

# FAQ February 2023



corridor study  
Montrose - Foster

Following the release of the draft Clark Street Crossroads corridor study, the following topics have come up as frequently asked questions. Please see the questions and responses below:

## **What is the process for funding and implementing the study's recommendations?**

Implementation of this long-term vision will be an incremental process over several years. Various public and private entities each have roles to play and will fund projects with both public and private dollars.

### Development and Renovation Projects:

All development and renovation opportunities identified on this corridor are privately-owned properties. Redevelopment and/or modifications to existing buildings will be dependent on the real estate market and choices of individual property owners. To encourage economic development and building improvements, the City of Chicago and other entities have competitive funding programs to incentivize and subsidize a range of project types—from improving small business storefronts to building new affordable housing and other community assets. Projects that align with a community-driven long-term vision—like this study—are often prioritized for funding.

As funding opportunities change over time, the local chambers of commerce and aldermanic offices can provide relevant information to interested property owners and advise them on submitting a compelling application.

### Public Realm Projects:

As private development and existing building upgrades occur, property owners will be encouraged or required to improve elements on and near their property to better contribute to the public realm. Examples may include small plazas, landscape, visual screening, art, outdoor seating, etc.

However, projects in the public realm will primarily be implemented through City departments and sister agencies using public dollars.

Here is an outline of the basic process for implementation for most of these public realm projects:

1. City departments, sister agencies, and/or SSAs utilize the community-driven vision to secure and allocate funding for individual projects or a group of interrelated projects
2. Conduct technical analysis and stakeholder engagement to determine specific needs of the community, determine feasibility, and maintenance needs/responsibilities
3. Design concepts based on identified technical and community needs
4. Share design concepts for feedback and refinement

5. Select preferred option to confirm final design, logistics, maintenance, and cost details
6. Complete construction and/or installation
7. Over time, determine any potential needs for modification

### **Is this also how protected bike lanes would be implemented?**

Yes! As a part of the long-term vision for Clark Street, protected bike lanes were strongly supported during community discussions and feedback. The study includes some concepts for protected bike lanes in the recommendations, but there is no confirmed funding or designed project at this time.

Once funding is secured, the technical and more in-depth community outreach can begin to help balance the unique needs of this area before determining a specific design or construction timeline.

### **How does the Clark Street Crossroads corridor study promote sustainability and resilience?**

Resilient communities plan for the future comprehensively to promote the full spectrum of environmental, sociocultural, and economic resilience. This approach has shaped the planning process as well as the range of recommendations.

The key sustainability and resilience priorities for this corridor are:

1. **Equitable transit-oriented development:** For walkable and transit-rich areas like Clark Street, higher density mixed-use/mixed-income development tends to reduce carbon impact per person as well as supports community social bonds and a healthy local economy.
2. **Adaptive re-use of existing buildings:** In addition to preserving high-quality historic buildings for their unique architectural character, the study also recommends re-using existing buildings, building elements, and materials to reduce unnecessary new construction with virgin materials and emissions related to manufacturing, delivery, and installation.
3. **Active transportation:** Improvements to walking, biking, and transit infrastructure were clear community priorities throughout the planning process. The study includes concepts and recommendations to help reduce reliance on private vehicles and their negative impacts on the surrounding environment and global climate.
4. **Urban landscape:** The study contains basic recommendations for landscape improvements to not only improve the visual appeal of the corridor but also to mitigate urban flooding, heat island, and habitat loss.
5. **Green building technology:** Development projects that use City of Chicago funding or require certain City approvals are typically required to follow Chicago's Sustainable Development Policy, which requires a variety of sustainable building strategies. Categories addressed in this policy include health, energy, stormwater, landscapes, green roofs, water, transportation, solid waste, work force, and wildlife.

### **What does the “Pedestrian Street” designation for Clark Street mean?**

A Pedestrian Street (sometimes referred to as a P-Street), is a zoning designation applied to streets with a pedestrian-friendly character that meet a series of minimum standards. The purpose of the designation is to preserve and enhance the character of Chicago’s best examples of pedestrian-oriented shopping districts. Pedestrian Streets are required to comply with a series of pedestrian-oriented design standards for building setbacks, windows, and entries as well as restrictions on negative impacts to the pedestrian environment such as driveways, surface parking, drive-throughs, etc.

Please see the see the [Chicago Zoning Ordinance](#), 17-3-0500 for more information.