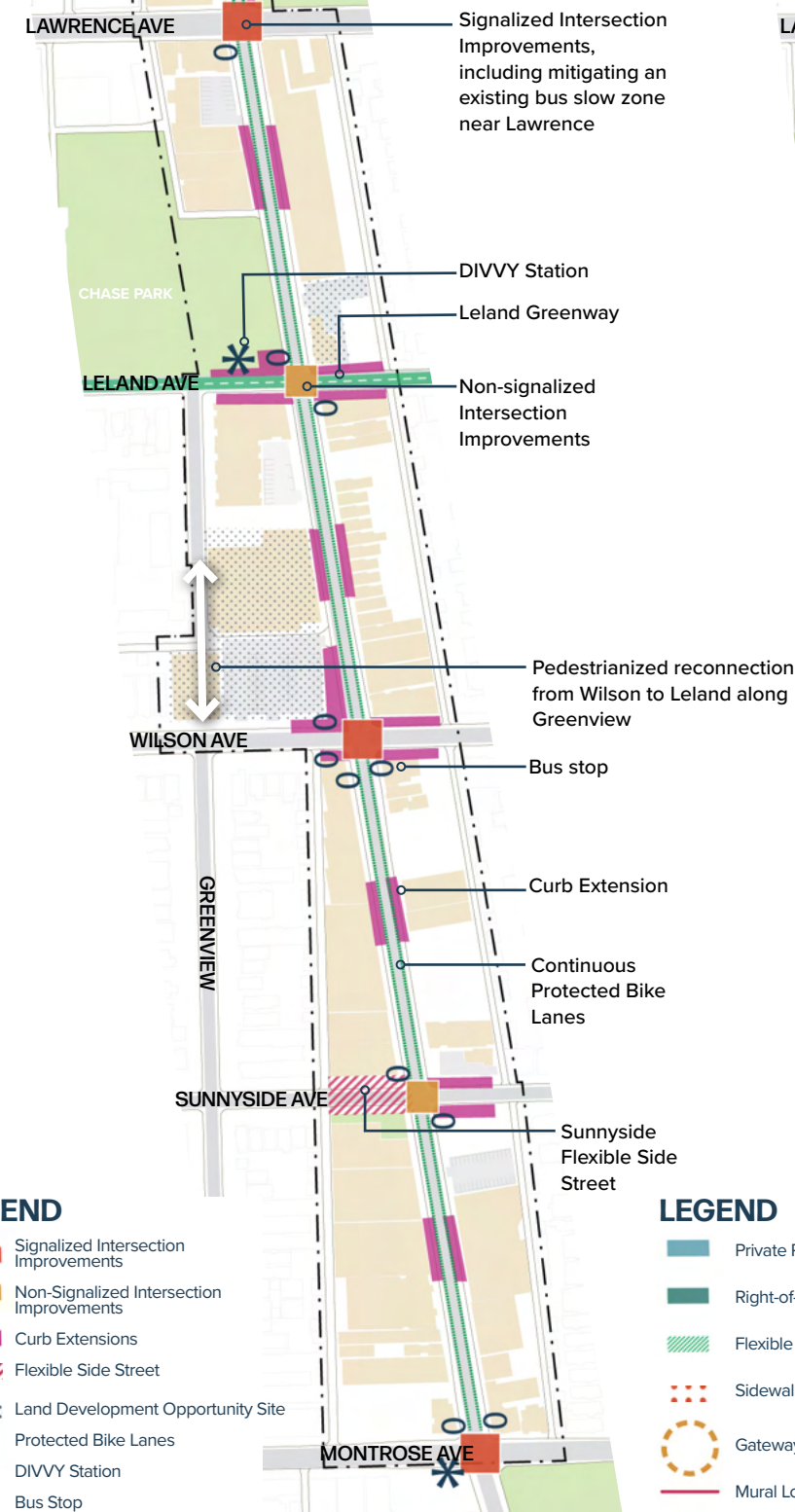
LEGEND

- Activate Vacant Storefronts
- Preserve Historically Significant Façades
- Adaptive Reuse Opportunity
- Development Opportunity Site
- P-Street Non-Conforming Uses

LAND USE + ECONOMIC DEVELOPMENT



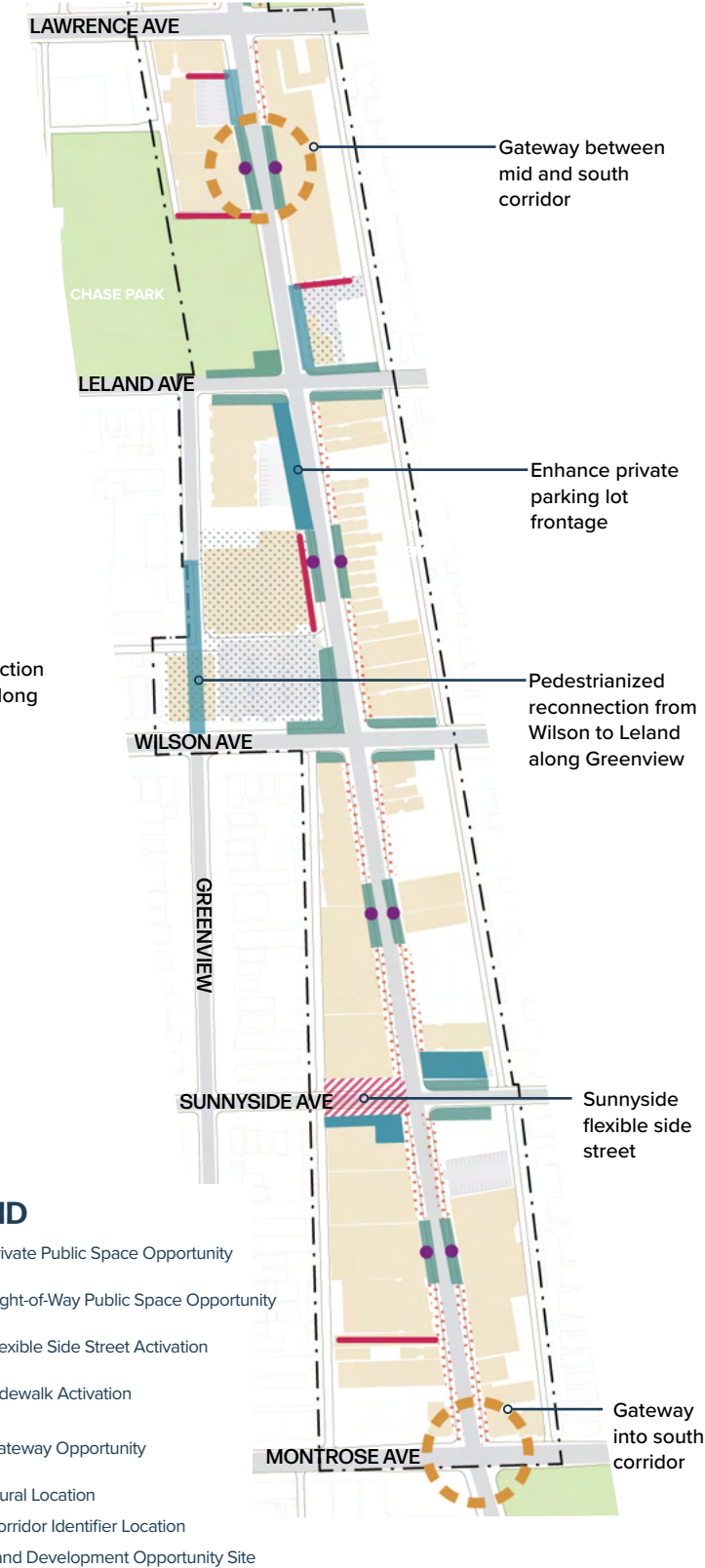
MULTI-MODAL MOBILITY



LEGEND

- Signalized Intersection Improvements
- Non-Signalized Intersection Improvements
- Curb Extensions
- Flexible Side Street
- Land Development Opportunity Site
- Protected Bike Lanes
- DIVVY Station
- Bus Stop

PUBLIC REALM ACTIVATION



LEGEND

- Private Public Space Opportunity
- Right-of-Way Public Space Opportunity
- Flexible Side Street Activation
- Sidewalk Activation
- Gateway Opportunity
- Mural Location
- Corridor Identifier Location
- Land Development Opportunity Site

**Refer to Corridor-Wide Implementation for Multi-Modal Mobility and Public Space Activation Strategies, pages 36-39.*

DESIGN GUIDELINES

The Clark Street Crossroads Design Guidelines provide recommendations to direct contextually appropriate development, adaptive reuse, multi-modal projects and public realm activation along the corridor. These guidelines are intended to be used in addition to other applicable City of Chicago guidelines and ordinances.

When beginning a new project:

1. Reference the Segment-Specific Implementation section on pages 40-51 to identify applicable primary uses, densities, and zoning districts for the site location
2. Reference the [Chicago Zoning Ordinance](#) including the Pedestrian Streets section 17-4-0500 and the [Chicago Neighborhood Design Guidelines](#)
3. Refer to the applicable guidelines in this chapter

Overview

The design guidelines for the Clark Street corridor are a set of recommendations meant to guide the future vision and development of the corridor, focusing on the design of buildings, streets and open spaces. These guidelines complement existing ordinances and guidelines to promote equitable and sustainable development.

The guidelines include the following categories:

- Adaptive Reuse, Additions and Renovations
- New Construction and Public / Private Spaces
- Multi-Modal Mobility
- Public Realm Activation

Pedestrian Streets Regulations

The Pedestrian Street designation was given to this section of Clark Street in March 2020 and is intended as a means to preserve and enhance the character of Clark Street and the intersections widely recognized as Chicago's best examples of pedestrian-oriented shopping districts.

Example Pedestrian Street Standards:

- A minimum of 60% of the street-facing building façade must be transparent
- Curb cuts and vehicular access points are prohibited
- Prohibited uses include drive-thrus, gas stations, vehicle sales shops, storage warehouses, strip centers

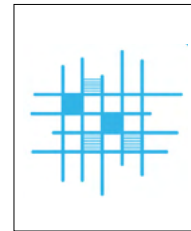
Neighborhood Design Guidelines

The Neighborhood Design Guidelines provide specific recommendations to enhance the planning, review and impact of development along the city's commercial corridors.

Guidelines Categories:

- Sustainability
- Program
- Site Design
- Public Realm
- Massing
- Façade

Reference Toolkit



See City of Chicago **Zoning Ordinance** including the *Pedestrian Streets* section 17-4-0500



See City of Chicago **Design Excellence Principles**



See City of Chicago **Neighborhood Design Guidelines**



See City of Chicago **Affordable Requirements Ordinance (ARO)**



See City of Chicago **Connected Communities Ordinance**



See City of Chicago **Sustainable Development Policy**

DEVELOPMENT SITE SELECTION:

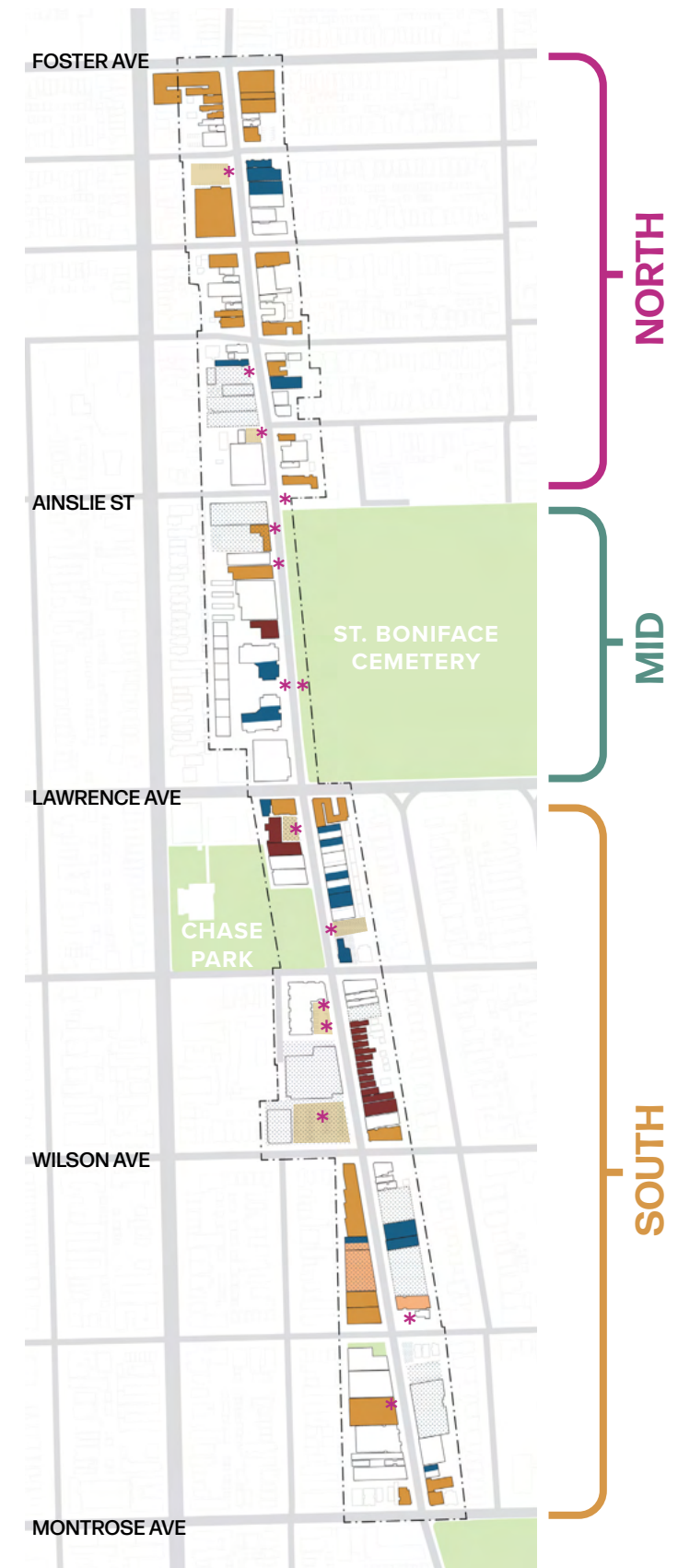
Prioritize redevelopment of vacant or underutilized sites that do not conform to Pedestrian Street design standards.

Development Opportunity Site Criteria:

1. Current use is incompatible with the long-term vision for this area
2. Current development is incompatible with the long-term vision for this area
3. Site is underutilized (vacant, square footage is significantly less than allowed by zoning, etc.)

LEGEND

- Activate Vacant Storefront
- Preserve Historically Significant Façade
- Adaptive Reuse Opportunity
- Surface Parking Lot
- Existing Wholesale Business
- Development Opportunity Site
- * P-Street Non-Conforming Use



Adaptive Reuse Guidelines

Utilize Existing Buildings and Elements with Historical Significance

Preserve and amplify frontage that is already successful, which often includes historically significant buildings with eye-catching façade details. Take note of character defining features such as patterns of windows, openings and entrances, vertical piers and columns, roof lines and offsets in wall locations.

Refer to the Segment-Specific Implementation maps on pages 40-51 of this report to identify if a property is considered to have a historically significant façade.

Renovations:

- Maintain distinct architectural features such as cornices, pilasters, brick details and moldings.
- Respect original window and door opening sizes and articulation. Avoid infilling with opaque materials or walls.
- Illuminate exterior façade to highlight historic features.



Mixed-Use Apartment Buildings (2 Story)
4758 N Clark Street - Ground floor café and apartments above



Mixed-Use Apartment Buildings (3-4 Story)
5101 N Clark Street - Ground floor restaurant and apartments above



Industrial / Manufacturing Buildings
4613 N Clark St - Vacant Property



Façade Renovation + Lot Infill
Folsom + Dore Affordable Housing - San Francisco, CA
Source: David Baker + Partners



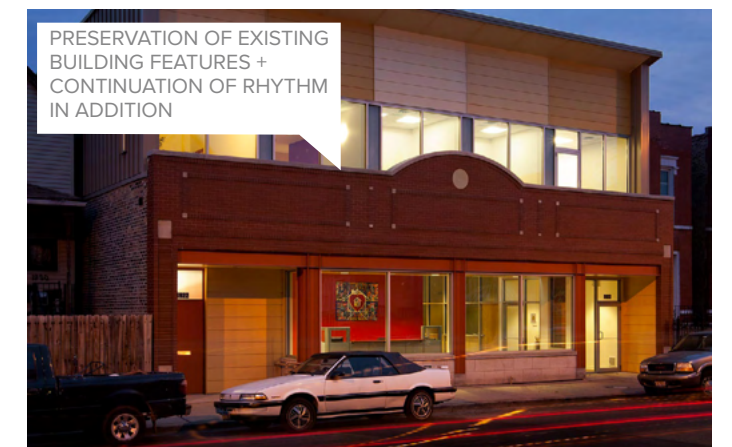
Adaptive Reuse + Vertical Addition
Gantry Point Office Mid-Rise - Queens, NY
Source: STUDIOS Architecture



Façade Renovation + Lot Infill
Wonder Bread Factory Commercial / Office Building - Washington, DC
Source: Dewberry + Douglas Development

Additions:

- Design additions so that they do not detract from the original character-defining features.
- When adding upper stories, step back the addition to distinguish between the original structure and the new one.
- Maintain the existing façade's rhythm created by bay spacing, size of openings, and floor-to-floor heights.
- Vary the materials to distinguish between the original structure and the addition.



Adaptive Reuse - Addition to Single Story Building
Spanish Coalition for Housing Offices
Source: LBBA

New Construction Guidelines

When identifying a site for a new construction development, start by reviewing the opportunity sites identified on the Implementation Plan diagrams on pages 40-51.

Corner Lots

New development located on corner lots facing Clark Street should have primary façades facing both Clark Street as well as the cross street. Corner buildings must exemplify Chicago's Neighborhood Design Guidelines and thoughtfully shape the urban experience to and through the corridor.

There are two types of corner development sites along the corridor:

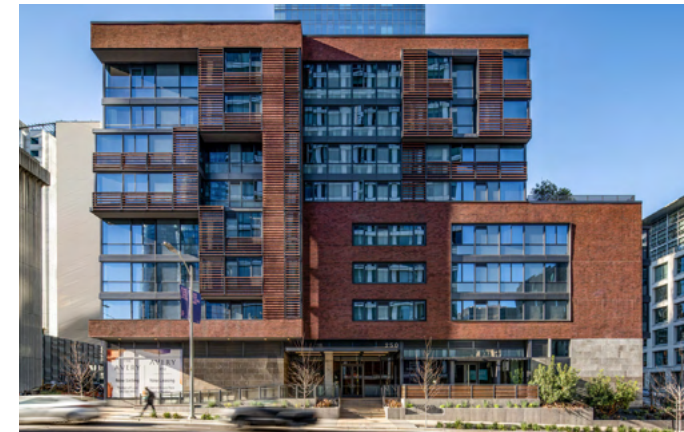
1. Gateway corner developments are located where Clark Street crosses another major street (see dashed circles on adjacent map).
2. Transitional corner developments are located where Clark Street crosses a smaller-scale residential street.

Guidelines:

- Focus higher density development at gateway corners.
- Focus mid-scale development at transitional corner sites.
- Design buildings to hold the Clark Street frontage. As these developments turn the corner to face side streets, step down height and massing to transition to the residential neighborhood scale.



Clark Street Crossroads | Corridor Study | Montrose - Foster



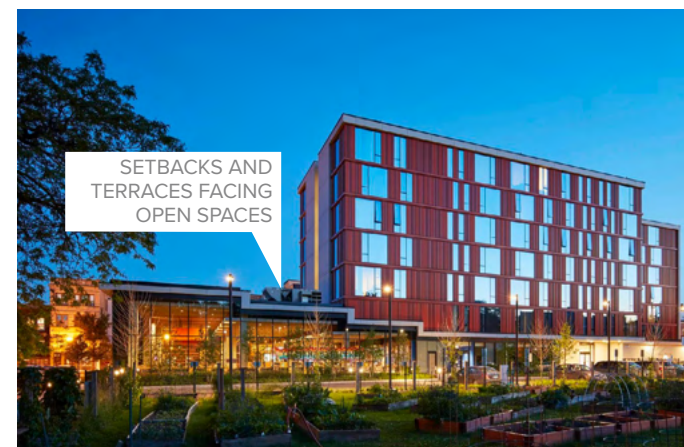
High Density Gateway Corner Development

The Avery Mixed Use Building - San Francisco, CA
Source: OMA + Fougerson Architecture



Diversity in Scale and Massing

Common Cassell Apartments - Washington, DC
Source: Square 134 Architects



Apartment Building / Library

Taylor Street Apartments and Public Library - Chicago, IL
Source: SOM

Clark Street Crossroads | Corridor Study | Montrose - Foster

New Development on Long Blocks

Long block developments (spanning more than one-third of the block) should present active façades and include dynamic changes in building massing to avoid monotonous continuity.

- Design for variety in scale and moments of relief at longer blocks located towards the southern section of the corridor.
- Incorporate public-private spaces and/or amenities to the middle stretches of long blocks to enhance the pedestrian experience of the corridor's rhythm.

New Development Facing St. Boniface Cemetery and Chase Park

Sites located across from open spaces, notably the St. Boniface Catholic Cemetery and Chase Park, should have dynamic façades and be some of the highest density developments along the corridor.

- Encourage strategic ground floor setbacks to create a more comfortable and dynamic pedestrian experience with opportunities for small publicly accessible seating areas and plazas.
- Include shade trees, furnishings, and landscape features within setbacks.

New Residential + Mixed-Use Development

Residential and mixed-use projects bring more activity to the corridor and provide better integration with the surrounding neighborhoods.

- Provide diverse housing types and affordability levels to mitigate challenges with housing affordability
- Provide outdoor space for upper-story residents (balconies, patios, courtyards)
- Minimize parking on this highly transit- and pedestrian-oriented corridor. Any parking should be invisible to pedestrians on Clark Street with vehicular access from alleys or side streets only

New Active Ground Floor Spaces

New construction should include active and vibrant ground floor uses, including storefronts and live-work spaces that promote artists, small business owners, and local shops. (Reference the [Chicago Zoning Ordinance](#) to determine zoning requirements for ground-floor residential, including live-work space.)

- Design ground floor spaces with flexibility in mind to allow for uses to adapt over time
- Match ground floor height to typical retail space heights found along the corridor
- Exceed required Pedestrian Street transparency where possible
- Incorporate site furniture and landscape improvements that adhere with the Privately Owned/Managed Public Space design guidelines



Mid-Scale Mixed-Use with Ground Floor Restaurant

The Klotski Building - Seattle, WA
Source: Graham Baba Architects



Mid-Scale Mixed-Use with Active Ground Floor

Uptown - Seattle, WA
Source: Hybrid Architecture



Mixed-Use Affordable Housing

121 E Catherine St - Ann Arbor, MI
Source: LBBA

Storefront Design Guidelines



Storefront Remodel

Dollop Coffee on Montrose - Chicago, IL
Source: Moss Architecture



Storefront Activation

BienMeSabe Restaurant, Montrose and Paulina - Chicago, IL
Source: BienMeSabe



Ground Floor Activation

The Klotski Building - Seattle, WA
Source: Kevin Scott, ArchDaily

When investing in storefront improvements, use signage, illumination, landscape features and hardscape materials to call attention to building entries and provide a welcoming interface with the public realm.

Signage

- Use durable, high quality materials that relate to the character of the building and be placed at expected locations on the building façade, such as above entrances or along a traditional signage band.
- Avoid temporary signage and product advertisements in windows. Paper signage is discouraged. Painted signage or window vinyl signage may be acceptable but should maintain transparency guidelines and be harmonious with other graphic and design treatments.

Lighting

- Illuminate building entries and use accent lighting to bring attention to key features of the building.
- Create consistent sidewalk illumination along the corridor to enhance the sense of safety and after dark atmosphere.
- Choose lighting fixtures and locations to minimize light pollution.

Ground Floor Residential Design Guidelines

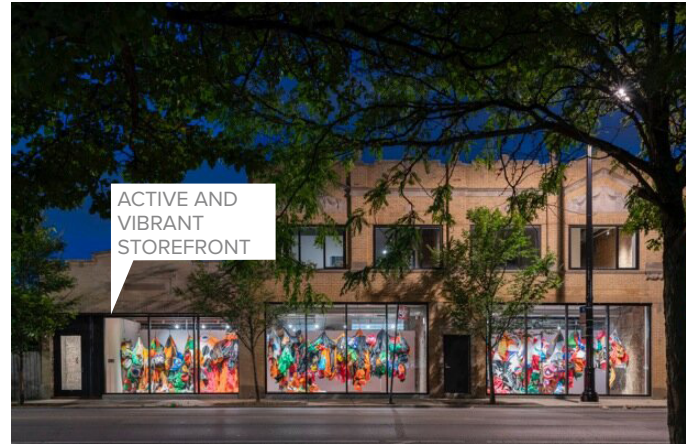
Specific types of ground-floor residential uses may be appropriate in a limited way. While Clark Street is an active commercial and cultural corridor, the real estate market assessment found that there is likely not enough demand for commercial space to fill every ground floor along the corridor. Instead, there is ample demand for housing in this area. This dynamic has been demonstrated with a recent increase in proposals for ground-floor residential uses as an alternative to vacant ground floor commercial spaces.

Limited and well-designed ground-floor residential uses should prioritize sites located:

1. In the Mid and South Corridor segments and
2. Away from busy intersections (mid-block) with comparatively lower pedestrian activity

Live-Work Ground Floor Spaces

- Live-work spaces should generally follow design guidelines for commercial storefronts with the work space (e.g., art studio, maker space, etc.) functioning as an active use visible from the sidewalk and contributing to a vibrant public realm.
- As with other storefronts, include transparent, unobstructed storefront windows. If any window space must be obstructed, include display space for art, plants, and/or other visually appealing objects between a privacy screen and the transparent window. Blank walls or opaque/obstructed window views must be avoided.
- Living spaces should typically be tucked behind work spaces to promote residential privacy and prioritize active work uses visible from the sidewalk.



Live-Work Artist Studio
3616 N Milwaukee Ave - Artist Studio w/ Apartments Above
Source: Nick Cave / DSI Group



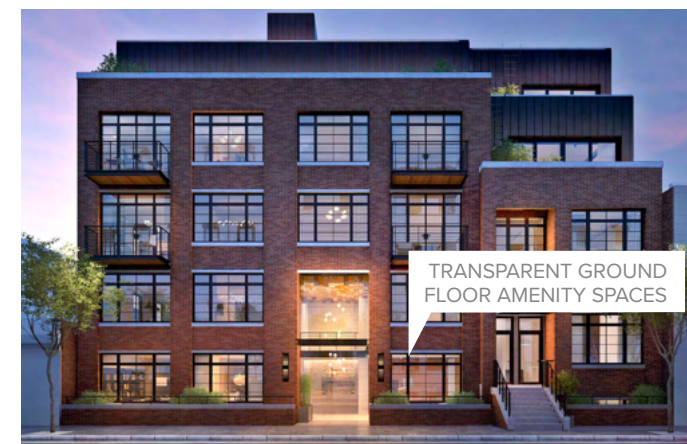
Live-Work Lofts
Converted warehouse building into lofts



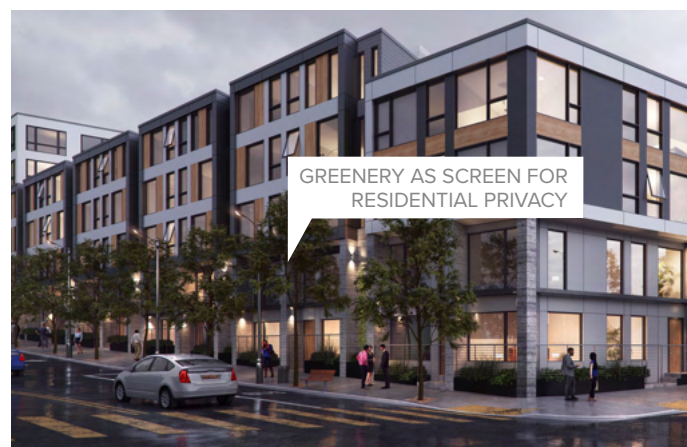
Artist Spaces
Meatyard Ybor Artist Lofts
Source: Tampa Bay Times



Live-Work Lofts
Live-Work Lofts - Seattle, WA
Source: Hybrid Architecture



Ground Floor Residential
537-539 Lorimer Street - New York, NY
Source: RG Architecture



Ground Floor Residential
Ventana Residences - San Francisco, CA
Source: RG Architecture

Other Residential Ground Floor Spaces

- Façade design for ground-floor resident spaces should generally follow the design guidelines for commercial storefronts with active uses visible from the sidewalk and contributing to a vibrant public realm.
- Locate resident amenity spaces to be visible from the sidewalk along the ground floor, including community rooms, lounges, fitness spaces, and other active uses.
- When converting an existing storefront for a residential use, maintain or restore high-transparency storefront window patterns. When screening is needed for resident privacy, utilize planters, art, and display/gallery space along the sidewalk to support a visually interesting public realm. Blank walls or opaque/obstructed windows must be avoided.
- Main residential entrances should face the street and include unique design elements such as lighting, planters, and awnings to emphasize entries.
- Break down the scale of new residential building façades by integrating recesses, offsets, step backs, materials, and colors to promote a visually interesting façade that complements the existing corridor context.
- Identify strategic opportunities for outdoor space for residents (e.g., inset balconies, courtyards, etc.) as well as along the public realm (e.g., small setbacks to widen the sidewalk or provide a publicly accessible plaza).

Privately-Owned/Managed Public Space Guidelines

New developments and property owners should create additional or improved public space for pedestrians through strategic setbacks, landscape design, and activation. Developers and property owners should design, develop and maintain such spaces for the betterment of the public realm.

- Welcome public access
- Include landscape improvements, recreation opportunities and/or walkways that provide active and usable open space
- Design for moments of rest and enjoyment, including site furniture such as benches, usable eating surfaces and trash / recycling bins
- Include lighting that is cohesive with the public lighting strategy
- Invest in caring for outdoor spaces to maintain beauty, function, and safety year-round



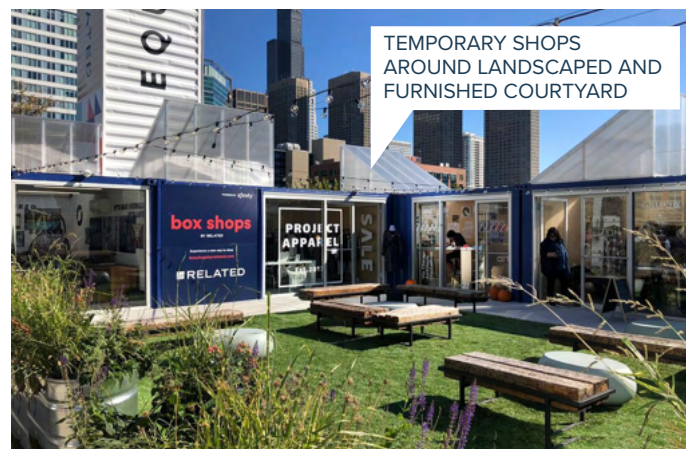
Privately-Owned Public Courtyards

Mason on Mariposa Apartments - San Francisco, CA
Source: David Baker Architects



Landscaped Walkway in Property Setback

YMCA National Capital Building - Washington, DC
Source: Gustafson Porter + Bowman



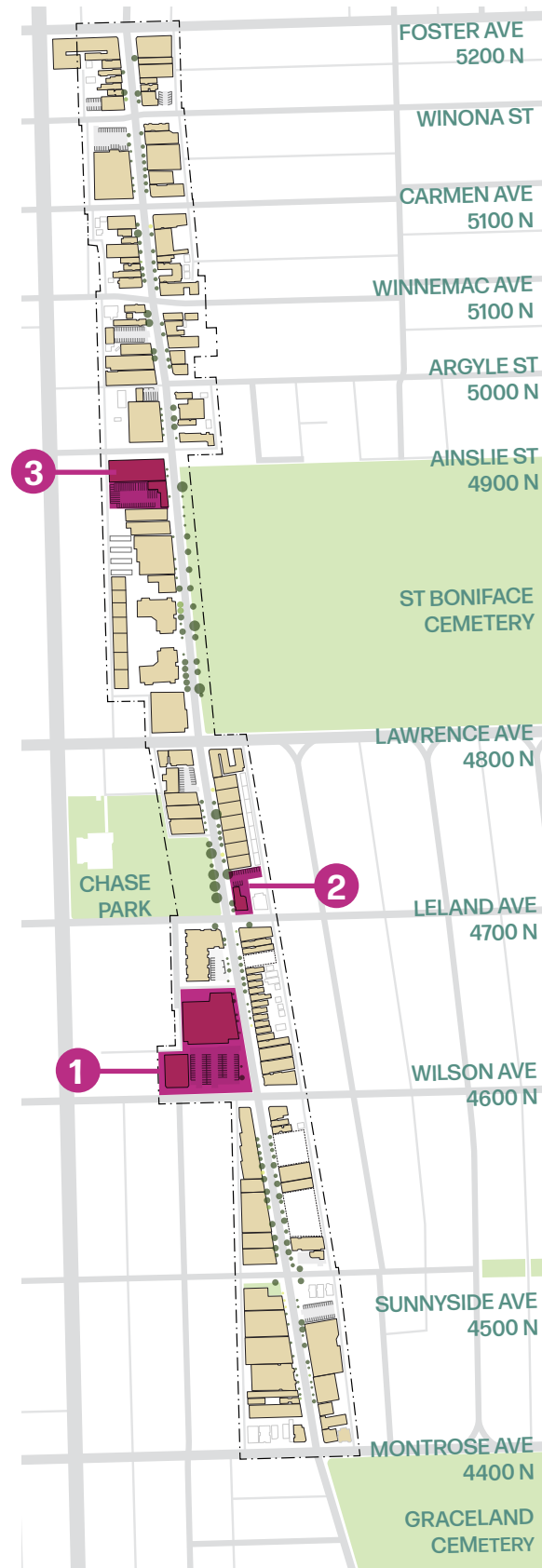
Short-Term Site Activation at Vacant Lot

Box Shops - Chicago, IL
Source: Latent Design



Example Site Development Concepts

The following three studies serve as conceptual examples for how three opportunity sites along the corridor could be developed by following the recommendations and guidelines of this study.



Example Site 1: Clark and Wilson

At the corner of Clark and Wilson, this development opportunity site is envisioned as future mixed-use transit- and pedestrian-oriented development. This location is the largest surface parking lot of the corridor at a highly visible and walkable gateway corner.

The conceptual development scenario below demonstrates how the site could be theoretically laid out. Any future development at this site should utilize the same principles and guidelines, but it will likely look different.

EXISTING CONDITIONS



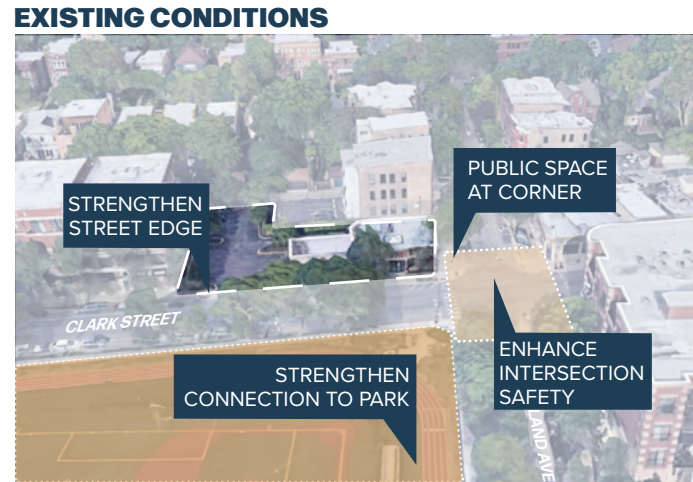
CONCEPTUAL EXAMPLE DEVELOPMENT 1



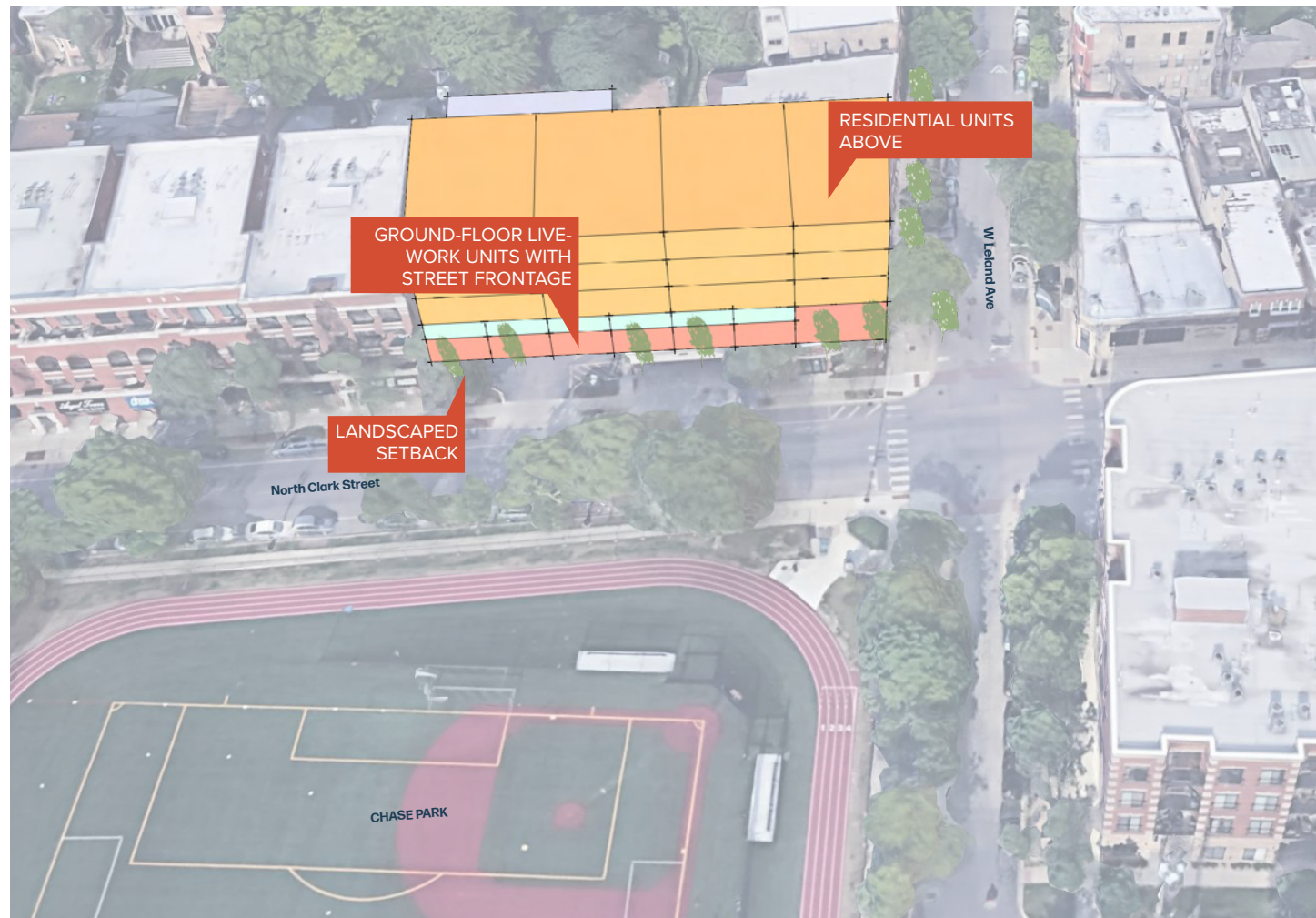
Example Site 2: Clark and Leland

At the corner of Leland and Clark and across from Chase Park, there is an underutilized site that is envisioned to be a future residential development opportunity.

The conceptual development scenario below demonstrates how a higher density residential development with an active ground floor could be laid out. Any future development at this site should utilize the same principles and guidelines, but it will likely look different.



CONCEPTUAL EXAMPLE DEVELOPMENT 2



Example Site 3: Clark and Ainslie

At the corner of Clark and Ainslie and across from St. Boniface Cemetery, there is an existing towing yard with a handsome historic façade. When this property is eventually redeveloped, it is envisioned to be a higher density mixed-use development opportunity that preserves and celebrates the unique architectural elements of the existing building.

The conceptual development scenario below demonstrates how a site could theoretically be laid out using the recommendations from this study. Any future development at this site should utilize the same principles and guidelines, but it will likely look different.



CONCEPTUAL EXAMPLE DEVELOPMENT 3



Public Realm Activation

Public Realm Activation

Activate and enliven the public realm as a comfortable, accessible, cohesive and unified corridor experience through the addition of new and improved:

- Public Spaces
- Streetscape Landscape
- Corridor Cohesion

Principles of Public Realm Activation:

Provide safe and adequately-sized gathering spaces for special events and gatherings.

Promote corridor identity through placemaking identifiers, banners, monuments, public art, murals, etc.

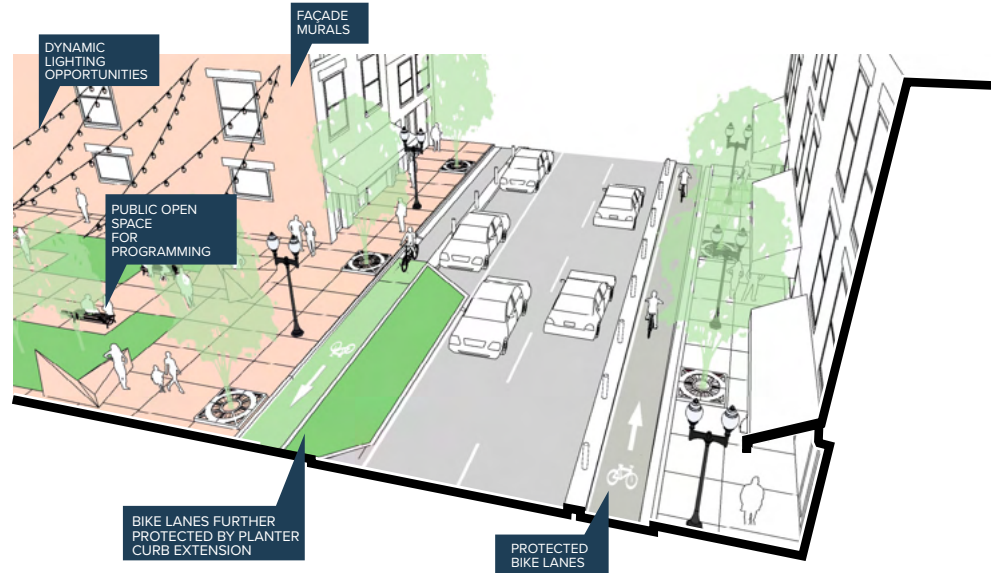
Extend pedestrian spaces into the parking lanes where possible adding extended outdoor activation spaces.

Eliminate unnecessary curb cuts that can compromise sidewalk safety and security.

Enable and support large corridor events and programming through flexible side streets.

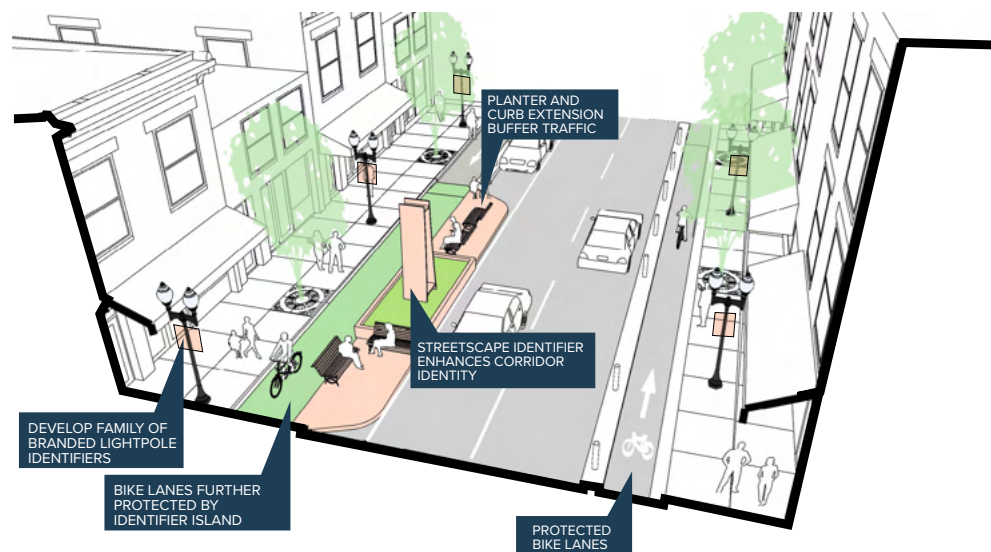
Public Gathering Spaces

Facilitate the creation of new and improvement of existing public spaces to enable and strengthen community engagement, positive streetscape activation and create opportunities for diverse programming.



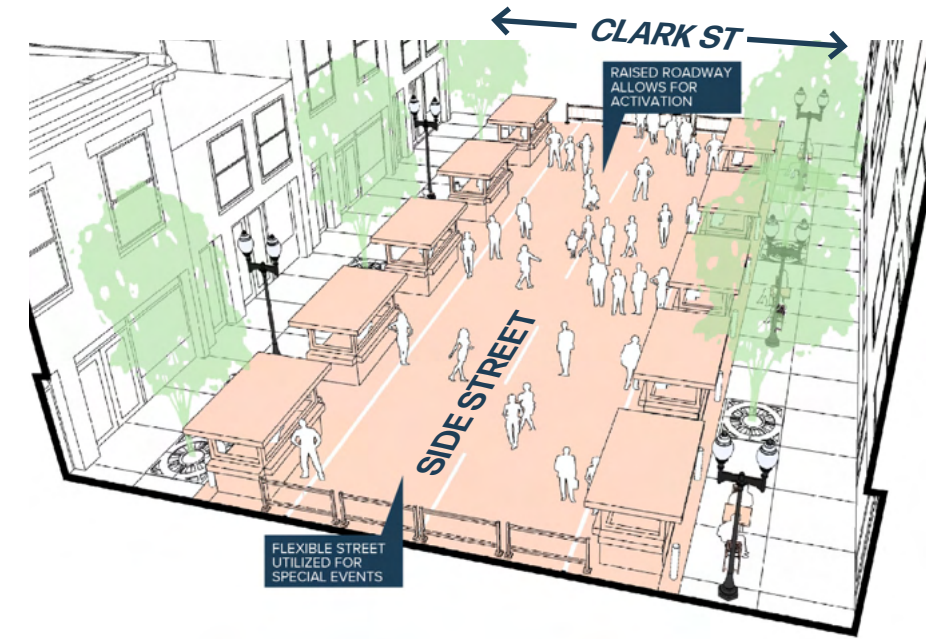
Corridor Identifiers

Employ robust family of street identifiers to create cohesion, unifying the north, mid and south segments while instilling a greater sense of place.



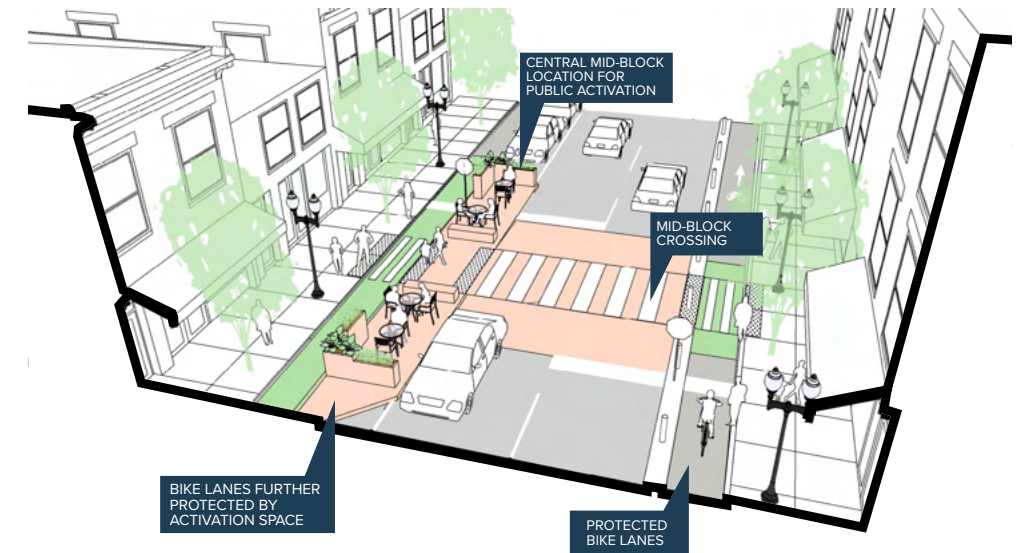
Flexible Side Streets

Develop shared use, flexible side streets at strategic locations to allow for greater flexibility for public events. Side streets can be designed to accommodate occasional road closures for special events, enable greater accessibility with flush curbs and serve to activate the corridor while maintaining an open thoroughfare on Clark Street.



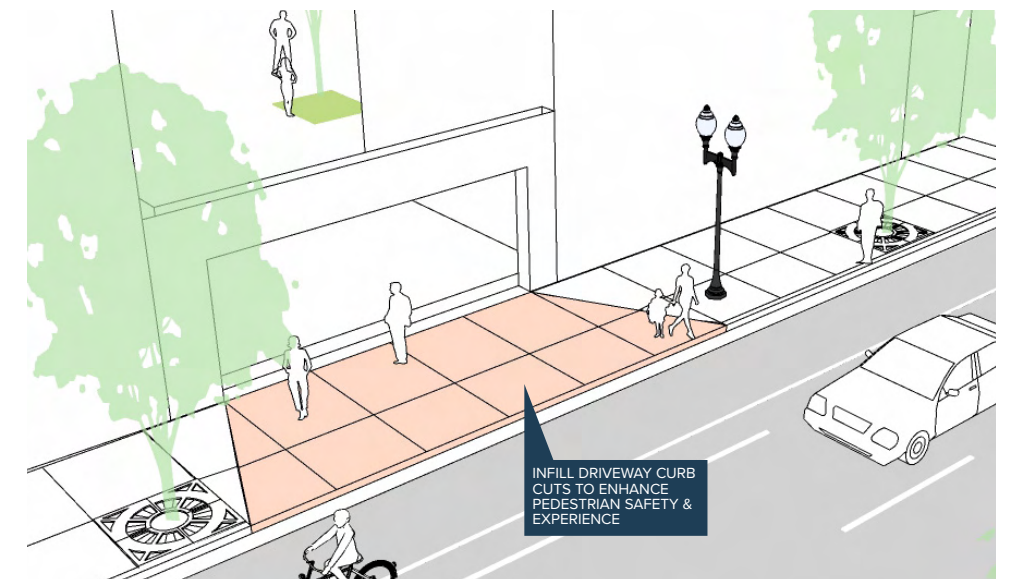
Extended Outdoor Activation Spaces

Extend the public way into the parking lanes with outdoor dining, seating, plantings and spaces for gathering.



Elimination of Curb Cuts

Work towards removing and reducing curb cuts along the corridor.



Note: Thorough analysis and community outreach is needed to finalize designs prior to implementation.

Multi-Modal Mobility

Street Modifications

Knit together a wide range of vehicular, mobility and pedestrian uses along the corridor. Strengthen pedestrian and bicycle safety through multi-modal improvements to enable ease of access and reduced congestion.

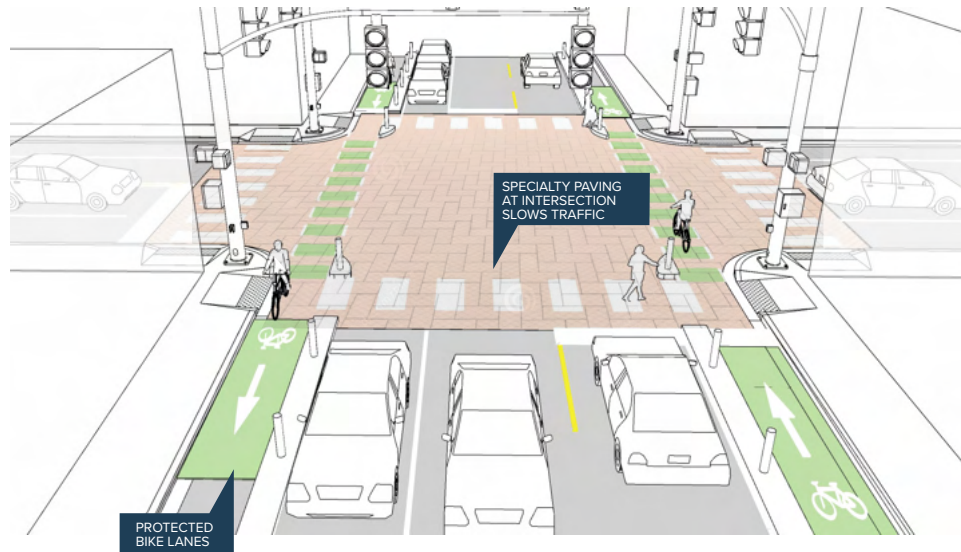
Principles of Street Design:

- Promote pedestrian and bicycle safety through various strategies along the corridor.
- Employ traffic calming techniques in combination with safety strategies to slow vehicular speeds.
- Enable accessibility and additional amenities, especially near bus stops.
- Utilize unused roadway space for pedestrian enhancements such as curb extensions, islands, streetscape planters, activation zones, etc.

Signalized Intersections

Prioritize pedestrian and bicycle safety at signalized intersections by incorporating specialty paving and painted bike lanes and crosswalks.

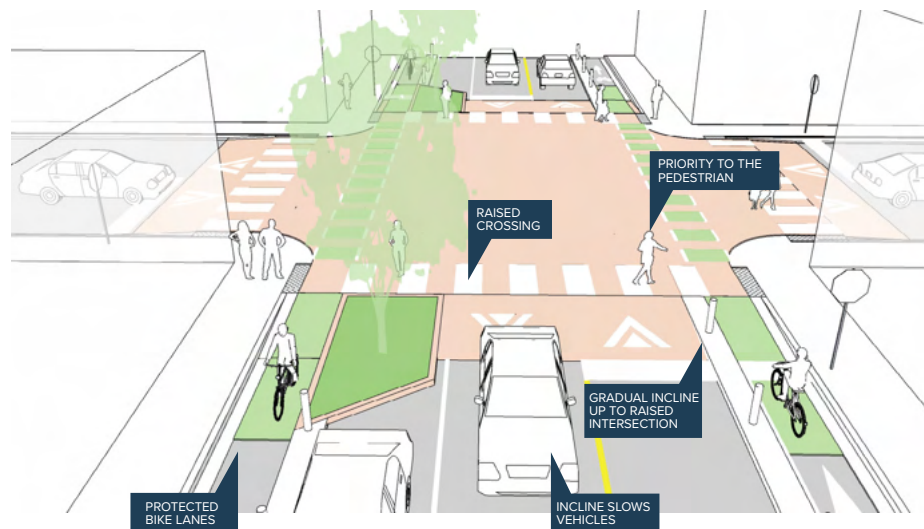
Specialty paving of an alternate color and texture slows vehicles while lane and crosswalk delineators call special attention to spaces occupied by pedestrians and bikes. Combining with standardized accessible sidewalk curb ramps enables greater safety and security to those on foot.



Raised Intersections and Raised Crosswalks

Raise stop-sign intersections to sidewalk level.

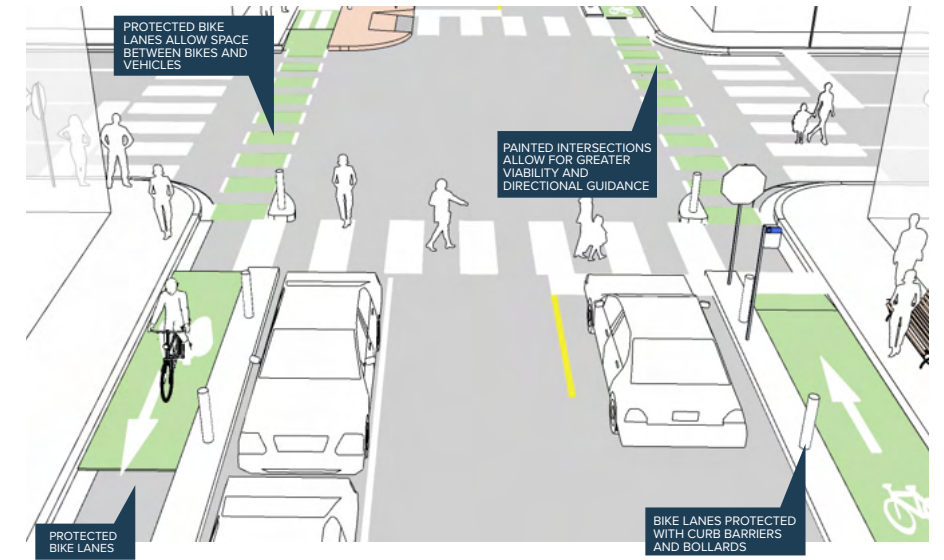
Subtle vehicular inclines slow traffic while colorized intersection treatments call extra attention to the intersection and those crossing. Level surfaces from the sidewalk into the vehicular realm prioritizes those on foot and provides greater comfort, security and safety.



Protected Bike Lanes

Work with CDOT to convert existing painted bike lanes to protected bike lanes. Remove parking on one side of the street to accommodate protected bike lanes.

Bike lanes should be protected with a raised concrete curb and bollards to protect bicyclists from adjacent vehicular traffic. Green paint at intersections clearly marks bike lanes, bike boxes and bike crossings.



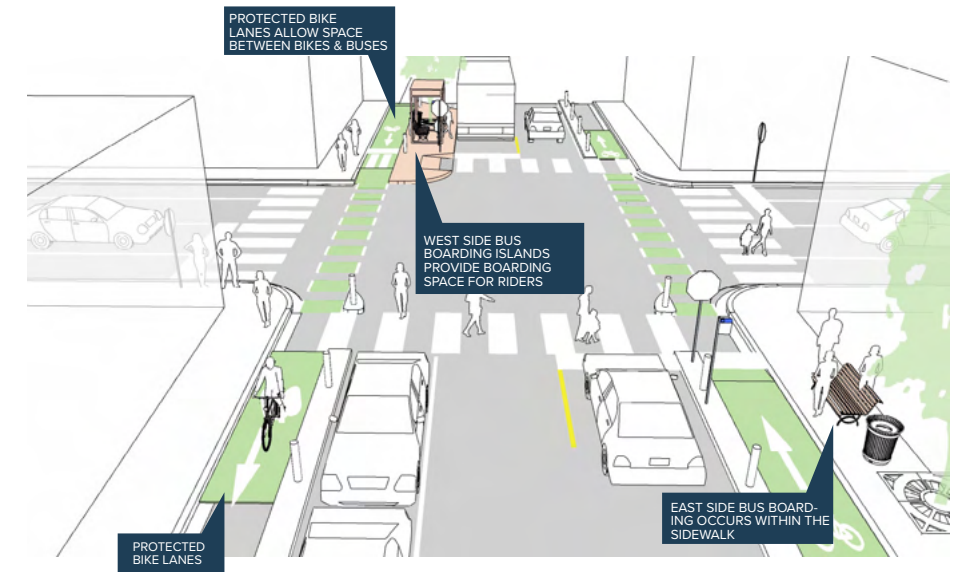
*Further study on bike lanes and on-street parking should be conducted to determine best suited location of parking lanes on east or west side of street.

Bus Boarding

Work with CTA to upgrade existing bus stops to include shelters, benches, trash cans, real-time transit information and wayfinding kiosks.

Where sidewalks are too narrow for bus shelters, install benches and real-time transit info kiosks (prioritizing popular transfer points). Curb extensions and islands can provide additional space for those waiting for the bus.

In areas where protected bike lanes are proposed, a hybrid bus bulb/bike lane treatment can be considered.

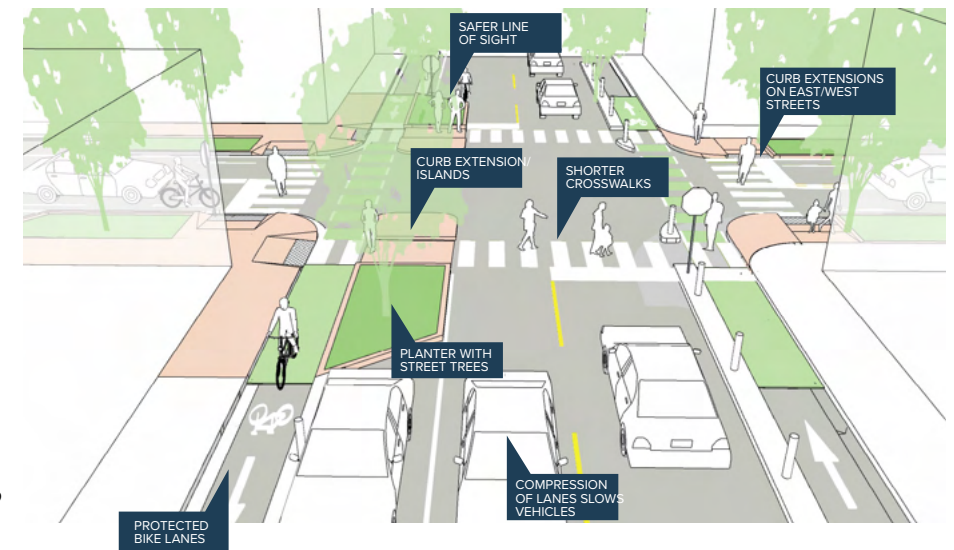


Curb Extensions

Improve safety at intersections with curb-extensions, or “bump-outs” that reduce pedestrian crossing distance.

Curb extensions utilize landscaped areas with trees and plantings, additional standing room for pedestrians or those who are waiting for buses or ground transportation pick-ups.

Note: Thorough analysis and community outreach is needed to finalize designs prior to implementation.



Existing Street



SECTION A: CLARK STREET AT FOSTER



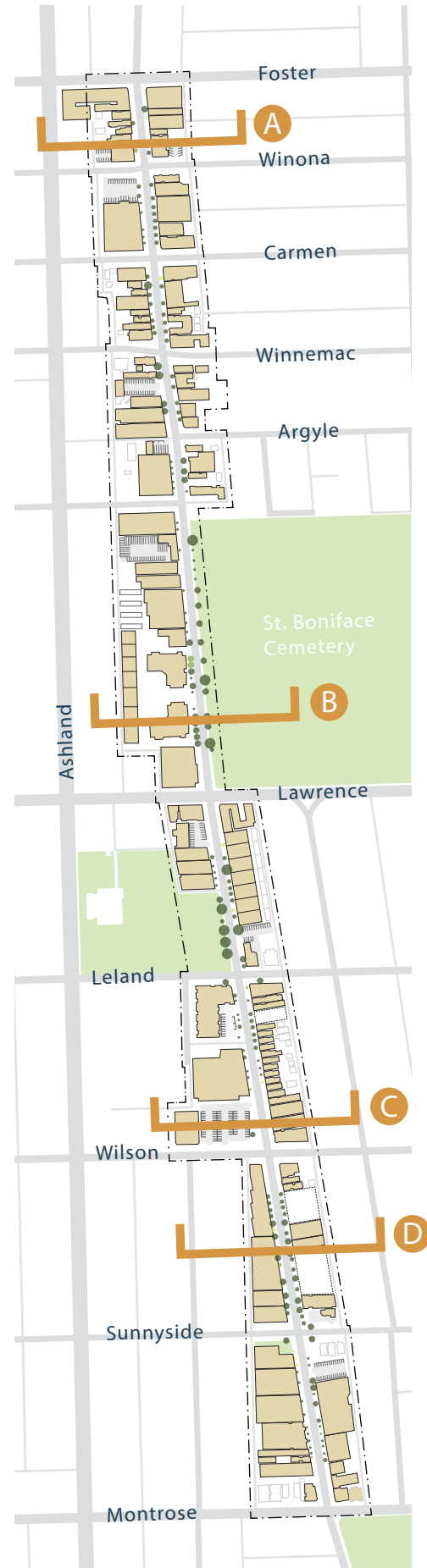
SECTION B: CLARK STREET AT ST. BONIFACE CEMETERY



SECTION C: CLARK STREET AT WILSON

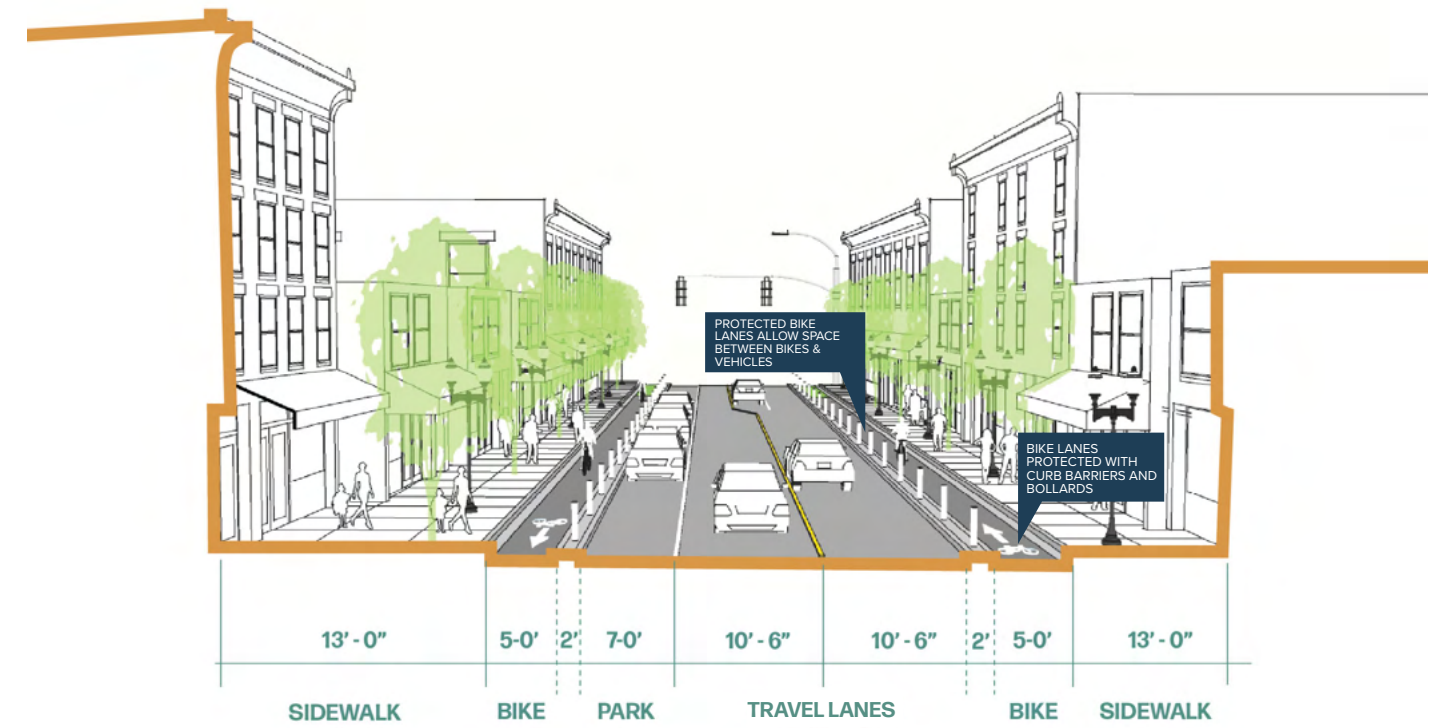


SECTION D: CLARK STREET AT SUNNYSIDE

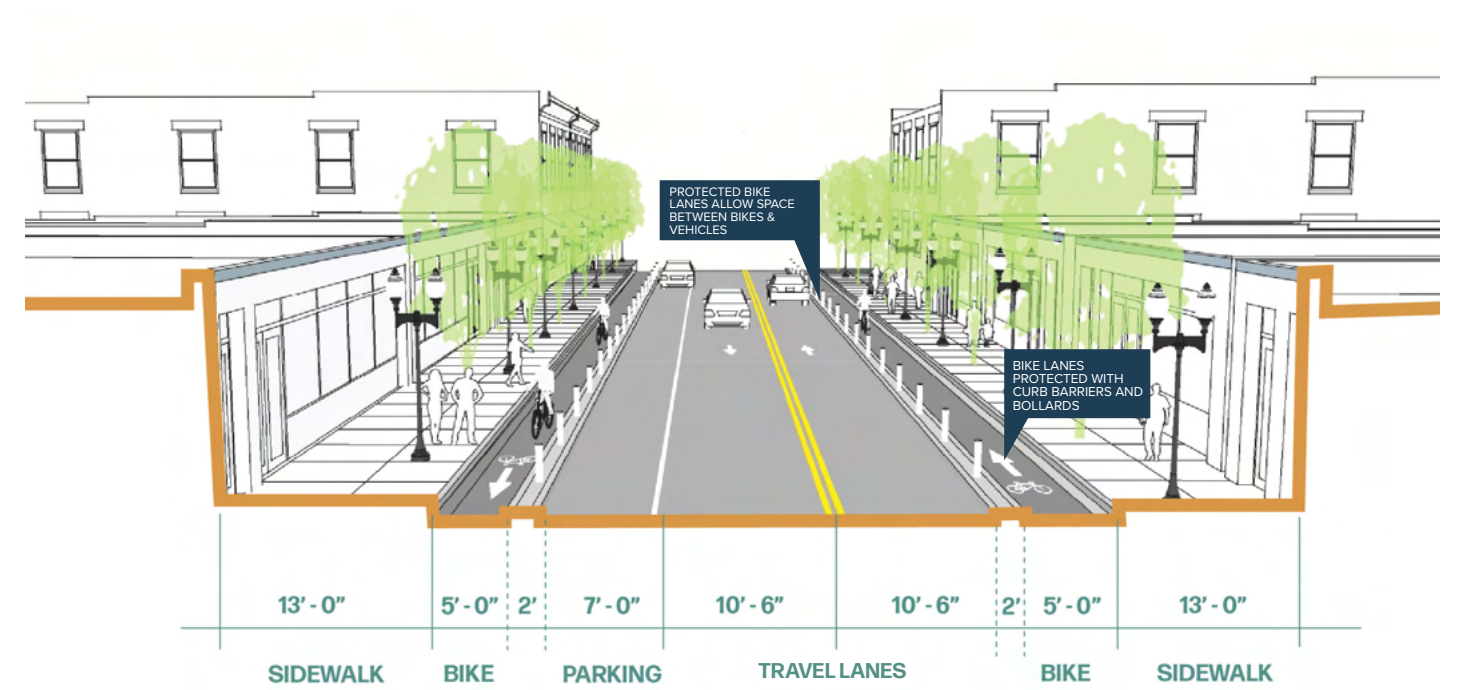


Protected Bike Lane Concepts

SECTION A: CLARK STREET AT FOSTER



SECTION D: CLARK STREET AT SUNNYSIDE



Note: Thorough analysis and community outreach is needed to finalize designs prior to implementation.

ACKNOWLEDGMENTS

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**CLARK
STREET
CROSS
ROADS**

corridor study
Montrose - Foster