



**CLARK
STREET
CROSS
ROADS**

corridor study
Montrose - Foster

Community Workshop
@ Chase Park Fieldhouse

www.clarkstreetcrossroads.com

CORRIDOR BOUNDARY

Station 1: Corridor Intro & Community Feedback

WEBSITE RESPONSE

KEY FEEDBACK FROM THE WEBSITE

- SUPPORT MIXED-USE DEVELOPMENT WITH ACTIVE STOREFRONTS & RESIDENTIAL ABOVE
- ADVANCE DIVERSITY IN HOUSING OPPORTUNITIES & EQUITABLE PRICE POINTS
- PROMOTE PEDESTRIAN STREETS WHICH RESTRICT NEW AUTO-ORIENTED COMMERCIAL & MITIGATE DRIVEWAYS / CURBUTS
- ESTABLISH SAFE & CONSISTENT PROTECTED BIKE CONNECTIVITY
- IMPROVE CROSSINGS FOR BIKES, PEDESTRIANS & RIDE SHARE SAFETY
- MITIGATE EXISTING SURFACE PARKING LOTS ALONG THE STREET EDGE TO CREATE MORE WELCOMING ENVIRONMENT FOR PEDESTRIANS / BICYCLISTS
- PRESERVE HISTORIC ARCHITECTURE
- ENCOURAGE MURALS, LOCAL ART, TACTICAL URBANISM, OUTDOOR PATIOS & PLACEMAKING



TELL US WITH POST-ITS!
WHAT IMPROVEMENTS
WOULD YOU LIKE TO SEE?

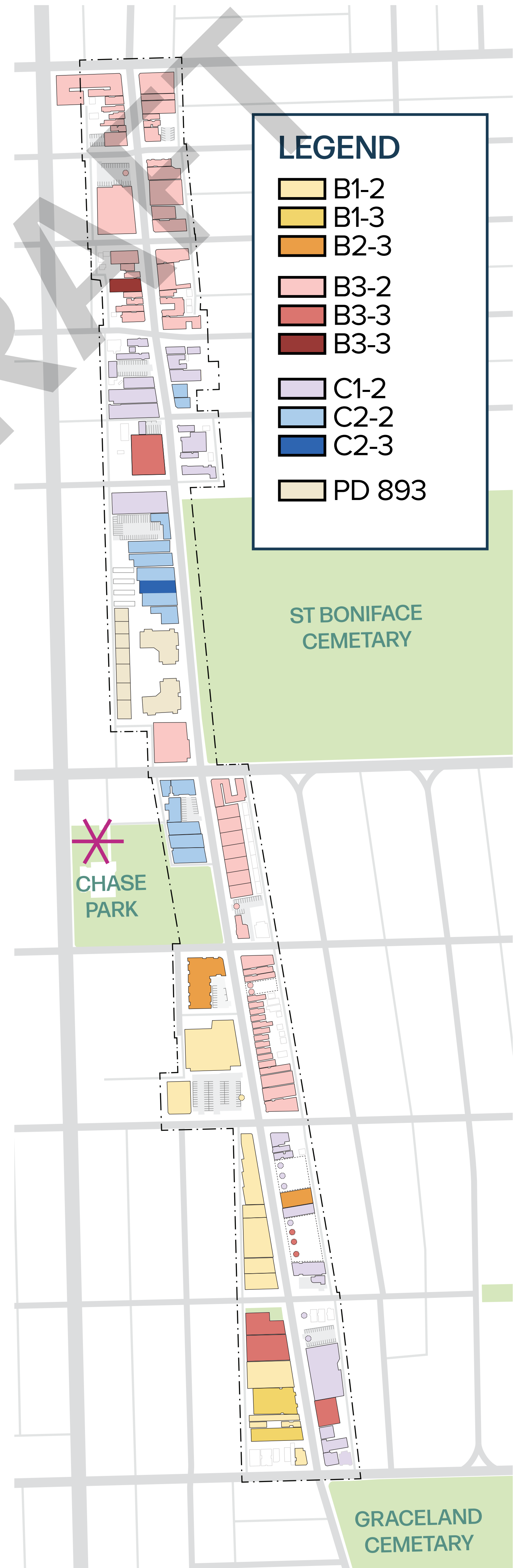
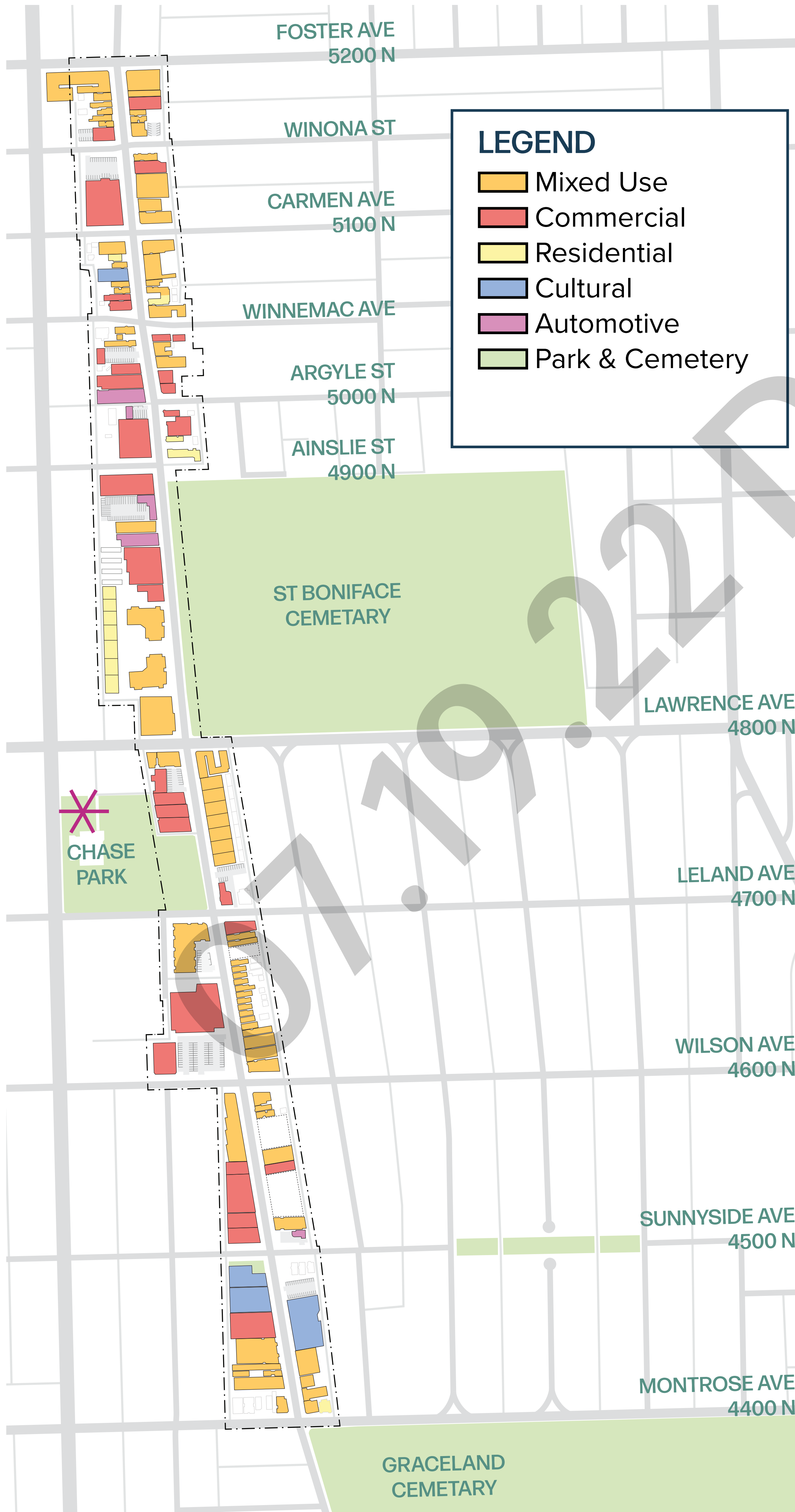


CLARK STREET CORRIDOR

Station 1: Corridor Intro & Community Feedback

EXISTING ZONING & LAND USE

TELL US WITH STICKERS!
WHAT IMPROVEMENTS
WOULD YOU LIKE TO SEE? 



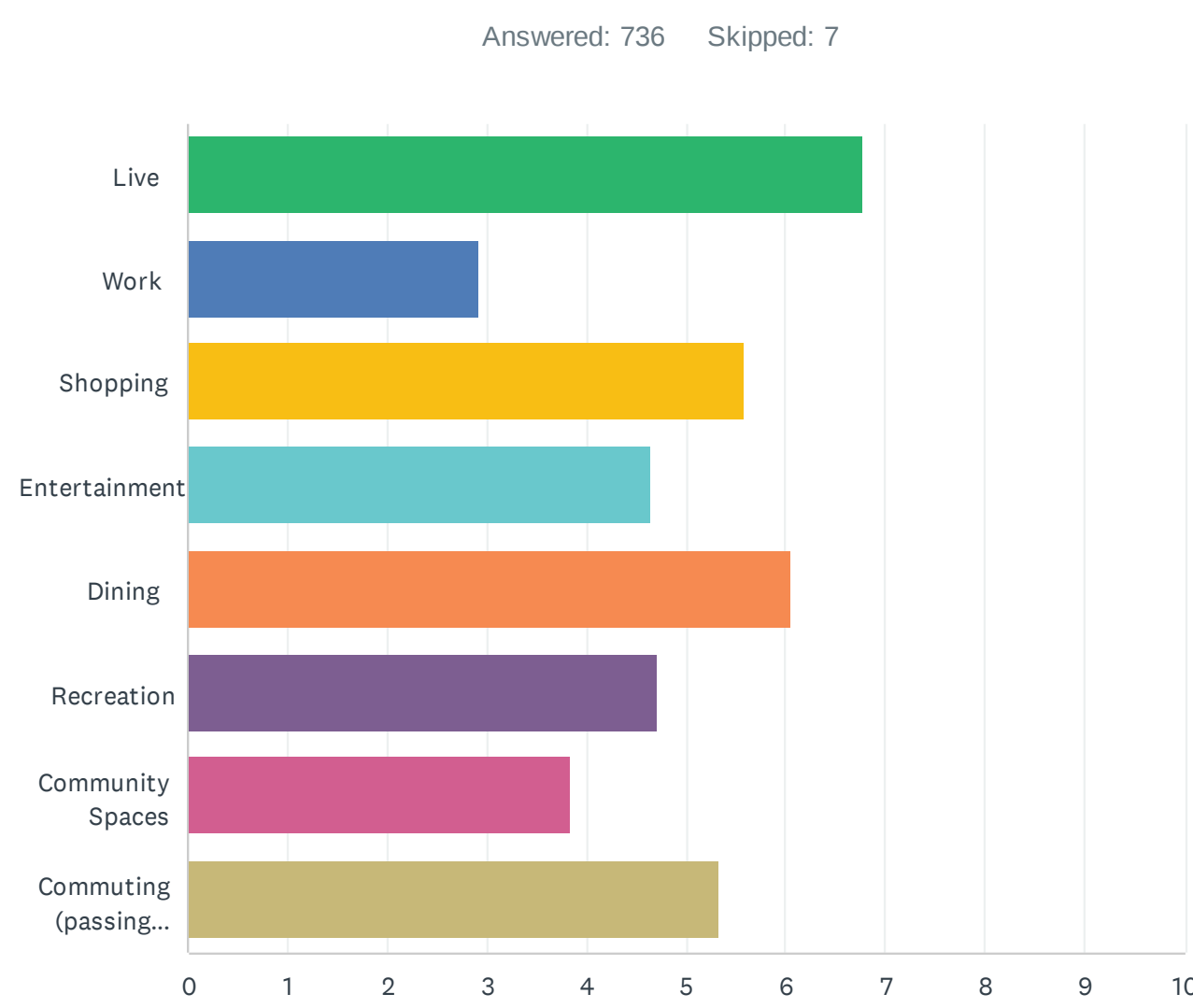
CLARK STREET CORRIDOR

Station 1: Corridor Intro & Community Feedback

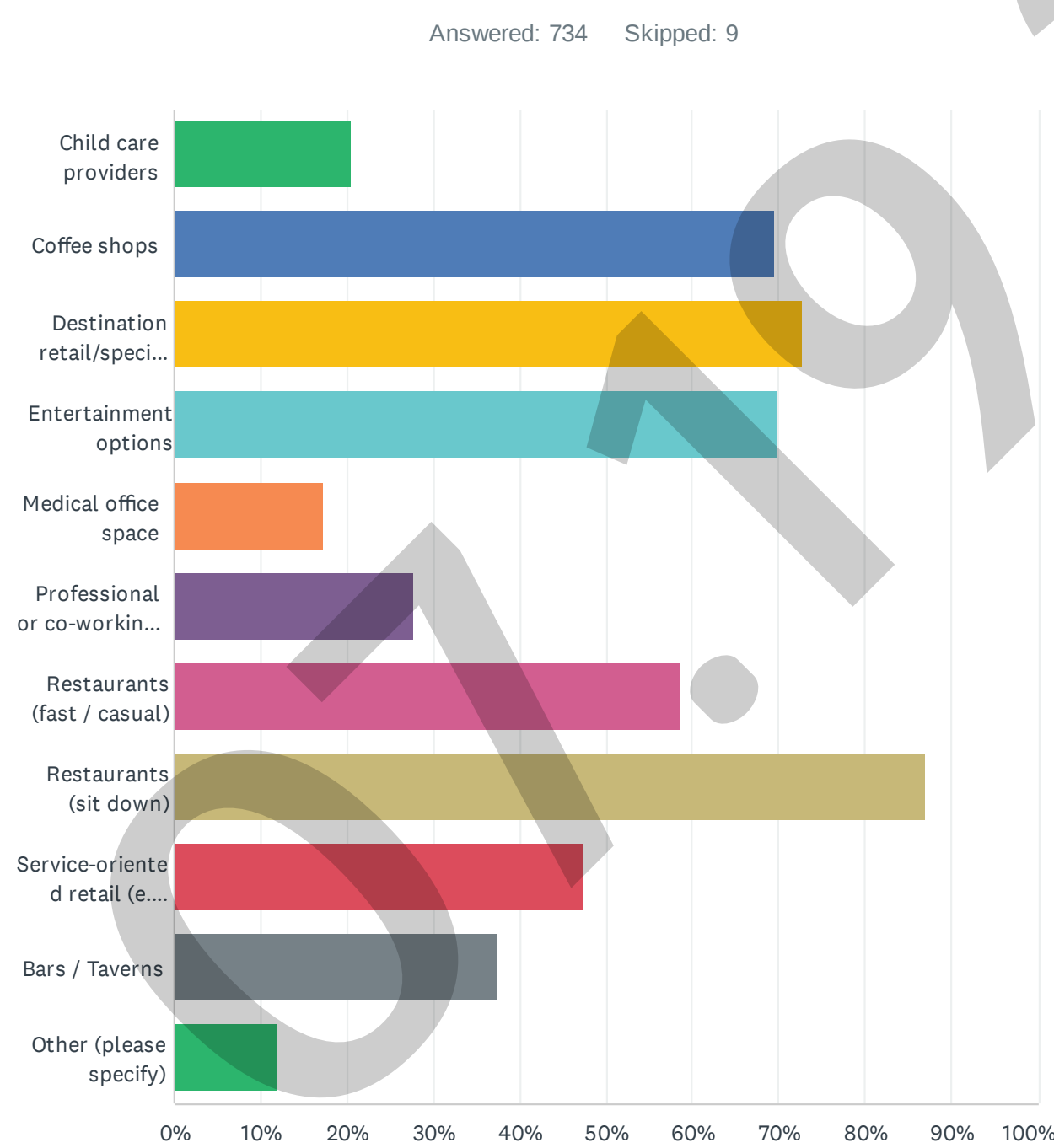
COMMUNITY FEEDBACK ON ZONING & LAND USE

VIRTUAL COMMUNITY MEETING #1 POLL RESULTS (2/15/2022)

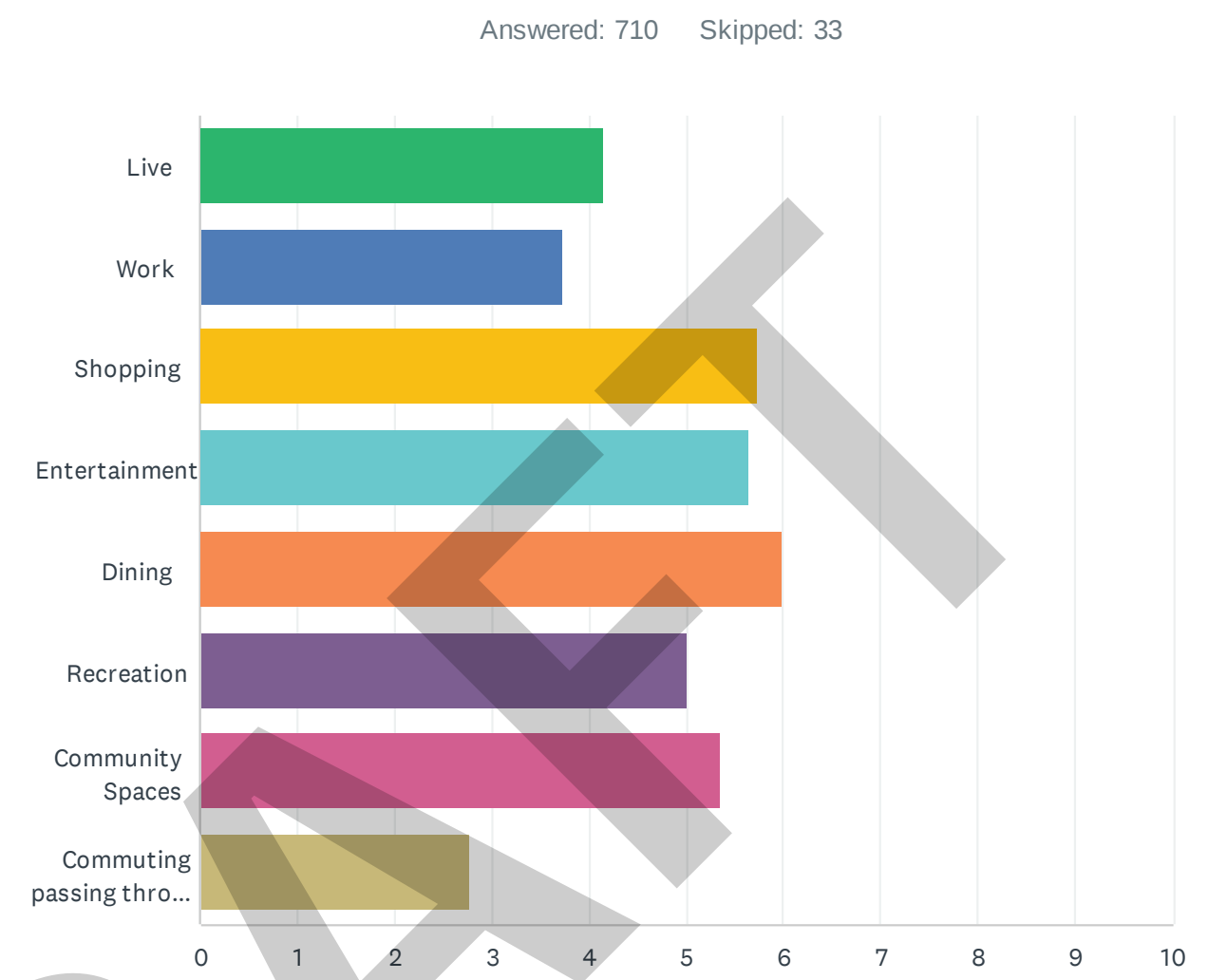
Q1 What brings you most frequently to this stretch of Clark Street? Please rank from most frequent reason (1) to least frequent reason (8).



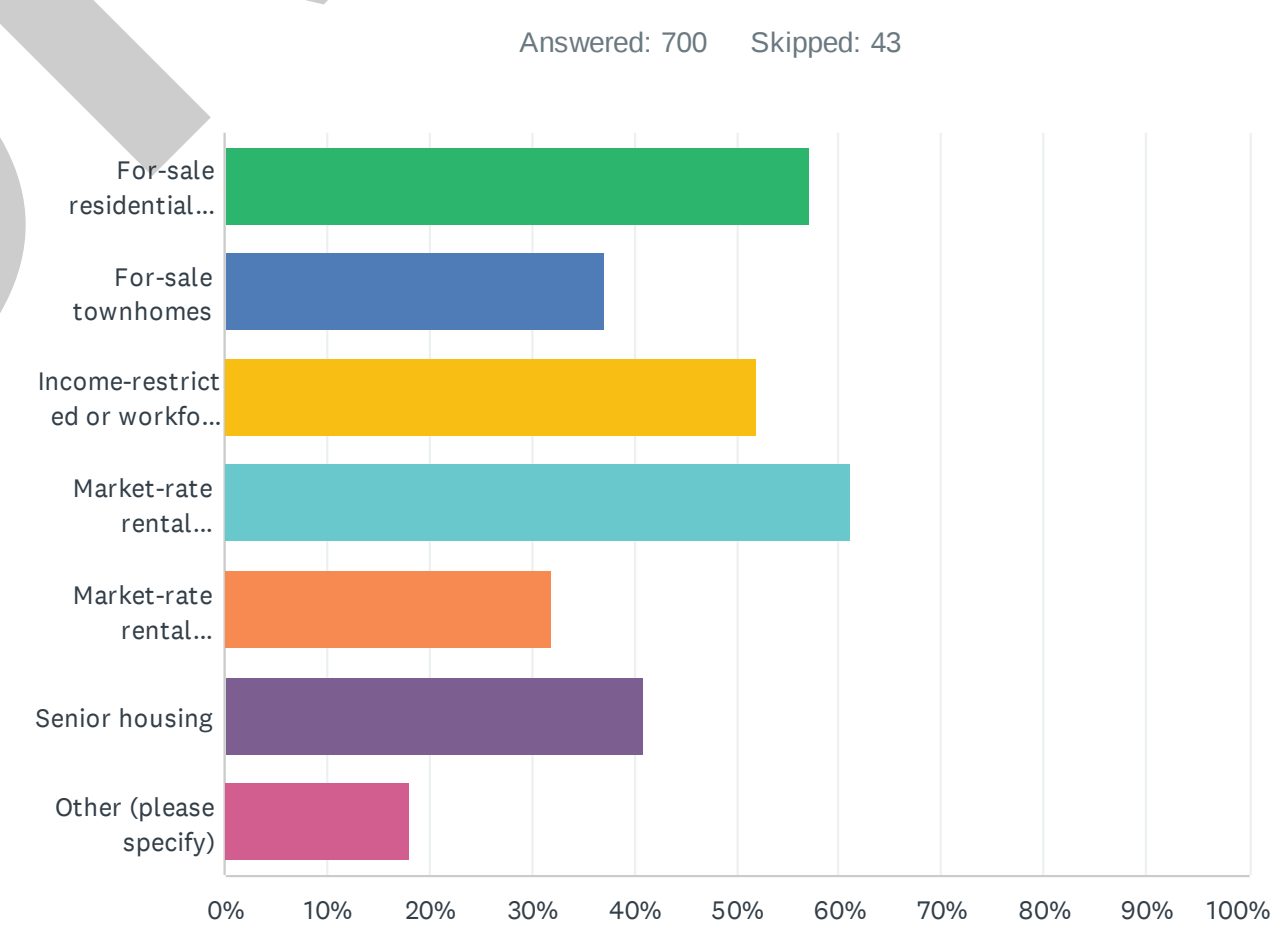
Q8 What kinds of commercial uses are you most interested in seeing along Clark Street? Please select all that apply.



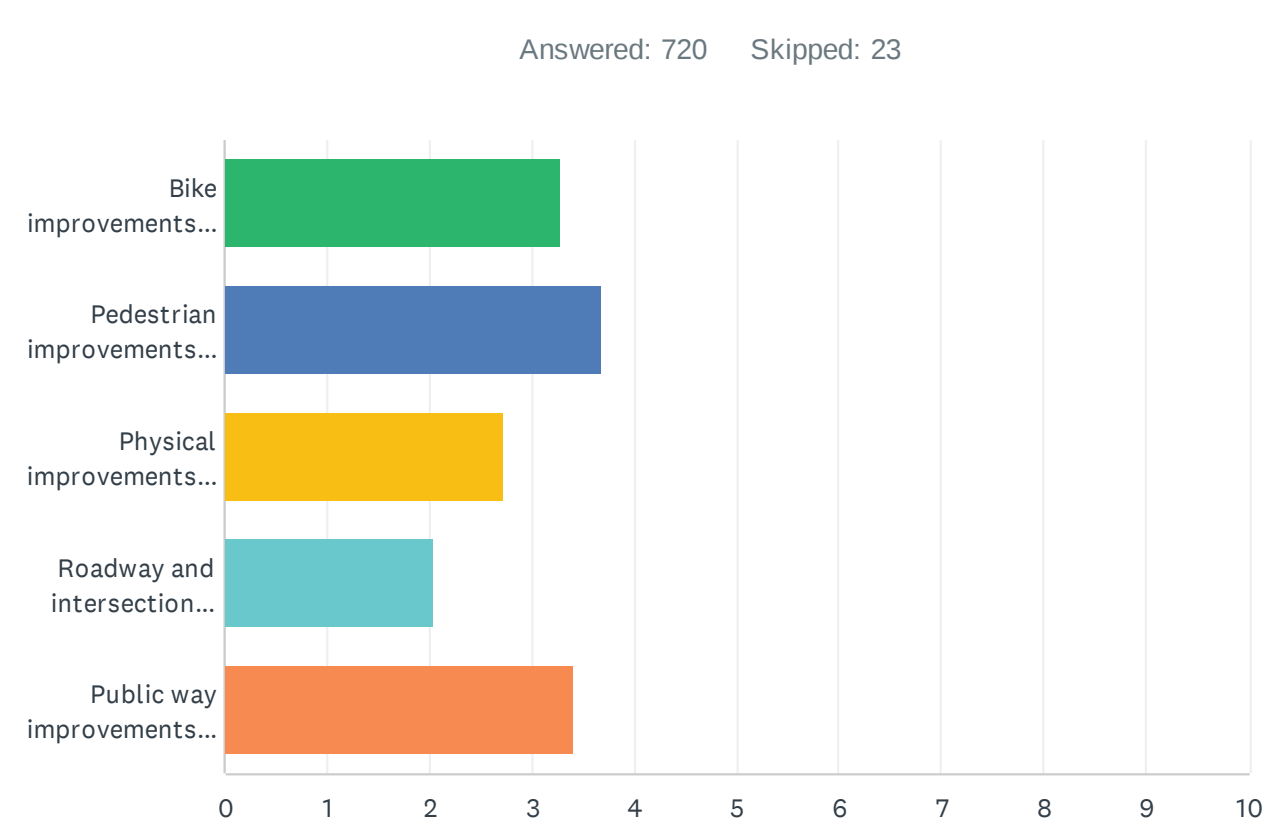
Q2 What "experiences" do you feel are currently missing from this stretch of Clark Street? Please rank from 1-8 with (1) being the most crucial experience missing in the corridor.



Q7 What kinds of residential development are you most interested in seeing along Clark Street? Please select all that apply.



Q10 How would you prioritize the use of TIF along the corridor in the near term? Please rank from 1-5 with (1) being the highest priority use for TIF funds.



ZONING & LAND USE SUMMARIES*

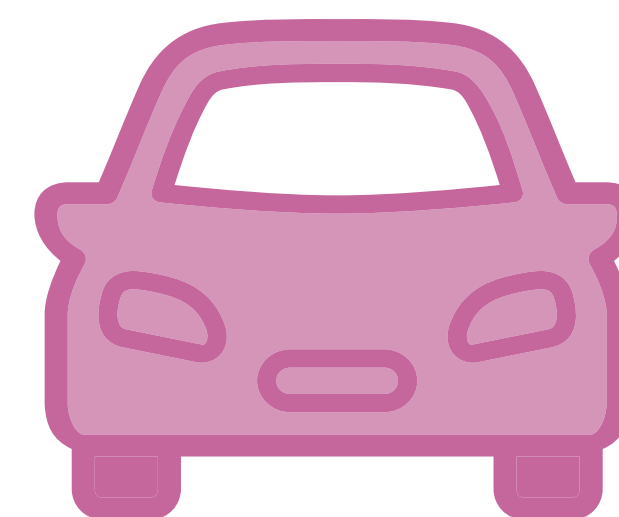
*Of online interactive mapping participants who commented on zoning-related topics

Residential



54%

want a mixture of uses



38%

want LESS auto body shops, public storage & gas stations



15%

want MORE missing middle housing (mid-scale buildings)



CLARK STREET CORRIDOR

Station 1: Corridor Intro & Community Feedback

4410 N CLARK ST
(2022 - UNDER CONSTRUCTION)



4450 N CLARK ST
(2011 - COMPLETED)

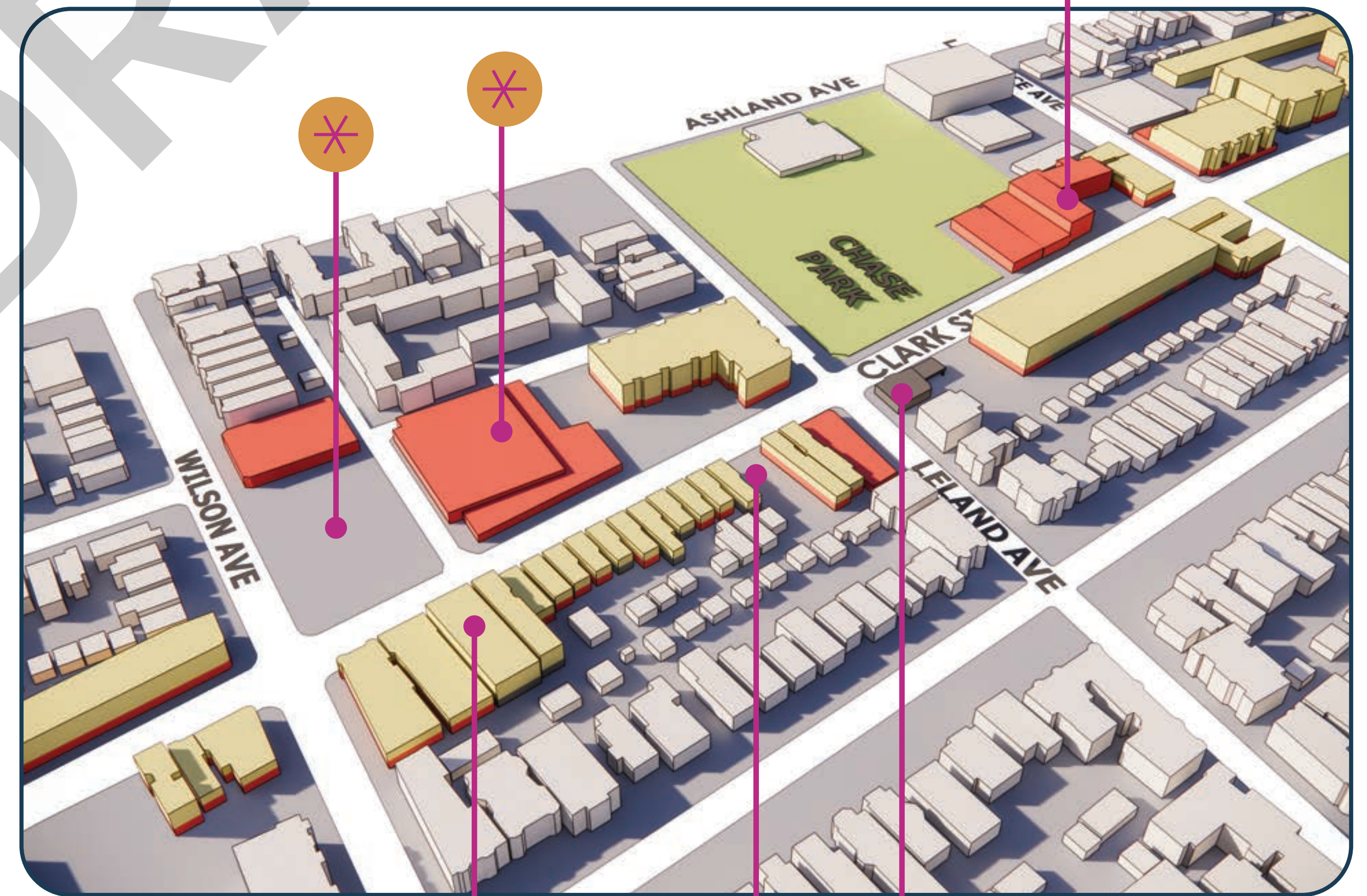
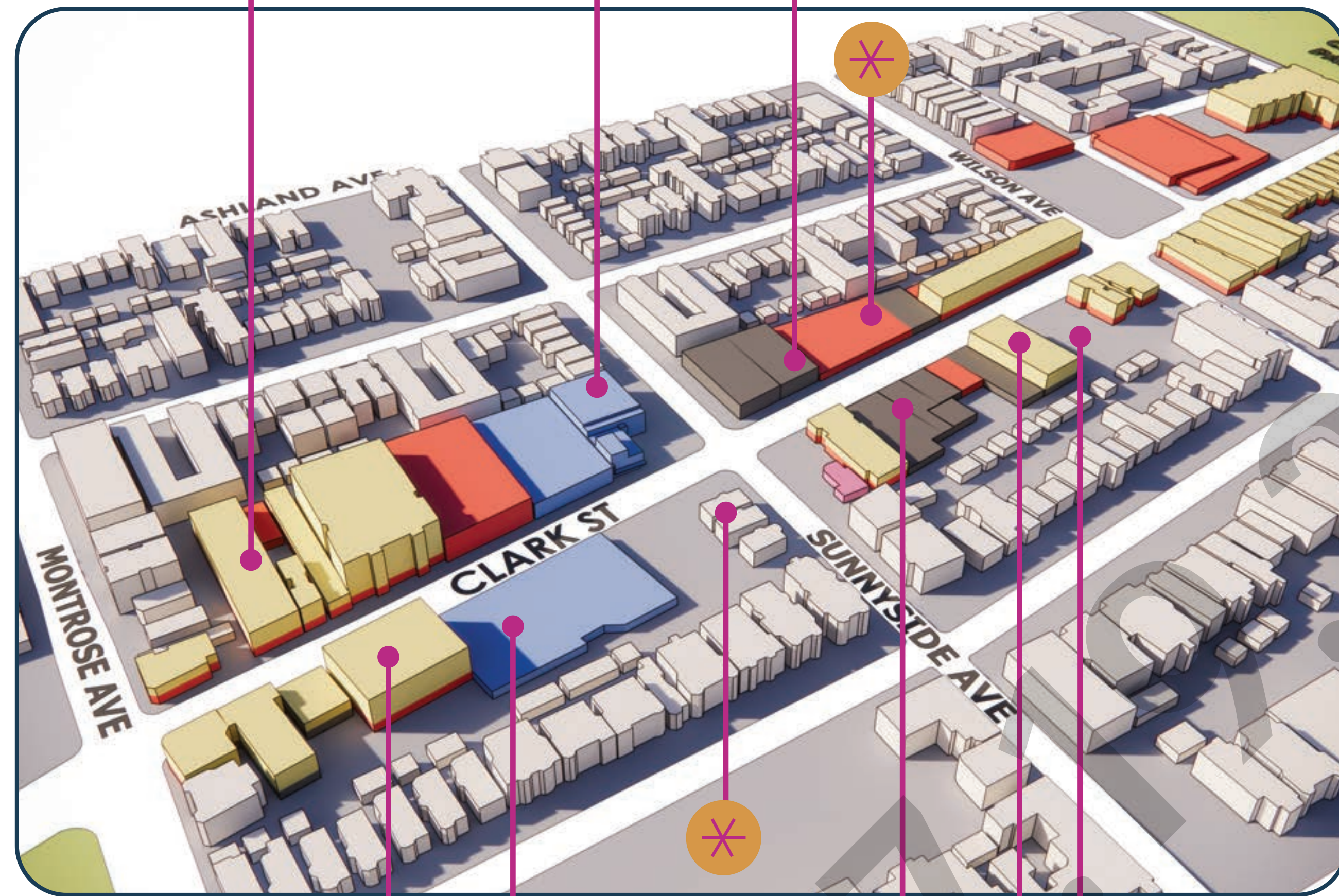


4504 N CLARK ST
(2022 - PROPOSED)



OPPORTUNITY SITES IDENTIFIED BY COMMUNITY VIA THE INTERACTIVE MAP

WHAT DO YOU LIKE OR DISLIKE ABOUT THE RECENTLY BUILT DEVELOPMENTS? POST-IT!



4421 N CLARK ST
(2015 - COMPLETED)



4511 N CLARK ST
(2021 - UNDER CONSTRUCTION)



4533 N CLARK ST
(2021 - COMPLETED)



4537-4543 N CLARK ST
(2022 - PROPOSED)

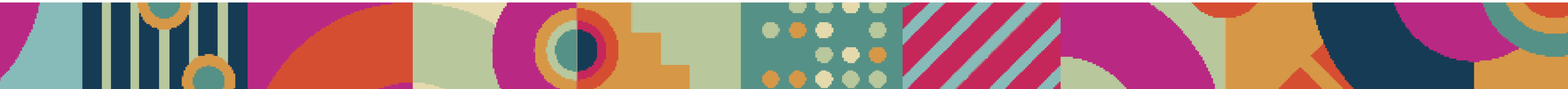


4645 N CLARK ST
(2021 - UNDER CONSTRUCTION)



4701 N CLARK ST
(2022 - PROPOSED)

- LEGEND**
- Mixed Use
 - Commercial
 - Residential
 - Cultural
 - Automotive
 - Park & Cemetery



CLARK STREET CORRIDOR

Station 1: Corridor Intro & Community Feedback

4800-4806 N CLARK ST
(2016 - COMPLETED)



4814-4846 N CLARK ST
(2016 - COMPLETED)



4906-4918 N CLARK ST
(2020 - COMPLETED)



5058 N CLARK ST
(2016 - COMPLETED)



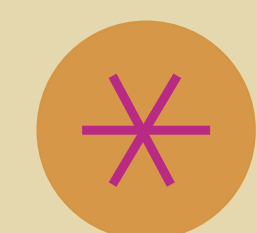
- LEGEND**
- Mixed Use
 - Commercial
 - Residential
 - Cultural
 - Automotive
 - Park & Cemetery



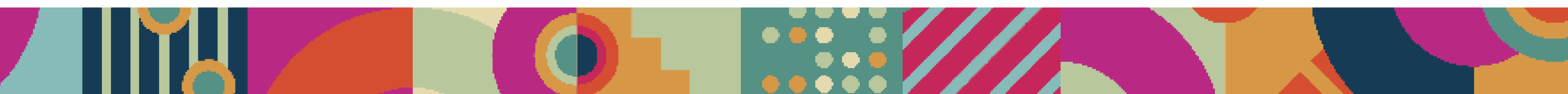
WHAT DO YOU LIKE OR DISLIKE ABOUT THE RECENTLY BUILT DEVELOPMENTS? POST-IT!



OPPORTUNITY SITES IDENTIFIED BY COMMUNITY VIA THE INTERACTIVE MAP

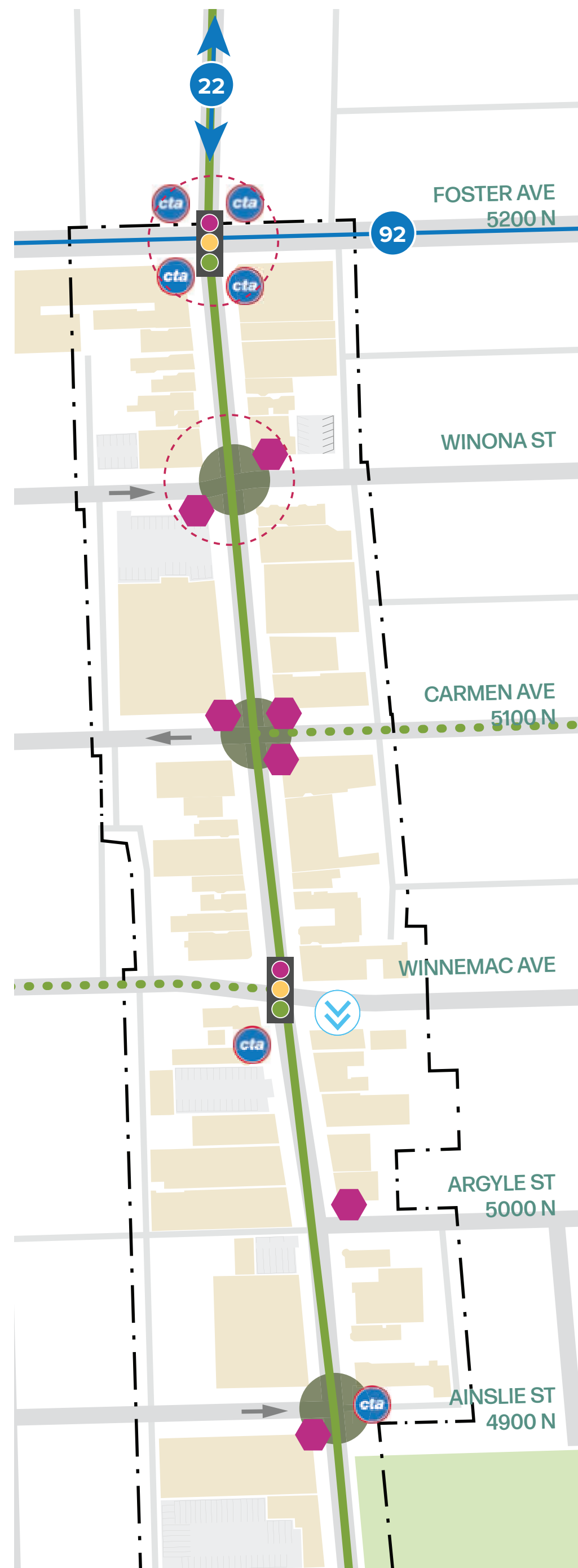


5015 N CLARK ST
(2021 - COMPLETED)

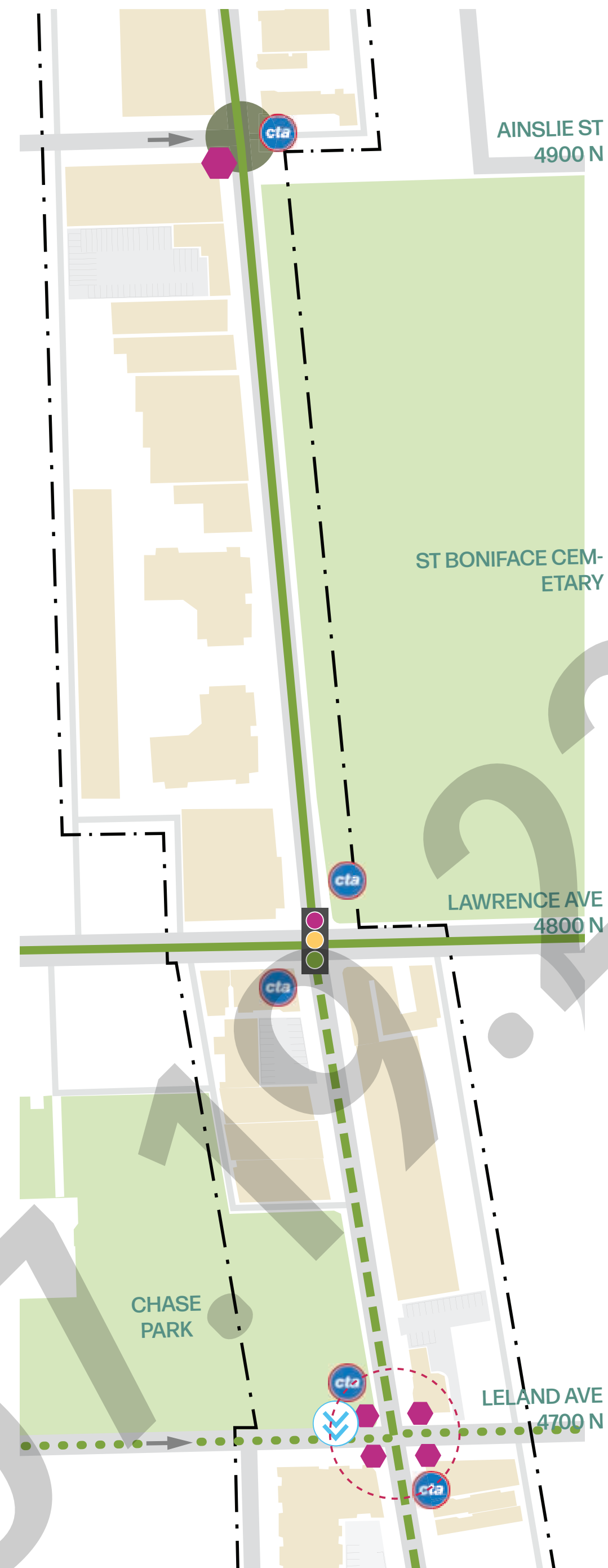


WALKING, BIKING, TRANSIT & CARS

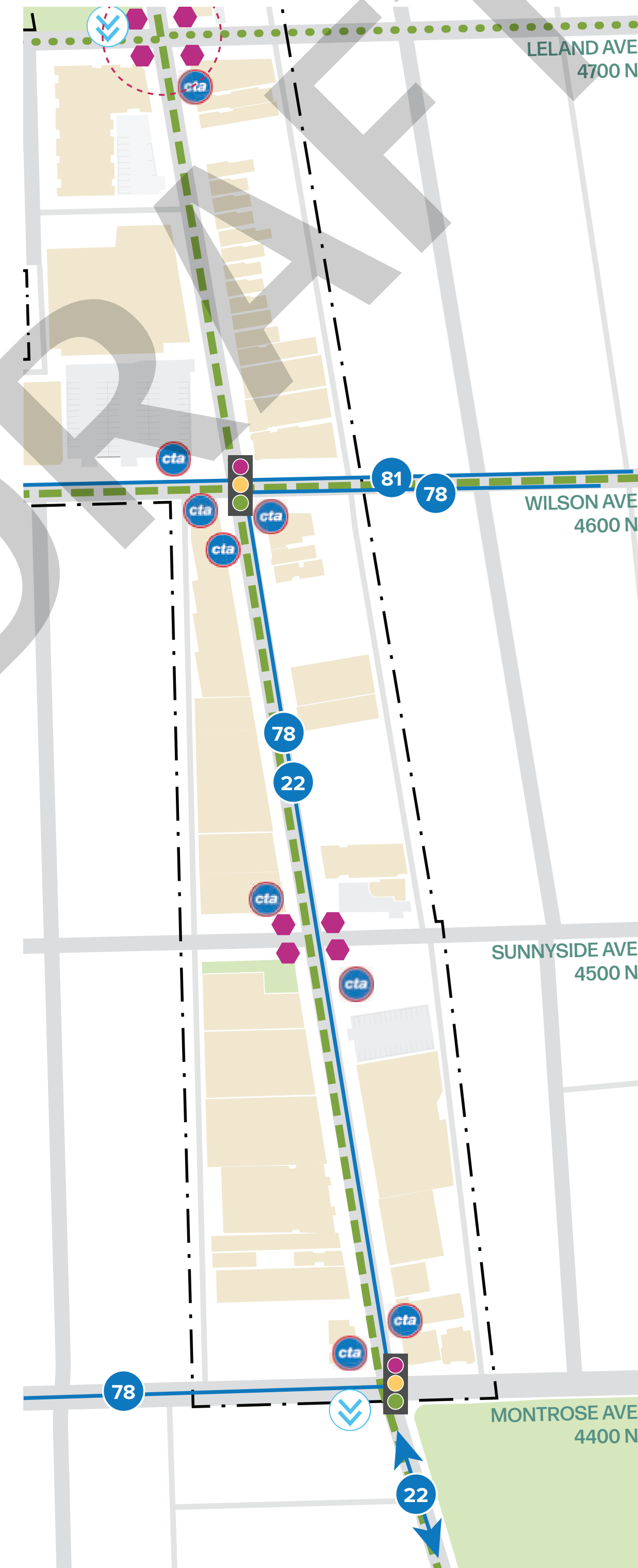
Station 1: Corridor Intro & Community Feedback



SECTION C: AINSLIE ST - FOSTER AVE



SECTION B: LELAND AVE - AINSLIE ST



SECTION A: MONTROSE AVE - LELAND AVE



-  SIGNALIZED INTERSECCITON
-  STOP SIGN INTERSECCITON
-  PAINTED BUMP-OUTS
-  DIVVY STATION
-  CTA BUS STOP
-  CTA BUS ROUTE
-  BIKE LANE
-  SHARED LANE
-  NEIGHBORHOOD GREENWAY
-  INTERSECTION DIAGRAM

WHAT KIND OF TRANSIT OR MOBILITY IMPROVEMENTS WOULD YOU LIKE TO SEE ALONG THE CORRIDOR? POST-IT!



AREA DEMOGRAPHIC TRENDS

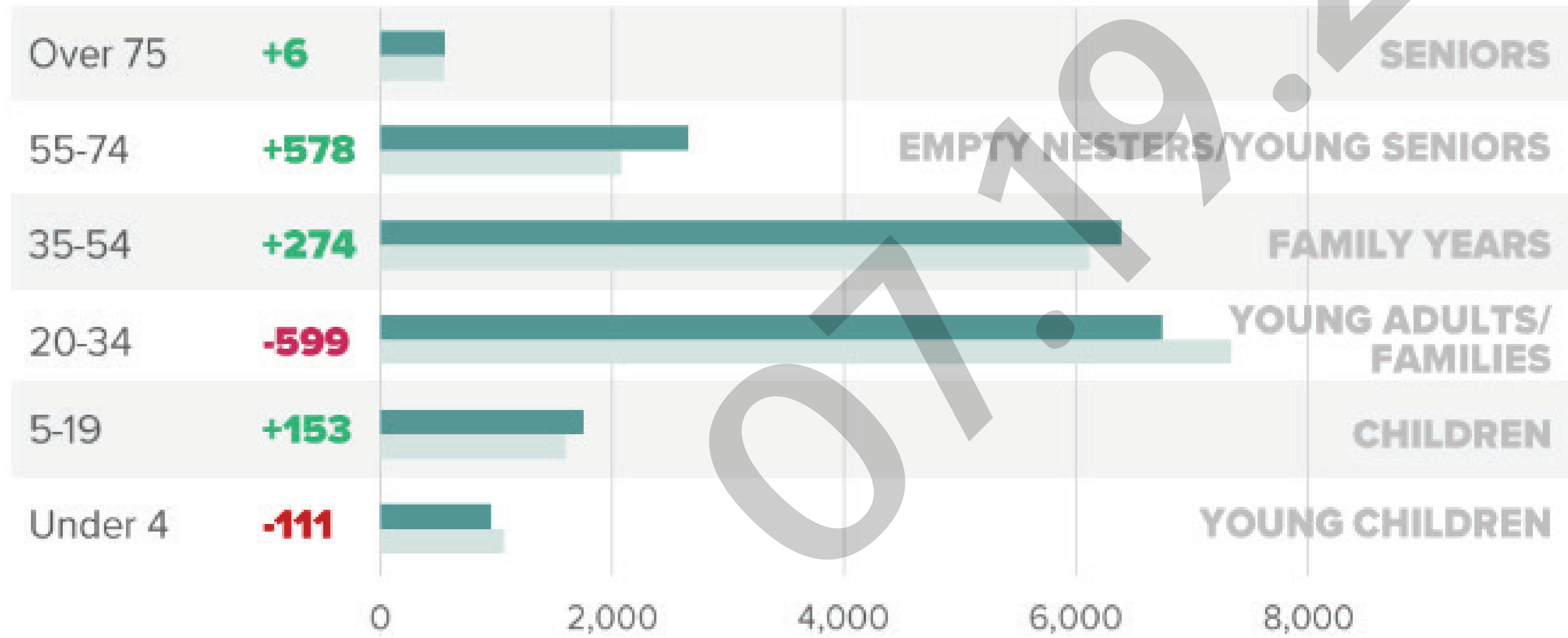
Station 1: Corridor Intro & Community Feedback

DEMOGRAPHICS ARE SHIFTING IN THE 5 CENSUS TRACTS THAT BORDER THE STUDY AREA

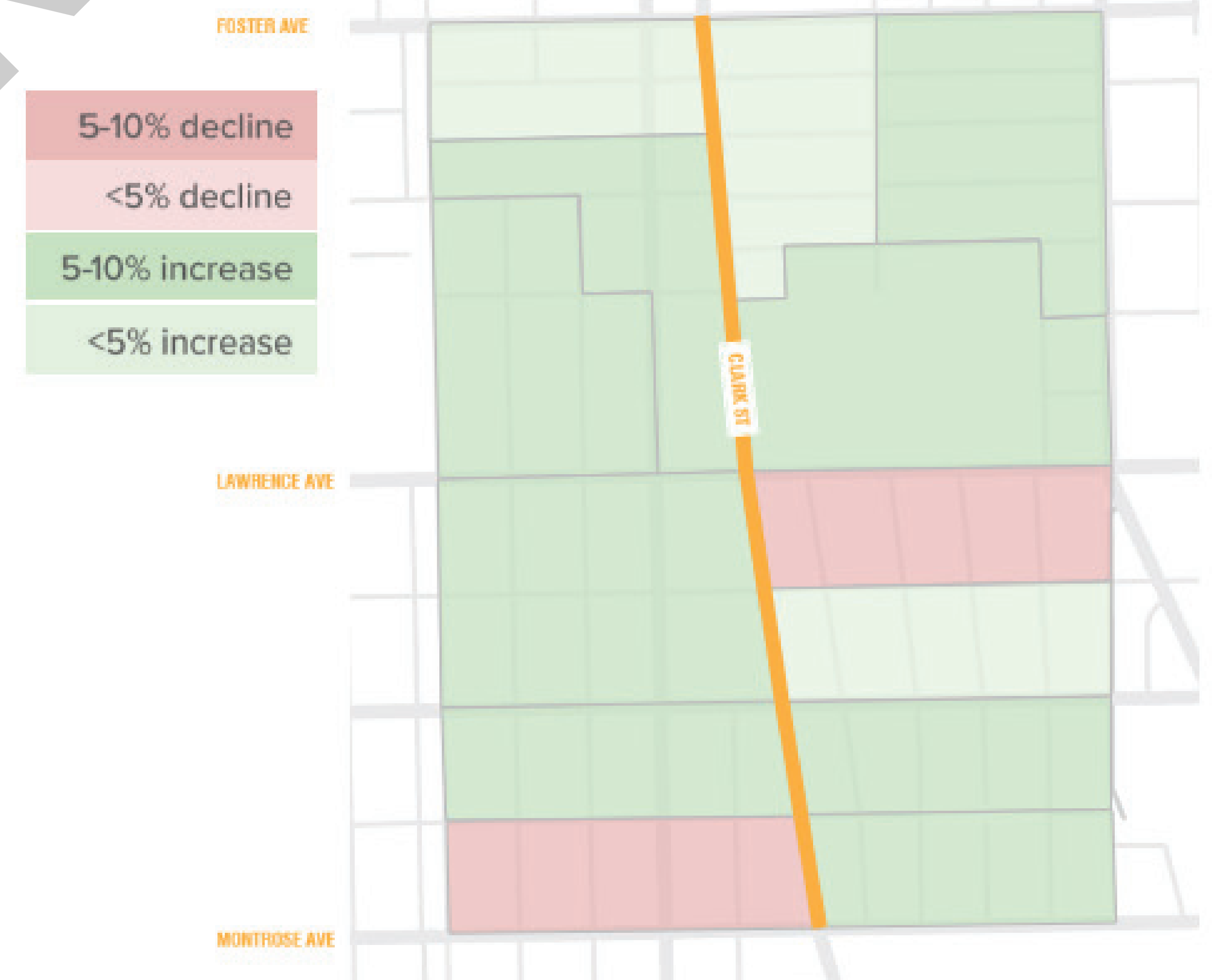
	2010	2020	% Change
Population	18,750	19,285	▲ 2.9%
Households	9,985	10,751	▲ 7.7%
Median Age	33.9	35.2 (2019)	▲ 3.8%

POPULATION BY AGE

2010 2019 Five Census Tracts Bordering Study Area



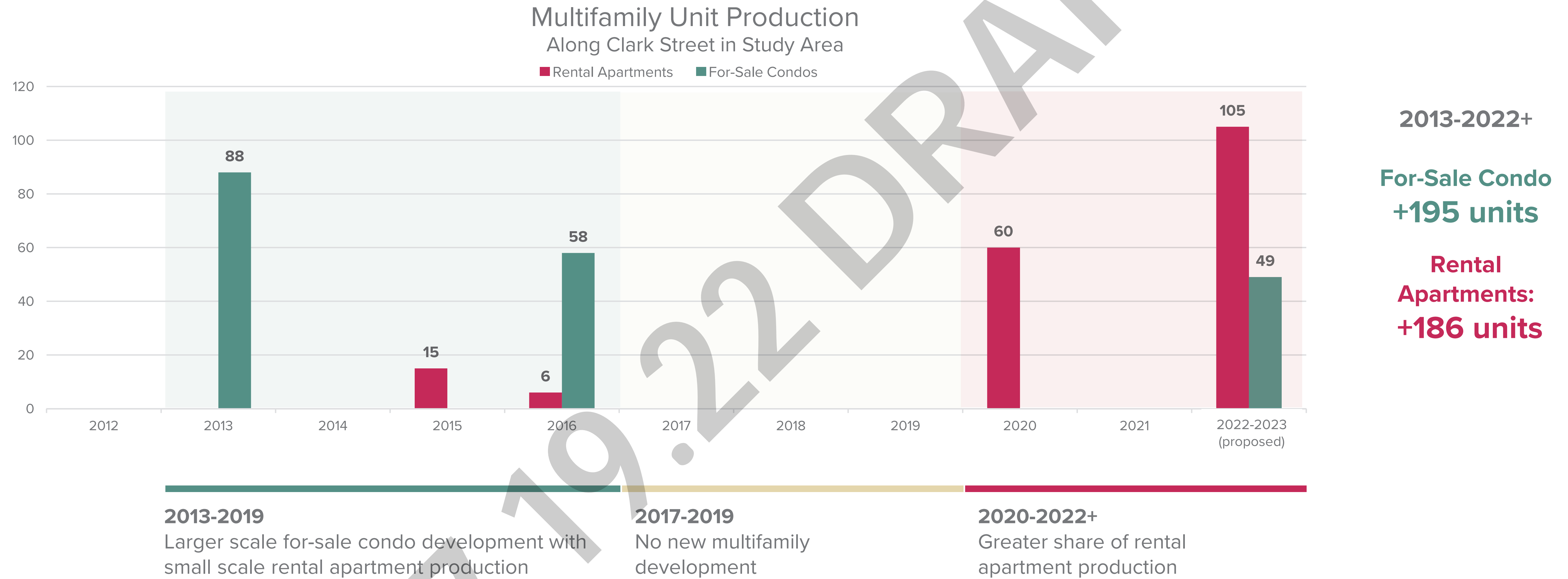
MEDIAN HOUSEHOLD INCOME CHANGE (2013-2019)



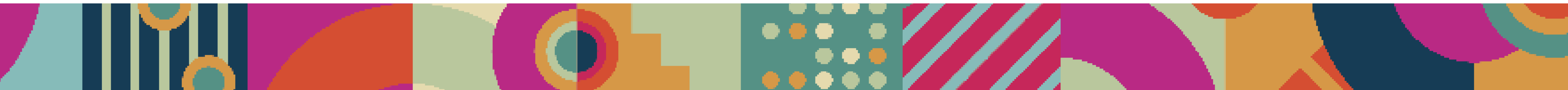
Source: Esri Business Analyst, SB Friedman

HOUSING TRENDS

Station 1: Corridor Intro & Community Feedback



**NEW DEVELOPMENT HAS BEEN HISTORICALLY CONDOS,
BUT IS SHIFTING TO INCLUDE MORE APARTMENTS**



STREET CROSS SECTIONS

Station 2: Public Realm Development Opportunities

PAINTED BIKE LANES

PROS

- On Street Parking
- Regular curb extensions
- More activation spaces
- Consistent identifiers

CONS

- Unprotected bike lanes
- Vehicular priority
- Unprotected bike lanes

PROTECTED BIKE LANES

PROS

- Protected bike lanes
- Safety Improvements
- Pedestrian & bicyclist priority

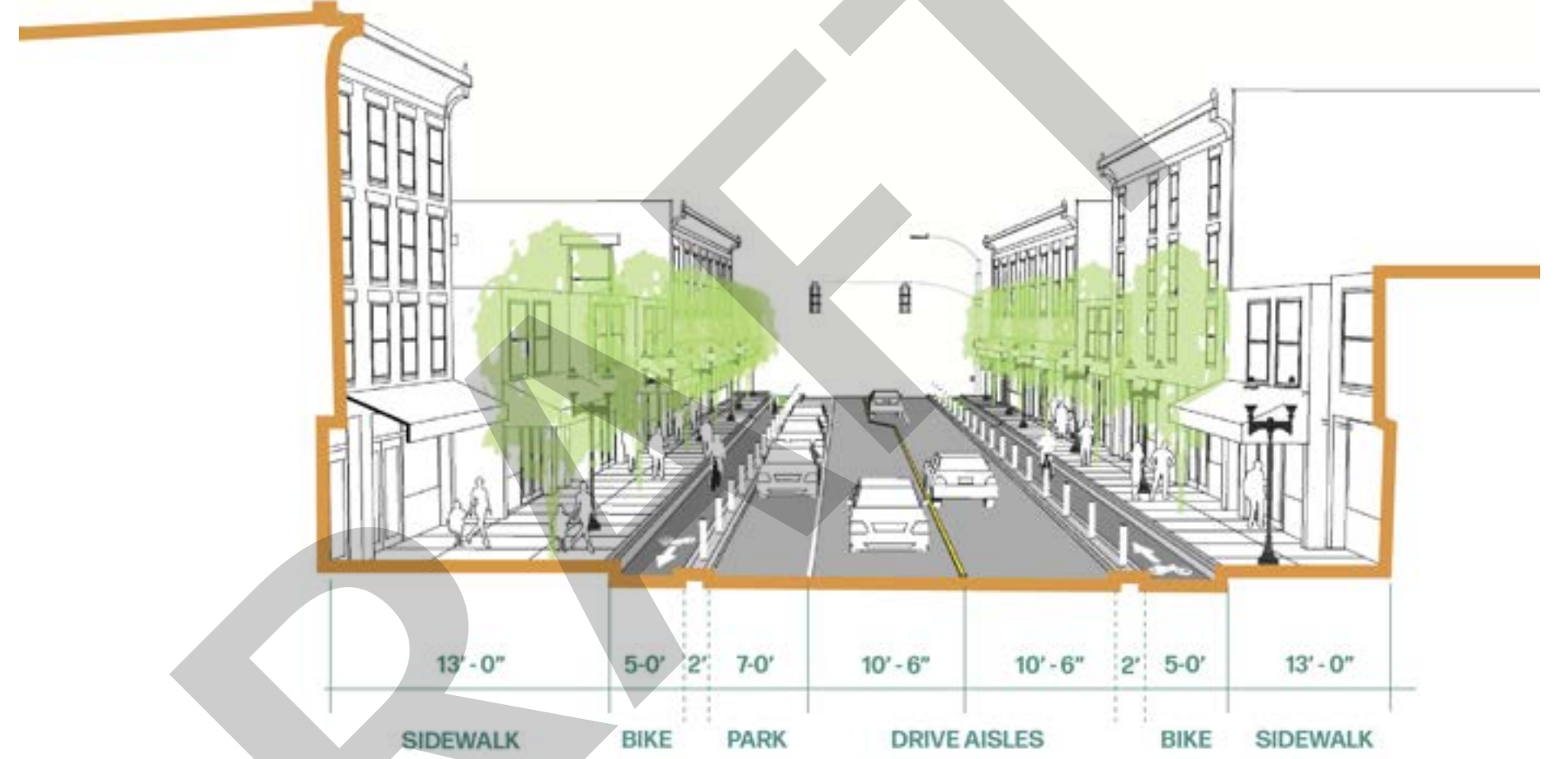
CONS

- On street parking loss
- Less curb extensions
- Less landscaped areas
- Less identifiers

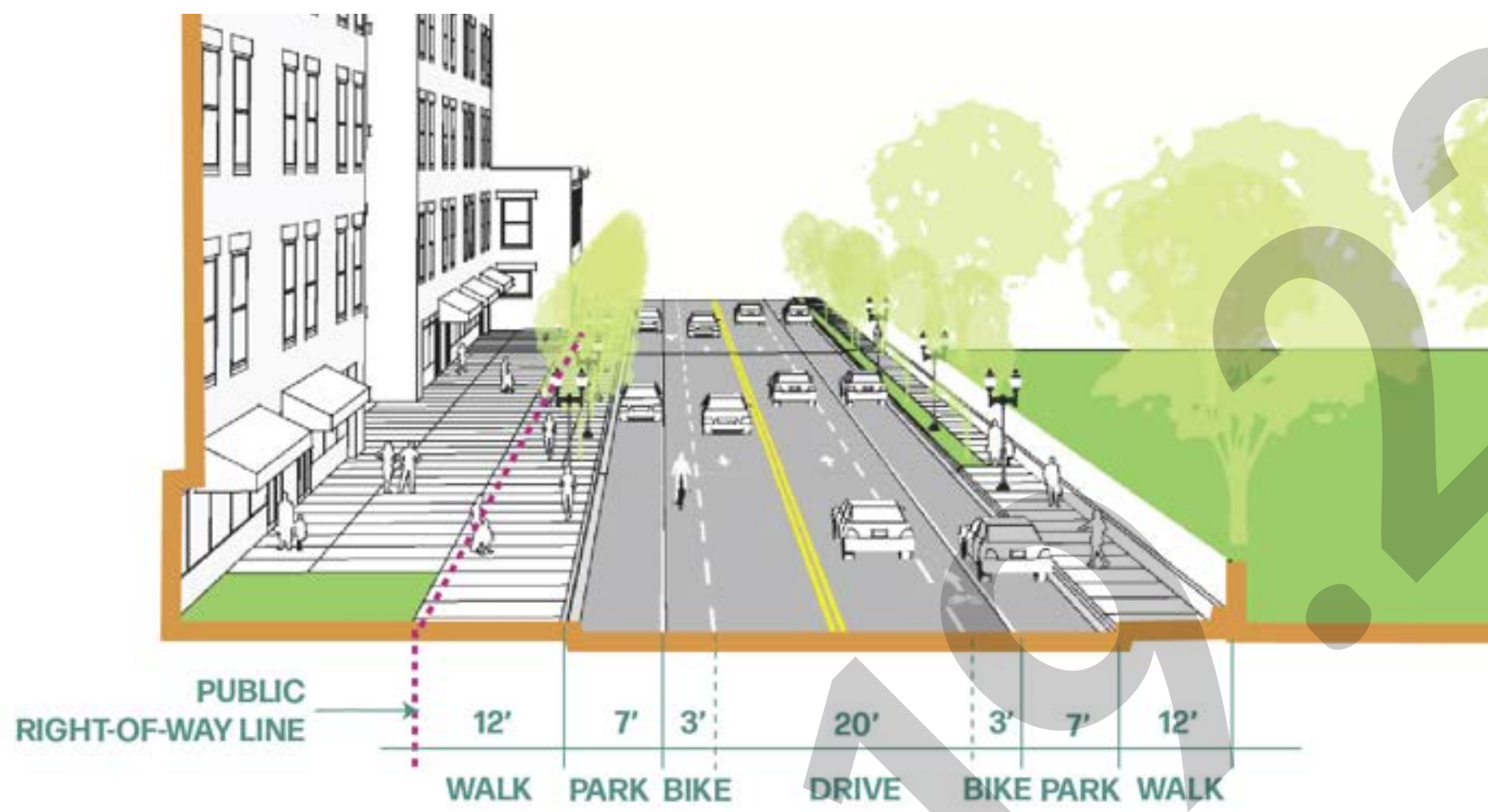
Section A



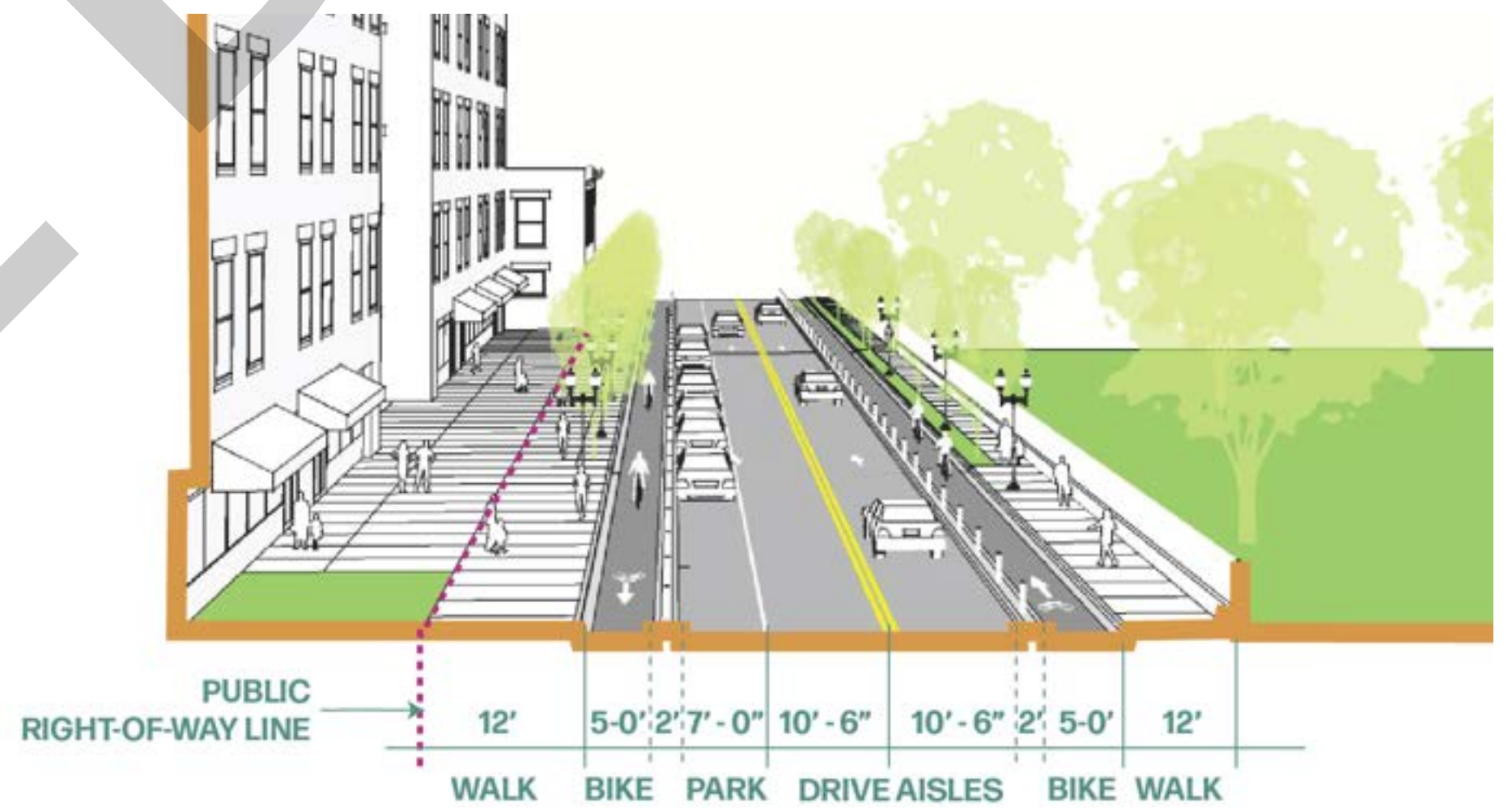
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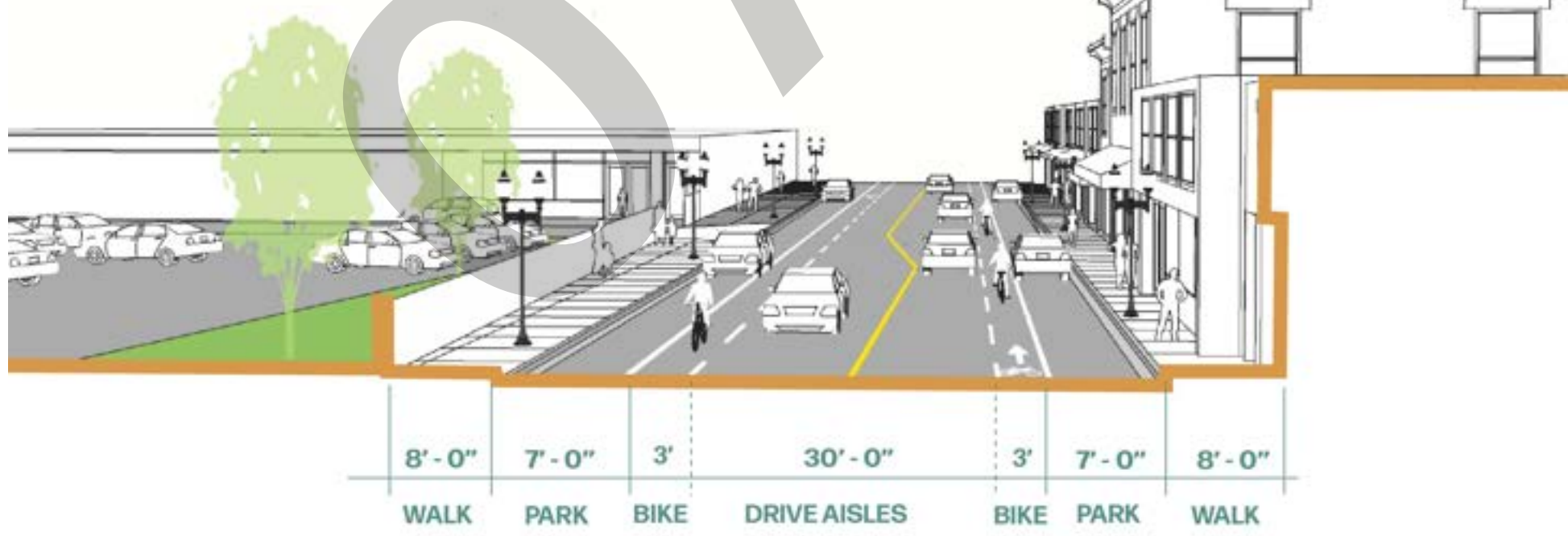
Section B



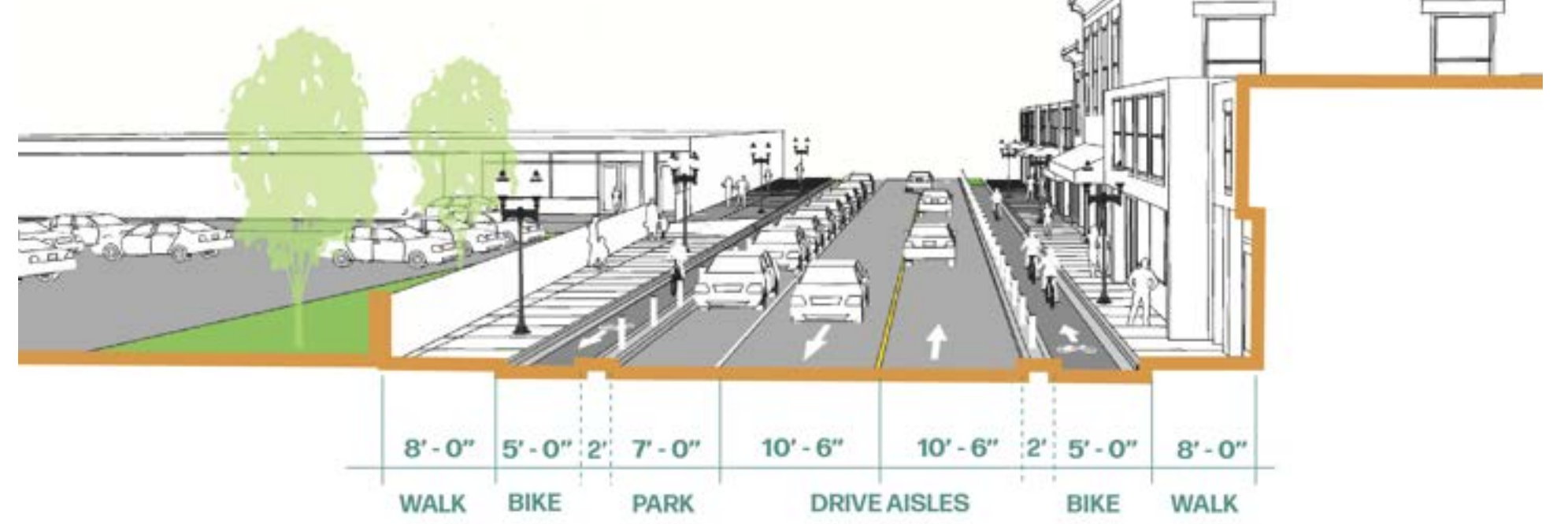
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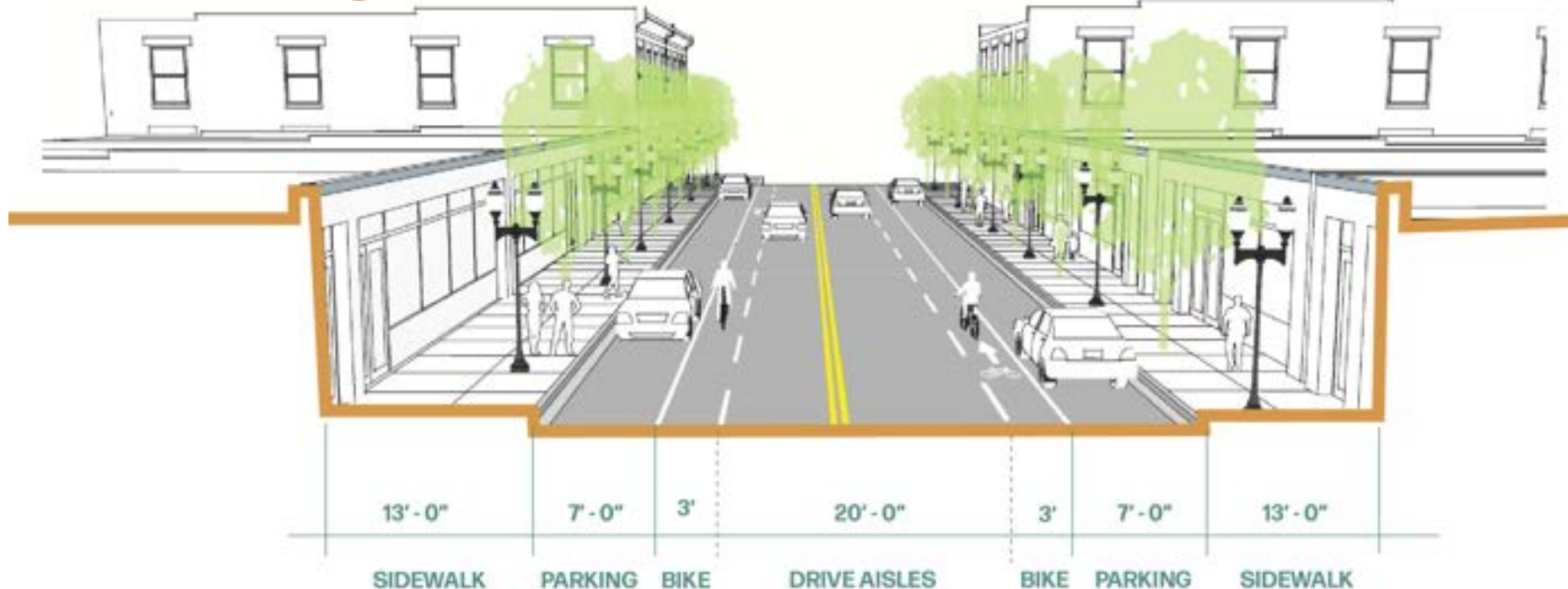
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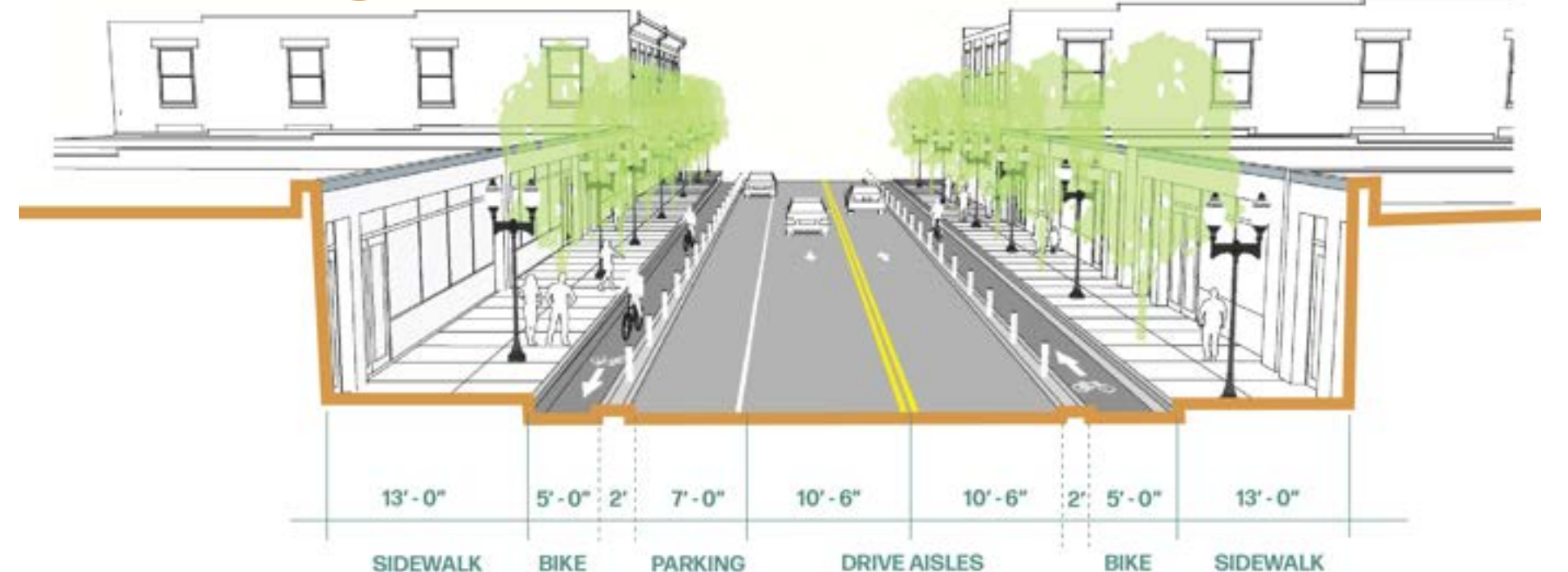
Section C



Section D



Section D



LOCATE STREET IMPROVEMENTS!

Station 2: Public Realm Development Opportunities

KEY PLAN



PIN YOUR
FAVORITE STREET
IMPROVEMENTS TO
LOCATIONS ALONG
THE CORRIDOR!



BUILT ENVIRONMENT TYPOLOGIES & RECOMMENDATIONS

Station 3: Urban Design Guidelines

WHAT ARE THE URBAN DESIGN GUIDELINES?

THE URBAN DESIGN GUIDELINES FOR THE CLARK STREET CORRIDOR WILL BE A SET OF RECOMMENDATIONS MEANT TO GUIDE THE FUTURE VISION & DEVELOPMENT OF THE CORRIDOR, FOCUSING ON THE DESIGN OF STREETS, OPEN SPACES, AND BUILDINGS.

- BIKE LANE INFRASTRUCTURE
- INTERSECTION INFRASTRUCTURE
- BUS BOARDING IMPROVEMENTS
- ELIMINATION OF CURB CUTS
- SUSTAINABLE INFRASTRUCTURE & SUSTAINABLE DESIGN & IMPLEMENTATION
- BUILDING SCALE, HEIGHT & SETBACKS
- DISTINCTION OF CORNER BUILDINGS
- BUILDINGS FACING OPEN SPACES
- DISTINCTION OF LONG BLOCKS VS SHORT BLOCKS
- PUBLIC / PRIVATE SPACES
- IDENTITY & PLACEMAKING

WHAT OTHER DESIGN GUIDELINES WOULD YOU LIKE TO SEE CONSIDERED?

SUSTAINABLE INFRASTRUCTURE & SUSTAINABLE DESIGN & IMPLEMENTATION

STREETS THAT PROMOTE WALKING, BIKING, USE OF PUBLIC TRANSPORTATION

HIGH-QUALITY CONSTRUCTION MEANT TO LAST AND BE EASILY MAINTAINED

GREEN ROOFS IN NEW DEVELOPMENTS

PERMEABLE PAVEMENTS FOR STORM-WATER MANAGEMENT

“GREEN CORRIDOR” IDENTITY

WOULD YOU LIKE THE CORRIDOR TO BECOME KNOWN FOR ITS SUSTAINABLE VISION AND IMPLEMENTATION?

WHAT ARE KEY PRINCIPLES YOU WOULD LIKE TO SEE THE CORRIDOR ADOPT AND PROMOTE ?

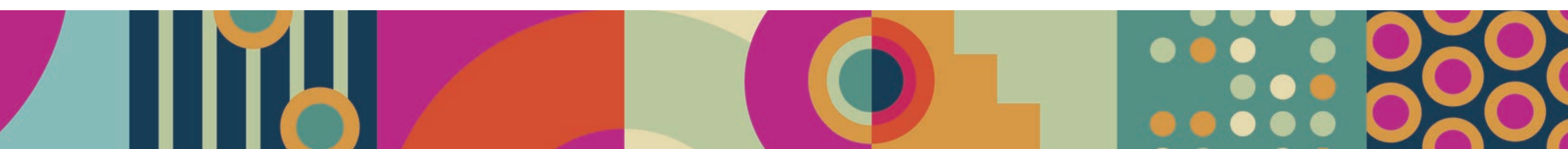
ON SITE RENEWABLE ENERGY - LIKE SOLAR & GEOTHERMAL

CELEBRATE SUSTAINABLE DESIGN & BUILDINGS ACCREDITED AS SUCH

RENEWABLE STREET LIGHTING

EASILY ACCESSIBLE URBAN TRASH / RECYCLING BINS

PROMOTE NATIVE LANDSCAPING IN BOTH PRIVATE AND PUBLIC SPACES



BUILT ENVIRONMENT TYPOLOGIES & RECOMMENDATIONS

Station 3: Urban Design Guidelines

BUILDING SCALE



LONG-BLOCK DEVELOPMENT



DIVERSITY OF SCALE



SCALE CONSISTENCY

BUILDING SCALE, HEIGHT & SETBACKS CAN HAVE A SIGNIFICANT IMPACT ON THE CHARACTER AND FEEL OF COMMERCIAL CORRIDORS LIKE CLARK STREET.
WHAT DO YOU THINK THE FUTURE OF CLARK STREET SHOULD LOOK LIKE?



BUILDING HEIGHT



1-4 STORIES
THE HENRY, RAVENSWOOD, CHICAGO

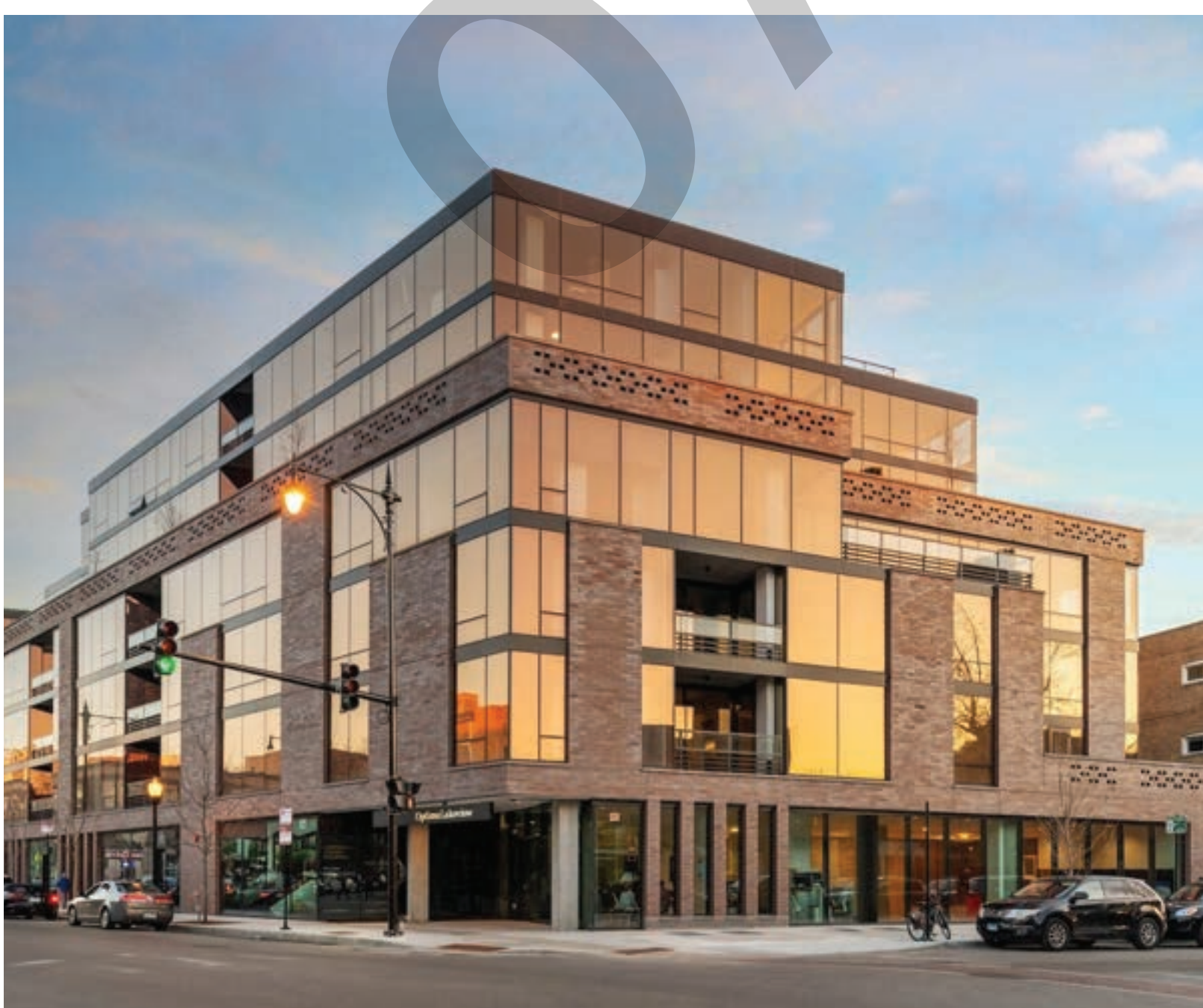


5 STORIES
A2, BALTIMORE



6-9 STORIES
BILL SORRO COMMUNITY, SAN FRANCISCO

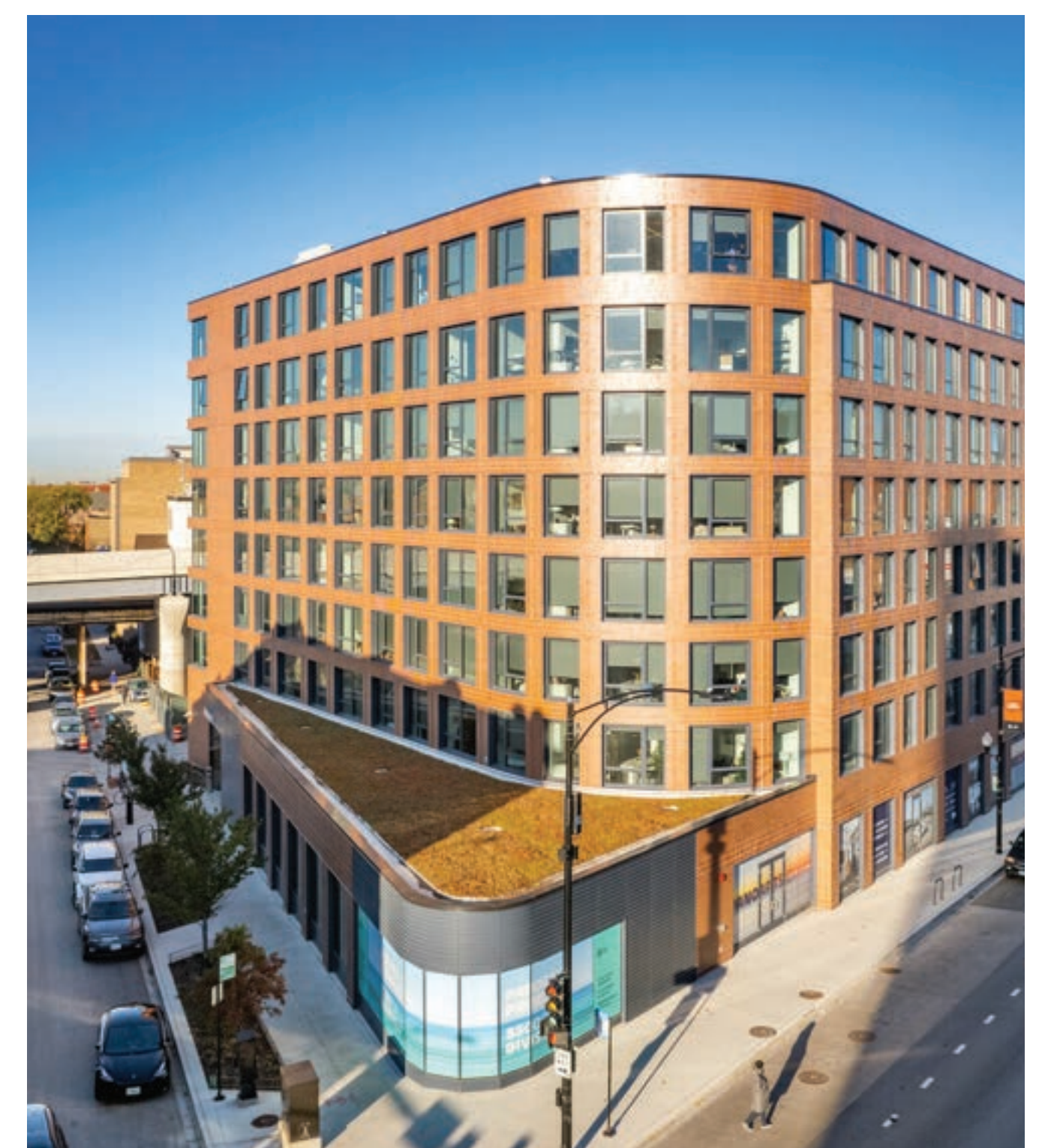
BUILDING SETBACK



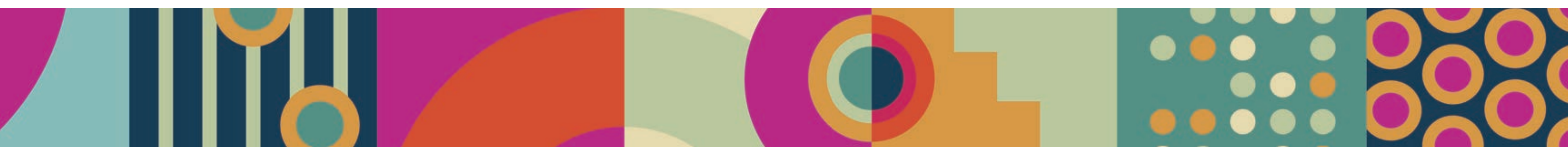
**MASSING SCALE DOWN -
TRANSITION TO
NEIGHBORHOOD SCALE**



**MATCHING
NEIGHBORHOOD
SCALE AT STREET
FRONT**



CORNER SETBACK



BUILT ENVIRONMENT TYPOLOGIES & RECOMMENDATIONS

Station 3: Urban Design Guidelines

DISTINCTION OF CORNER BUILDINGS

ENCOURAGING NEW DEVELOPMENTS IN CORNER BLOCKS TO FOLLOW THE CITY OF CHICAGO'S DESIGN EXCELLENCE PRINCIPLES WHICH CELEBRATE THE UNIQUE ARCHITECTURAL & URBAN DESIGN LEGACY OF THE CITY, WHILE ASPIRING FOR A HIGHER LEVEL OF DESIGN IN NEW DEVELOPMENT.



Black Ensemble Theater

VS.



Staples / Walgreen's signage, fence & street front parking lot at corner



Street Front Continuity

BUILDINGS FACING OPEN SPACES



ACTIVE FACADES WITH BALCONIES, PATIOS, SETBACKS, L-SHAPE & U-SHAPE BUILDINGS CREATE A DYNAMIC STREET FRONT THAT BENEFITS FROM FACING OPEN SPACES.

DISTINCTION OF LONG BLOCKS VS SHORT BLOCKS

SMALLER BLOCKS TOWARDS THE NORTH ATTRACT MORE FOOT TRAFFIC AND PROVIDE MORE PLEASANT WALKING EXPERIENCES THAN THE LONGER BLOCKS TO THE SOUTH.

BUILDING SCALE, PLACEMAKING ELEMENTS & ROW IMPROVEMENTS CAN HELP BREAK LONGER BLOCKS.



Block Size Variations

BUILT ENVIRONMENT TYPOLOGIES & RECOMMENDATIONS

Station 3: Urban Design Guidelines

PUBLIC / PRIVATE SPACES

ENHANCEMENTS TO PRIORITIZE PUBLIC / PRIVATE SPACES FOR PEDESTRIAN USE AND STREET ACTIVATION

PUBLICLY ACCESSIBLE
COURTYARDS



VACANT LOT
SHORT-TERM SITE
ACTIVATION



SIDEWALK
CAFES



LANDSCAPED AREAS & PLAZAS
WITHIN PROPERTY SETBACKS



ARTISTIC CONNECTORS - PLACEMAKING ART

EXAMPLE PLACEMAKING ELEMENTS TO
ARTICULATE A UNIFIED IDENTITY ACROSS
THE CORRIDOR.

WHAT WOULD YOU LIKE TO
SEE MORE OF?



Division Corridor Sidewalk



Ravenswood Markers



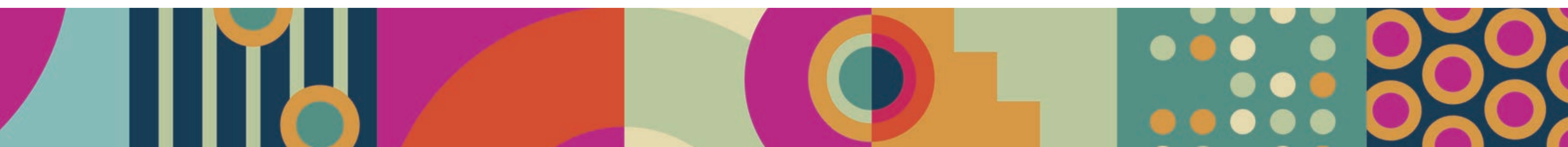
Fulton Market Gateway



Clark St Banner



Humboldt Park Benches



BUILT ENVIRONMENT TYPOLOGIES & RECOMMENDATIONS

Station 3: Urban Design Guidelines

P-STREETS IMPLEMENTATION: GROUND FLOOR TRANSPARENCY



Blank facade



Incognito storefront



Active storefront



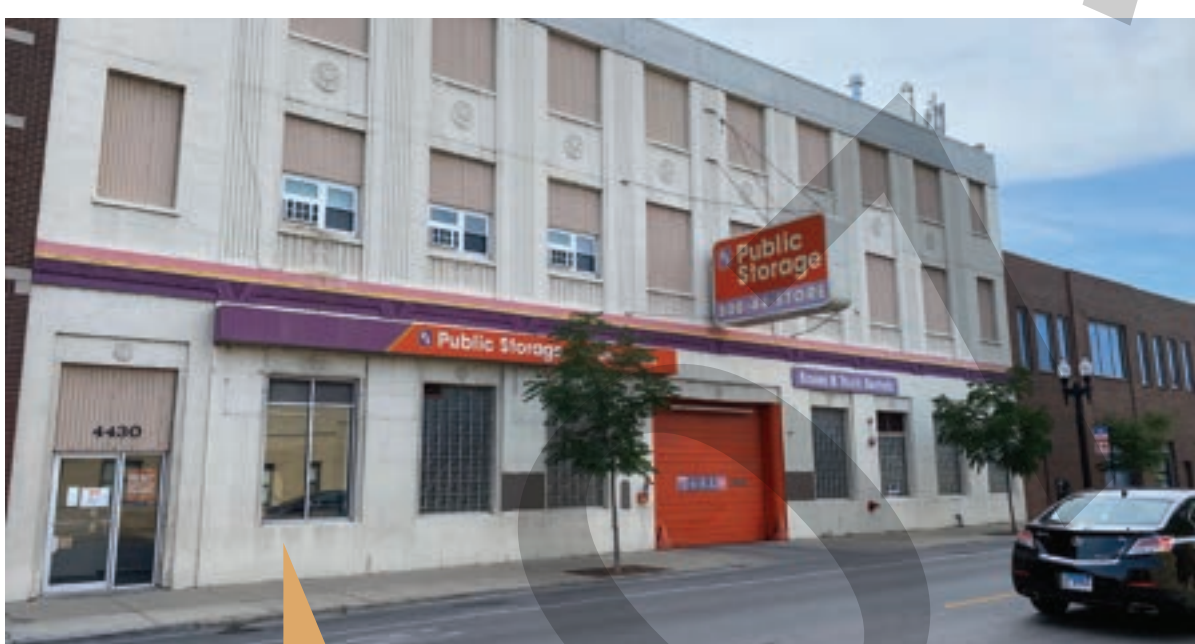
Iconic storefront

THE ENTIRE CORRIDOR WAS CONSOLIDATED INTO ONE CONTINUOUS 'PEDESTRIAN STREET' IN 2020, WHICH INTENDS TO PRESERVE AND ENHANCE THE CHARACTER OF STREETS AND INTERSECTIONS THAT ARE WIDELY RECOGNIZED AS CHICAGO'S BEST EXAMPLES OF PEDESTRIAN-ORIENTED SHOPPING DISTRICTS. P-STREETS REQUIRE STOREFRONT TRANSPARENCY THAT IN TURN PROMOTES RETAIL & DINING.

HOW IMPORTANT DO YOU CONSIDER THIS TO BE?



TRANSFORMATION OF EXISTING BLANK WALLS & INACTIVE GROUND FLOORS



OPPORTUNITY:
PLACEMAKING ART

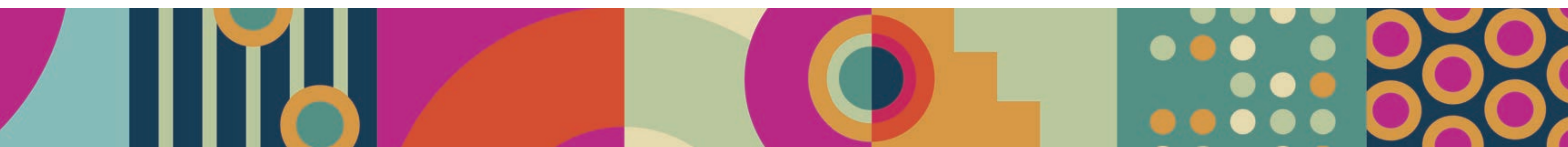


OPPORTUNITY:
PLACEMAKING ART



EXAMPLE PLACEMAKING
ELEMENTS TO ARTICULATE
A UNIFIED IDENTITY
ACROSS THE CORRIDOR.

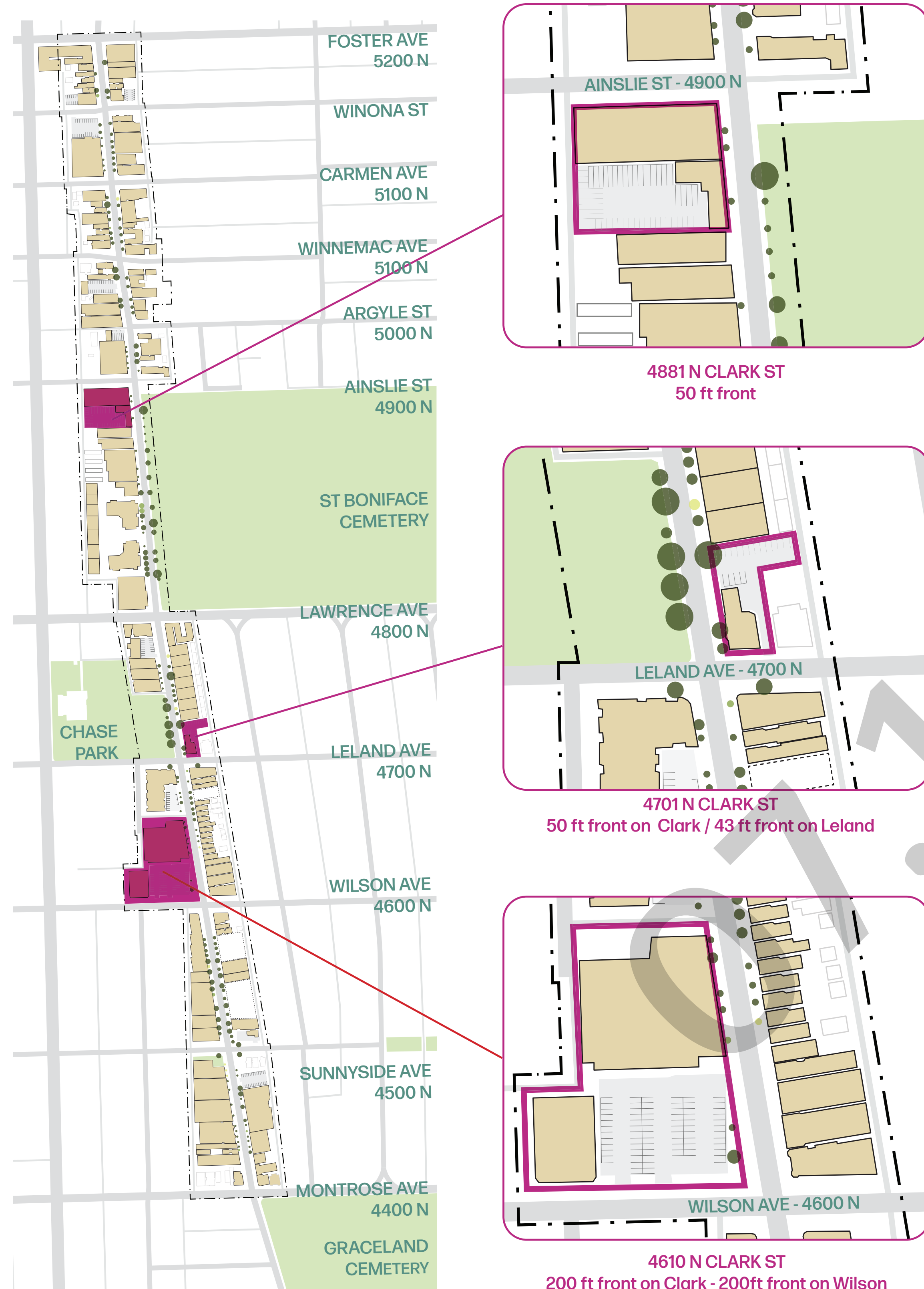
WHAT WOULD YOU LIKE TO
SEE MORE OF?



DEVELOPMENT TYPOLOGIES

Ways of thinking about the design and use of buildings that could be renovated or built

Station 3: Design Guidelines



Site Identification

These three sites were chosen to help us illustrate different approaches to potential future development because:

(1) survey respondents and stakeholders rated these as opportunities for redevelopment that would benefit the corridor and

(2) real estate market trends suggest that developers may be interested in redeveloping these properties in the near future.

These are not actual development proposals. They are examples that shows different types of buildings that could be built (or renovated) at these locations. These examples will help us learn what qualities the community prefers in redevelopment projects. These scenarios

DEVELOPMENT TYPOLOGIES

Ways of thinking about the design and use of buildings that could be renovated or built

Station 3: Design Guidelines

These are not actual development proposals. They are examples that shows different types of buildings that could be built (or renovated) at these locations. These examples will help us learn what qualities the community prefers in redevelopment projects. These scenarios are meant to guide the conversation and help envision the future of the district.

DEVELOPMENT MASSING SCENARIO #1

4610 N Clark St (Staples & Walgreen's Site)

Current Zoning: B1-2

- BRING RETAIL TO THE STREET TO SUPPORT BUSINESS CLUSTER ON EAST SIDE OF CLARK STREET
- ENGAGE THE CORNER
- PROMOTE PEDESTRIAN STREETS
- CONNECT WITH ROW IMPROVEMENTS
- CONTINUE COMMERCIAL ACTIVITY BUT REPOSITION TO MEET MODERN TYPOLOGIES
- INCORPORATE HOUSING TO MITIGATE AFFORDABILITY



PROPOSED SITE #1-A 4600 N Clark Street

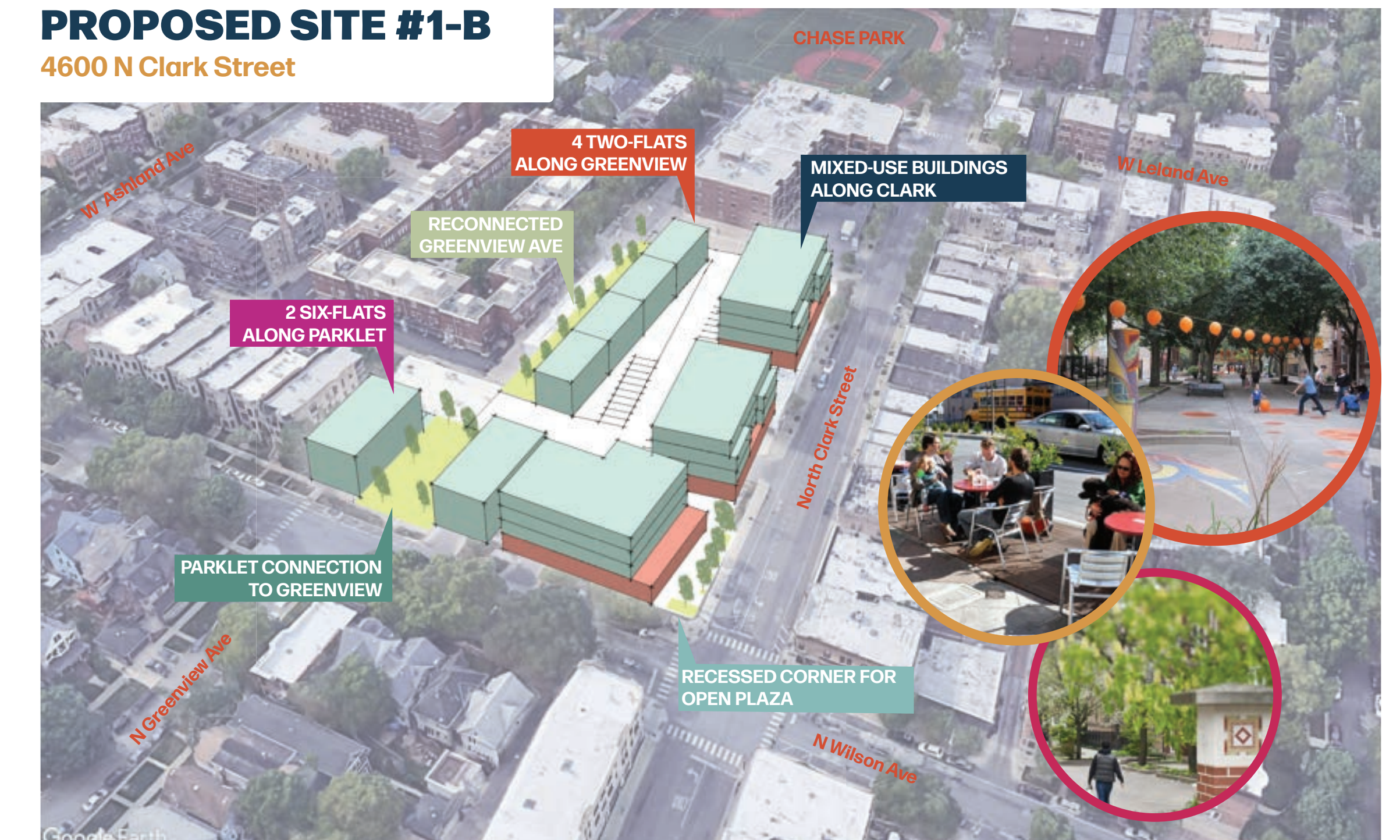


2020+ URBAN COMMERCIAL TRENDS:

STAPLES MODEL APPROX. 12,000 SF
(vs 21,000 current)

WALGREEN'S MODEL APPROX. 10,000 SF
(same as current)

PROPOSED SITE #1-B 4600 N Clark Street

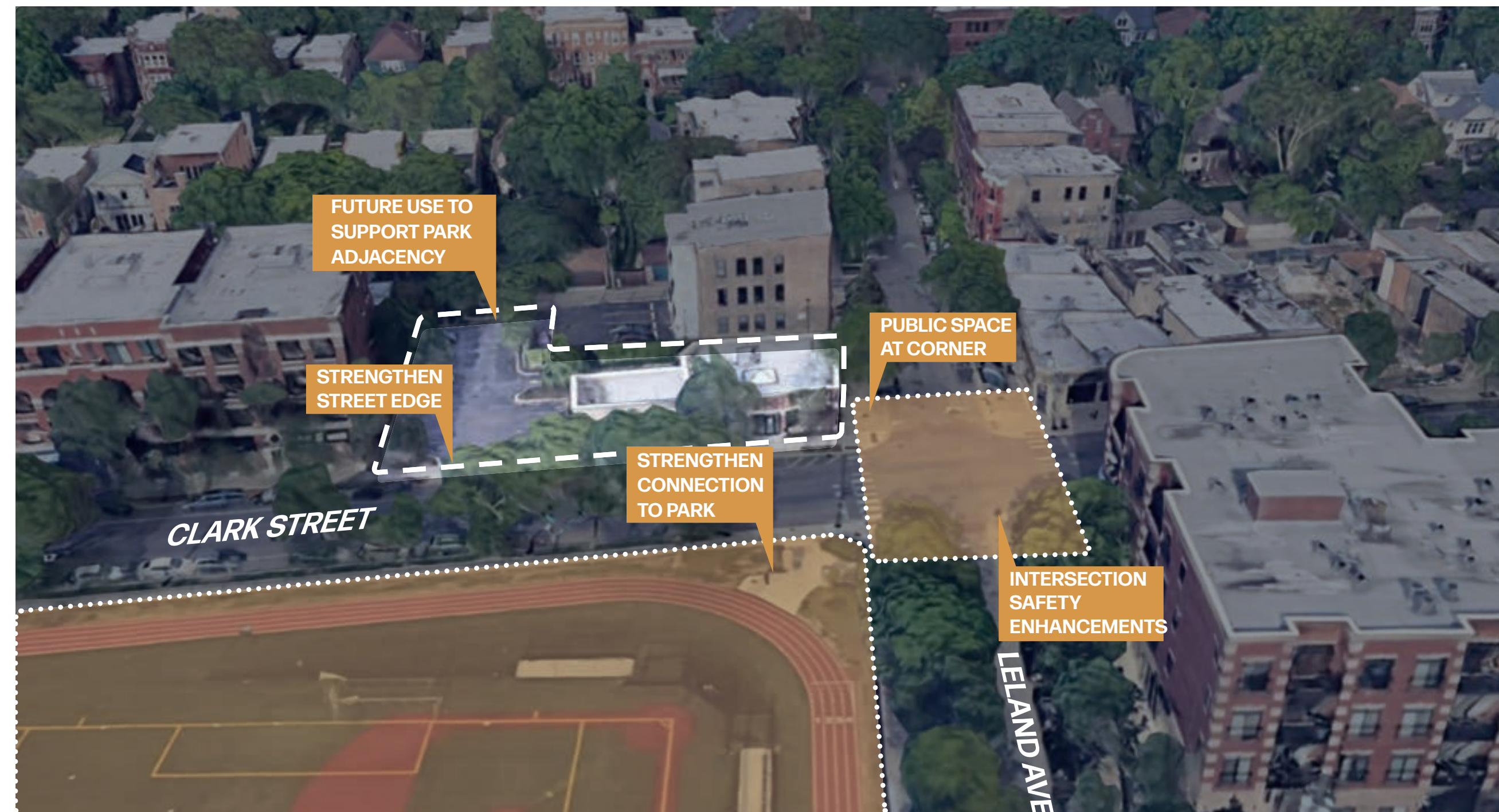


DEVELOPMENT TYPOLOGIES

Ways of thinking about the design and use of buildings that could be renovated or built

Station 3: Design Guidelines

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DEVELOPMENT MASSING SCENARIO #2

4701 N Clark Street (Vacant Bank)

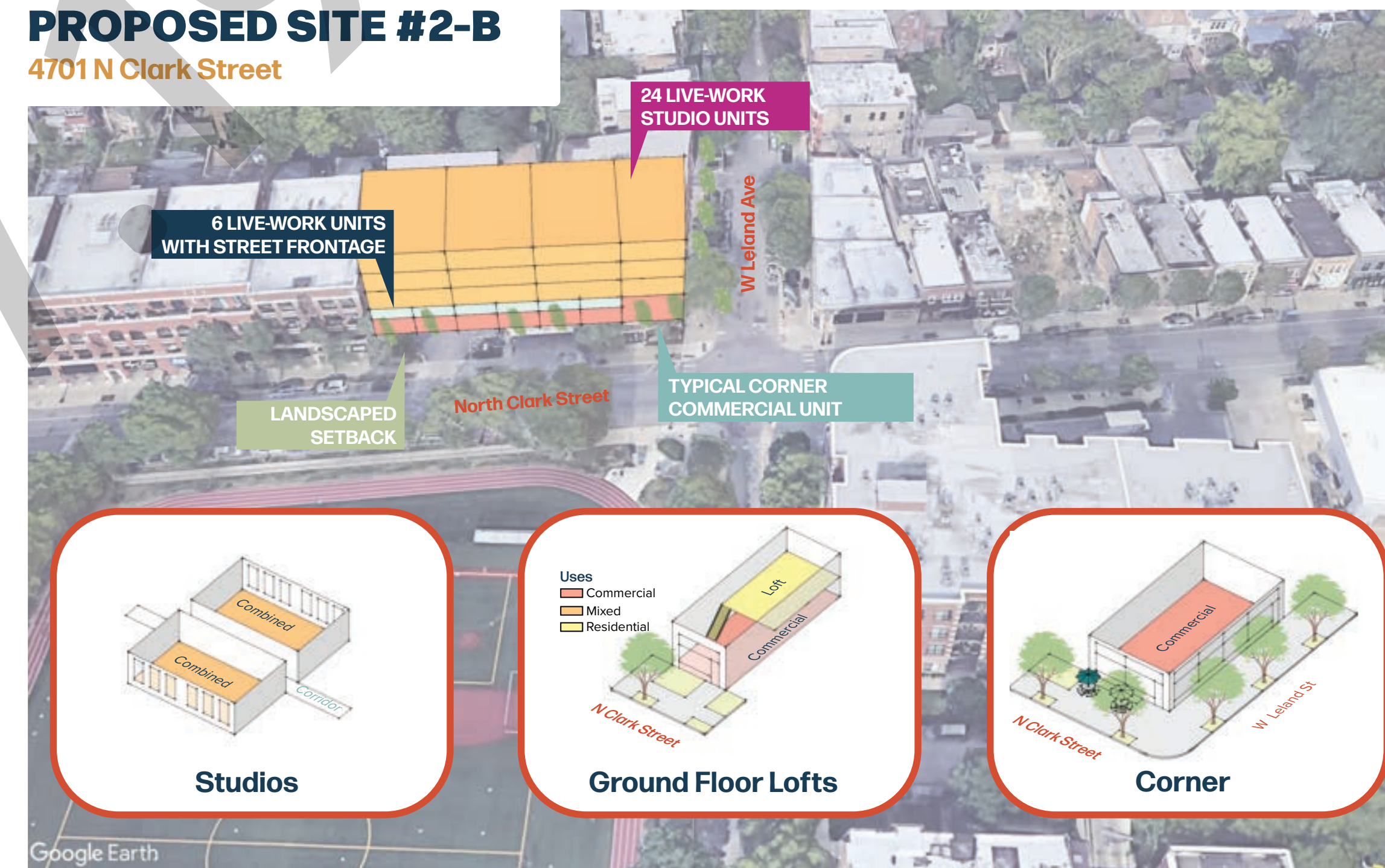
Current Zoning: B3-2

- RESPOND TO THE NEIGHBORHOOD SCALE
- HOLD THE STREET-FRONT
- INTRODUCE ALTERNATIVE GROUND FLOOR ACTIVATION STRATEGY (LIVE-WORK UNITS)
- PROMOTE PEDESTRIAN STREETS
- CONTINUE COMMERCIAL ACTIVITY
- INCORPORATE HOUSING TO MITIGATE AFFORDABILITY CHALLENGES AND SUPPORT ADDITIONAL COMMERCIAL USES

PROPOSED SITE #2-A 4701 N Clark Street



PROPOSED SITE #2-B 4701 N Clark Street



PROPOSED SITE #2-C 4701 N Clark Street



DEVELOPMENT TYPOLOGIES

Ways of thinking about the design and use of buildings that could be renovated or built

Station 3: Design Guidelines

These are not actual development proposals. They are examples that shows different types of buildings that could be built (or renovated) at these locations. These examples will help us learn what qualities the community prefers in redevelopment projects. These scenarios are meant to guide the conversation and help envision the future of the district.



DEVELOPMENT MASSING SCENARIO #3

4884 - 4898 N Clark Street (Lincoln Towing & Villa)

Current Zoning: C 2-2 & C 1-2

- RESPOND TO THE NEIGHBORHOOD SCALE
- ENGAGE THE CORNER
- HOLD THE STREET-FRONT
- DEVELOP UNIQUE DESTINATIONS
- PROMOTE PEDESTRIAN STREETS
- CONTINUE COMMERCIAL ACTIVITY
- MAINTAIN FACADE OF HISTORIC IMPORTANCE

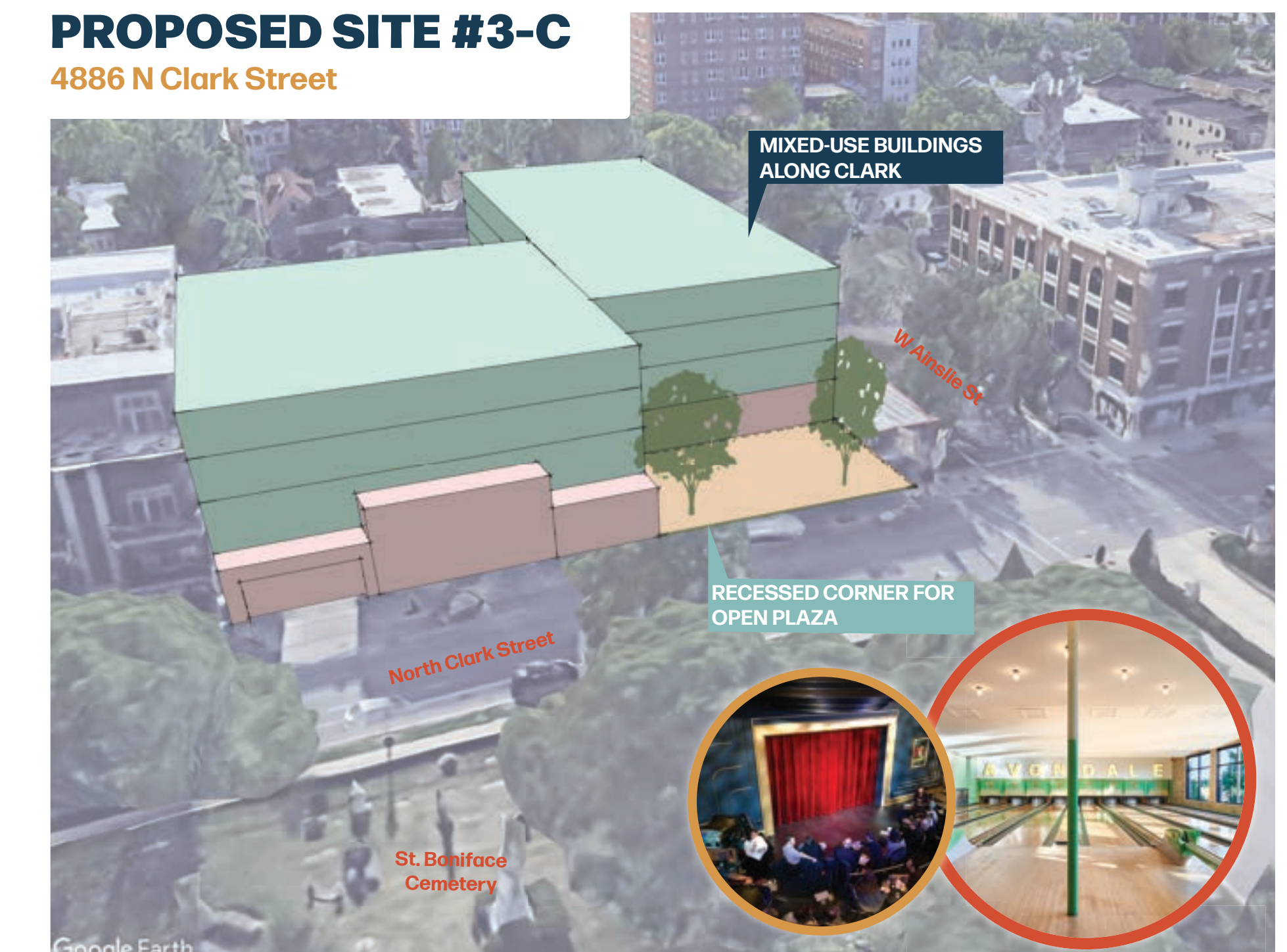
PROPOSED SITE #3-A 4886 N Clark Street



PROPOSED SITE #3-B 4886 N Clark Street



PROPOSED SITE #3-C 4886 N Clark Street



IMPLEMENTATION

Station 4: Implementation

FUNDING OPPORTUNITIES FOR THE IMPLEMENTATION OF THE STUDY'S FINDINGS

Tax Increment Financing (TIF):

A public financing method that is used as a subsidy for redevelopment, infrastructure, and other community improvement projects through the Clark/Montrose TIF district.

Small Business Improvement Fund (SBIF):

Provides grant funding for permanent building improvements and repairs across the City of Chicago.

Citywide Recovery Funds:

City funding temporarily available through Federal Recovery Grants.

Special Service Areas (SSAs):

Local tax districts that fund expanded services and programs through localized property tax levy within contiguous areas. SSA-funded projects typical 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; facade improvements; and other commercial and economic development initiatives.

Open Space Impact Fees:

This program allocates fees that are applied to new residential developments to pay for land acquisition & park improvements in Chicago.

IMPLEMENTATION TIMELINE

WHICH FEATURES SHOULD BE IMPLEMENTED IN THE SHORT, MEDIUM AND LONG TERM?
USE THE COLORED POST-IT NOTES TO TAG THE VARIOUS OPTIONS PRESENTED THROUGHOUT THE BOARDS!



SHORT
TERM

SHORT TERM: Elements of the plan that should be prioritized as they would be highly beneficial for kick-starting the implementation of the corridor plan.



MID
TERM

MID TERM: Improvements that might take more time to be implemented, yet the planning should begin as soon as possible.



LONG
TERM

LONG TERM: Improvements that align with the long-term evolution of the corridor.

