



Clark Street Crossroads Corridor Study



ADOPTED MARCH 16, 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.

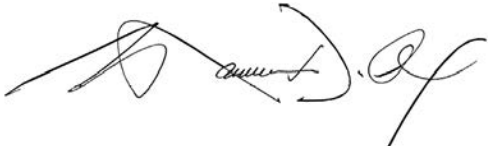
The planning process included robust analysis and community engagement to determine opportunities, constraints, and priorities for development, programming, and public realm improvements along the corridor. From this collective work, stakeholders collaboratively developed a framework for long-term decision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

The Clark Street Crossroads study will be used by property owners, developers, public entities, 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 Kitiyawa 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

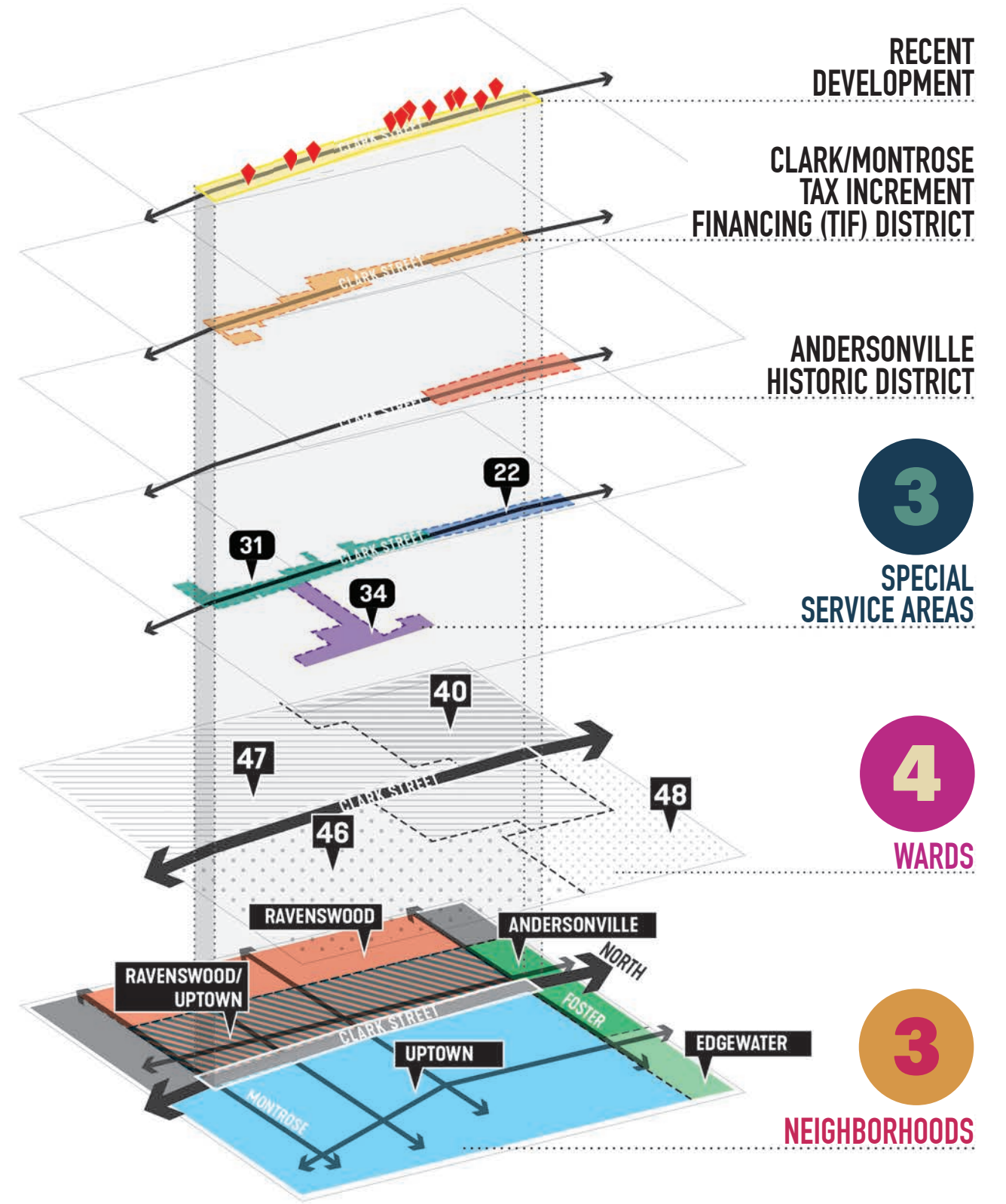
More than a street, it's a crossroads

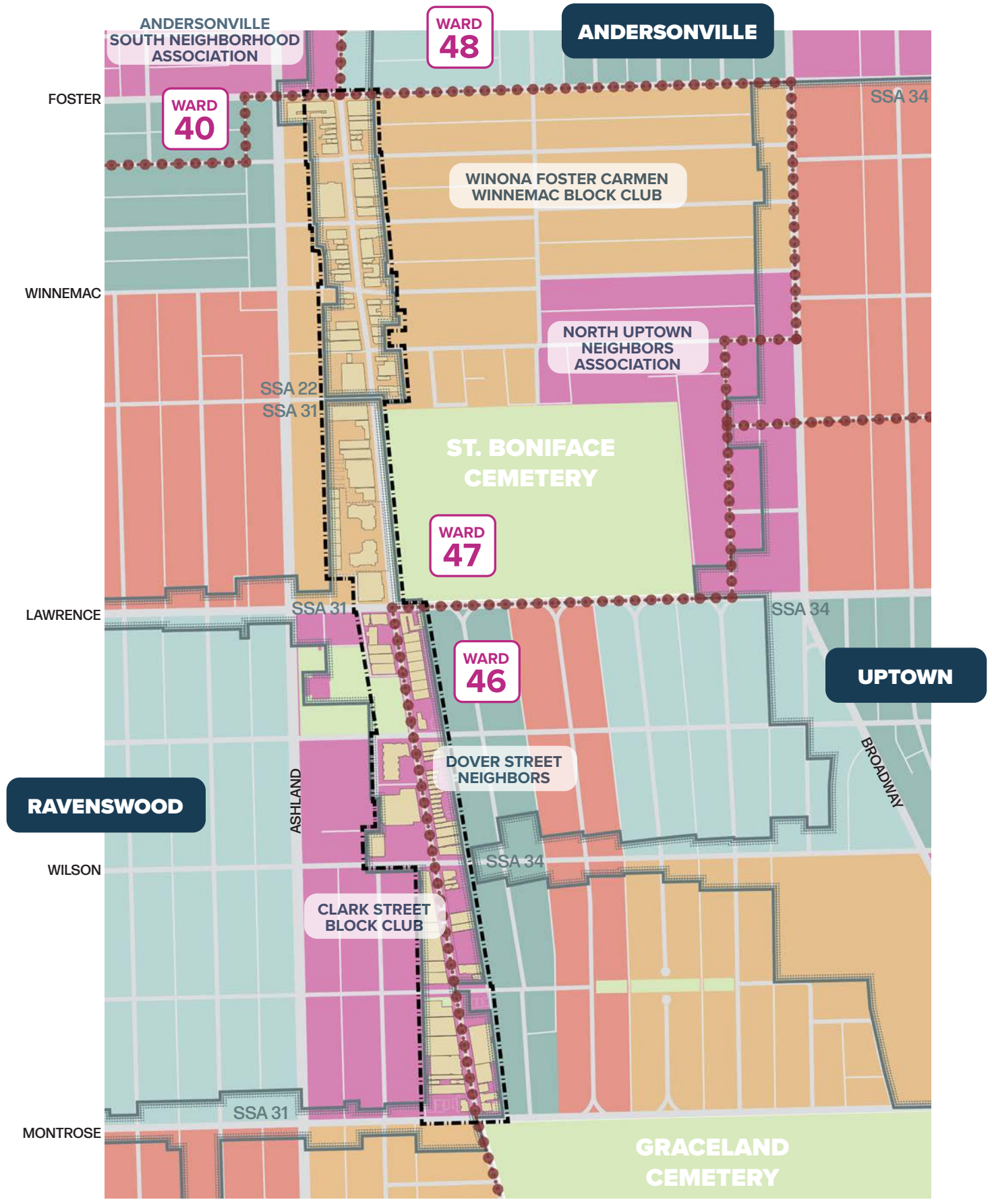
Clark Street in Uptown, Ravenswood, and Andersonville is at an exciting crossroads. The corridor is the connection point between these three iconic Chicago neighborhoods and is home to a diverse population of residents and business owners. Clark Street forms the dividing line for parts of the 40th, 46th, 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.





Steering Committee Membership

Wards

- 40th Ward
- 46th Ward
- 47th Ward

Chambers of Commerce / Special Service Areas (SSAs)

- Uptown United and Uptown Chamber of Commerce
- Andersonville Chamber of Commerce / SSA #22 Clark Street Andersonville
- Greater Ravenswood Chamber of Commerce / SSA #31 Clark Street Ravenswood

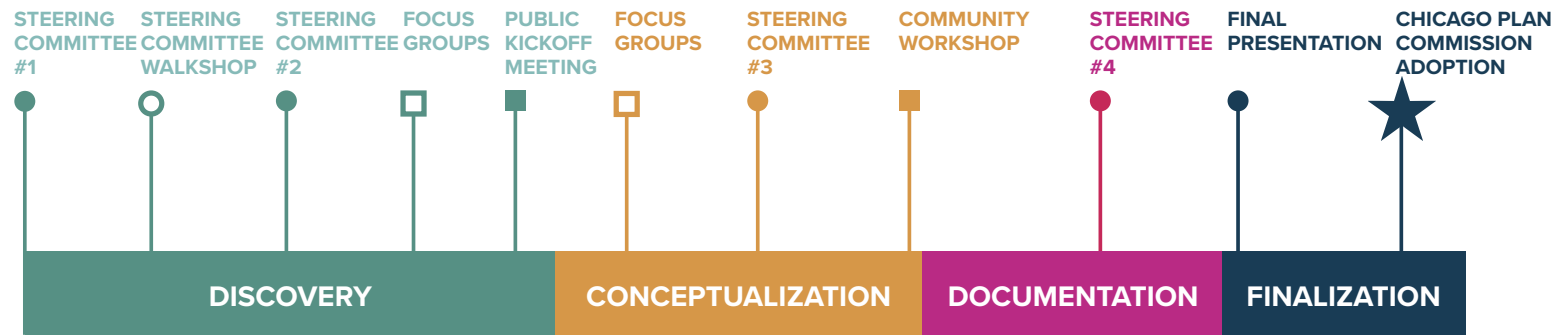
Neighborhood Groups

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

Other Key Stakeholders

- Black Ensemble Theater
- Chicago Department of Transportation (CDOT)

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

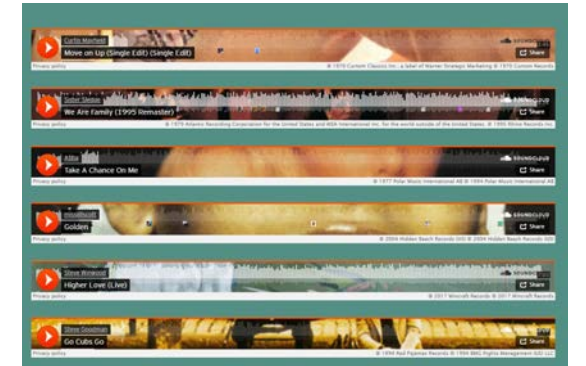
With such a complex layering of communities, local leaders, stakeholders and neighborhood groups, the study prioritized community engagement as the driving force behind the development of the corridor vision. A truly inclusive public engagement strategy requires strategic partnerships, cultivating trust, 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

- 7,100 project website unique views (as of February 23, 2023)
- 1,987 survey responses
- 1,285 community contacts
- 271 project website comments
- 480 workshop attendees
- 177 interactive corridor map pins
- 15 organizations involved in the steering committee
- 11 focus group participants
- 10 soundtrack of clark submissions

Visit: 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 midway 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 1830s plat of Chicago. The street was named after an American Revolutionary War soldier George Rogers Clark, who secured much of this territory of land from the British in the late 1700s.

In the late 1800s the corridor hosted the North Chicago Street Railway line 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



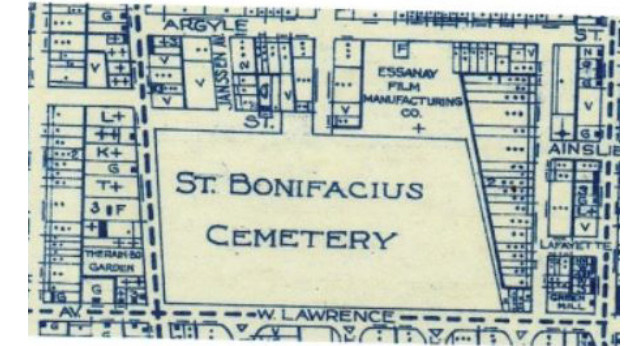
Following the development of Graceland Cemetery in 1860 and St. Boniface Cemetery in 1863, the northern section of Clark Street became more populated. Land between and adjacent to the cemeteries was subdivided for housing development as more people began settling in the area.

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 1900s, Chase Park was known as Gunther Park, a private ball field home to the Niesen-Gunther team. The facility went out of business in 1913, during the construction of Chicago's north side professional baseball field, Wrigley Field. Then in 1920, it was publicly acquired and expanded to create a new public park that included tennis courts, a playground, an athletic field, a wading pool, and a fieldhouse. The original fieldhouse was demolished and replaced in 1976.

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 and the Union Pacific Metra North Line. The street also 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 systemwide. High ridership moves many people efficiently, which reduces overall traffic congestion and emissions. Route 22 also ranks highly systemwide 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 including 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.

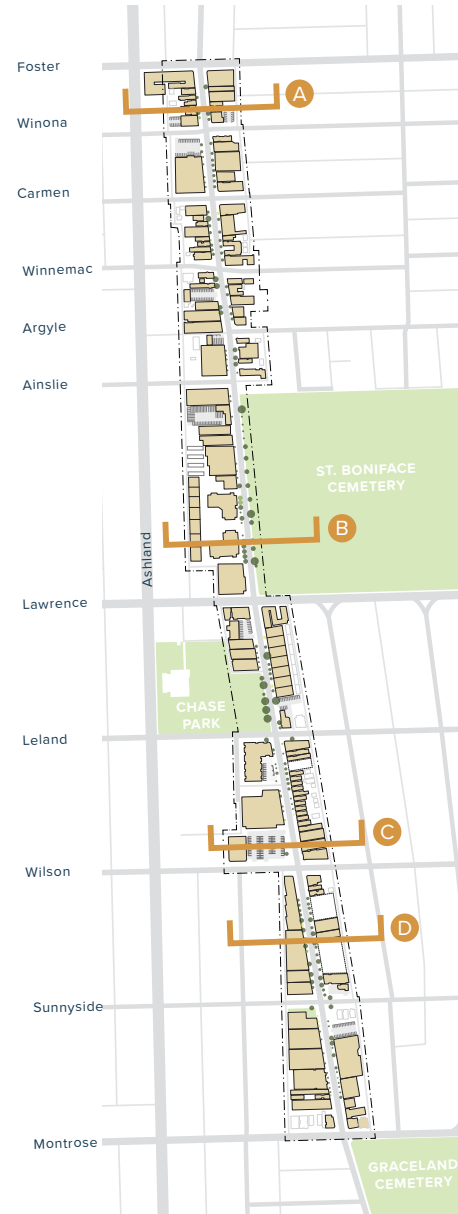
There are plans to install protected bike lanes along Clark Street between Montrose and Irving Park. This presents an opportunity to continue similar infrastructure north of Montrose along the study corridor.



Existing Public Realm Configuration

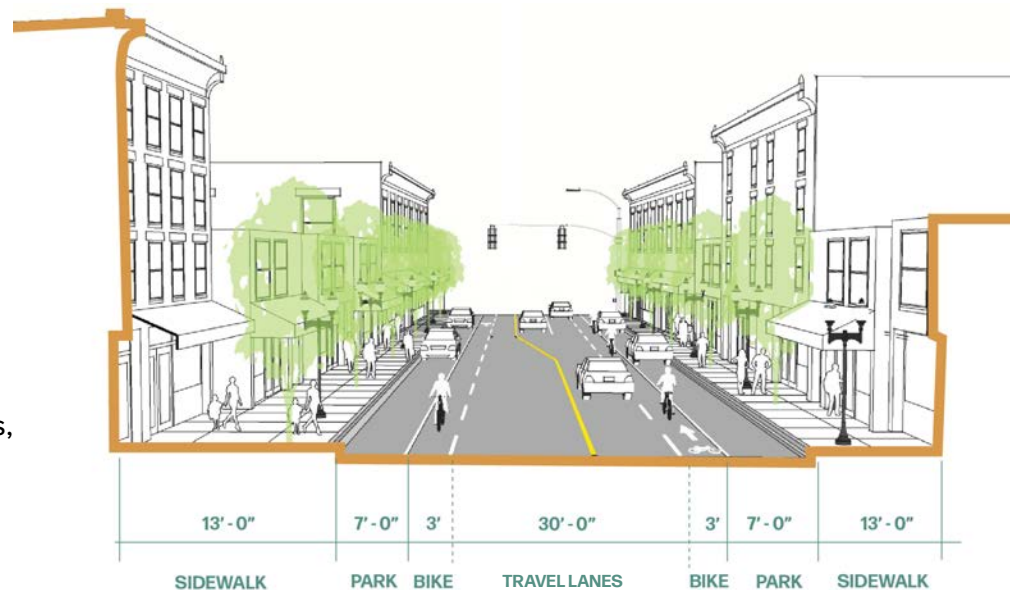
Clark Street between Montrose and Foster is an inherently walkable corridor, already possessing many of the qualities important to a great street. It's width and scale lend themselves to human comfort and the existing building stock, most of which comes right to the edge of the public right of way, creates 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.



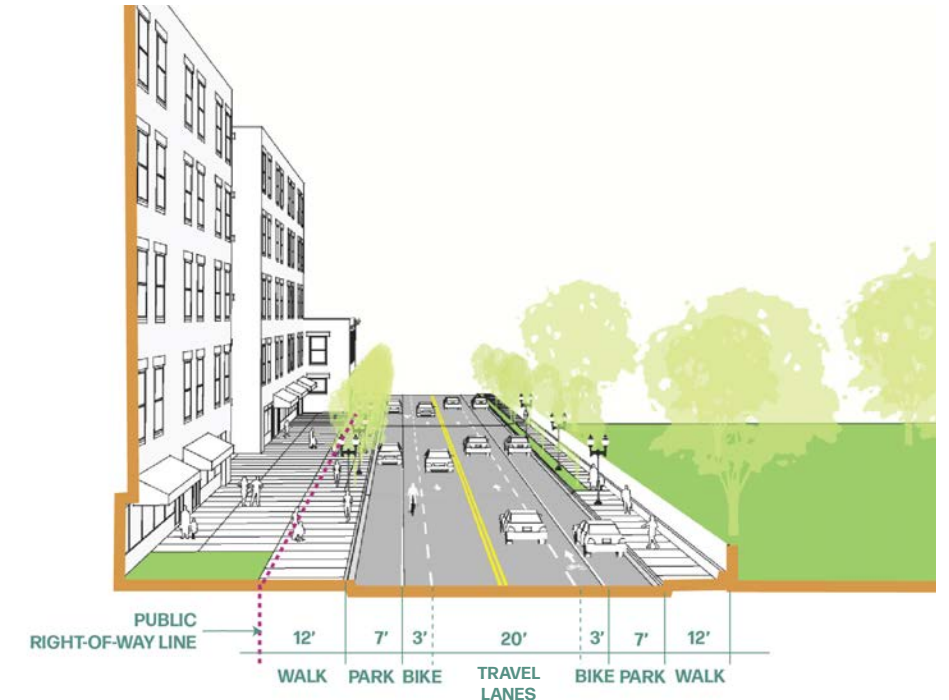
A Clark Street at Foster

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.



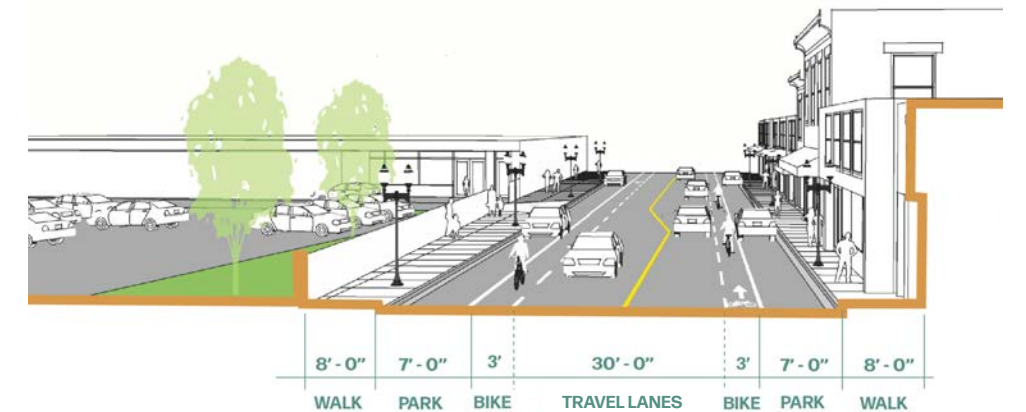
B Clark Street at St. Boniface Cemetery

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.



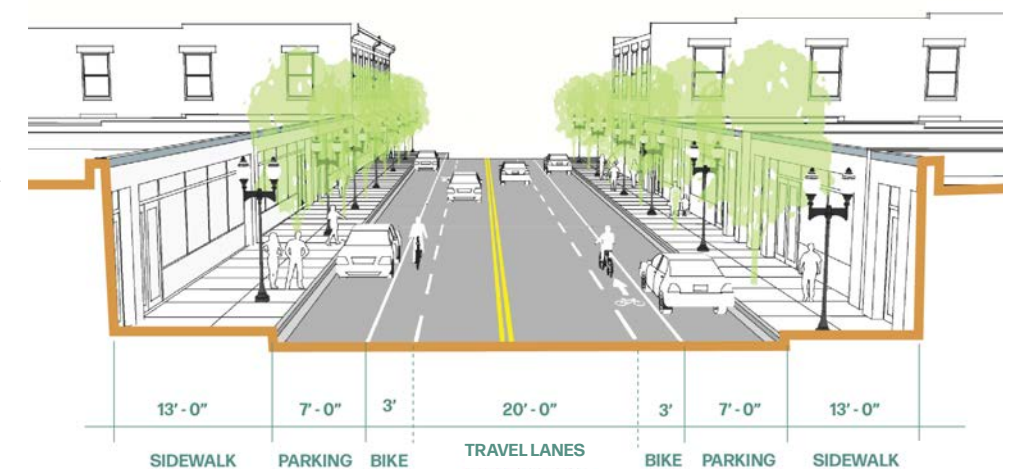
C Clark Street at Wilson

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. Although 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-foot 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.

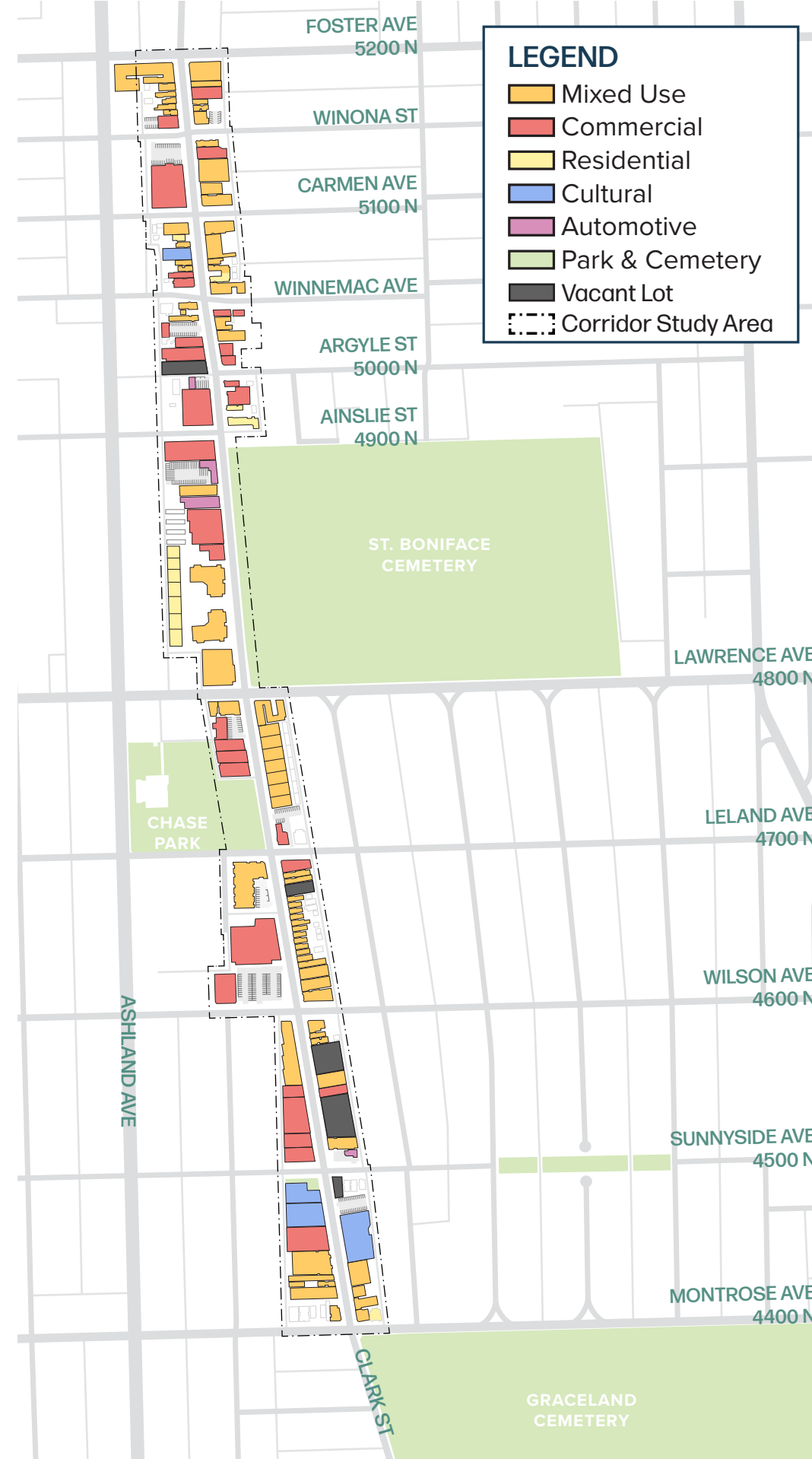
The corridor is a Pedestrian Street, which means development is required to comply with the Pedestrian Street design standards.

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



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 the 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.

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 suggests 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.

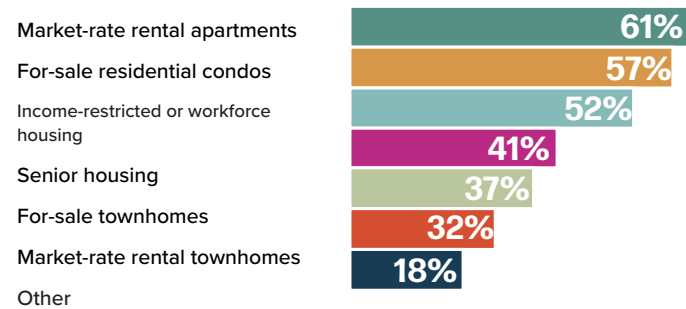
For more information, please reference the [market assessment summary report](#).

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:

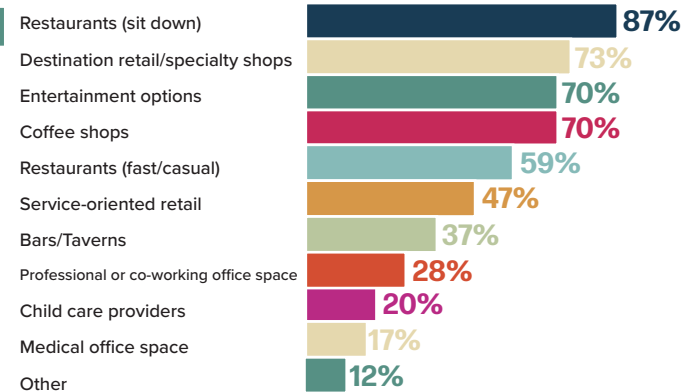
- Online Interactive Mapping Tool
- Community Surveys
- Community Workshops
- Focus Groups
- Steering Committee Meetings

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.

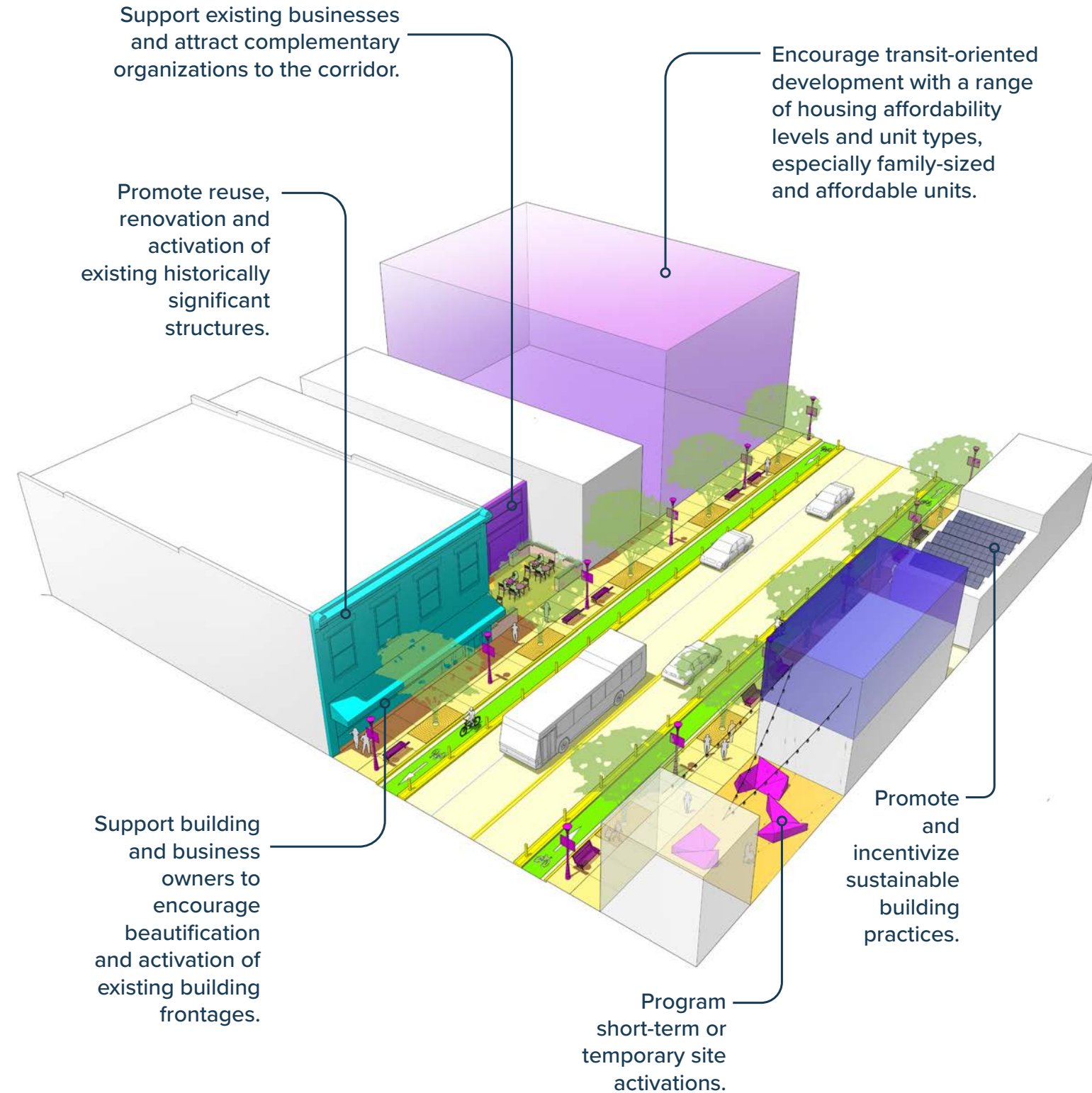
INCREASE PREDICTABILITY AND CONSISTENCY OF PROJECT REVIEW AND APPROVALS PROCESS

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.

This diagram illustrates concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.



Corridor-Wide Recommendations



MULTI-MODAL MOBILITY

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

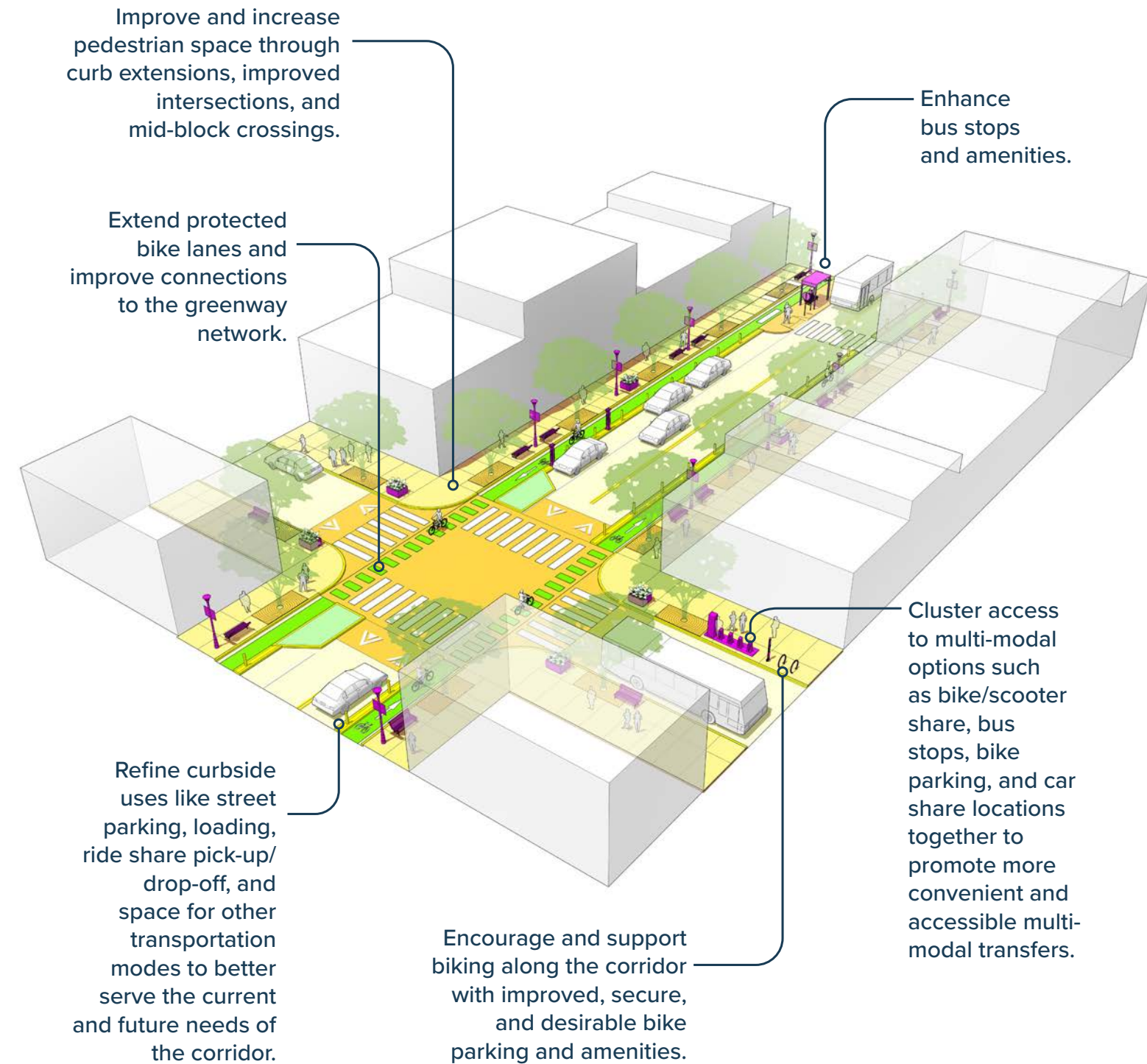
ASSESS AND MODIFY CORRIDOR MOBILITY INFRASTRUCTURE

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.

This diagram illustrates concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.



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.

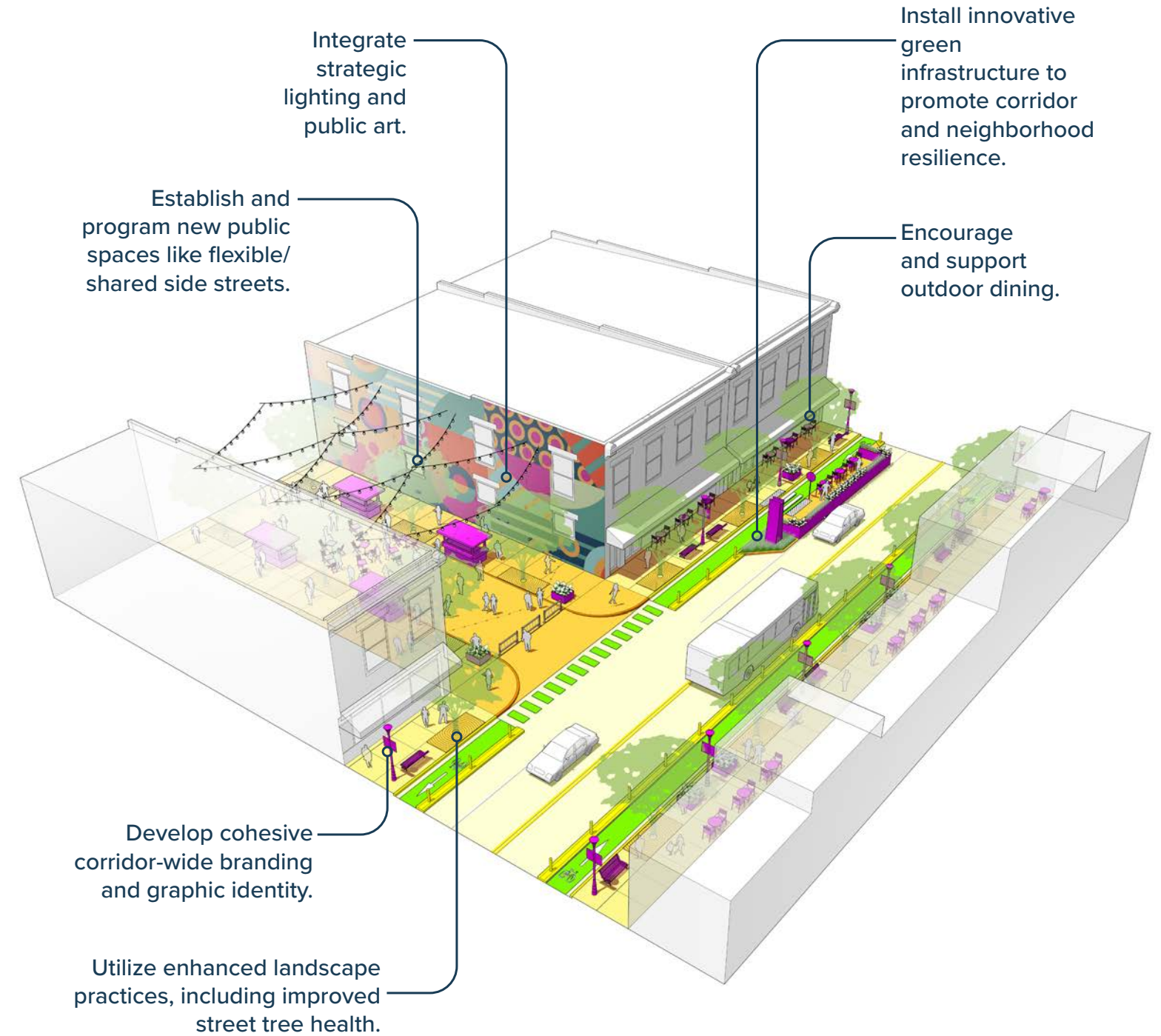
ENHANCE THE STREETScape LANDSCAPE

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.

This diagram illustrates concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.



Corridor-Wide Implementation

Implementation Strategy

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

The implementation strategy is organized by the study's three topical themes:



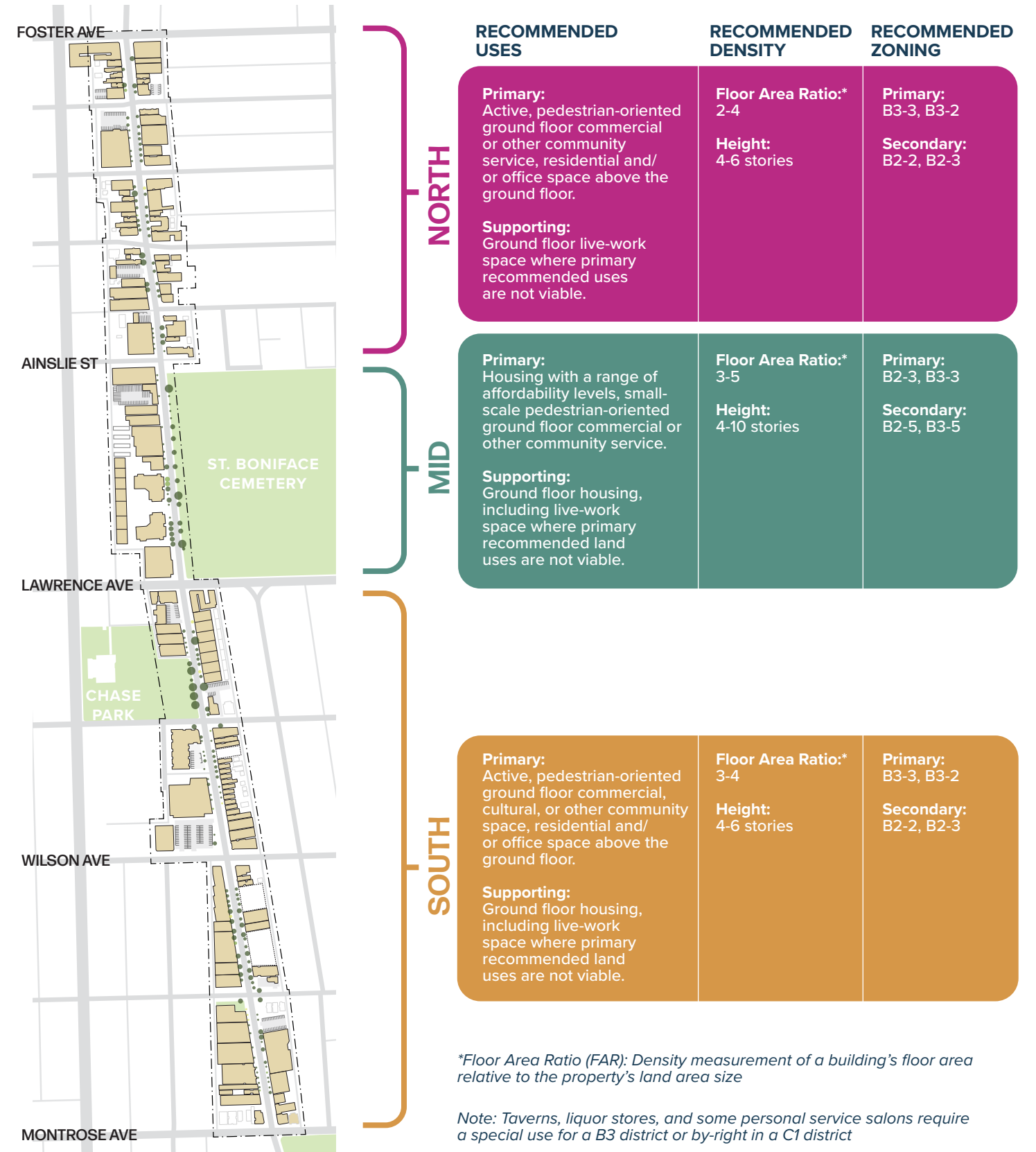
Corridor-wide implementation tables on pages 38-39 outline recommendations, action steps, and the primary parties responsible. Implementation strategies are also identified by corridor segment as described in the Segment-Specific Implementation section on pages 40-51.

Funding Sources

Most recommendations and projects described in the implementation strategy do not yet have confirmed funding sources. Funding approaches will vary and be determined as project scopes and timelines become clearer. 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.

Public Funding Type	Description and Application Summary
Aldermanic Menu Funds	Aldermanic menu funds are allocated per ward annually and dedicated to local infrastructure projects at the discretion of the local ward office.
TIF	Tax Increment Financing (TIF) is a special funding tool used by the City of Chicago to promote public and private investment within defined districts across the city. TIF 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 fund new public open spaces using local development fees.
POP	The Public Outdoor Plaza (POP!) program supports community-based organizations in revitalizing 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 initiatives.
Other federal, state and/or local funding	Public programs are varied and constantly changing. Local aldermanic offices and chambers of commerce are the best guides to help identify potential funding sources for specific project types along the corridor.

Land Use and Development Framework



Guide and facilitate future corridor development

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
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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 recommendations and guidelines described in this study
- 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 rezoning according to study recommendations (see *segment-specific development guidelines on pages 40-51 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

Strengthen Clark Street as a uniquely pedestrian-first corridor

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
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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 standards by prohibiting new driveways, 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 and sustainable landscape practices

Corridor-Wide Implementation

Recommendation:	Action Steps:	Primary Parties:
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Create new public spaces

- Establish flexible/shared streets on strategic side streets along the corridor
- Utilize and expand programs like Make Way for People, POP, and Alfresco to activate 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

Development Approach:

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

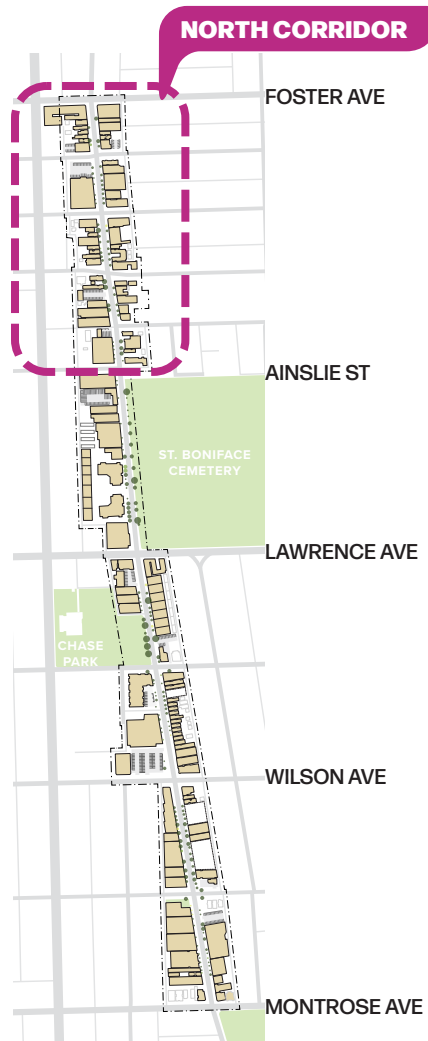
Segment Characteristics

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

North Corridor Guide to Development

Recommended Uses	Recommended Density	Recommended Height	Recommended 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
Residential and/or office above the ground floor	*Floor Area Ratio (FAR): Density measurement of a building's floor area relative to the property's land area size		<u>Secondary:</u> B2-2, B2-3	Significant potential for renovations and adaptive reuse projects
Community service uses on ground floor or above				
Ground floor live-work space with active storefront display where more active commercial and/or service ground-floor uses are not viable				

Existing Character



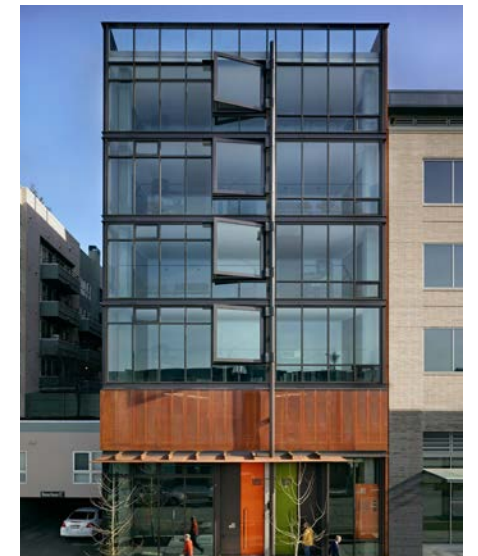
Development Examples



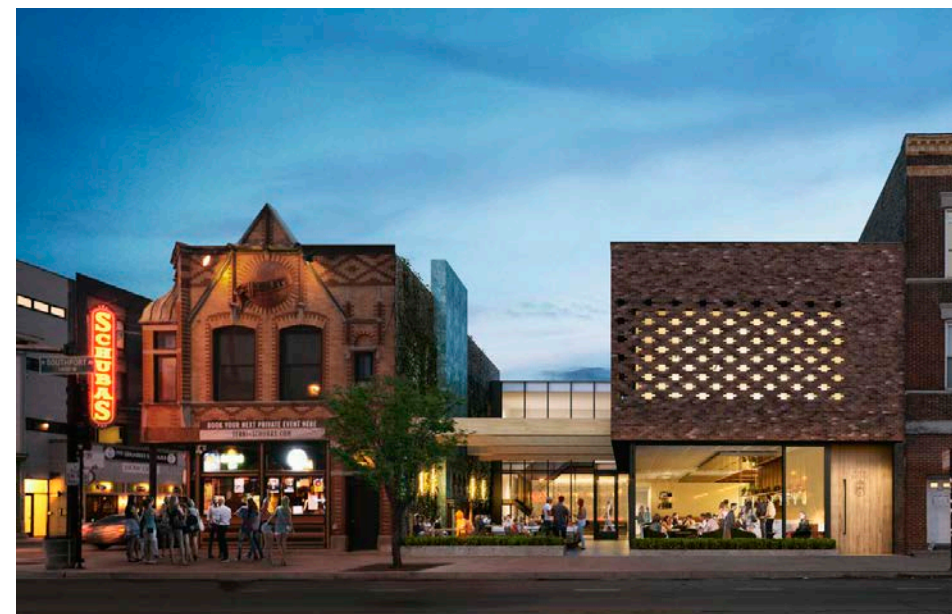
Source: Wonder Bread Factory, Washington, DC (Douglas Development + R2L Architects)



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

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 Strategies for multi-modal mobility and public realm activation*, pages 36-39.

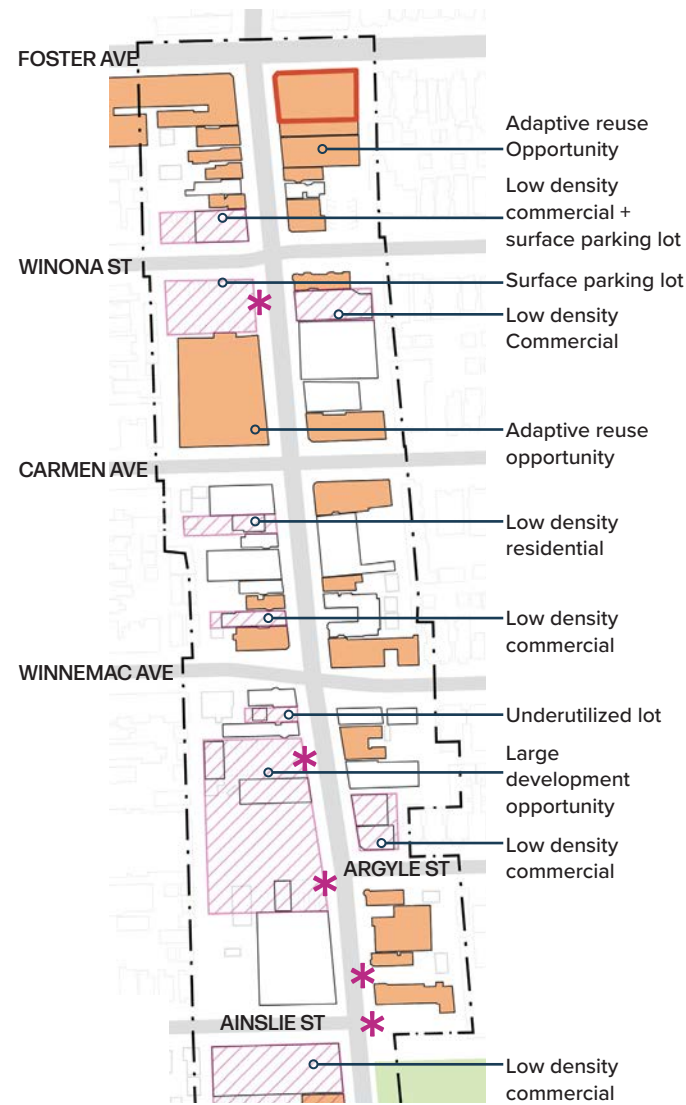
DEVELOPMENT OPPORTUNITY SITES

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.)

LAND USE + ECONOMIC DEVELOPMENT



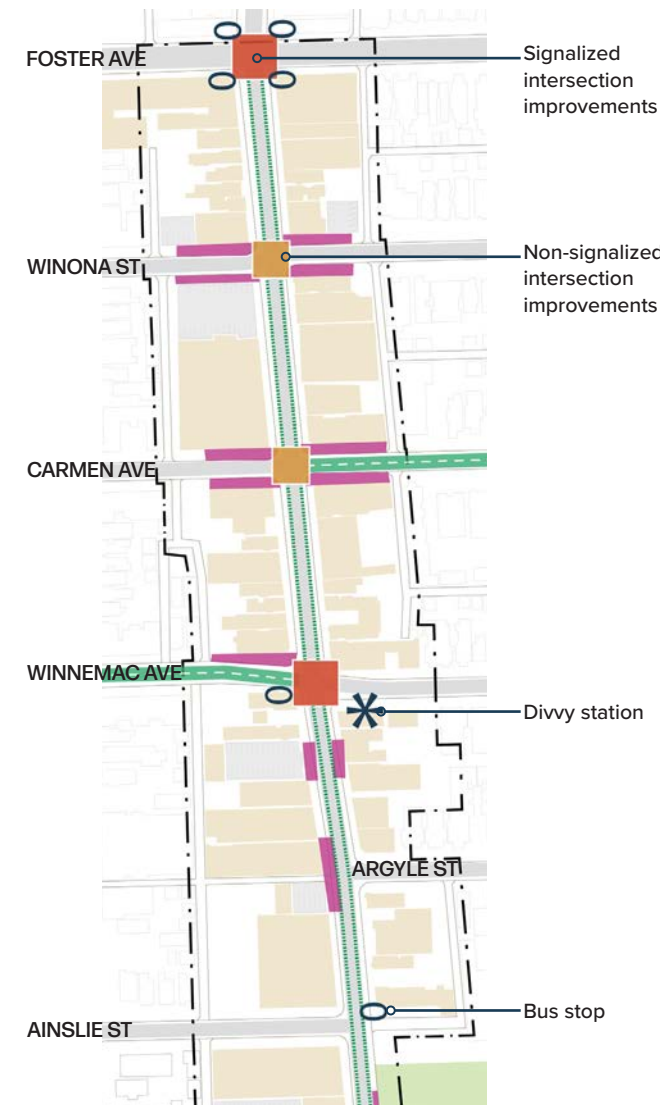
- Historic Neighborhood Character Building*
- Orange Rated Historic Building**
- Development Opportunity Site (see criteria to left)
- Pedestrian Street Non-Conforming Site Layout
- Corridor Study Area

*Historic neighborhood character buildings are older structures that demonstrate the scale and design style of buildings unique to this corridor's history. Consider opportunities for adaptive reuse and retaining/rehabilitating historic features.

**Orange rated buildings are defined in the 1995 Chicago Historic Resources Survey as properties that possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community. They are subject to a 90-day demolition delay so the Department of Planning and Development can explore options, as appropriate, to preserve the building, including but not limited to landmark designation.

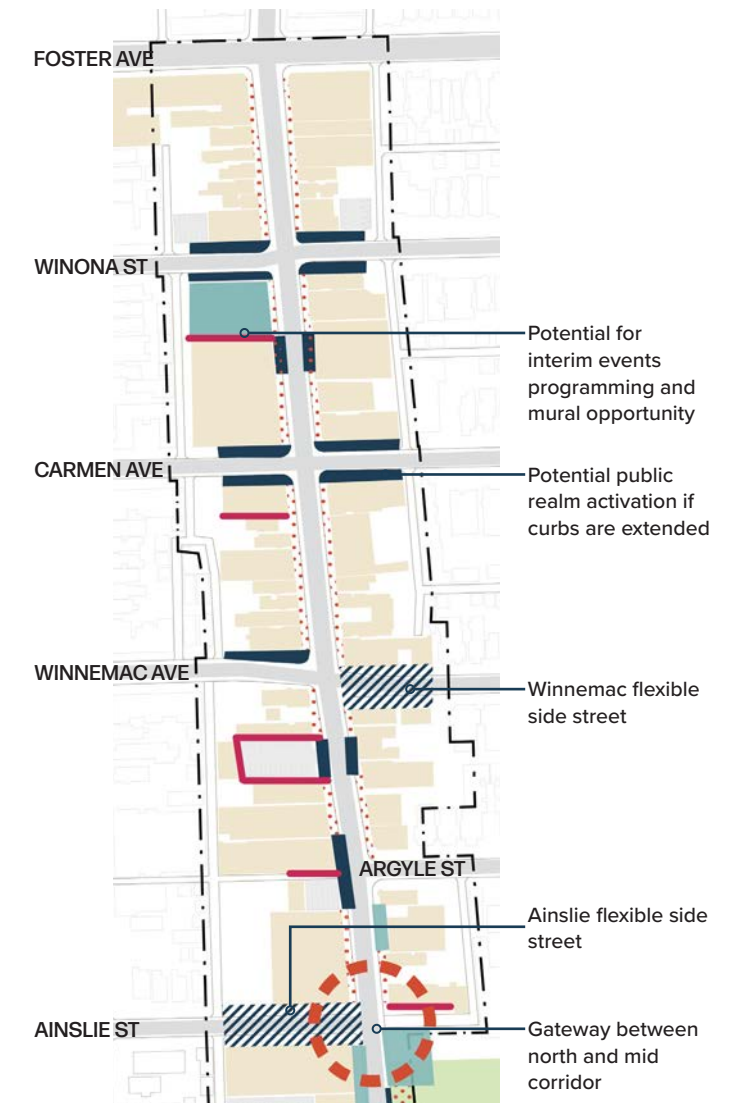
These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

MULTI-MODAL MOBILITY



- Signalized Intersection Improvements
- Non-Signalized Intersection Improvements
- Potential Curb Extensions
- Potential Protected Bike Lanes
- Neighborhood Greenway
- DIVVY Station
- CTA Bus Stop
- Corridor Study Area

PUBLIC REALM ACTIVATION



- Public Space Activation Opportunity
- Privately-Owned Public Space Activation Opportunity
- Flexible Side Street Activation Opportunity
- Sidewalk Activation Opportunity
- Gateway Opportunity
- Potential Mural Location
- Corridor Study Area

Segment-Specific Implementation

Mid-Corridor: Ainslie to Lawrence

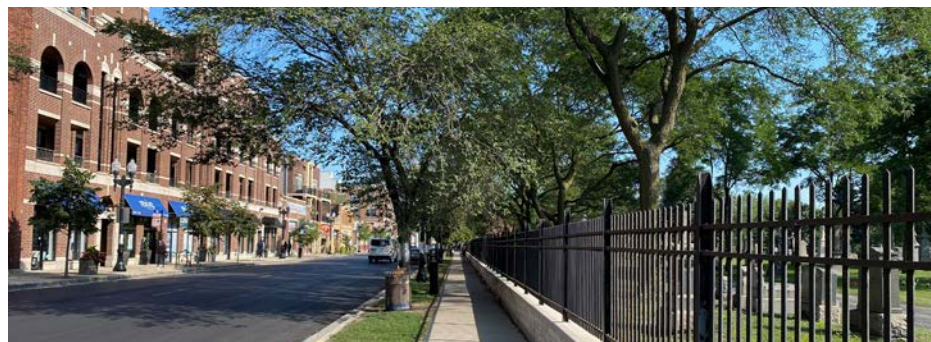
Development Approach:

Catalyze growth in the mid-corridor area through taller, dense development with uses that promote a more active street life.

Segment Characteristics

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

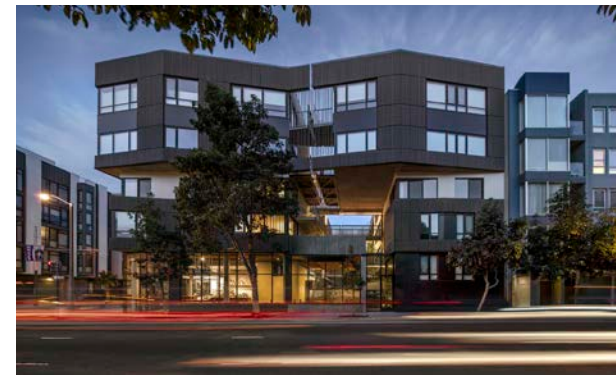
Existing Character



Mid-Corridor Guide to Development

Recommended Uses	Recommended Density	Recommended Height	Recommended 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	St. Boniface Cemetery open space results in weighted activity towards west Clark Street
Housing with a range of affordability levels and unit sizes above ground floor	<i>*Floor Area Ratio (FAR): Density measurement of a building's floor area relative to the property's land area size</i>		<u>Secondary:</u> B2-5, B3-5	Counterbalancing with sizable development can bring more life to the corridor without risking a "canyon" effect
Ground floor housing, including live-work space, where more active commercial and/or service ground-floor uses are not viable				

Development Examples



Source: 400 Grove, San Francisco, CA (Fougeron Architecture)



Source: Gantry Point, Long Island City, NY (STUDIOS Architecture)



Source: Mixed Use, Amsterdam (Powerhouse Development)



Source: A2 Apartments, Baltimore, MD (David Baker Architects)



Source: Noir, San Francisco, CA (RG Architecture)

Segment-Specific Implementation

Mid-Corridor: Ainslie to Lawrence

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 Strategies for multi-modal mobility and public realm activation*, pages 36-39.

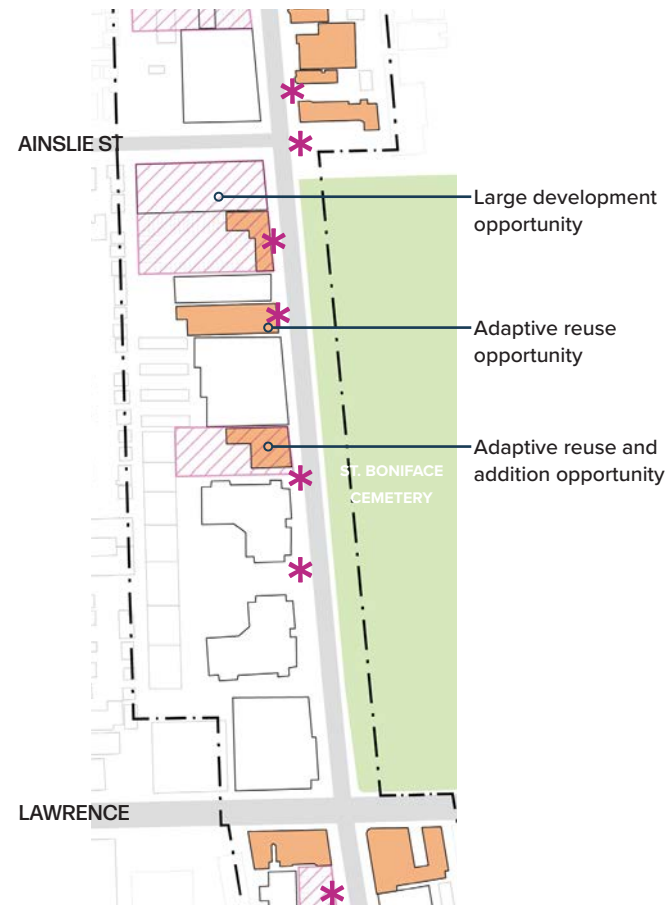
DEVELOPMENT OPPORTUNITY SITES

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.)

LAND USE + ECONOMIC DEVELOPMENT



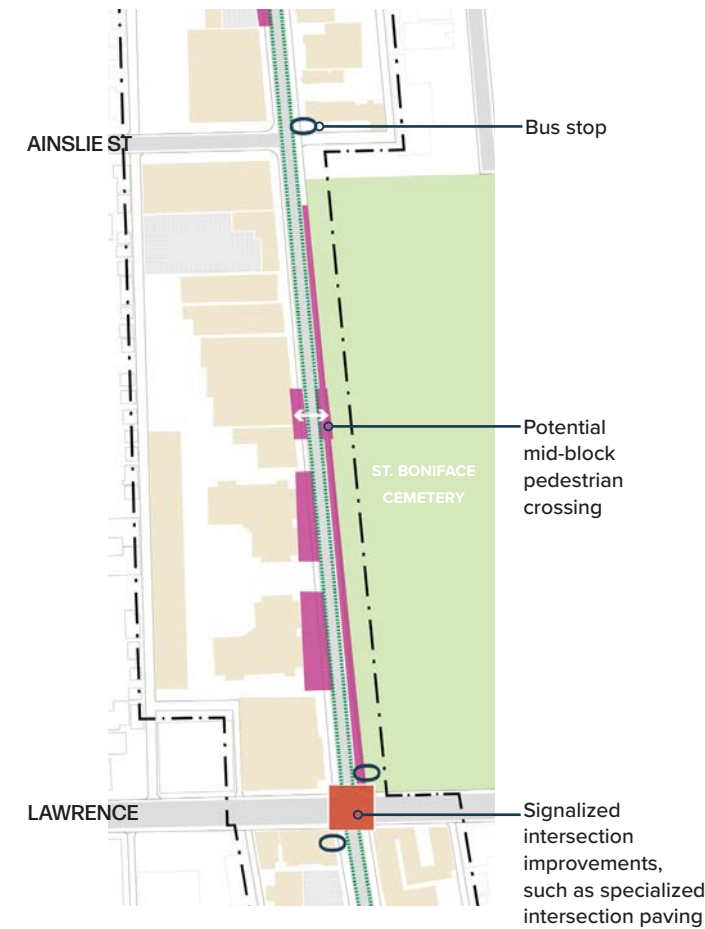
- Historic Neighborhood Character Building*
- Orange Rated Historic Building**
- Development Opportunity Site (see criteria to left)
- Pedestrian Street Non-Conforming Site Layout
- Corridor Study Area

*Historic neighborhood character buildings are older structures that demonstrate the scale and design style of buildings unique to this corridor's history. Consider opportunities for adaptive reuse and retaining/rehabilitating historic features.

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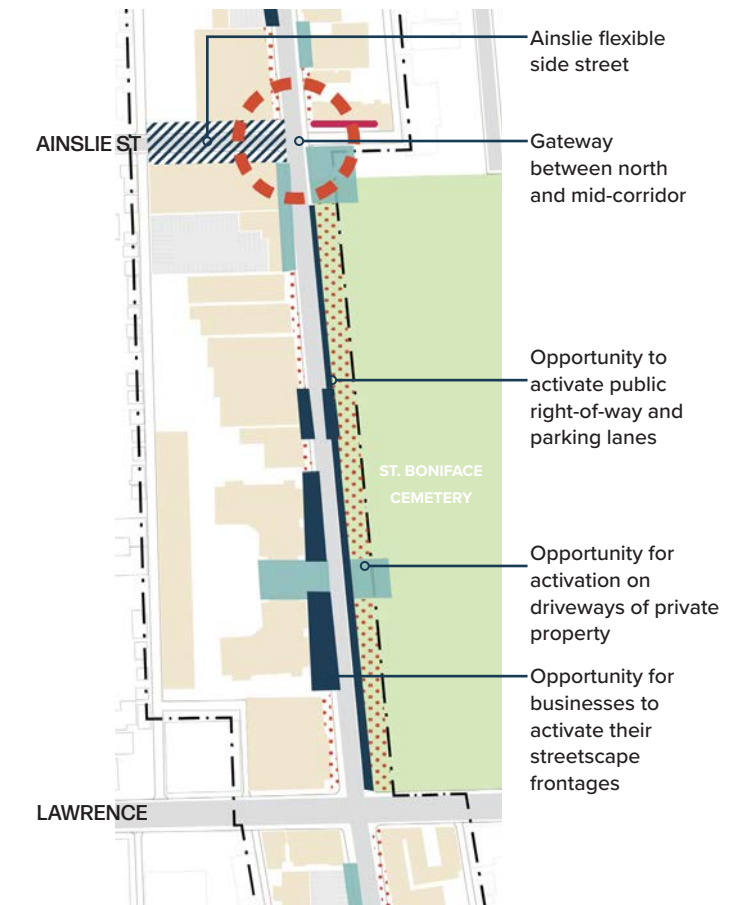
These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

MULTI-MODAL MOBILITY



- Signaled Intersection Improvements
- Non-Signaled Intersection Improvements
- Potential Curb Extensions
- Potential Protected Bike Lanes
- DIVVY Station
- CTA Bus Stop
- Corridor Study Area

PUBLIC REALM ACTIVATION



- Public Space Activation Opportunity
- Privately-Owned Public Space Activation Opportunity
- Flexible Side Street Activation Opportunity
- Sidewalk Activation Opportunity
- Gateway Opportunity
- Potential Mural Location
- Corridor Study Area

Segment-Specific Implementation

South Corridor: Lawrence to Montrose

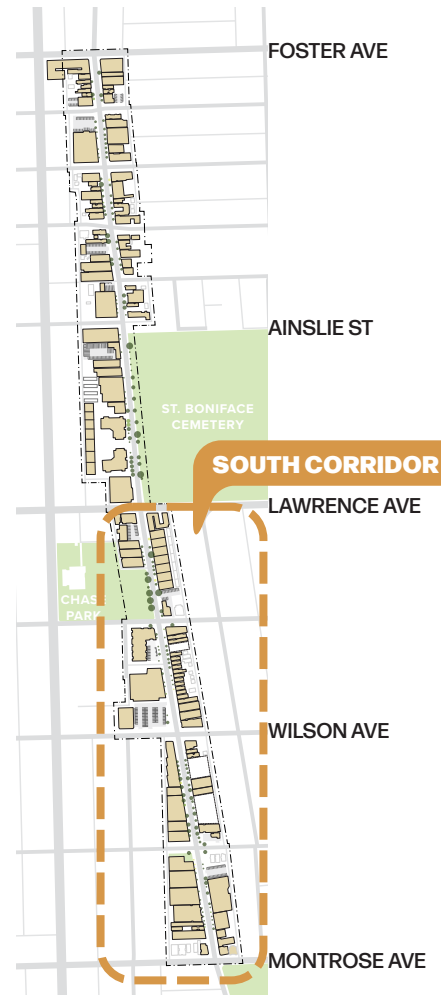
Development Approach:

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

Existing Character



South Corridor Guide to Development

Recommended Uses	Recommended Density	Recommended Height	Recommended Zoning	Considerations
Active, pedestrian-oriented ground floor commercial, cultural destinations, and community services	Floor Area Ratio*: 3 - 4	4 - 6 stories	<u>Primary:</u> B3-3, B3-2	Develop a cultural hub
Housing with a range of affordability levels and unit sizes above ground floor	<i>*Floor Area Ratio (FAR): Density measurement of a building's floor area relative to the property's land area size</i>		<u>Secondary:</u> B2-2, B2-3	Consider existing businesses and organizations
Ground floor housing, including live-work space, where more active commercial and/or service ground-floor uses are not viable				Activate vacant or inactive storefronts

Development Examples



Source: Sawyer Apartment, Detroit, MI (ISA)



Source: 2315 S. Michigan, Chicago, IL (Andrew Jameson)



Source: Pailhotel, Seattle, WA (Gensler)



Source: Montrose Collective, Houston, TX (Michael Hsu)



Source: Worklofts, Seattle, WA (Hybrid Architecture)

Segment-Specific Implementation

South Corridor: Lawrence to Montrose

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

Refer to Corridor-Wide Implementation Strategies for multi-modal mobility and public realm activation, pages 36-39.

DEVELOPMENT OPPORTUNITY SITES

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.)

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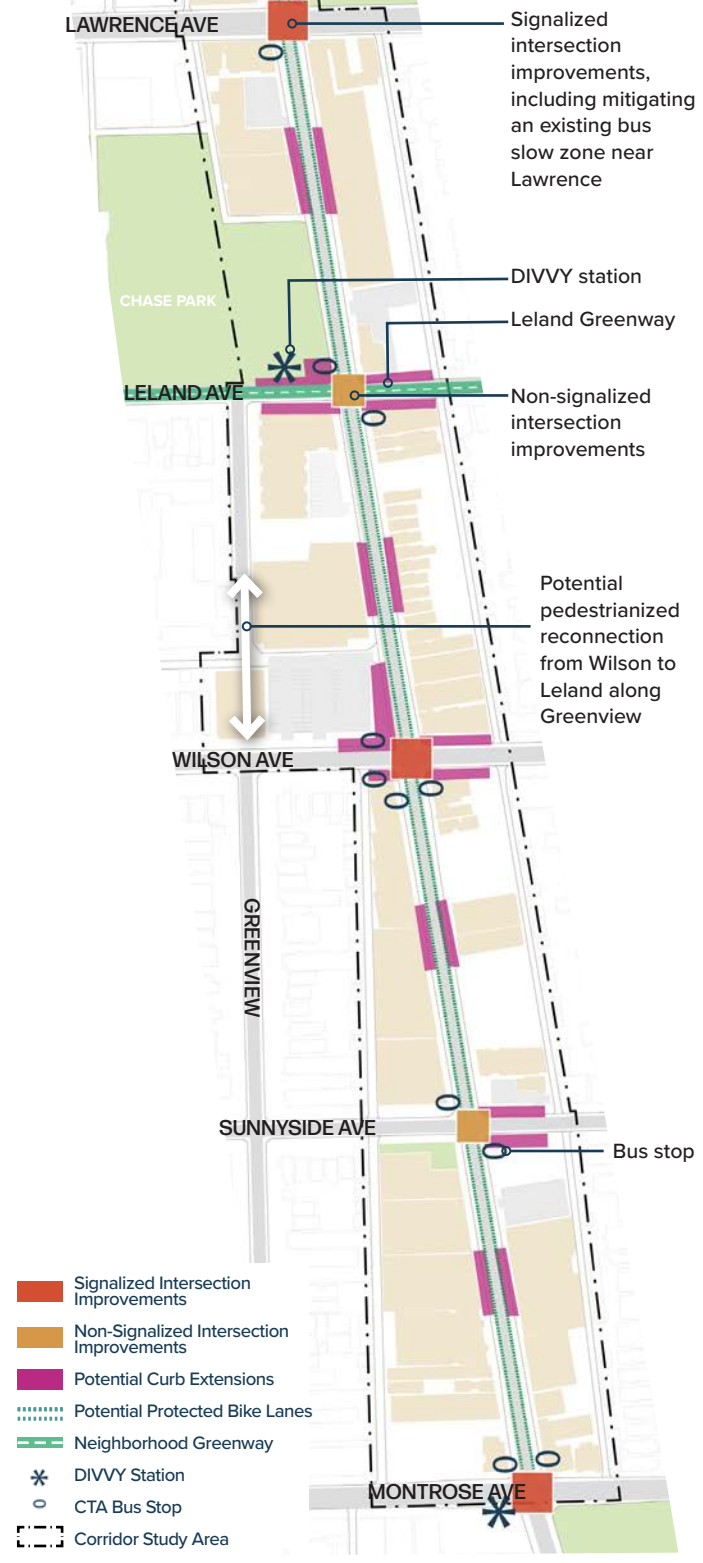
LAND USE + ECONOMIC DEVELOPMENT



- Historic Neighborhood Character Building*
- Orange Rated Historic Building**
- Development Currently Under Construction
- Development Opportunity Site (see criteria to left)
- Pedestrian Street Non-Conforming Site Layout
- Corridor Study Area
- Surface parking lot
- Low density commercial
- Surface parking lot
- Low density commercial + surface parking lot
- Preservation opportunity
- Low density commercial
- Low density commercial
- Underutilized lot
- Adaptive reuse opportunity

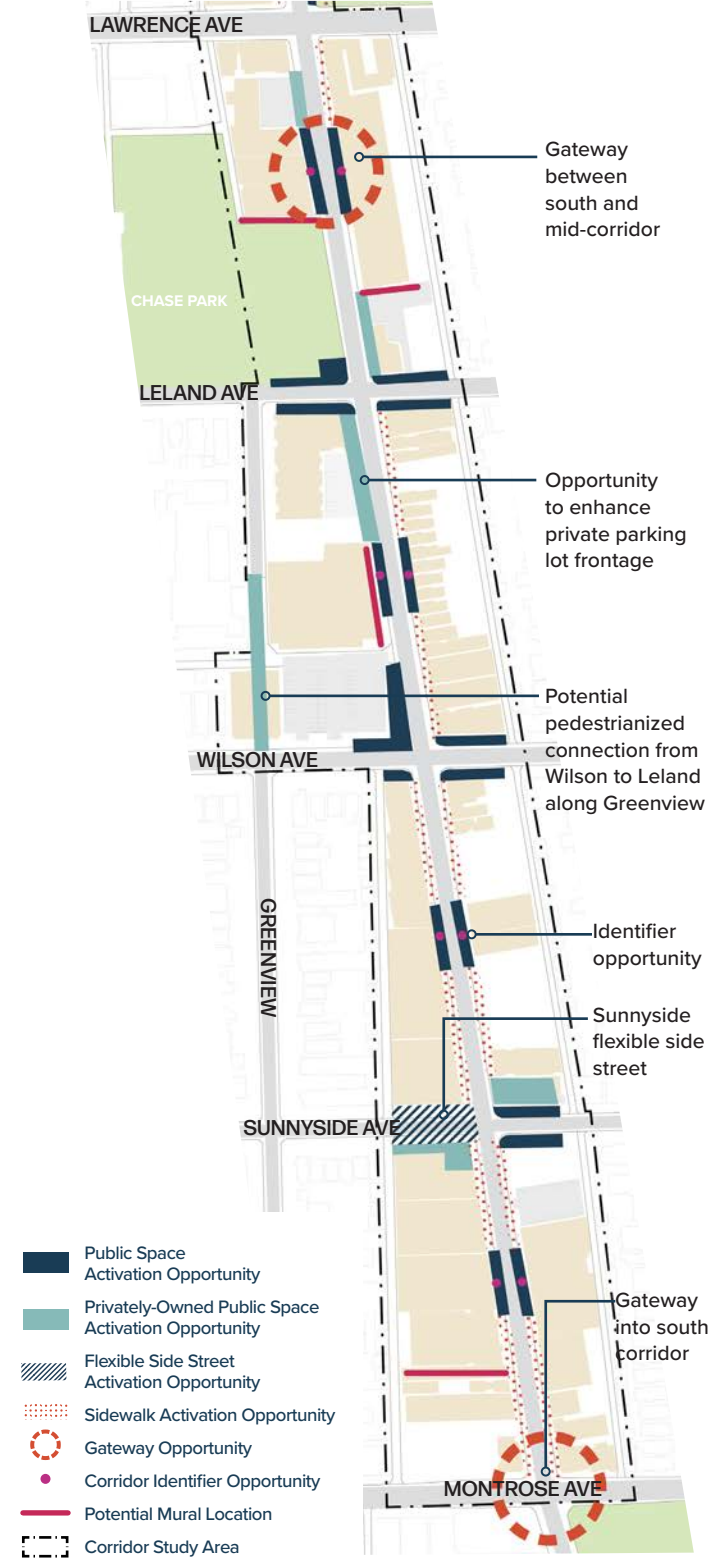
These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

MULTI-MODAL MOBILITY



- Signalized Intersection Improvements
- Non-Signalized Intersection Improvements
- Potential Curb Extensions
- Potential Protected Bike Lanes
- Neighborhood Greenway
- DIVVY Station
- CTA Bus Stop
- Corridor Study Area
- Signalized intersection improvements, including mitigating an existing bus slow zone near Lawrence
- DIVVY station
- Leland Greenway
- Non-signalized intersection improvements
- Potential pedestrianized reconnection from Wilson to Leland along Greenview
- Bus stop

PUBLIC REALM ACTIVATION



- Public Space Activation Opportunity
- Privately-Owned Public Space Activation Opportunity
- Flexible Side Street Activation Opportunity
- Sidewalk Activation Opportunity
- Gateway Opportunity
- Corridor Identifier Opportunity
- Potential Mural Location
- Corridor Study Area
- Gateway between south and mid-corridor
- Opportunity to enhance private parking lot frontage
- Potential pedestrianized connection from Wilson to Leland along Greenview
- Identifier opportunity
- Sunnyside flexible side street
- Gateway into south corridor



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.

Design Guidelines 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, Renovations, and Additions
- New Construction
- Ground Floor Residential Design
- Storefront Design
- Privately-Owned/Managed Public Space
- Public Realm Activation
- Multi-Modal Mobility

Pedestrian Street 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.
- New driveway curb cuts and vehicular access points are prohibited.
- Prohibited uses include drive-thrus, gas stations, vehicle sales shops, storage warehouses, and strip centers.

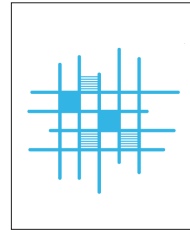
Neighborhood Design Guidelines

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

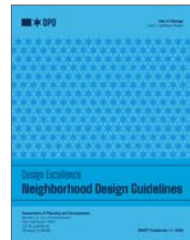
Reference Toolkit



See *City of Chicago Zoning Ordinance* including the *Pedestrian Street standards 17-3-0504*



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 Section

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.)

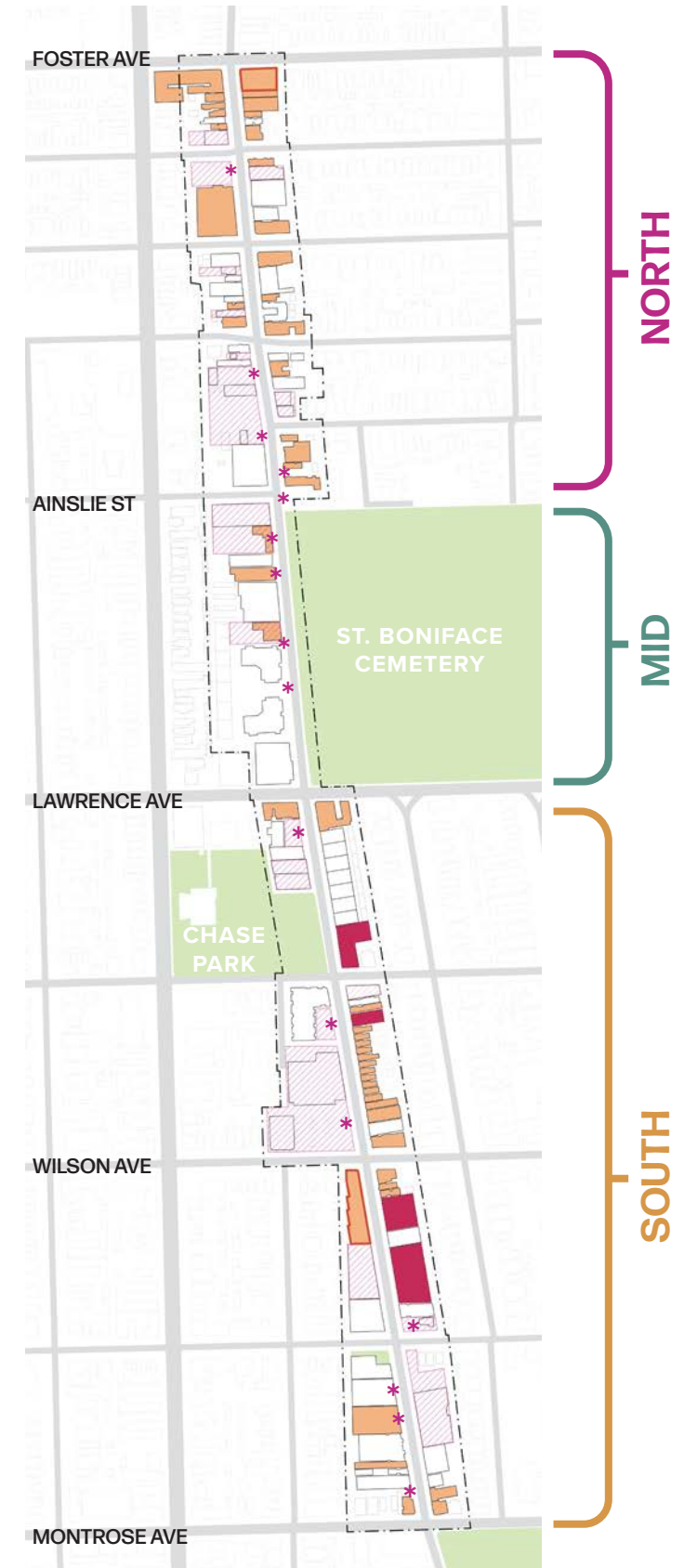
Beginning a New Project

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 standards section 17-3-0504 and the [Chicago Neighborhood Design Guidelines](#).
3. Refer to the applicable guidelines in this chapter.

- Historic Neighborhood Character Building*
- Orange Rated Historic Building**
- Development Currently Under Construction
- Development Opportunity Site (see criteria above)
- Pedestrian Street Non-Conforming Site Layout
- Corridor Study Area

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This diagram illustrates concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

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:

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



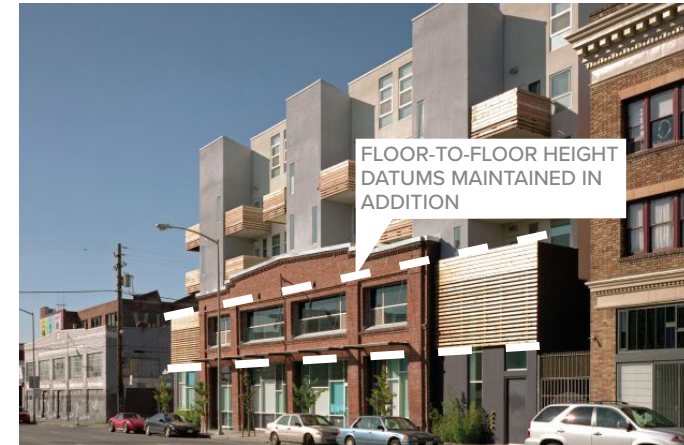
Mixed-Use Apartment Buildings (2 Story)
4758 N Clark Street - Ground floor café and apartments above



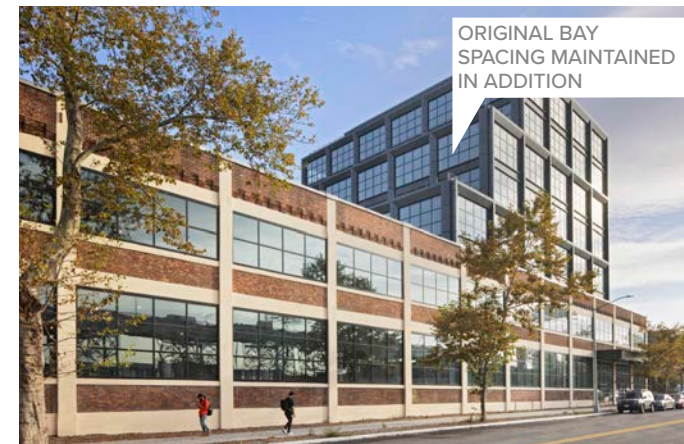
Mixed-Use Apartment Buildings (3-4 Story)
5101 N Clark Street - Ground floor restaurant and apartments above



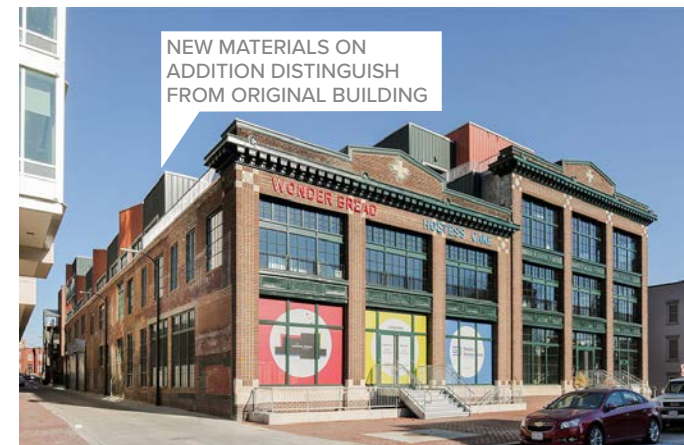
Industrial / Manufacturing Buildings
4613 N Clark St - Vacant Property



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:

1. Design additions so that they do not detract from the original character-defining features.
2. When adding upper stories, step back the addition to distinguish between the original structure and the new one.
3. Maintain the existing façade's rhythm created by bay spacing, size of openings, and floor-to-floor heights.
4. 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:

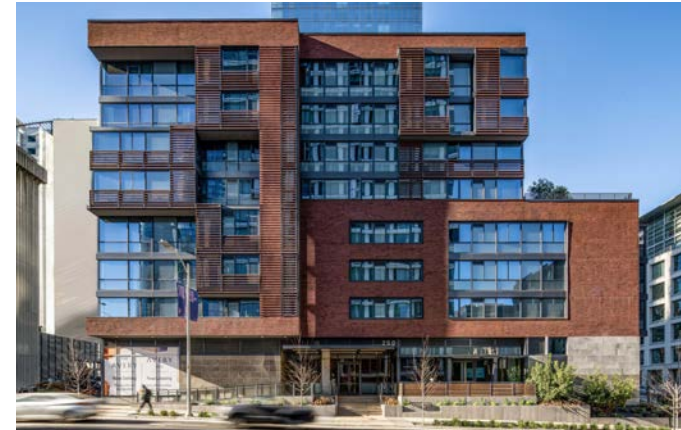
1. Gateway corner developments are located where Clark Street crosses another major street (see dashed circles on adjacent map).
2. Transitional corner developments are located where Clark Street crosses a smaller-scale residential street.

Guidelines:

1. Focus higher density development at gateway corners.
2. Focus mid-scale development at transitional corner sites.
3. 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



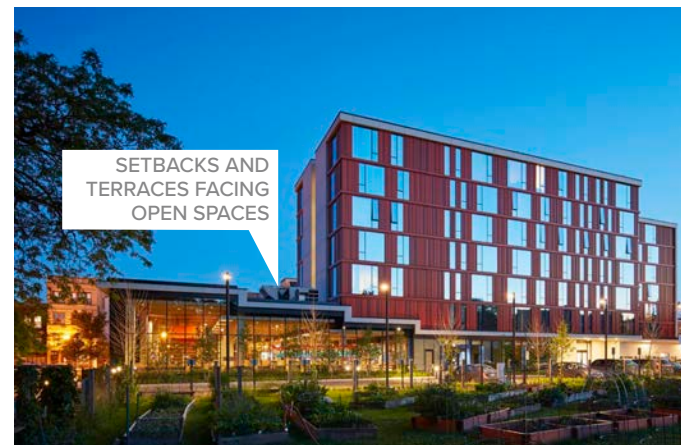
High Density Gateway Corner Development

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.

1. Design for variety in scale and moments of relief at longer blocks located towards the southern section of the corridor.
2. 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.

1. Encourage strategic ground floor setbacks to create a more comfortable and dynamic pedestrian experience with opportunities for small publicly accessible seating areas and plazas.
2. 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.

1. Provide diverse housing types and affordability levels to mitigate challenges with housing affordability.
2. Provide outdoor space for upper-story residents such as balconies, patios, courtyards.
3. 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.



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



Mid-Scale Mixed-Use with Ground Floor Restaurant

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

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.)

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

Ground Floor Residential Design Guidelines

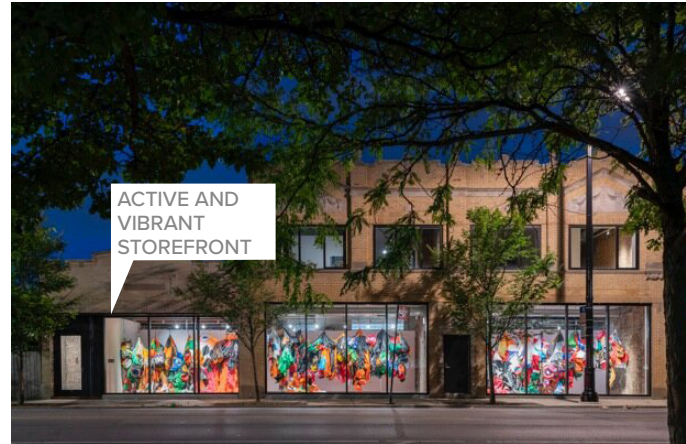
Specific types of ground-floor residential uses may be appropriate in a limited way. While Clark Street is an active commercial and cultural corridor, the real estate market assessment found that there is likely not enough demand for commercial space to fill every ground floor along the corridor. Instead, 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 South and Mid-Corridor segments, and
2. Away from busy intersections (mid-block) with comparatively lower pedestrian activity.

Live-Work Ground Floor Spaces

1. 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.
2. 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.
3. 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



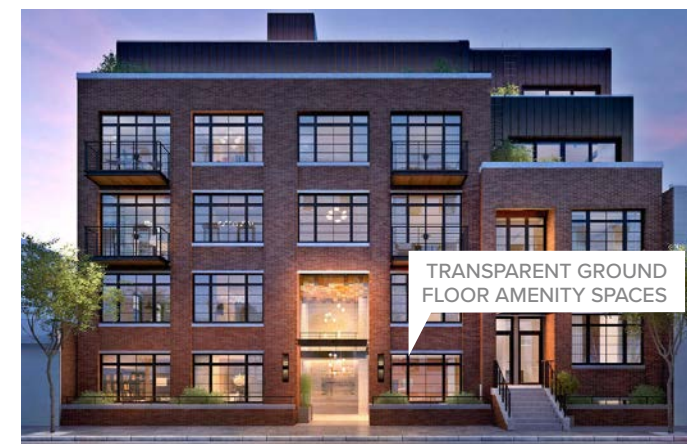
Artist Spaces

Meatyard Ybor Artist Lofts
Source: Tampa Bay Times



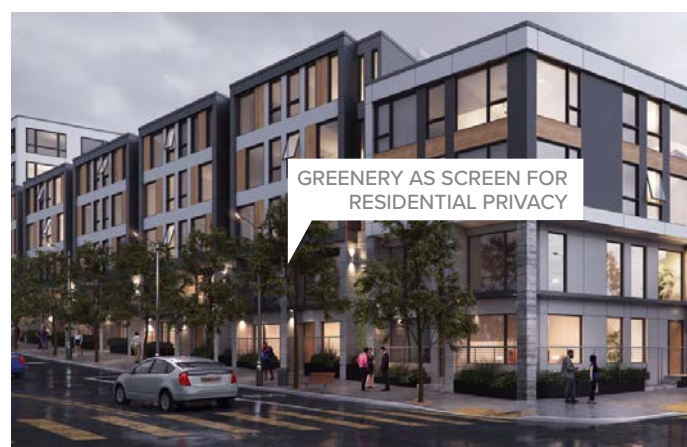
Live-Work Lofts

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

1. 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.
2. Locate resident amenity spaces to be visible from the sidewalk along the ground floor, including community rooms, lounges, fitness spaces, and other active uses.
3. 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.
4. Main residential entrances should face the street and include unique design elements such as lighting, planters, and awnings to emphasize entries.
5. Break down the scale of new residential building façades by integrating recesses, offsets, stepbacks, materials, and colors to promote a visually interesting façade that complements the existing corridor context.
6. 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).

Storefront Design Guidelines

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

1. Use durable, high-quality materials that relate to the character of the building and place signs at expected locations on the building façade, such as above entrances or along a traditional signage band.
2. 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

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



PROMINENT, BRAND-CONSISTENT SIGNAGE HIGHLIGHTING ENTRY

Storefront Remodel

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



SIGNAGE ALIGNS WITH ARCHITECTURAL FEATURES

Storefront Activation

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



TRANSPARENT AND ACTIVE GROUND FLOOR SPACE

Ground Floor Activation

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

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.

1. Welcome public access.
2. Include landscape improvements, recreation opportunities, and/or walkways that provide active and usable open space.
3. Utilize best practices for sustainable landscapes, including high surface permeability, native plantings, green infrastructure, etc.
4. Design for moments of rest and enjoyment, including site furniture such as benches, usable eating surfaces, and trash / recycling bins.
5. Include lighting that is cohesive with the public lighting strategy.
6. Invest in caring for outdoor spaces to maintain beauty, function, and safety year-round.



SITE FURNITURE

WALKWAYS ACCESSIBLE TO THE PUBLIC

Privately-Owned Public Courtyards

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



NATIVE AND RESILIENT LANDSCAPING

Landscaped Walkway in Property Setback

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



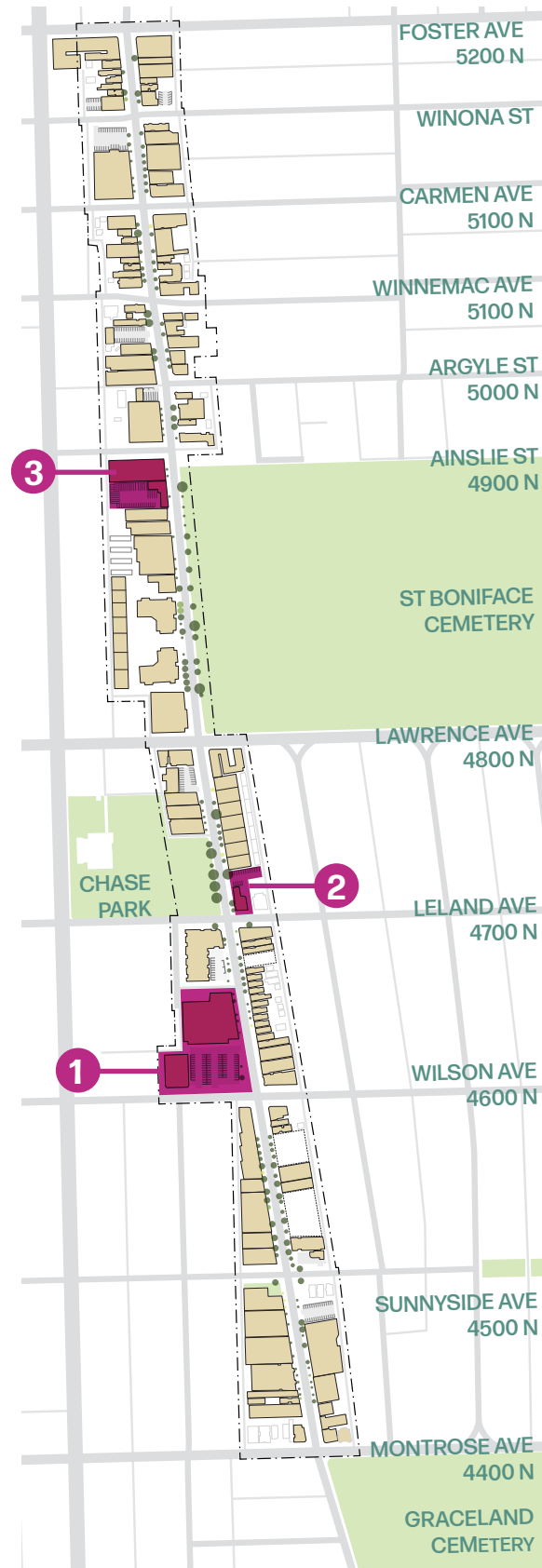
TEMPORARY SHOPS AROUND LANDSCAPED AND FURNISHED COURTYARD

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.

EXISTING CONDITIONS



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.

EXISTING CONDITIONS



CONCEPTUAL EXAMPLE DEVELOPMENT 3



Public Realm Activation

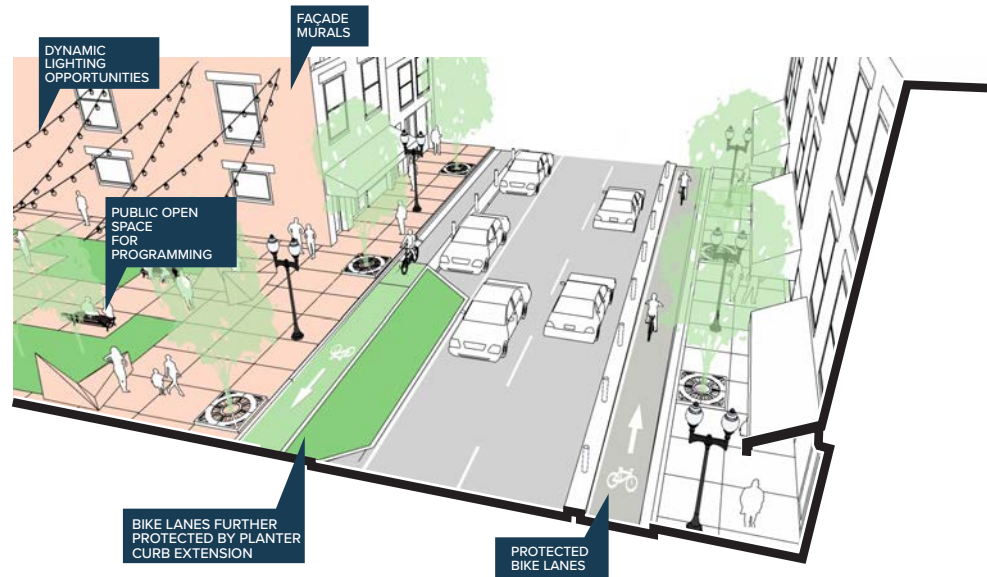
Approach

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

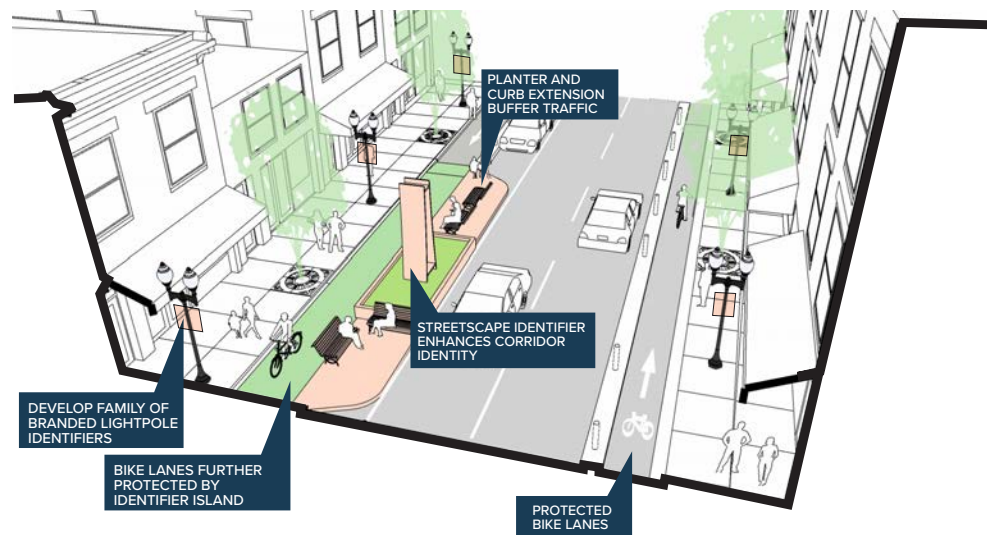
Public Gathering Spaces

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



Corridor Identifiers

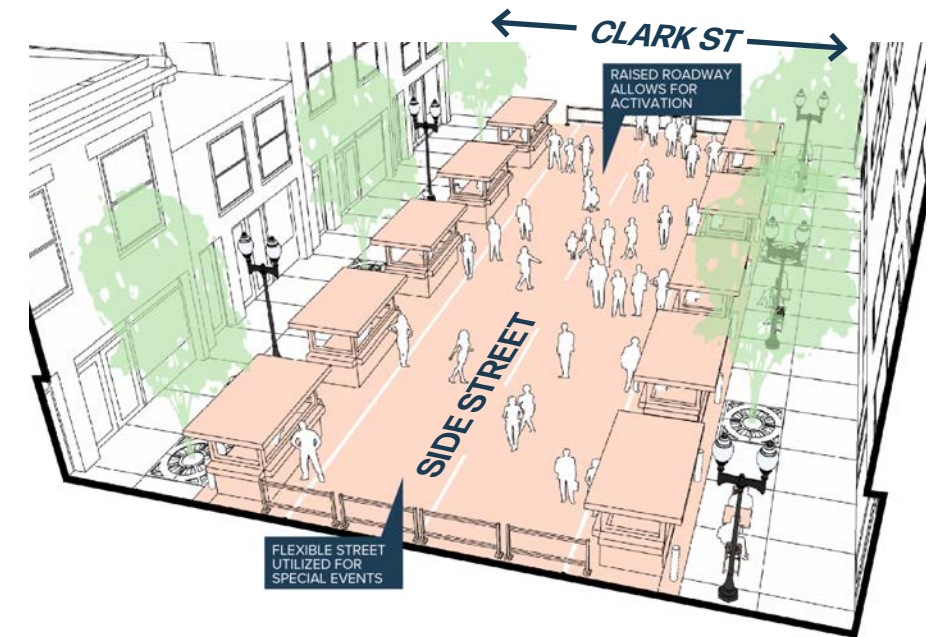
Employ a robust family of street identifiers to create cohesion, unifying all segments while instilling a greater sense of place.



These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

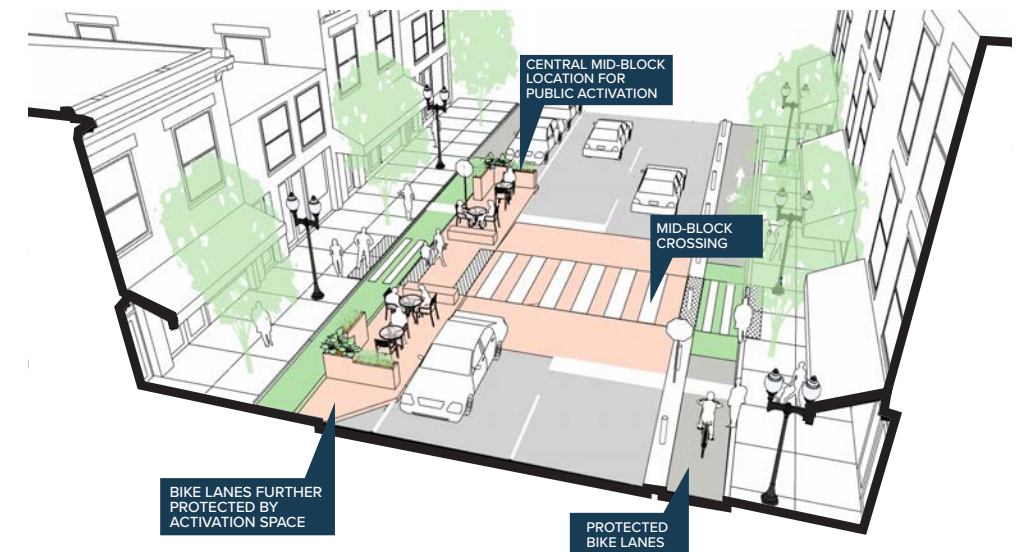
Flexible Side Streets

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.



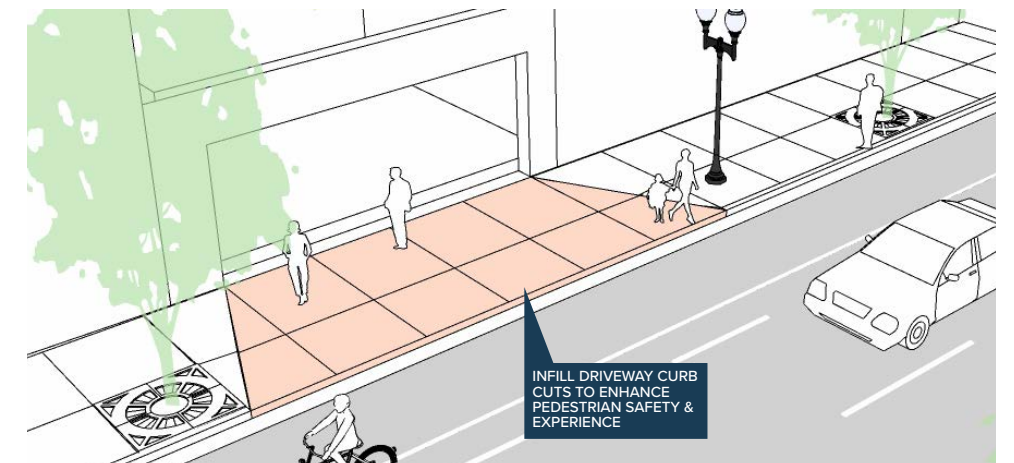
Extended Outdoor Activation Spaces

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



Elimination of Driveway Curb Cuts

Work towards removing and reducing driveway curb cuts along the corridor.



These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

Multi-Modal Mobility

Approach

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.

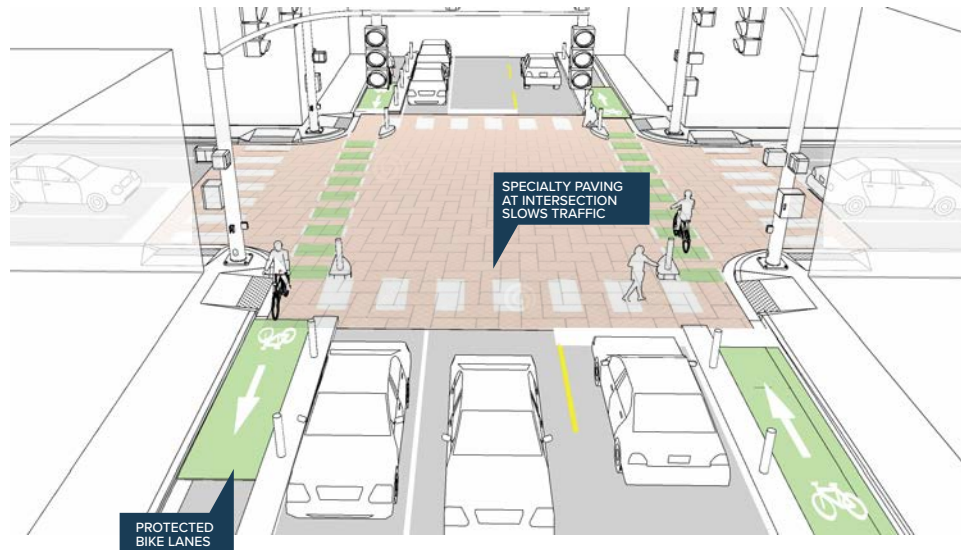
Enable accessibility and additional amenities, especially near bus stops.

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.

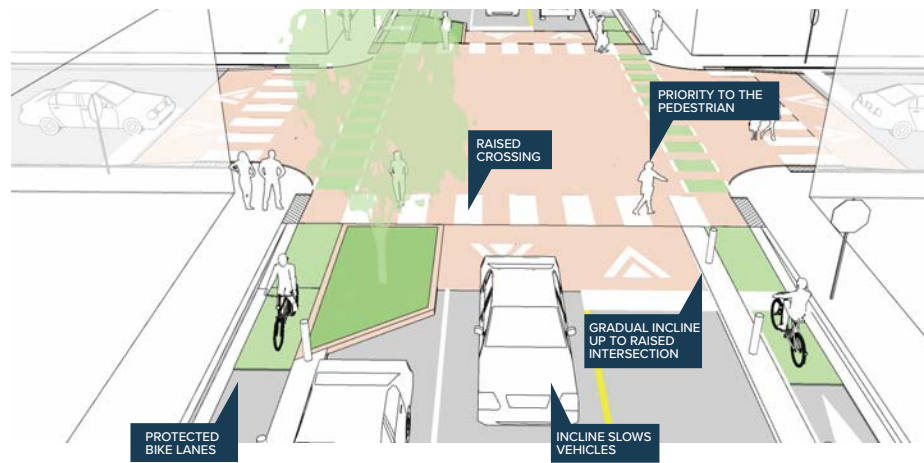
Specialty paving of an alternate color and texture slows vehicles, while lane and crosswalk delineators call special attention to spaces occupied by pedestrians and bikes. Combining with standardized accessible sidewalk curb ramps enables greater safety and security for those on foot.



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.

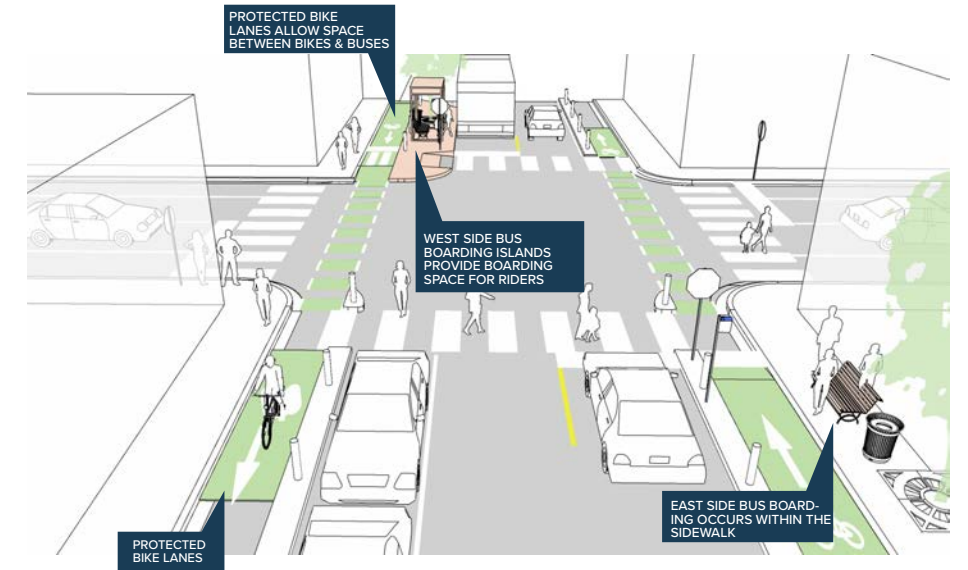


These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

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.

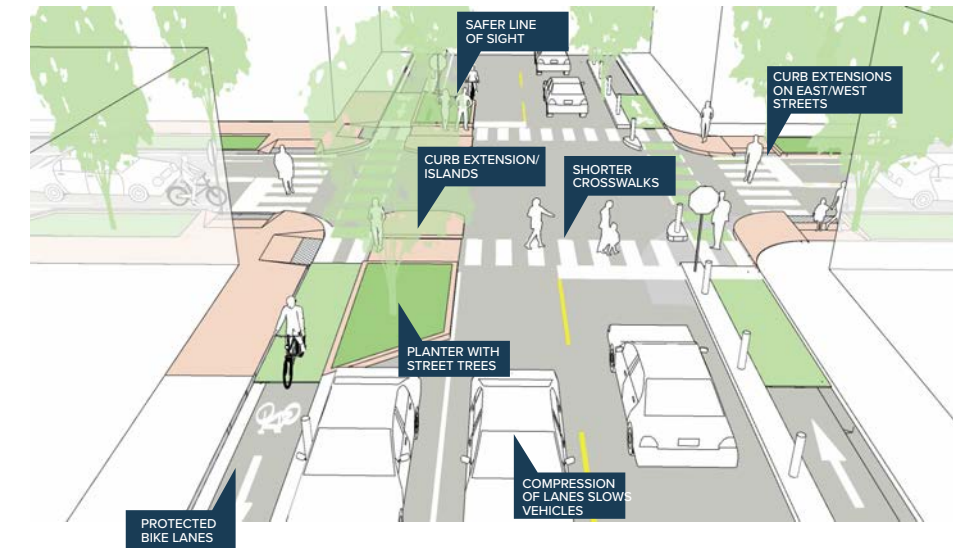
In areas where protected bike lanes are proposed, a hybrid bus bulb/bike lane treatment can be considered.



Curb Extensions

Improve safety at intersections with curb extensions, or "bump-outs", which reduce pedestrian crossing distance.

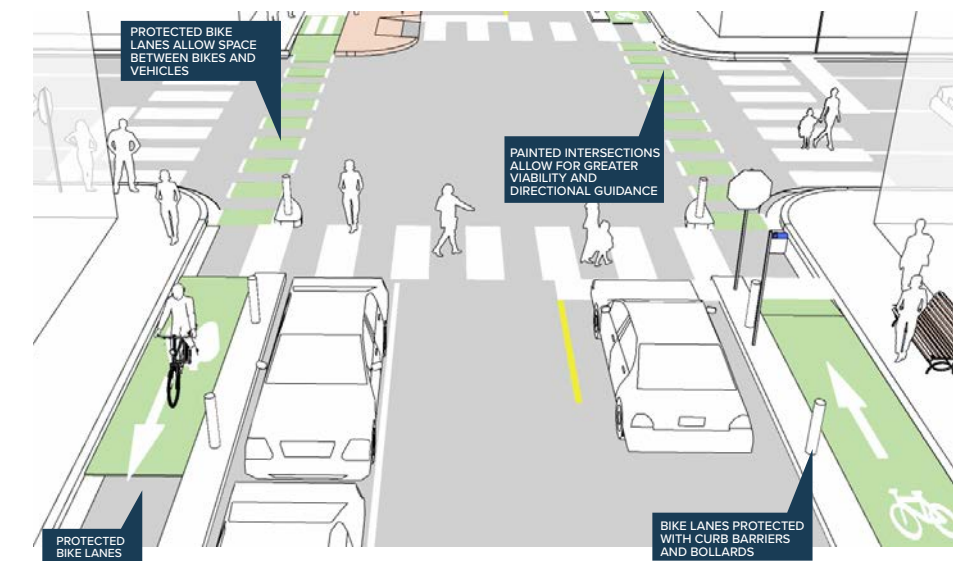
Curb extensions utilize landscaped areas with trees and plantings, additional standing room for pedestrians or those who are waiting for buses or ground transportation pick-ups.



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.

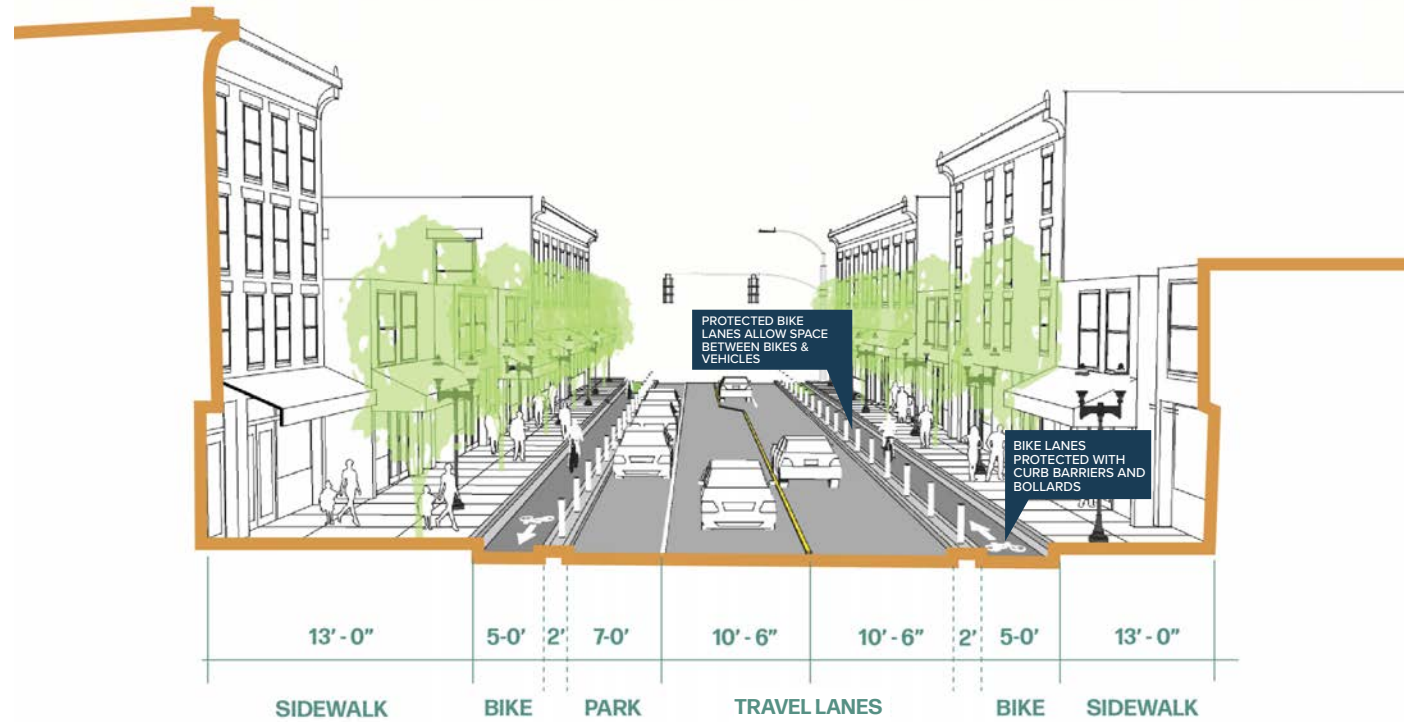
Bike lanes should be protected with a raised concrete curb and bollards to protect bicyclists from adjacent vehicular traffic. Green paint at intersections clearly marks bike lanes, bike boxes, and bike crossings.



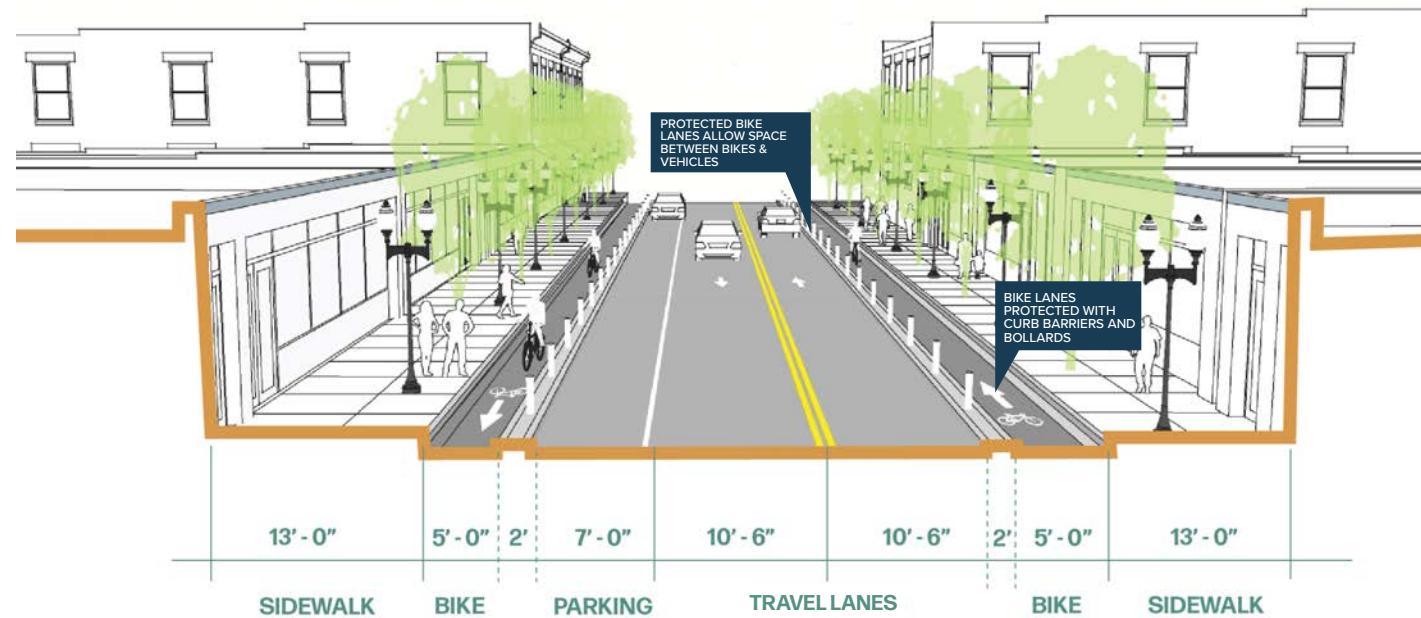
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Protected Bike Lane Concepts

CLARK STREET AT FOSTER



CLARK STREET AT SUNNYSIDE



These diagrams illustrate concepts supporting the community's long-term vision for this corridor. Future projects will need to be defined, funded, and undergo additional community engagement and technical analysis before implementation.

ACKNOWLEDGMENTS

Prepared by:

City of Chicago Project Management:

Katharyn Hurd
Paul Reise (former DPD)

Key DPD Collaborators:

Danielle Crider
Cindy Roubik
Martin Sorge (former DPD)
Michael Berkshire (former DPD)

Consultant Team:

SB Friedman
SmithGroup
Via Chicago Architects X Diseñadores
All Together
MKSK

Steering Committee:

Alderman Andre Vasquez
40th Ward

Alderman James Cappleman
46th Ward

Alderman Matt Martin
47th Ward

David Oakes
Andersonville Chamber of Commerce (SSA#22)

Liz Kersjes
Andersonville South Neighborhood Association (ASNA)

Jackie Taylor
Black Ensemble Theater

Michael Kent
Chicago Department of Transportation (CDOT)

Jeff Fishbain
Clark Street Block Club

Ginny Sykes
Dover Street Neighbors Association (DSNA)

Megan Bunimovich and Amy Czarkowski
Greater Ravenswood Chamber of Commerce (SSA #31)

Margot Gordon
North Uptown Neighbors Association (NUNA)

Sarah Wilson and Justin Weidl
Uptown United and Uptown Chamber of Commerce

Jen Hanna
Winona Foster Carmen Winnemac Block Club (WFCW)





CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

**CLARK
STREET
CROSS
ROADS**

corridor study
Montrose - Foster