



**Draft
for Public
Review &
Comment**

MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

RAVENSWOOD FRAMEWORK PLAN

1/18/19



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION



Ravenswood

INDUSTRIAL CORRIDOR MODERNIZATION

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The Ravenswood Industrial Corridor Framework Plan is the result of a comprehensive land use analysis conducted on Chicago's industrial policies and the 26 designated corridors that encompass the majority of the city's industrial landscape. This Framework Plan is a component of Mayor Rahm Emanuel's Industrial Corridor Modernization Initiative, which is intended to review each of the city's industrial corridors to promote employment and economic activity.

Chicago's industrial corridors are designated areas with special land use provisions that support manufacturing, transportation, warehousing, and other industrial uses. Each corridor has unique assets and characteristics that collectively function on behalf of the entire city. Companies located within the industrial corridors expand, relocate, and depend upon each other as their needs evolve within a changing economic landscape.

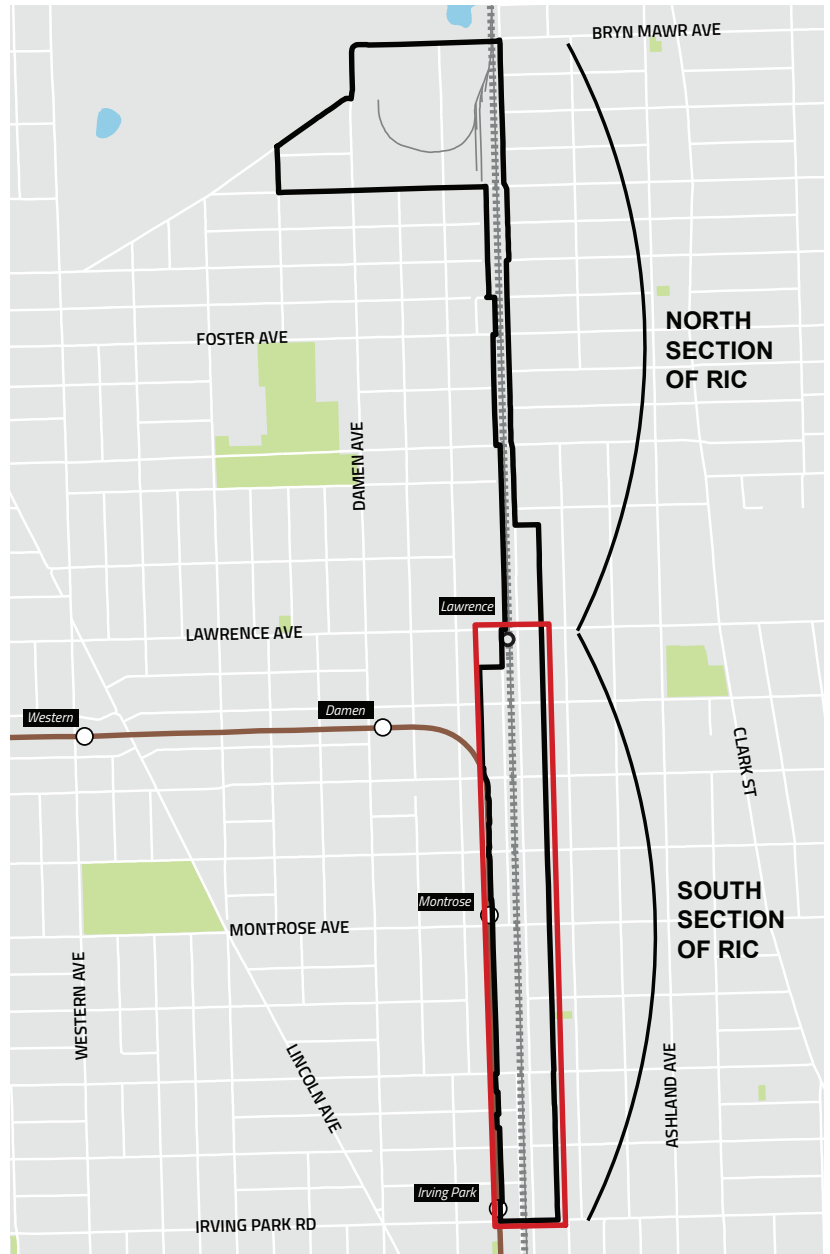
The Ravenswood Industrial Corridor (RIC) is part of the first group of corridors, with the North Branch being the first, to undergo a comprehensive planning process for modern land use needs and demands. Consisting of 129 acres along the Union Pacific North rail line, the RIC has been prioritized due to transitioning land uses within the industrial corridor, particularly the southern portion between Irving Park Rd and Lawrence Ave. Overall, employment within the RIC has remained stable. There has been a shift in job types: the number manufacturing has declined, while office jobs have increased.

The Ravenswood Industrial Corridor Framework Plan was developed by the Chicago

Department of Planning and Development (DPD) and Department of Transportation (CDOT), and a team of consultants in conjunction with a working group consisting of representatives from key business sectors, community organizations, government agencies and other stakeholders. It is meant to be actionable, yet

flexible, as the corridor grows through public and private investments that leverage existing assets and maximize strategic development opportunities that will benefit the planning area and the entire city.

The Framework Plan offers recommendations that focus on utilizing existing resources, incentives, and programs



Ravenswood Industrial Corridor



incentives, and programs and encourages collaborative community partnerships to support the changing needs of existing and new businesses. It is subject to review and adoption by the Chicago Plan Commission (CPC) as a formal road map for the implementation of its goals and strategies. Individual projects and associated funding may require additional review and approval by the CPC and the City Council and other agencies, per the municipal code.

KEY RECOMMENDATIONS

Land Use and Employment

This Framework Plan reaffirms the Industrial Corridor designation for the Ravenswood Industrial Corridor to encourage continuation as an important job center. The northern portion of the RIC is anchored by Temple Steel, with adjacent commercial and light manufacturing businesses that provide a buffer from the surrounding residential areas. The southern portion of the RIC is transitioning from an industrial area into an active hub of light manufacturers and offices. Retaining the Industrial Corridor designation provides for the continued regulatory review of zoning changes away from M zoning, and also accommodates changing market conditions by supporting light manufacturing, offices, and appropriately-scaled retail uses through the zoning process. Design guidelines included in this Framework Plan promote best practices for adaptive re-use and maintenance of the unique buildings in the area.

Transportation

The Framework Plan identifies strategies to support the goal of improving access and safety for all transportation modes

within the RIC. These strategies were formulated by analyzing existing conditions within the RIC and also informed through stakeholder input relating to the transportation network. The area has 2 sets of rail tracks that run through the corridor – both are very popular with commuters and have experienced increasing ridership numbers.

The area is served by the Greater Ravenswood Chamber of Commerce (GRCC) who administers Special Service Area (SSA) #31 which covers the area of the RIC between Irving Park Road and Lawrence Ave. The GRCC is interested in collaborating with community stakeholders to engage in a future planning effort to focus on local issues within the public realm and implement the principles which support the safe and efficient use of the right-of-way. Best practice guidelines are included in this Framework Plan for the improvement of the public realm including sidewalks, bikeways, open space and other public areas, and are intended to provide guidance for future stakeholder-led implementation efforts.

Sustainability

The Framework Plan's recommendations build upon the unique natural and built assets found in the Ravenswood Industrial Corridor. A significant amount of land within the industrial corridor boundary is used for transportation infrastructure, including rail stations and tracks for both Metra and CTA, streets and sidewalks which accommodate automobiles, bicyclists, and pedestrians. These areas also contain unique open spaces within the right-of way which could potentially be used in many ways to support the businesses and visitors to the corridor. The Framework Plan

provides strategies to guide the efficient use of these unique areas within the right-of-way and encourages sustainable development practices including solar power and stormwater management.

Additionally, many industrial buildings within the southern portion of the Ravenswood Industrial Corridor display distinctive architectural characteristics which are recognized as an asset and contribute to the authentic industrial heritage of the area. Buildings which display distinctive industrial characteristics are identified on the Historic Character Map in section 3 - Context. The Framework Plan acknowledges the importance of this collection of buildings and provides principles to encourage the re-use of these buildings to provide attractive and functional spaces for businesses.

Design Guidelines

This Framework Plan includes Private Development Design Guidelines in the Appendix which provide specific guidance on appropriate rehabilitation and compatible contemporary new construction to maintain the character of the southern portion of the Corridor.

Best Practice Guidelines for the Public Realm are also included in the Appendix, which provides a reference for future planning efforts aimed at improving the safety, efficiency and use of the public areas within the southern portion of the Corridor. These guidelines promote the unique feeling of the corridor by allowing flexibility for future growth opportunities, while maintaining historic character as well as a contemporary vibrant function. The Best Practice guidelines will provide a resource tool for future

STAKEHOLDER PARTICIPATION

The participation by community stakeholders was critical to the framework planning process. In early 2018, a working group was formed which included 21 representatives from local industrial, manufacturing, business support services, information and technology, finance, insurance, real estate, education, health, leisure and hospitality business sectors, as well as representatives from resident and community groups. Public engagement for the development of the Framework Plan included three Working Group activities, two interactive surveys, two public meetings, and information posted on

the Plan's website. Over 170 individuals participated in these various events. The offices of Aldermen Pawar (47th ward) and Alderman O'Connor (40th ward) also participated in this planning process. The project team consisting of representatives from DPD and CDOT would like to acknowledge the thoughtful participation of the Greater Ravenswood Chamber of Commerce, Metra, CTA and RTA. More details about the public engagement activities for this planning process are presented in the Appendix.

Since the spring of 2018, DPD engaged stakeholders in the planning process, including:

3 WORKING GROUP REVIEWS

190 INTERACTIVE SURVEY PARTICIPANTS

2 PUBLIC MEETINGS - 175 ATTENDEES

2 PUBLISHED MEETING SUMMARIES

Public Survey Quote Highlights:

"Provide an opportunity for the area to grow into a hub of activity, transitioning from a sleepy industrial corridor into a mix of uses that provide jobs, including studio spaces for craftsmen or boutique industry (schools, commercial design, athletic/fitness), finance, tech and creative offices with entrepreneurs who need access to workshops for prototyping."

"Preserve the historical beauty of the area while keeping the neighborhood vibrant."

"I'm a huge advocate for an increase in public art along the corridor, including murals, sculptures"

"Promote more activity on the streets in the evening."

"Use high quality architecture and site design when redeveloping buildings."

"I'm interested in solar power for my building provided it is cost-effective."

"I'm excited about the future of the neighborhood and appreciate getting community input."

"There's a strong community of local businesses that often work together across fields as we're keen to support each other close to home."

"Increase green space and public use in the corridor."

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INTRODUCTION



INTRODUCTION

The purpose of the Industrial Corridor Modernization Initiative is to revisit the goals of Chicago's Industrial corridors almost 30 years after their initial designations, and to make recommendations intended to promote employment and economic activity within the city's industrial corridors.

The evaluation of the Ravenswood Industrial Corridor (RIC) included the collection, review and analysis of available data, including land use and employment trends, existing conditions of the transportation network, right-of-way, and buildings, and the collection of input received by stakeholders including working group members consisting of representatives of the business sectors, business and resident organizations, government agencies, property owners. The project team evaluated and analyzed this data and produced this Framework Plan that is intended to be used by the city and community stakeholders as a guide for future growth within the RIC.

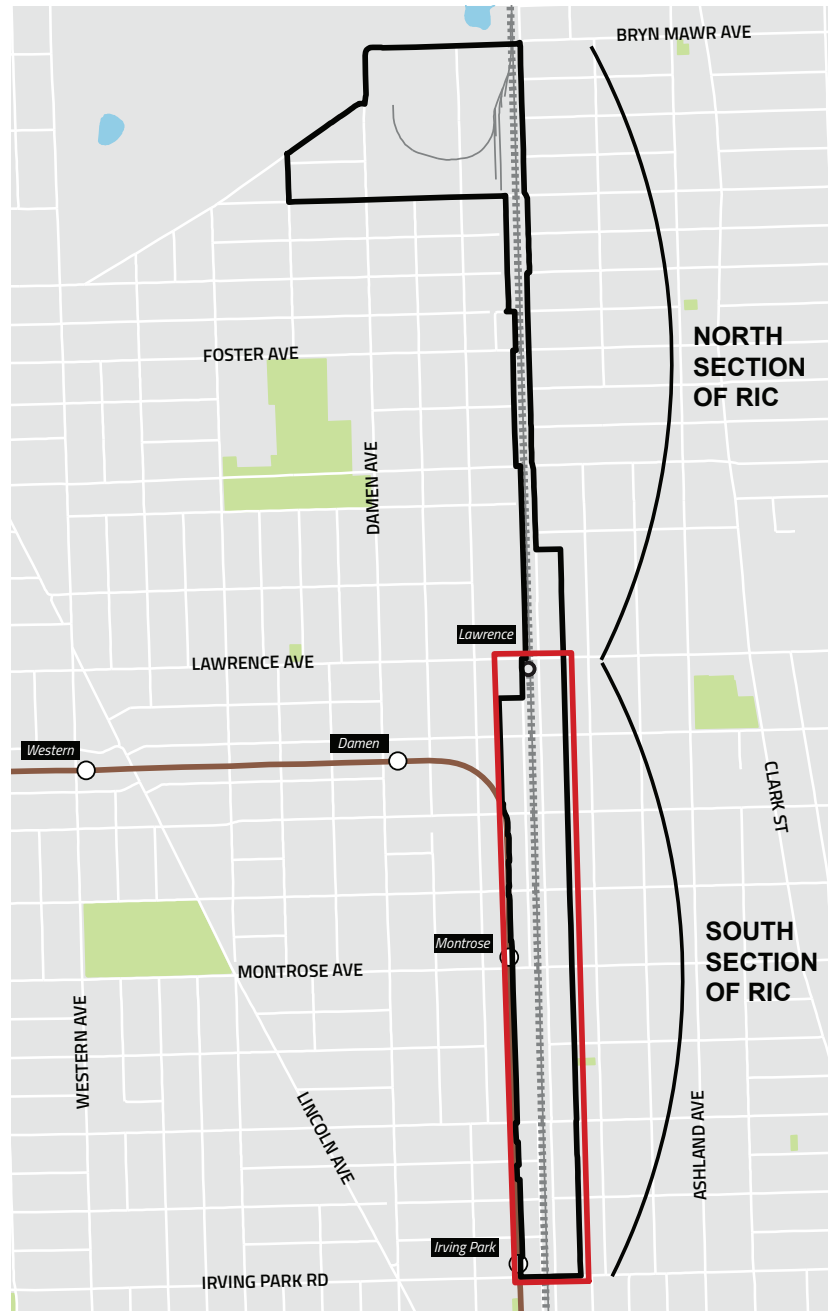
Under the Industrial Corridor Modernization initiative, three goals were defined as the focus areas to ensure continued economic growth and investment within the RIC, including:

- Promoting the continuation of the RIC as a job center and encouraging the continuation of light manufacturing, offices, and appropriately-scaled commercial uses;
- Improving access and safety of the transportation network, and promoting the efficient use of the right-of-way;
- Building upon unique natural and built assets and

incorporating best-practices in adaptively-reusing historic character buildings

The resulting Framework Plan provides a succinct summary of this approach and provides implementation strategies for improvements that primarily relate to land use,

transportation, and strategies for the re-use of selected historic buildings in the RIC, and recommendations to guide future planning efforts for the right-of way.



Map Key

- | | |
|----------------------|---|
| Metra Line & Station | Ravenswood Industrial Corridor Boundary |
| Brown Line & Station | Study Area Boundary |

1

**MAINTAIN THE RAVENSWOOD INDUSTRIAL CORRIDOR
AS AN ECONOMIC ENGINE AND VITAL JOB CENTER**

2

**IMPROVE ACCESS AND SAFETY FOR ALL
TRANSPORTATION MODES**

3

BUILD UPON UNIQUE NATURAL AND BUILT ASSETS

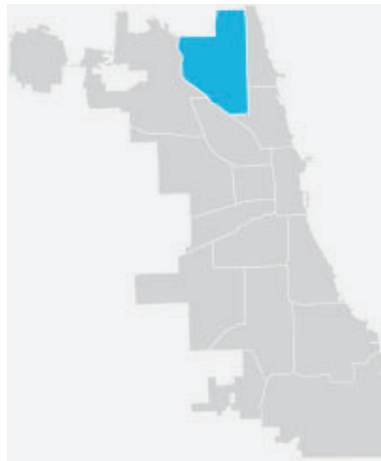
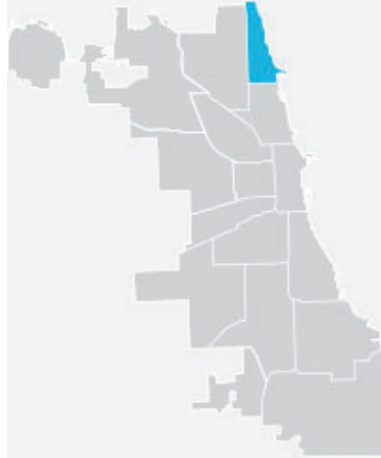


CONTEXT



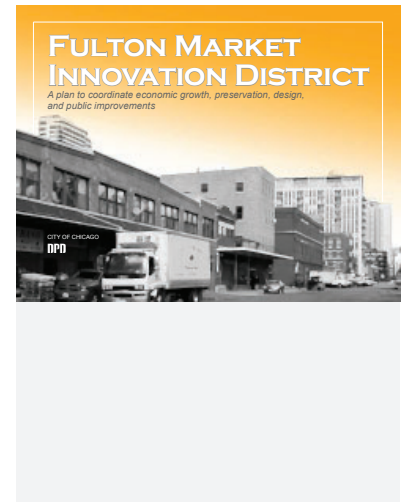
PREVIOUS PLANS

The following plans, reports and studies provide contextual background for the RIC Framework Plan process.



Chicago Neighborhoods Now – North Lakefront & Northwest Side (2014)

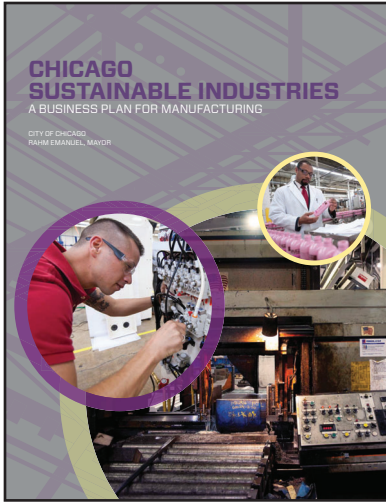
A reference tool that identifies existing conditions data within unique geographies (planning areas) for the entire city. Data includes demographics, community assets, and reference maps. The RIC bisects the North Lakefront and Northwest side planning areas.



Fulton Market Innovation District (2014)

Participating Organizations:
Department of Planning and Development

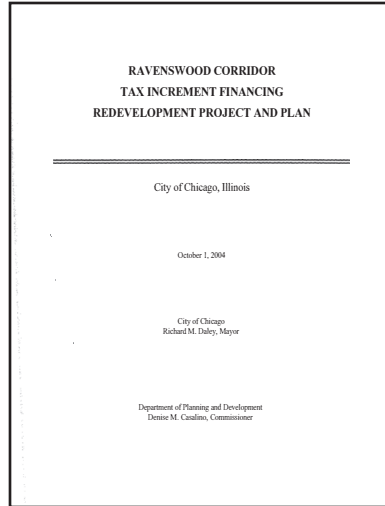
Priority Recommendations:
Established a comprehensive Plan to support business growth within an existing industrial corridor characterized by old and new uses based on the meatpacking and wholesale food industries.



Chicago Sustainable Industries (2013)

Participating Organizations:
Department of Planning and Development

Priority Recommendations:
Established a comprehensive plan to support and expand Chicago’s industrial base. Includes policies and strategies involving manufacturing, land use, public investment, partnerships and regulatory improvements to help ensure the sustainability and competitiveness of local manufacturers.



Ravenswood Corridor TIF Redevelopment Project and Plan (2004 - expired)

Participating Organizations:
Department of Planning and Development

Priority Recommendations:
The 78-acre area is intended to retain existing companies and attract new high-tech and light industrial employers. Funds are targeted to assist rehabilitation projects and new development projects, also public works upgrades, infrastructure investments, and environmental remediation projects where necessary. Funds are also allocated to support the redevelopment of the hospital campus to meet mixed-density, mixed-income housing needs while continuing to provide employment opportunities within the district.



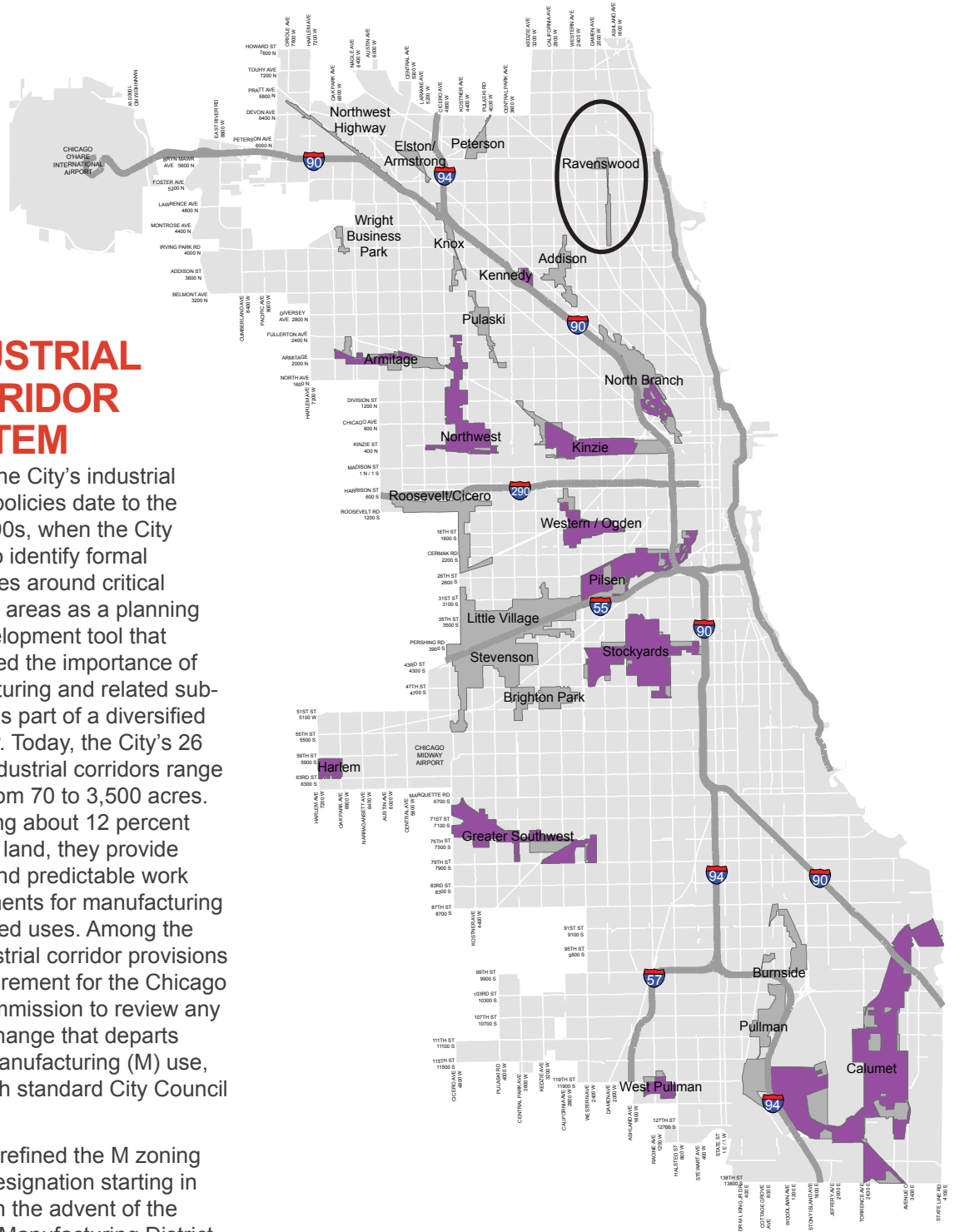
East Ravenswood National Register of Historic Places (1991)

Roughly bounded by Lawrence, Clark, Irving Park, and Ravenswood. The National Park Service’s National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archaeological resources. Eligible rehabilitation projects can utilize tax incentives.

INDUSTRIAL CORRIDOR SYSTEM



Most of the City's industrial corridor policies date to the early 1990s, when the City started to identify formal boundaries around critical industrial areas as a planning and development tool that recognized the importance of manufacturing and related sub-sectors as part of a diversified economy. Today, the City's 26 formal industrial corridors range in size from 70 to 3,500 acres. Containing about 12 percent of all city land, they provide secure and predictable work environments for manufacturing and related uses. Among the key industrial corridor provisions is a requirement for the Chicago Plan Commission to review any zoning change that departs from a Manufacturing (M) use, along with standard City Council review.



The City refined the M zoning district designation starting in 1988 with the advent of the Planned Manufacturing District (PMD) designation, which was created by the City Council and applied to portions of select industrial corridors possessing heavy industrial uses. PMDs can be a tool, where appropriate, to foster the city's industrial base. The RIC does not contain land with the PMD designation.



Chicago's Industrial Corridors & Planned Manufacturing Districts

Map Key

-  Expressway
-  Major Streets

-  Existing PMDs
-  Industrial Corridor

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CITYWIDE INDUSTRIAL EMPLOYMENT TRENDS

In 2016, DPD analyzed job trends in each of the 26 Industrial Corridors using data from the US Census Bureau Longitudinal-Employer Household Dynamics Program (LEHD) from 2002 – 2014, which was downloaded using the OnTheMap online application. The initial analysis focused on Core Jobs and was based on the methodology developed for the Chicago Sustainable Industries plan and the Fulton Market Innovation District Plan. Core jobs were defined as those employment sectors that are most associated with the Industrial Corridor System. DPD analyzed the census data by grouping individual 2-digit NAICS sectors with similar sectors. Each industrial corridor was classified based on the predominant core jobs category listed below.

Core Jobs Classifications

- Manufacturing
- Moving, Storing Goods and Materials, Utilities, and Construction
- Information, Technology, and Management
- Business Support Services

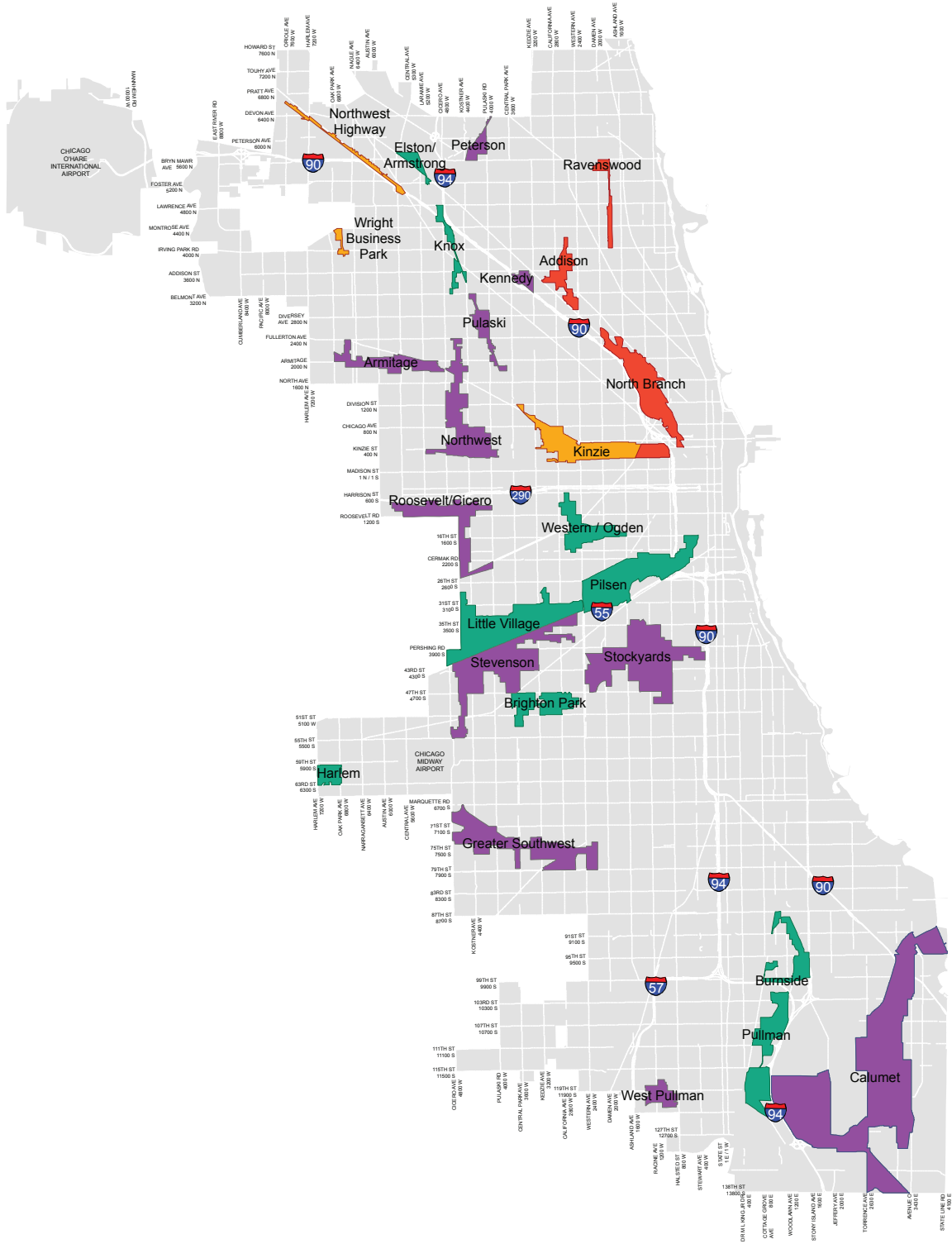
From 2002 to 2014, Manufacturing and Moving and Storing of Goods and Services were the predominant core job types in many of the industrial corridors on the South, Southwest and West sides of the City. Meanwhile, six corridors on the Near West, Northwest and North sides experienced a significant transition toward other core job types, including Information & Technology and Business-to-Business.

A more in-depth analysis was completed to determine the composition of other job sectors as part of the framework plan that was developed for the North Branch Industrial Corridor. The analysis added 3 jobs classifications based on the 2-digit NAICS codes.

Additional Jobs Classifications

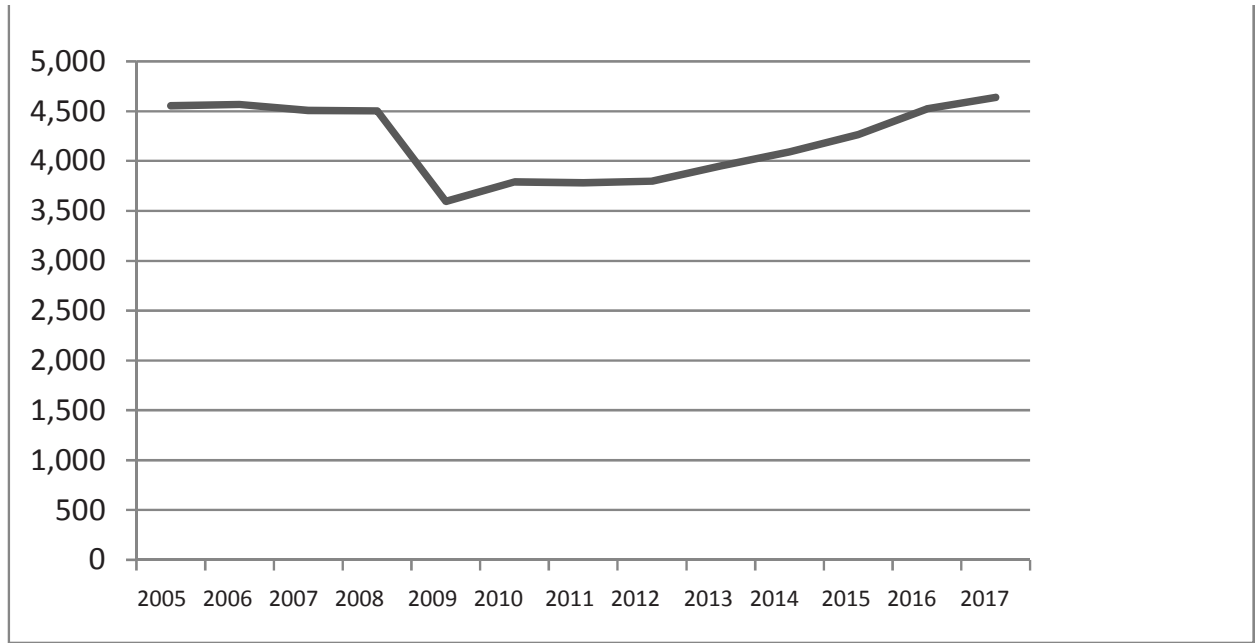
- F.I.R.E. (Finance, Insurance, & Real Estate), Education, and Health Care
- Leisure and Hospitality
- Other

The Census data is useful to compare jobs between industrial corridors and between Chicago and other cities or to measure where people live that work in a particular geography. However, the Census data is limited in industry detail and timeframe. In 2018 DPD gained access to the Quarterly Census of Employment and Wages (QCEW) provided by the Illinois Department of Employment Security through a shared data agreement. This new data includes recent employment counts, from 2005- 2017. The QCEW data also includes more detailed NAICS classifications associated with the employment counts (see page 18).



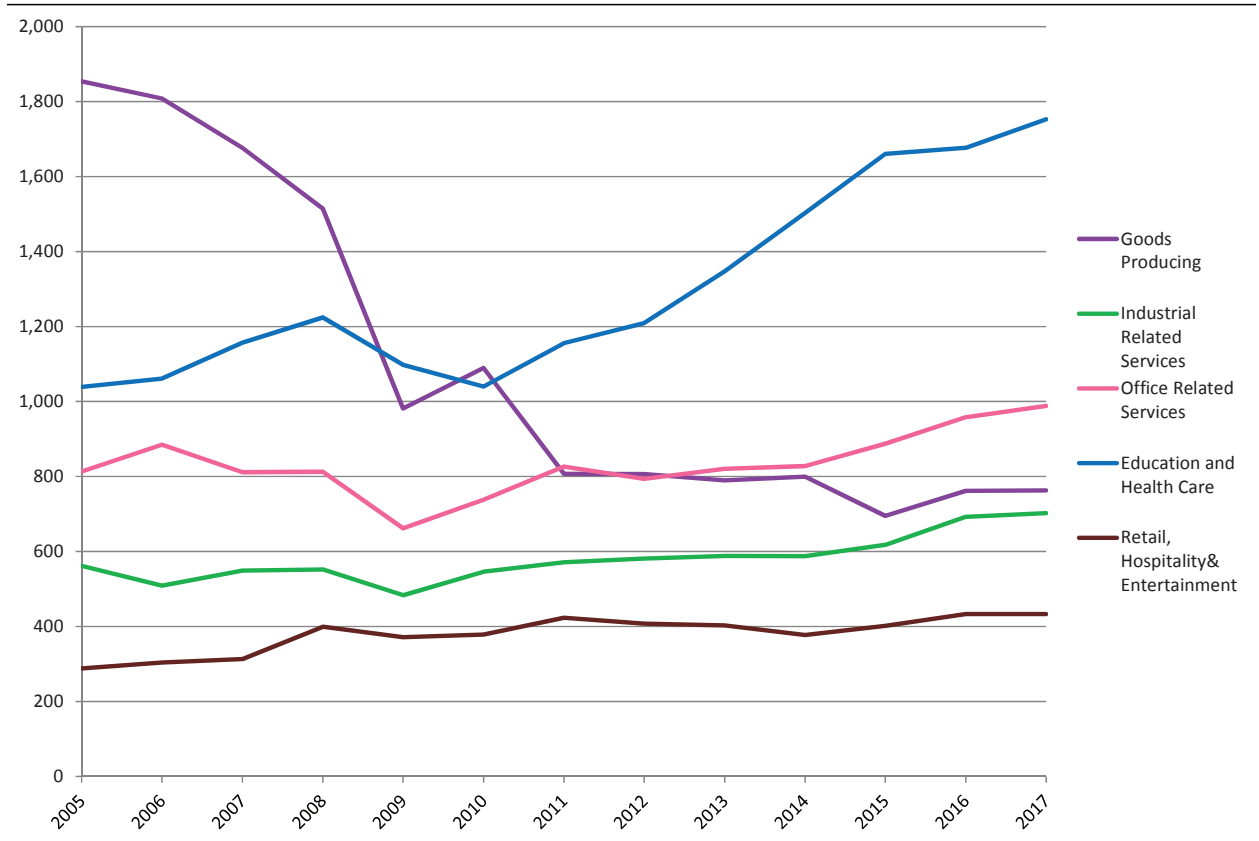
Chicago's Industrial Corridors Employment Trends

Ravenswood Industrial Corridor - Total Employment (2005 - 2017)



Illinois Department of Employment Security 2005-2017

Ravenswood Industrial Corridor - Employment by Sector (2005 - 2017)



Illinois Department of Employment Security 2005-2017

RAVENSWOOD INDUSTRIAL CORRIDOR EMPLOYMENT TRENDS

DPD analyzed QCEW data for the corridor from 2005-2017. The analysis organized the jobs into 5 categories or sectors that can be associated with different types of land uses. The categories are listed below.

Goods Producing – businesses that produce goods from raw materials or other materials. This category includes sectors such as manufacturing, agriculture, mining and similar businesses. Goods Producing businesses are typically associated with industrial land use categories.

Industrial Related Services – businesses that primarily provide services to other businesses and have operations that typically involve industrial space like a warehouse, outdoor storage or activities. This category includes companies related to transportation, warehousing, wholesale, construction, utilities, waste related services, commercial equipment rentals, security services, pest control, maintenance services, caterers, and similar businesses. Industrial Related Services are typically associated with industrial, transportation, utility and auto related land use categories.

Office Related Services – businesses that provide services to other businesses and individuals in an office setting.

This category includes companies related to information, technology, research and development, finance, insurance, real estate, leasing services, doctor and dental offices, travel agents, employment services, nonprofit organization offices, and similar businesses. Office Related Services are typically associated with commercial land use categories.

Education and Health Care Services – businesses and organizations providing education and health care services in large buildings and/or campus like settings. This category includes Primary and Secondary Schools, Colleges and Universities, business and trade schools, hospitals and other health care centers, residential care facilities, and similar businesses. Education and Health Care are typically associated with schools and institutional land use categories.

Retail, Hospitality and Entertainment Services – businesses that provide retail, personal, hospitality and entertainment services in commercial areas. This sector includes retail stores, hotels, restaurants, salons, theaters, bars, and similar businesses. Retail, Hospitality and Entertainment are typically associated with retail and commercial land use categories.

The analysis shows that the RIC has remained relatively stable from 2005 and 2017 with an increase in total employment of 80 jobs or about 2%.

There was a significant decrease in Goods Producing jobs between 2005 and 2011 followed by stabilization through 2017. Goods Producing jobs decreased by 59% or 1,000 jobs during this time period.

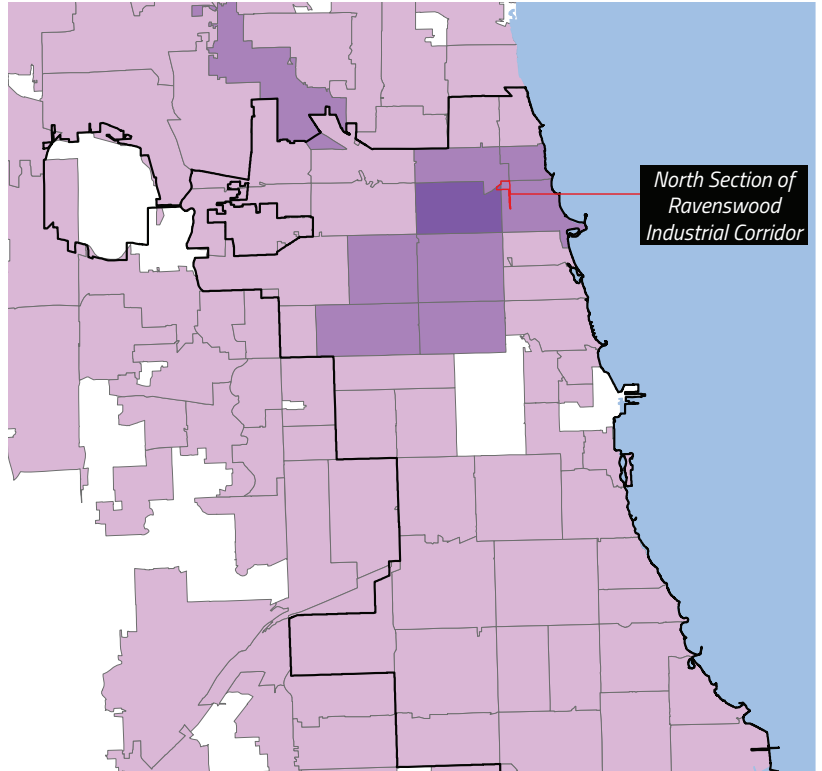
Conversely, Education and Health Care jobs increased by almost 70% or over 700 jobs. Most of this increase occurred between 2010 and 2017.

Industrial Related Services jobs increased by approximately 140 jobs or about 25%.

There were also moderate increases in jobs in the Office Related Services and Retail, Hospitality and Entertainment sectors which grew by 22% and 50% respectively, adding a total of over 300 jobs in the RIC.

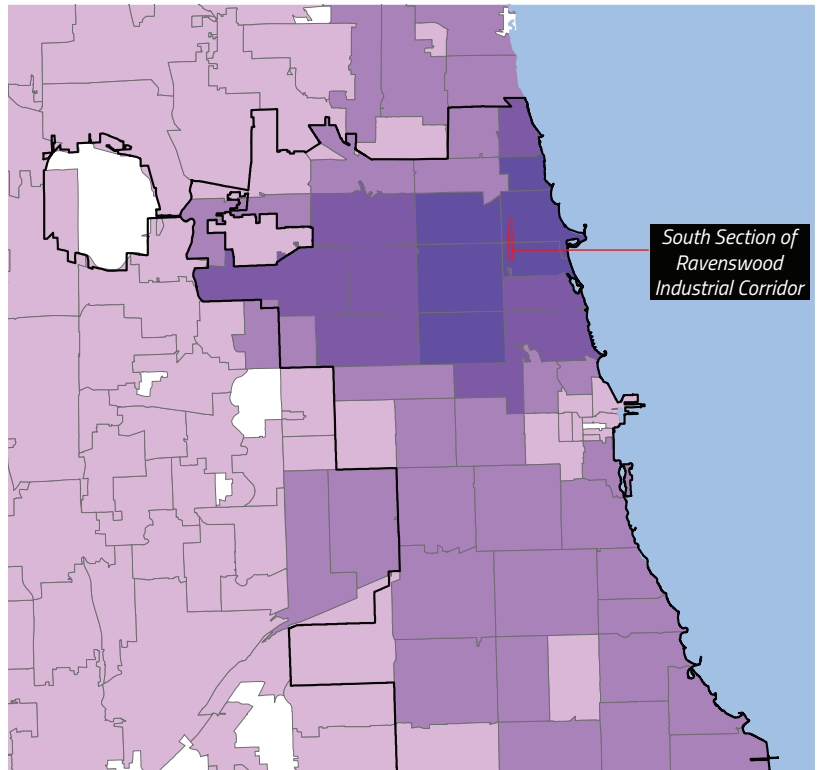
Analysis of US Census Bureau employment data indicates that over 2,700 employees, or 64% of the total number of workers in the RIC, live in the City of Chicago. Many of the workers at businesses in the south section of the RIC live in zip codes relatively near the Corridor. While employees are drawn from across the City, and to a lesser extent from elsewhere in Cook County, data suggests that commute trips could be made using the transit system.

Where Workers Live- North RIC





Source: US Census On the Map

Where Workers Live- South RIC








Source: US Census On the Map

Map Key

-  Chicago City Limit
-  Ravenswood Industrial Corridor Study Area

Number of Employees by Zip Code

-  0
-  1 - 14
-  15 - 49
-  50 - 99
-  100 - 233

EXISTING LAND USE

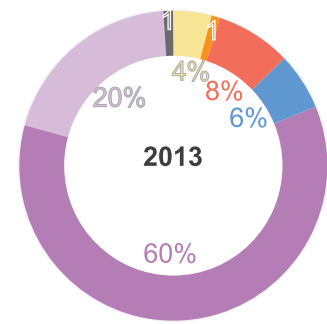
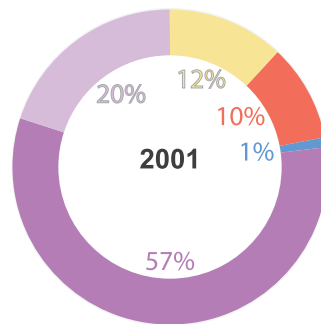
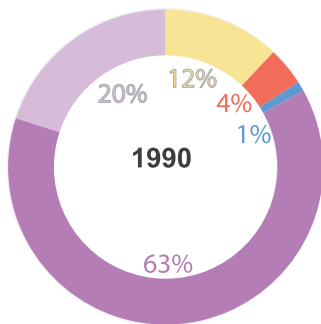
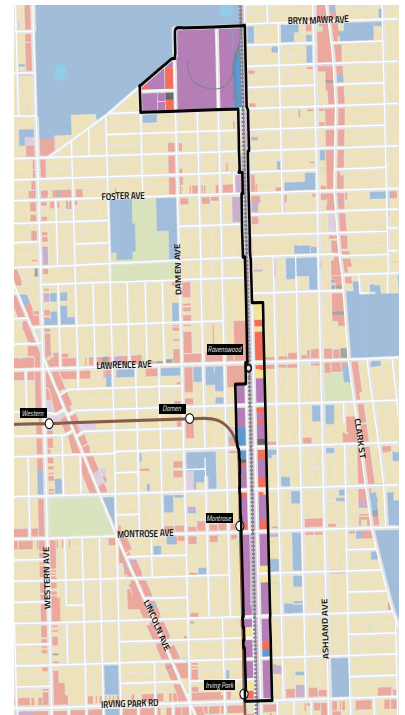
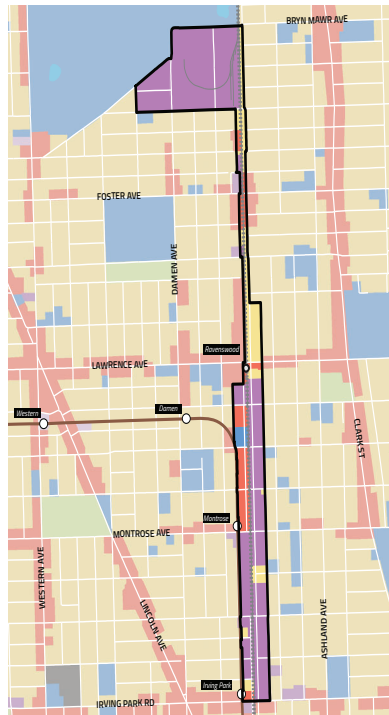
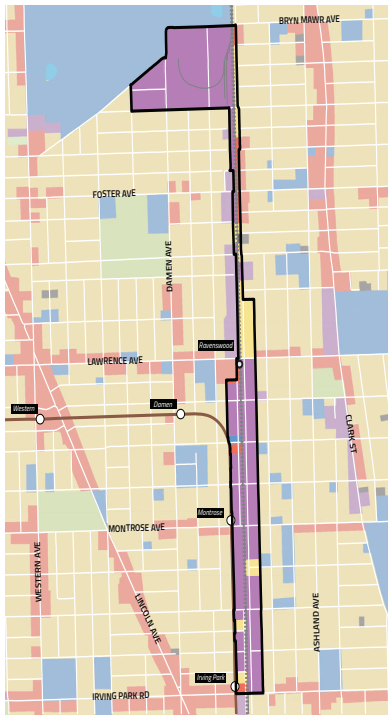
Over the past 28 years, industrial land use percentages in the entire RIC have declined, while commercial land use has increased. Institutional and

residential uses have remained constant.

Taking a closer look at the land use dynamics within the corridor, changes in the south section of the RIC reflect the evolving economic composition of the corridor.

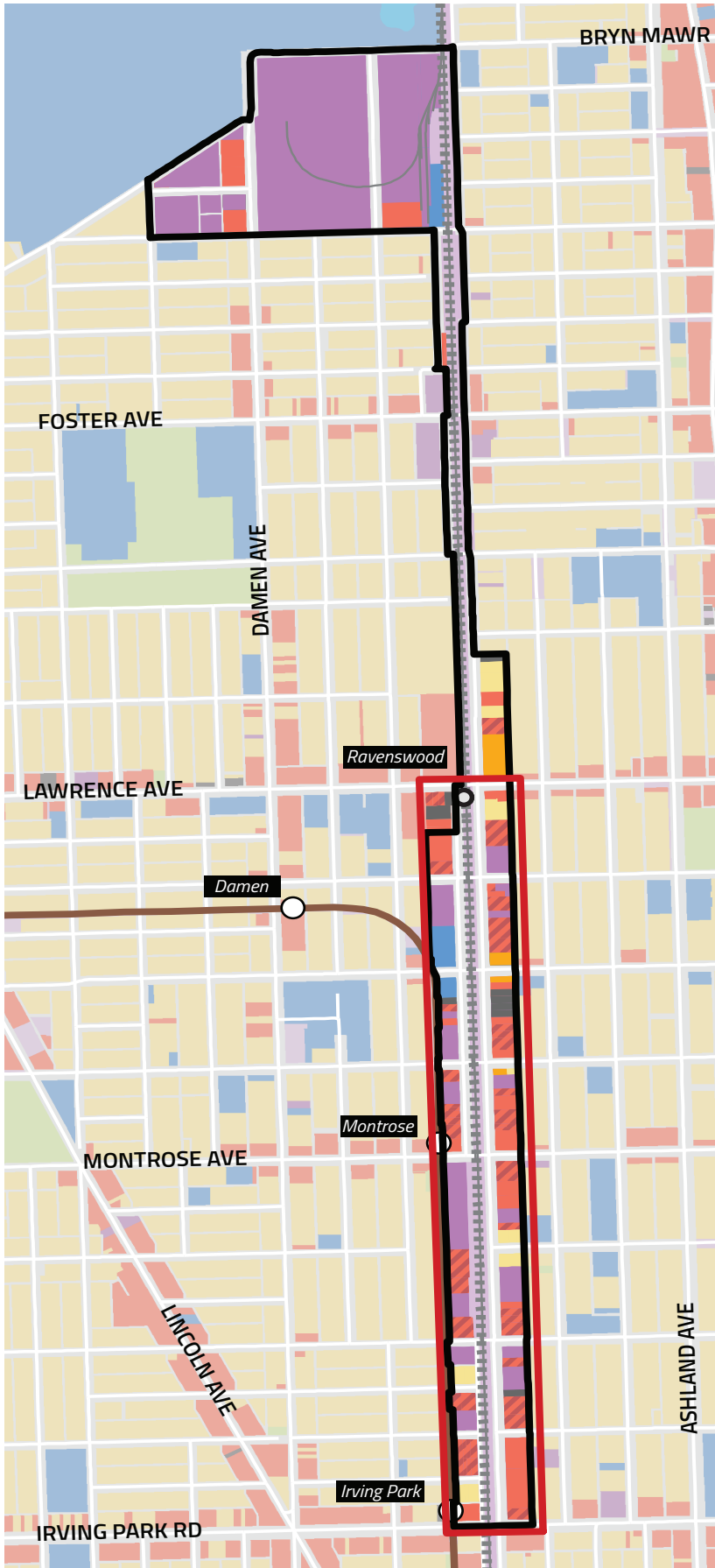
The shift away from industrial and manufacturing activity in the Corridor and expansion of commercial uses including the growing number of office-based occupations, particularly in the current decade.

Land Use Changes Over Time



Map Key

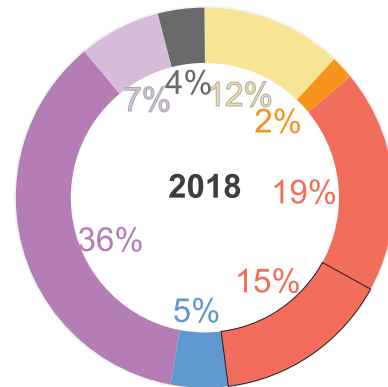
- Residential
- Parks and Open Space
- Commercial
- Parking Lots
- Public Facilities + Institutions
- Vacant Land
- Industrial + Manufacturing
- Transportation + Utility



2018 Existing Land Use

Over the past 28 years in the south section of the RIC:

- Industrial has decreased from 70% to 25%
- Commercial has increased from 3% to 40%



Map Key

- Metra Line & Station
- Brown Line & Station
- Ravenswood Industrial Corridor Boundary
- Study Area Boundary
- Residential
- Mixed Use
- Commercial / Retail
- Commercial / Office
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks + Open Space
- Parking Lots
- Vacant Land

REAL ESTATE

The south portion of the RIC is an attractive location and key real estate performance indicators reflect changes in the underlying economic composition of the corridor and near-term trends. A recent survey of CoStar metrics for Ravenswood Avenue in the south section of the Corridor and its intersecting streets (Lawrence Avenue, Wilson Avenue, Montrose Avenue and Irving Park Road - see map below) shows:

Industrial

- A supply of nearly 1 million square feet of industrial/flex space. No new industrial buildings have been delivered over the past 20 years.
- Industrial vacancies have remained steady at 2-4% since 2008.
- Industrial space rents have increased from \$9 per square foot in 2008 to \$14 per square foot in 2018.

Office

- A supply of over 560,000 square feet of office space.
- Vacancy has decreased from 11% in 2008 to 5% in 2018.
- One new office building has been completed within the corridor over the past 20 years, which added 25,000 square feet in 2017.
- Office rents have increased from \$12 per square foot in 2008 to \$23 per square foot in 2018.

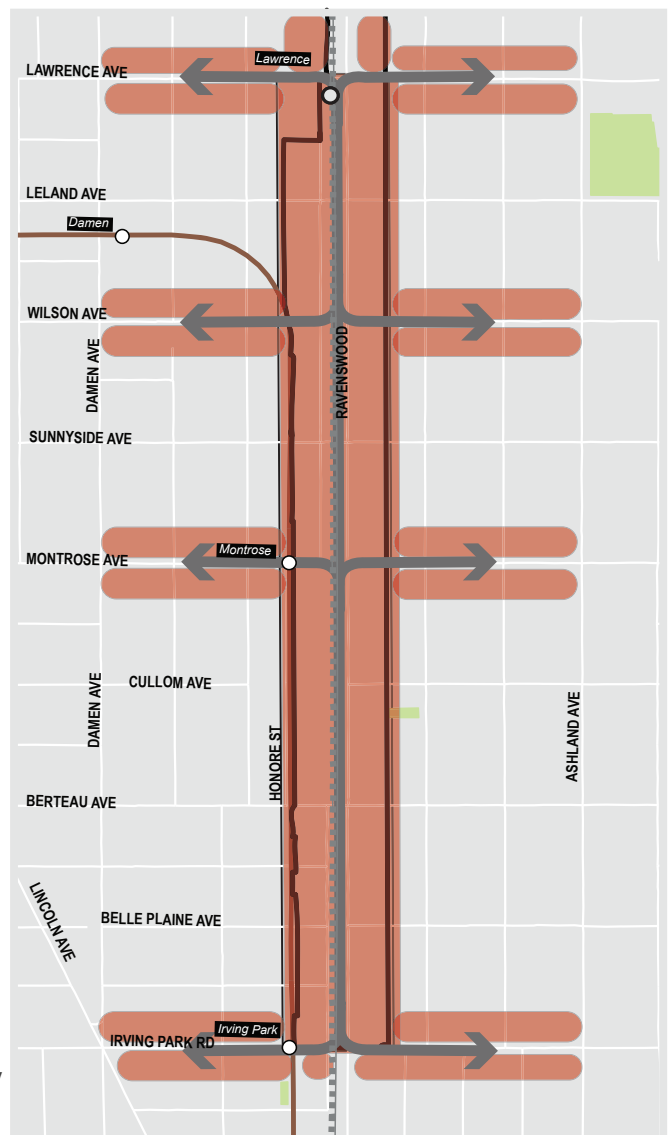
Retail

- The Ravenswood Avenue Corridor has roughly 70,000 square feet of retail space with nearly 0% vacancy.
- The average retail rent is \$145/sf.
- Ravenswood has the highest rents and lowest vacancy compared to intersecting arterials.

Multi-family Residential

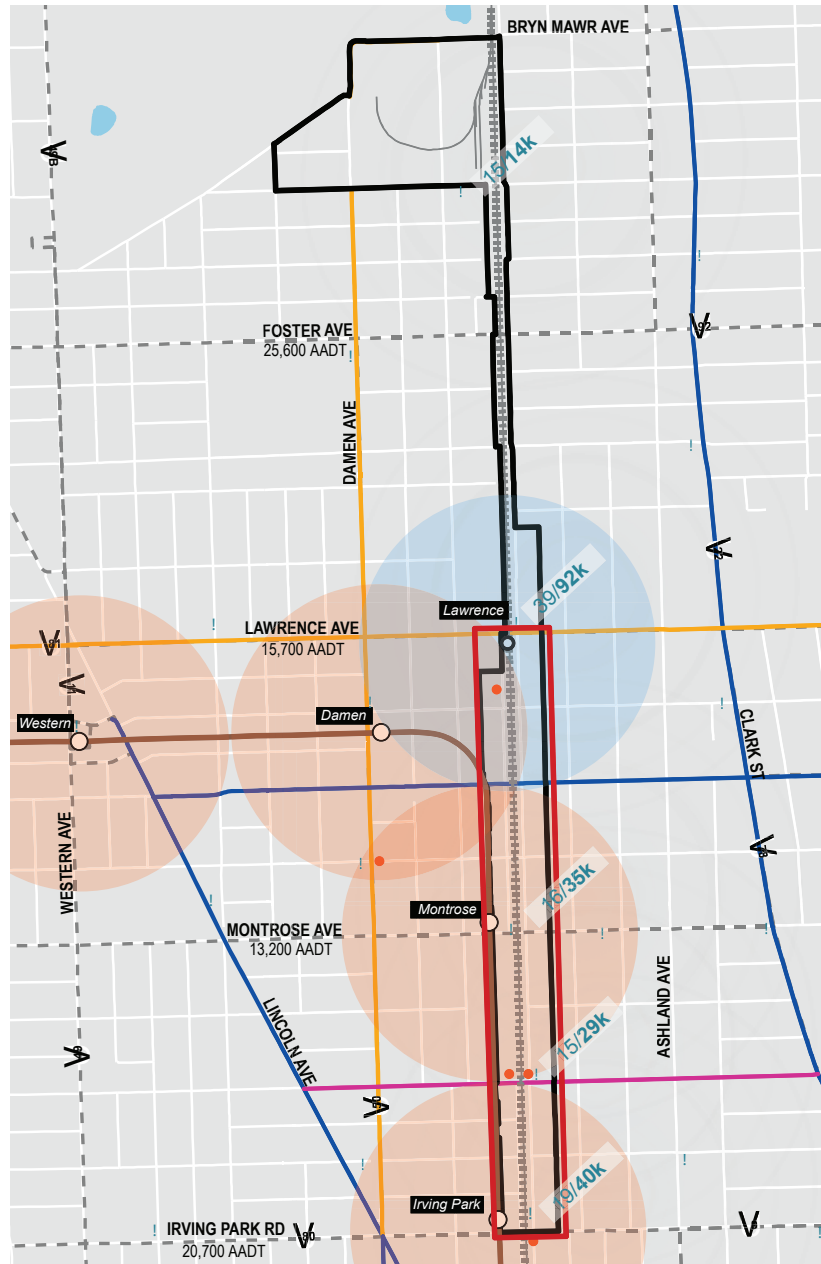
- The south section of the Ravenswood Avenue corridor and its intersecting streets have approximately 850 units.
- The average vacancy rate on the east-west adjacent intersecting streets is 4%.
- The average rent for the intersecting corridors is \$1.89/sf.
- There are 33 units on Ravenswood Ave, with a higher vacancy rate and rent cost compared to the intersecting corridors.

CoStar Data Boundary - South Section and Intersecting Streets



TRANSPORTATION

The RIC benefits from a robust transit network. The area is served by both the CTA Brown Line and Metra Union Pacific North Line. Local stations for both rail services have been experiencing increasing ridership in recent years. This service is supplemented by numerous east-west CTA bus routes, used as primary service to and through the RIC (especially the south portion), as well as connecting to the rail stations. Most commuters are willing to walk about ½ mile (or around 10 minutes) to and from a transit station and their starting or ending destinations. Looking at the rail stations in the south section of the RIC, transit provides excellent access to the RIC and to surrounding and adjacent neighborhoods.



Transportation Assets

Map Key

- | | |
|---|-----------------------------|
| Metra Line & Station | Bike Lane |
| Brown Line & Station | Neighborhood Greenway |
| CTA Bus Routes | Shared Lane |
| Ravenswood Industrial Corridor Boundary | Divvy Stations Stations/RPD |
| Ravenswood Study Area | Car-Sharing |
| 1/4 Mile Metra Service | |
| 1/4 Mile CTA Service | |

Ridership using rail stations in the RIC has increased in recent years. Boardings at the CTA Brown Line Montrose Station showed a 3.2% average annual increase between 2009 and 2017, with boardings at the Irving Park Brown Line Station increasing 4.4% per year on average. Daily boardings at the Metra Ravenswood Station (UP-N Line) grew 40% between 2006 and 2016.

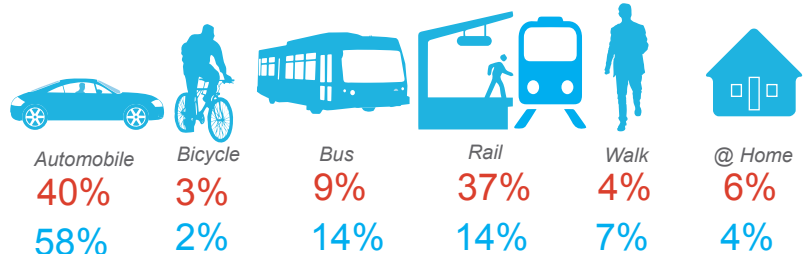
Automobile use as a primary mode to commute to work has declined in the RIC. This provides opportunities for multiple use of the right of way. Roadway access and parking need to accommodate both passenger vehicles as well as the trucks (of all sizes) serving local businesses. In many cases, truck access to industrial businesses is directly off Ravenswood Avenue, particularly on the east side of Ravenswood. On the west side, trucks (and employees / visitors) are also able to access businesses off alleys or Honore Street. The visibility and turning radii required by trucks is different from that of passenger cars, influencing the placement of parking and loading zones, as well as amenities such as curb bulb-outs and street corner amenities.

Between Lawrence Avenue and Irving Park Road, Ravenswood Avenue exhibits variations in the layout and width of the right-of-way or street envelope, which influences the amenities and circulation patterns which are provided and feasible, such as the number and direction of driving lanes, style and location of on-street parking, and sidewalk widths. The character and width of the public right-of-way is much wider on the east side of Ravenswood Avenue than on the west side, and even

on each side, there are block-by-block variations influenced by the evolution of building development, easements, and rail-supportive infrastructure.

See the Appendix for more detailed information regarding right-of-way specifications.

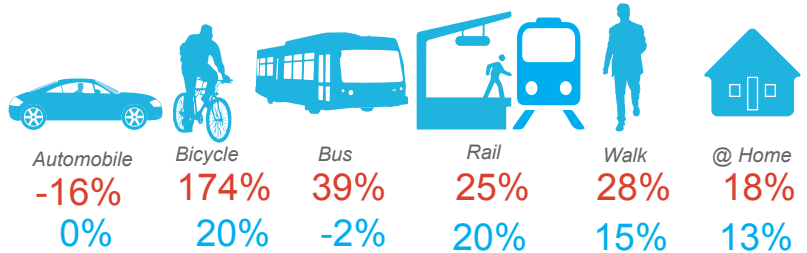
Commute to Work Mode Share (2016)



Source: 2012 5-Year American Community Survey

■ Study Area ■ City of Chicago

Commute to Work Percentage Change (2011-2016)



Source: 2012 5-Year American Community Survey

■ Study Area ■ City of Chicago

Percentage Change of Weekday Ridership (2009-2017)



Source: RTAMS; average weekday ridership based on the month of October



ROW is constrained along west side of Ravenswood from Montrose to Irving Park.

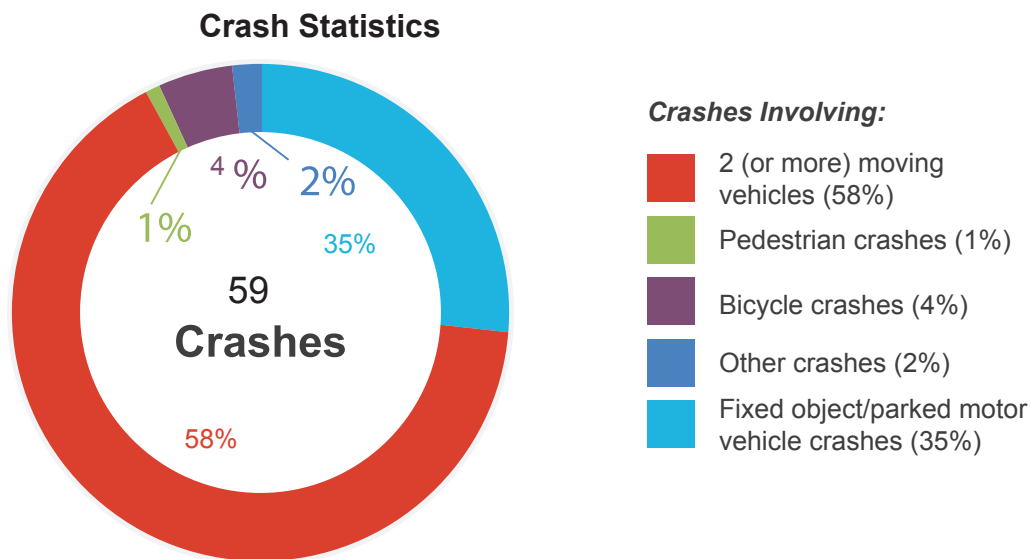
Walking and Bicycling

Commuting via walking and biking have increased within the RIC. Cyclists have access to shared bicycles, with several Divvy stations located in the study area. There are also numerous bicycle parking racks (public as well as private) throughout the corridor. There are three marked bicycle routes that cross the RIC east-west on Lawrence, Wilson and Berteau (see Transportation Assets map above). Continuous north-south routes near the Corridor are available on Damen, Lincoln and Clark Street. A signed bike route exists on the east side of Ravenswood Avenue north of Wilson but does not continue south, resulting in a gap in marked north-south connections generally on the north side of Chicago and specifically through the south section of the RIC. Despite the lack of signage here, bicyclists still use Ravenswood Avenue south of Wilson because it is low-stress and traffic (outside of the peak hours) is generally light.

With the diversity of modes present in the corridor, safe movement is a concern among all stakeholders. The RIC experienced an average of 59 crashes per year between 2012 and 2016. There were no fatalities during that period, and 5% of crashes involved a pedestrian or bicyclist. Most crashes involved two or more moving vehicles or an incident involving a vehicle and fixed object or parked car. Still, under the goals of Vision Zero, any number of injuries or fatalities greater than zero is too many, and the City encourages policies and design techniques influencing behaviors to ensure cautious movement with no incidents.

Right-of-Way Parking

An analysis of the right-of-way in the southern portion illustrates the complex conditions that visitors to the corridor experience while navigating the corridor. There are Industrial Parking Permit zones which restrict access to spaces, both one and two-way street directions, and several types of on-street parking space arrangements including parallel, diagonal, and perpendicular. See the Appendix for more specific data on right of way conditions.



Source: IDOT

SUSTAINABILITY

With the exception of one community garden and other privately-maintained small open areas, there is limited community-accessible open space in the RIC. A significant amount of land within the industrial corridor boundary is used for transportation infrastructure, including rail stations and tracks for both Metra and CTA, streets and sidewalks which accommodate automobiles, bicyclists and pedestrians. While primarily serving a transportation function, these areas also provide unique green space to the Corridor. Sections of the west side embankment between Lawrence Avenue and Irving Park Road and a section on the east side embankment north of Lawrence Avenue have been landscaped, with some sections developed as a community garden. Maintenance of these amenities is executed by several parties: Special Service Area #31, neighborhood groups, Union Pacific Rail Road, community, and participants in the garden program. Use of the property was accomplished through a memorandum of agreement and understanding between community stakeholder groups, Metra and the Union Pacific Railroad.

While flooding due to increased severity of storms is an issue in many Chicago neighborhoods, a review of flood complaint data and comments from the public did not indicate substantial flooding problems in the south section of the RIC.



The railroad embankment offers great opportunities for solar installation in conjunction with existing urban farming initiative.

HISTORIC CHARACTER

Historic industrial architecture in the south section of the RIC finds its roots in the early 20th century, with a resurgence in the 1920's and 1930's. These industrial buildings are generally constructed of brick with stone and terra cotta ornamentation, and punched window openings. The earlier buildings exhibit Classical Revival influences, while the later buildings display elements of the Moderne and Art Deco style. The designs are simple, but representative of the notable skills of Chicago masons.

Although generally consistent in use of materials, the south section of the RIC exhibits a wide range of building massing, illustrating the diversity of industries in this area. Companies of all shapes and sizes were drawn to Ravenswood for its ease of transportation, convenient proximity to downtown, and availability of skilled workers from the surrounding neighborhood. Long, low buildings catered to industries with heavy traffic and product turn-over such as creameries and laundry facilities.

Some of the architecture within the RIC has been previously recognized for its architectural and/or historical significance. First, through the Chicago Historic Resources Survey (CHRS): a city-wide evaluation of properties constructed prior to 1940, which have historic and/or architectural importance. The CHRS uses a color coded system to identify these buildings on a relative scale. Red and orange buildings are considered the most notable. Within the RIC, two structures – the Deagan Building (1770 W Berteau) and Bulldog Lock Building (4530 N Ravenswood)

– are rated orange. Additionally, portions of the RIC lay within the boundary of the East Ravenswood Historic District listed on the National Register of Historic Places. This district largely recognizes a period of residential development in the area following the Chicago Fire through the Depression. The district further acknowledges the important role that the industrial corridor along Ravenswood Avenue played in the success and vitality of the neighborhood, and notes several buildings whose architecture contributes to the rich history and visual character of this area.

Classical Revival style buildings are identified by symmetry, the use of columns or pilasters, decorative door and window surrounds, particularly at the head treatment; and often contain decorative cornices.



HISTORIC CHARACTER (CON'T)

Art Deco and Moderne style buildings are identified by very simple and repetitive ornament which is often geometric or stylized, including very linear elements. Within the Corridor, the use of man-made materials like chrome is particularly notable at the Bulldog Lock Building.










Together, this varied collection of buildings and architectural styles gives the south section of the RIC its unique visual appearance which speaks to its history and vitality.

Within the Corridor, this Framework Plan identifies approximately 64 buildings as Character Buildings: buildings that contribute to the distinctive aspects of the Corridor (see Character Buildings Map below). These buildings were selected based on their physical appearance, historic use, integrity of design, and feedback from the community regarding the perception of the overall industrial character of the Corridor.

Large, flagship buildings housed manufacturing and assembly industries such as musical instruments and typewriters.



- Map Key**
-  Metra Line & Station
 -  Brown Line & Station
 -  Brick Paved Street
 -  Character Buildings
 -  Chicago Historic Resource Survey - Orange Rating
 -  Ravenswood Industrial Corridor Boundary
 -  Study Area Boundary
 -  East Ravenswood National Historic District



THE FRAMEWORK



THE FRAMEWORK

Three general goals and supporting principles were defined for the RIC, reflecting themes from the City's broader Industrial Corridor Modernization Program and refined by input from community stakeholders and public feedback. The strategies focus on using available resources, incentives, programs and encourages community partnerships to support the implementation strategies. The Framework Plan does not become a law or an ordinance, but rather is intended to be used as a planning tool to guide future growth in the RIC. Creativity and innovation are encouraged to respond to the market conditions within the corridor, and innovative proposals that reflect the spirit of the principles contained in the Framework Plan will be given consideration.

GOAL #1: MAINTAIN THE RAVENSWOOD INDUSTRIAL CORRIDOR AS AN ECONOMIC ENGINE AND VITAL JOB CENTER

The primary purpose of this Framework Plan is to establish strategies that effectively promote continued economic growth and job creation within the Ravenswood industrial Corridor.

Overall, our most recent employment data shows an upward trend in the number of jobs within the RIC since 2009, totaling over 4,600 jobs in 2017. Many of these jobs are held by Chicagoans who reside in the nearby neighborhoods of the RIC and rely on the abundant transportation options to commute to work.

It is important to note the differing conditions within the RIC between the north and south sections.

The north portion of the RIC is anchored by Temple Steel, with adjacent commercial and light manufacturing businesses that provide a buffer from the surrounding residential areas.

The south portion of the RIC contains roughly 80% of the 4,600 jobs within the entire corridor, and is transitioning from an industrial area into an active hub of light manufacturers and offices.

In an effort to maintain the existing employment base within the entire RIC, and also support the continuing shift in the employment sectors within the southern section, the following strategies provide a framework for maximizing the Ravenswood Industrial Corridor as an economic engine and vital job center.



STRATEGIES

1.1 Maintain the existing Industrial Corridor boundary designation to support the continuation of the Ravenswood Industrial Corridor as a job center.

The RIC, like the rest of the City, is divided into distinct zoning districts that regulate the use of land and the size and scope of what can be built on a given site. The zoning code includes text and maps that define the uses and identify where they're allowed, respectively.

Maintaining the Ravenswood Industrial Corridor boundary as it is currently defined ensures that certain proposed industrial corridor map amendments are reviewed for approval by the Chicago Plan Commission. The "M" manufacturing districts are intended to promote the economic vitality of manufacturing and industrial uses and encourage employment growth within industrial corridors. As these goals are aligned with the RIC Framework Plan goals, no changes to this industrial corridor boundary are proposed.

The "M" Zoning District allows for many non-industrial uses such as: day care centers, animal services, business support services, indoor and rooftop urban farms, limited restaurants and taverns, special event venues, food and beverage sales, medical services, artisan manufacturing, non-intensive industrial uses, and offices. For a complete list of permitted uses, and those uses that require special use or planned development approvals, and use and parking standards, please consult Table 17-5-0207 in the Chicago Zoning Ordinance.

It is important to note that in recognition of evolving and changing conditions within the area, this plan, including recommendations relating to uses, heights, and other guidelines, should be treated as guidelines to inform consideration, and not as regulations or requirements in connection with the evaluation of specific proposals.

1.2 Encourage the continuation of the Local Industrial Retention Initiative (LIRI) partnership to serve the businesses within the RIC

The RIC is served by the Greater Ravenswood Community Council (GRCC), a delegate agency partner for the Local Industrial Retention Initiative (LIRI) program. LIRI agencies provide valuable assistance to industrial businesses primarily in the City's Industrial Corridors with the purpose of retaining and supporting the Industrial Corridors. LIRI agencies assess businesses, identify resources, provide project support and act as counselors to resolve a variety business issues. The GRCC is recognized as a critical partner whose leadership is necessary to implement many strategies identified in this Framework Plan (see Implementation section for details).

1.3 Encourage preservation and reuse of historic industrial buildings into office and light manufacturing using financial incentives and programs.

There are numerous buildings within the south section of the RIC whose architecture contributes to the unique authentic historic character (see Character Map in section 3 - Context). These buildings provide fertile ground for entrepreneurs and local businesses such as craft breweries and light manufacturing and office-related businesses who appreciate the visual appeal and rich history of the area.

These buildings contribute to a cities vibrant commercial environment and employment base, and rehabilitation of these buildings is encouraged to support modern uses.

There are several programs and property tax incentives potentially available for rehabilitation of existing buildings including:

- Class 6b Property Tax Incentive
- Class 7c Tax Incentive
- Class L Property Tax Incentive
- Potential landmark designation
- 25% Illinois Preservation Tax Credit
- Federal tax Credits for property owners within a National Register of Historic Places District

The Private Development Design Guidelines in the Appendix contains additional information on the programs and incentives that property owners, with support from the LIRI, can explore.

GOAL #2: IMPROVE ACCESS AND SAFETY FOR ALL TRANSPORTATION MODES IN THE RAVENSWOOD INDUSTRIAL CORRIDOR

The RIC is well-served by public transportation, and numerous transportation options are available for visitors, including rail, bus, auto, bicycle and pedestrian. The southern section of the RIC has several major CTA and Metra train stations with increasing ridership. Also, several east-west streets that cross Ravenswood Avenue have CTA bus routes that provide access to those train stations and businesses. Walking and bicycling are also popular options to access the train stations or traverse the corridor, due to lower traffic volumes compared to parallel streets in the area.

Even as automobile use as a primary mode to commute to work has declined in the RIC, the utilization of parking spots in the south portion of the corridor during the daytime indicates that there remains a demand for parking.

It is important to continue to provide safe and efficient travel for all transportation modes, particularly as land uses change over time. Additional localized data from the area's businesses would be useful to understand how the parking spaces are currently being used, and whether the needs of businesses are being met.



STRATEGIES

2.1 Determine the need for appropriate parking policies and regulations for the use of the public right of way that supports the changing needs of existing and new businesses and transit users.

There are currently many forms of parking regulations in the southern portion of the RIC, including hourly parking restrictions, and Industrial Parking Permit zones.

Efficiently utilizing the existing right-of-way to provide a safe transportation network for all users of the RIC is important to support continued growth of the area. This includes evaluating the current conditions and potentially developing solutions that may include adjusting parking regulations to support the changing needs of businesses. There is also an opportunity to evaluate revising parking configurations to accommodate infrastructure that enhances biking or walking on the corridor.

The Greater Ravenswood Chamber of Commerce (GRCC) is encouraged to engage businesses, property owners, tenants, aldermen, and CDOT to determine appropriate parking regulations to ensure that the needs of current users are met.

2.2 Support the safe and efficient use of the right-of-way by providing Best Practice Guidelines for the Public Realm in the Framework Plan.

There are a variety of uses in the southern portion of the corridor including light industrial and manufacturing, office, retail, and residential uses who rely on Ravenswood Ave for access. The area is also considered a transit-served location, meaning properties are located within close proximity to CTA and Metra stations. Because of the proximity to transit and the diversity of land uses, walking and bicycling have become important transportation modes. An opportunity exists to take advantage of the dense physical conditions to implement pedestrian and bicycle-oriented improvements within the corridor, which would result in a safe and efficient transportation network for all users.

The Greater Ravenswood Chamber of Commerce (GRCC) and SSA #31 are encouraged to undertake future local planning for the right-of-way and collaborate with businesses, property owners, tenants, aldermen, CDOT, and other community stakeholders to identify opportunities to improve the safe and efficient use of the right-of-way. Appendix 2 contains potential topic areas which could be explored in the RIC.

Other SSA work plans in the City can serve as examples on which GRCC can base future efforts, such as the Wicker Park Bucktown SSA #33 Master Plan Update (2016) and the Lakeview SSA #27 Area Master Plan. Both planning reports led the way for future implementation

projects in their respective communities, including several enhanced streetscapes, Make Way for People projects and the Lakeview Low-Line. Preparing a future plan for the public realm for the RIC similar to these examples will help form a future vision with implementable action items and a foundation of working with other partners within and outside the Ravenswood community.

STRATEGIES (CON'T)

2.2.1 Identify opportunities to improve the existing bike infrastructure on Ravenswood Ave and connect to the city-wide bicycle network.

Bicyclists currently use both sides of Ravenswood Ave for commuting to and through the area. The current directional traffic flow and angled parking conditions present a challenge for providing a continuous bike lane on either side of Ravenswood Ave. Currently, there are bicycle infrastructure opportunities on several east-west roads including Lawrence, Wilson, and Berteau that bisect the industrial corridor, with the north-south route currently limited to the east side of Ravenswood between Lawrence and Ainslie. Collaboration is needed between CDOT, the GRCC and LIRI, businesses that rely on Ravenswood for access for employees and customers, and bicyclists who use Ravenswood for commuting to develop a solution to safely improve the existing bicycle infrastructure.

2.2.2 Address conflicts between truck loading and other transportation modes with particular attention to bicycles and pedestrians and determine if safety enhancements can be made.

By aldermanic or public request, CDOT can investigate traffic patterns and roadway geometrics of particular roadway segments/intersections in the RIC to identify conflicts between truck loading and other transportation modes and determine the best course of action to address them. In terms of action items, particular attention should be given to ADA accessibility, bicycle, and pedestrian movements to determine if safety enhancements can be made for those users.

GOAL #3: BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR

With the exception of a community garden and other maintained open areas, there is limited community-accessible open space in the south section of the RIC. A significant amount of land within the industrial corridor boundary is used for transportation infrastructure, including rail stations and tracks for both Metra and CTA, streets and sidewalks which accommodate automobiles, bicyclists and pedestrians. These areas also contain unique open spaces, or “natural assets”, within the right-of way which could potentially be used in ways which support the businesses and visitors to the

corridor. The Framework Plan provides best practice examples in the Appendix to guide and maximize the use of these unique natural areas within the right-of-way and encourages sustainable development practices including solar power and storm water management.

The historic architecture contributes to the RIC’s unique character. The industrial buildings include an interesting mix of Classical Revival, Moderne and Art Deco styles. Some portions of the RIC fall within the East Ravenswood Historic Register District. This proud architectural heritage

serves as an asset to attract new businesses to the Corridor and retain longtime tenants and their loyal customers. Private Development Design Guidelines in the Appendix provide direction to property owners on keeping renovations, additions and new construction to complement the character of the RIC.



STRATEGIES

3.1 Support the authentic industrial heritage of the area through the use of design guidelines for buildings.

As described in Chapter 3 - Context, many buildings within the southern portion of the RIC are identified as displaying distinctive industrial characteristics. These unique characteristics include a building's age, building materials such as brick and stone facades, architectural and design integrity, and its historic industrial or manufacturing use.

The Private Building Design Guidelines found in the Appendix encourages re-use and appropriate rehabilitation of buildings that are characteristic of the Corridor's unique, authentic industrial heritage, and provides guidance on compatible new construction and additions to fit within the context of the industrial heritage.

3.2 Explore preservation strategies for historic industrial buildings.

Potential preservation programs include a National Register of Historic Places District nomination for the south portion of RIC, or a National Register of Historic Places Multiple Property Documentation (MPD) for historic industrial building types citywide. The process to nominate a new National Register District requires substantial research and documentation to be provided for review and approval of the National Park Service. Contributing buildings in a National Register District are eligible for a 20% Federal Rehabilitation Tax Credit and Preservation Easements. Property owners who are interested in receiving incentives for rehabbing qualifying properties can participate voluntarily.

3.3 Encourage multiple uses of the parking areas along Ravenswood Ave to provide outdoor activities for businesses and the community.

There is limited public open space within the RIC, and efficient use of the minimal space is important. Creative use of existing parking spaces could provide temporary places for art, programs, or other place-making opportunities such as CDOT's Make Way For People program. Interested businesses or property owners can collaborate with the GRCC, LIRI, the Alderman and CDOT to implement "people-spots" to activate the ROW. Reference the Best Practice Guidelines for the Public Realm in the Appendix.

STRATEGIES (CON'T)

3.4 Encourage enhancement and management of the landscaped areas near the rail embankments through existing and new partnerships.

The UP-North line bisects the industrial corridor with an elevated track structure including a sloped embankment between the rail lines and both sides of Ravenswood Ave. There are varying landscape conditions within these highly visible areas throughout the corridor, including a community garden, attractively landscaped gardens, and overgrown areas that require additional maintenance. The Best Practice Guidelines for the Public Realm in Appendix 2 include suggestions for future public realm improvements relating to areas near the rail embankment that stakeholders could include in a future planning initiative that illustrates a vision for the RIC public realm. The GRCC is encouraged to continue to coordinate efforts to manage and enhance these highly-visible areas through existing and new partnerships between the local community, businesses, NeighborSpace, and Metra/Union Pacific rail line, and explore potential opportunities for additional community gardens and pathways.

3.5 Encourage sustainable development practices within the corridor through the use of solar power and green building techniques and promote available incentives.

There are many opportunities for interested property owners to participate in sustainable development practices within the RIC. The Private Development Design Guidelines in the Appendix includes information on incorporating roof-top systems for solar power and green roofs. The Best Practice Guidelines for the Public Realm also in the Appendix includes recommendations for best practices for storm water management such as vegetated swales, bioswales, bio-retention, rain gardens, and the use of permeable pavement. There are many financial incentives available, which are also referenced in the Appendix.



IMPLEMENTATION



IMPLEMENTATION

Implementation of RIC Framework Plan goals and strategies requires coordinated action from multiple stakeholders including City departments, elected officials, land owners, developers, businesses, organizations, and community groups.

The recommendations contained in this Framework Plan focus on utilizing available resources, incentives, and programs and partnerships to achieve the goals of the Industrial Corridor Modernization initiative. These actions include several linked approaches:

- Retain the industrial corridor zoning designation
- Enhance the historic character of the corridor
- Encourage improvements to the public realm that support safety and increased mobility
- Investigate new funding mechanisms.

ZONING AND LAND USE CONTROLS

Maintaining the Industrial Corridor boundary will ensure that the City retains the additional regulatory review for proposed zoning changes away from M designation and will also encourage adherence to design guidelines through the zoning review process.

PRESERVE HISTORIC CHARACTER

Maintaining the Industrial Corridor boundary as it is currently defined also gives the City and the community the standing to encourage property owner adherence to design

guidelines that serve to maintain the historic character of the Corridor. As property owners seek zoning changes in the Corridor, the Design Guidelines for Buildings included in the Appendix, provides the direction on building design that compliments and supports the character of the Corridor.

Additionally, DPD will explore either a National Register of Historic Places District for the south portion of RIC or a National Register of Historic Places Multiple Property Documentation (MPD) for historic industrial building types in Chicago.

National Register designation is a voluntary program which allows property owners of contributing properties in National Register Districts to apply for federal tax incentives for eligible rehabilitation projects.

PUBLIC REALM IMPROVEMENTS

After the adoption of this Framework Plan, the GRCC and SSA #31 is encouraged to engage stakeholders to develop a detailed Public Realm plan for the Ravenswood Industrial Corridor, identifying and scoping projects in the public right-of-way that the local community chooses to prioritize and fund. This Framework Plan contain a set of Best Practice Guidelines for the Public Realm in the Appendix that serves as an outline or template for activities that can be undertaken, and includes guidance on the following topics:

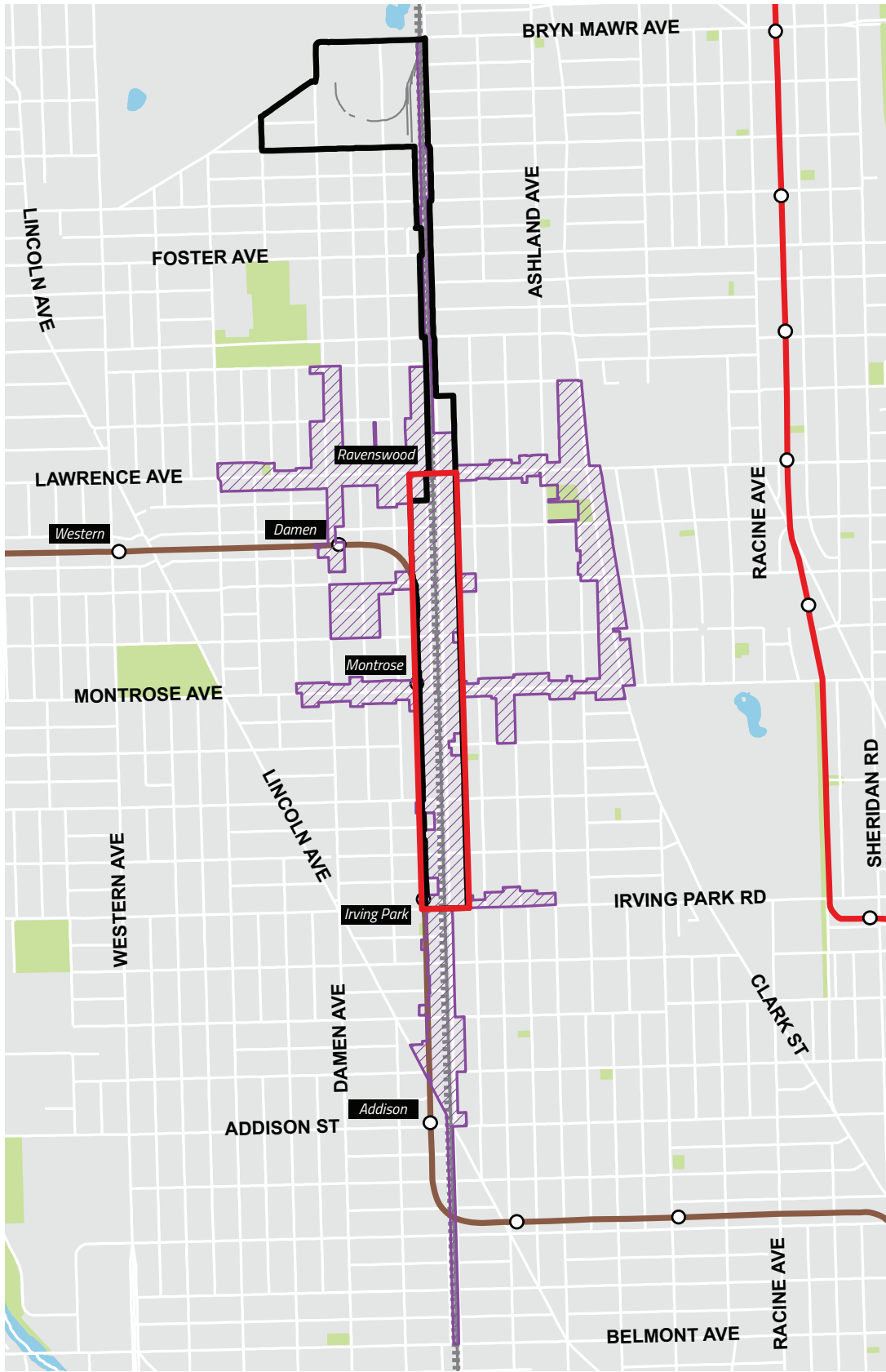
- Transportation, Access, and Mobility
- Sustainability
- Placemaking

With the expiration of the RIC Tax Increment Financing (TIF)

district at the end of 2018, alternate sources of revenues for projects will need to be found, including:


- SSA allocation and programming
- Community contributions
- Regional and community grants

More details on potential funding sources are contained in the Appendix.



SSA Context Map

Map Key

-  Metra Line & Station
-  Brown Line & Station
-  Ravenswood Industrial Corridor Boundary
-  Study Area Boundary
-  Special Service Area (SSA #31)



APPENDIX





GUIDELINES:

PRIVATE DEVELOPMENT DESIGN GUIDELINES

BEST PRACTICE GUIDELINES FOR THE PUBLIC REALM

PURPOSE

The Ravenswood Design Guidelines are an appendix to Mayor Emanuel’s Industrial Corridor Modernization, Ravenswood Industrial Corridor Framework Plan, and are to be used in conjunction with the plan document. The purpose of the guidelines is to support and supplement the recommendations of the framework’s three primary goals:

- **Maintain Ravenswood Industrial Corridor as an economic engine and vital job center.**
- **Improve access and safety for all transportation modes in the Ravenswood Industrial Corridor.**
- **Build upon unique natural and built assets in the Ravenswood Industrial Corridor.**

The guidelines are meant to provide guidance to accomplish the framework recommendations while allowing flexibility and collaboration between private development and the public review process. The guidelines support achievement of these goals through design best practices.

Creativity is strongly encouraged to respond to the goals and principles underlying the guidelines. Innovative proposals that reflect the spirit of these principles are preferred over the strict or rigid application of any given guideline.

Guidelines for streets are intended to assist property owners and public agencies, such as the Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA), when planning infrastructure and service improvements. All guidelines defer to current [Chicago Zoning](#) and [Landscape Ordinances](#) and reference CDOT’s [Complete Streets guidelines](#).

Guideline content may be updated from time-to-time as needed to assist residents, business owners, property owners, property managers, builders, developers, architects, planners and other stakeholders in making decisions regarding changes to properties and the public realm.

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PRIVATE DEVELOPMENT DESIGN GUIDELINES



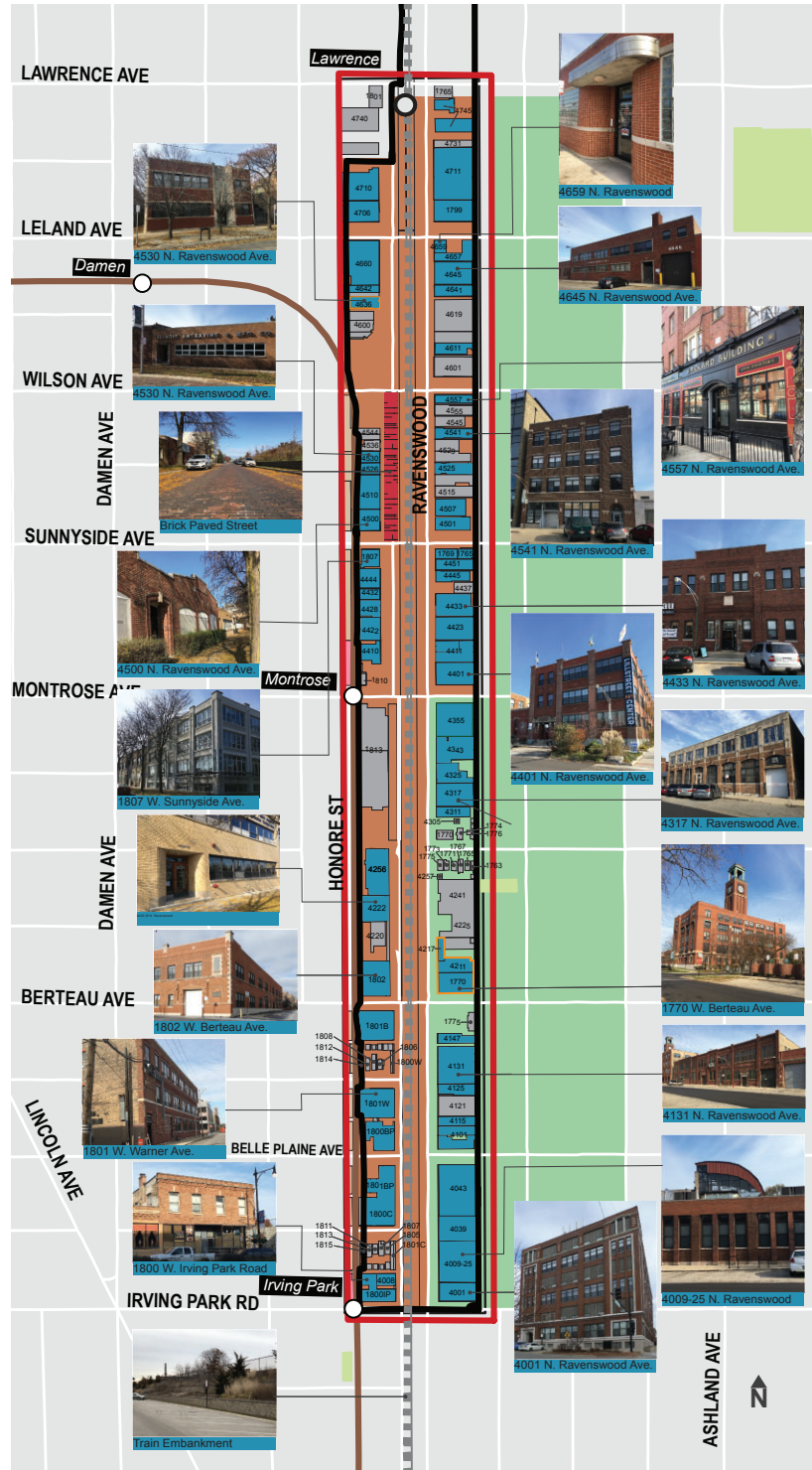
These design guidelines have been prepared to guide the treatment of privately-owned properties in the southern portion of the Ravenswood Industrial Corridor. The design guidelines are intended to assist stakeholders including residents, business owners, property owners, property managers, builders, developers, architects, planners, elected officials and other stakeholders in making decisions regarding changes to properties.

The Framework Plan identifies numerous character buildings that offer historic architectural or environmental interest. Taken together, the collection of Character Buildings presents a unique streetscape of historically industrial buildings. Although the identified Character Buildings include a variety of periods and styles, they are cohesive in their use of materials, and their industrial and manufacturing features, creating a neighborhood with a truly unique identity.

Renovation of the Character Buildings is encouraged, including adaptation for contemporary use. New construction and additions are also encouraged and should be designed to contribute to the unique industrial character of the corridor.

These design guidelines should apply to new construction, building additions, and changes to character buildings as identified on the Historic Character Map, and be referenced by the applicant, DPD, Alderman, and Community Stakeholders as part of the review process for Planned Developments, or zoning change requests that require ZBA or City Council approval. The guidelines are applicable to buildings within the Ravenswood Industrial Corridor regardless of their location within or outside of the East Ravenswood National Register Historic District.

For rehabilitation projects within the East Ravenswood National Register District that are exploring financial incentives from state and federal agencies, the scope of work must meet the U.S. Secretary of the Interior standards of rehabilitation; base standards are more restrictive than the design guidelines in the Ravenswood Framework Plan. For more information on the Secretary of Interior Standards see <https://www.nps.gov/tps/standards.htm>



HISTORIC CHARACTER MAP

Map Key

- Metra Line & Station
- Brown Line & Station
- Brick Paved Street
- Character Buildings
- Chicago Historic Resource Survey - Orange Rating
- Ravenswood Industrial Corridor Boundary
- Study Area Boundary
- East Ravenswood National Historic District
- Area of Consideration for Expanded NRHP District Boundary

HISTORIC PRESERVATION RESOURCES

A range of specialized funding sources and financial incentives exist that property owners can access in support of building rehabilitation and restoration, in support of the goal to maintain the Corridor's historic industrial character. Property owners can investigate various City of Chicago, Cook County and State of Illinois preservation tax credits, and property owners within the East Ravenswood National Register Historic District may be eligible for federal tax credits.

There are several programs and property tax incentives potentially available for rehabilitation of existing buildings including:

- Class 6b Property Tax Incentive: Designed to encourage industrial development throughout Cook County by offering a real estate tax incentive for the development of new industrial facilities, the rehabilitation of existing industrial structures, and the industrial reutilization of abandoned buildings.
- Class 7c Tax Incentive: Intended to encourage commercial projects in areas determined to be "in need of commercial development.
- Class L Property Tax Incentive: Real estate is to be used for commercial, industrial, multi-family residential or not-for-profit purposes and has been individually designated as a landmark or is a contributing building in a designated historic or landmark district.
- Potential landmark designation: property owners can pursue designation of their buildings as a City of Chicago Landmark.
- 25% Illinois Preservation Tax Credit Program: provides a state income-tax credit equal to 25% of a project's qualified expenditures to owners of certified historic structures
- Federal tax Credits for property owners within a National Register of Historic Places District

Property owners can find additional resources for preservation of historic buildings and available financial incentives in the [Landmarks Illinois Restoration Resource Directory](#):

REHABILITATION OF EXISTING CHARACTER BUILDINGS

MASONRY

Brick masonry exterior construction is prevalent throughout the corridor. This is accented in a variety of ways, through the use of limestone, terra cotta, and decorative brick features. A number of styles are represented, but are executed with the use of masonry. The following guidelines will maintain this strong aesthetic in the corridor.

- Original masonry materials should be restored and retained as much as possible. Tuckpointing of mortar joints should match the original in joint width, color, and joint profile.
- Masonry should be replaced when repair is not feasible. New brick, limestone, and terra cotta should match the original in color, texture, profile and size. Terra cotta can be replaced with durable substitution materials such as Fiber Reinforced Concrete (FRC).
- Non-original masonry infill, or alterations of other materials should be removed.
- Masonry should not be clad or covered over with a veneer, siding or exterior insulation finishing system (EIFS). "False fronts", façade covers and mansard roofs that cover the original façade should not be used.
- Cleaning masonry should be done using the gentlest means possible. Cleaning products should be selected specifically for the type of masonry and type of soiling. Avoid the use of harsh acids and select environmentally friendly products when available. Masonry should never be sandblasted or abrasively cleaned which could cause physical damage to material affecting its performance and appearance.
- Painting of brick is discouraged, unless part of a historic wall sign. Painting masonry can lead to accelerated deterioration by trapping moisture in the wall, leading to additional maintenance issues. Staining should be considered as an alternative to painting.



The use of traditional brick and stone masonry is prevalent throughout the Ravenswood industrial Corridor.



The combination of cast stone and brick inserts are also prevalent throughout Ravenswood industrial Corridor.



Decorative brick and stone features should be retained and restored.



As an alternative to painting, staining stone architectural features can help preserve the masonry aesthetic and add color and contrast to buildings.

REHABILITATION OF EXISTING CHARACTER BUILDINGS

WINDOWS, DOORS AND STOREFRONTS

Within industrial buildings, windows are often incorporated to maximize natural light and ventilation. Unlike commercial retail buildings, windows were not necessary to display wares or incorporate advertising. As a result, ground level windows often replicate the window pattern of the upper floors and are not larger as they would be in a commercial corridor. Where storefronts are present in the corridor – usually on corners of historically commercial cross-streets – they exhibit traditional features including transoms, recessed entries, and raised bulk-heads.

Windows were placed individually in masonry openings and in groups. Windows in the Ravenswood Industrial Corridor fall into two general types: wood with a single pane of glass in each sash and steel in a multi-light configuration typically with an operable sash insert. As the area developed, and with developments in electric lighting and mechanical ventilation, some window openings were filled-in with glass block or brick. Other windows have been replaced with aluminum windows.

Doors provide access to the building but also display the style and character of the building through their size, placement and detail. The use of large delivery doors along the primary facade is common throughout the corridor. Due to their frequent use, and role in the every-day activity of the buildings, these access doors have often been replaced over time.

- Repair, if possible, historic windows and doors should be retained and repaired.
- If historic windows or doors are beyond repair, they should be replaced with a matching window type, configuration, number of panes, and proportions.
- Enlarging existing masonry openings should be done selectively, such as by lowering sills and widening to match size and character of other windows.
- New doors within existing historic access door openings should maintain the size of the opening and be appropriate to the character of the building.
- Where historic storefronts or loading doors existed, those openings should be maintained as such. New storefronts at these locations, including transoms and bulkheads, should be compatible with the building in its proportion, placement in the façade, transparency, scale, materials, color and character.
- Glazing should be clear. Mirrored, reflective or dark-tinted glass is not appropriate.
- Shutters, projecting balconies, and false balconies are not appropriate for primary facades as they are not characteristic of the industrial buildings in the corridor.
- The design and configuration of security grilles should be sympathetic to the historic aesthetic and inconspicuous where necessary.
- Canopies and awnings should be limited within the masonry opening at the ground floor. Canopies should display industrial character and awnings should have open ends, projecting at least 4 feet with signage limited to the valance area.



Window openings are typically consistent from floor to floor. Large storefront openings at the first floor are uncommon.



Continuous ribbon openings are common in buildings from the 1930s and 40s.



Canopies should be limited to the first floor and incorporate signage at the valance area only

New doors should maintain the size and configuration of the original opening, including sidelights and transoms, and be appropriate to the character of the building.



Retaining and restoring original wood and/or steel windows is encouraged. Replacement windows should be consistent in character and configuration to the original.

Loading and vehicle doors should also maintain the size of the original opening and consistency with other openings in the building.



Storefront configurations should include raised bulkheads, transoms, and recessed entrances.



REHABILITATION OF EXISTING CHARACTER BUILDINGS

SIGNAGE

Existing historic signs include those made of pressed brick and glazed tile masonry and incorporated into buildings at parapets or above windows or those inscribed in stone or terra cotta above entrances. Painted wall signs were often located on exposed party walls. New signage and refacing of existing signage will need to comply with applicable sign and building codes.

- Historic signs including historic painted wall signs should be retained when possible.
- New signs should be integrated into the design of the building and should not obscure or extend over any decorative architectural features.
- The size and scale of a sign should be compatible with the scale of the building. In consideration of such compatibility, halo-lit reverse-channel signs with individual letters are encouraged. Illuminated signs with opaque background and routed lettering would also be appropriate. Flashing, moving, and dynamic message board signs are discouraged given the character of the corridor.
- Billboard signs are also discouraged.
- Hanging signs, blade signs, and banner signs that can be attached without damaging the historic masonry (i.e. fasteners limited to the mortar joints) and can be easily removed are encouraged.
- Historic painted wall signs should be restored, but otherwise paint should not be used on masonry.



The size and scale of a sign should be compatible with the scale of the building.



Original building signage should be retained where possible.



New signs should not obscure decorative building features and should be affixed without damaging the historic masonry.



Example Historic painted wall signs should be restored. F.J. Littell 4129 North Ravenswood (Source: <https://explore.chicagocollections.org/image/chipublib/73/pv6bb97/>)



Example of a painted wall sign that matches the scale of the building.

REHABILITATION OF EXISTING CHARACTER BUILDINGS

LIGHTING

These guidelines are intended to promote a high quality of lighting in the Ravenswood Industrial Corridor to assure that lighting installations are subtle, appropriate, and avoid over-lighting, glare, and light pollution from up-lighting. Light fixtures should be selected meet the objectives of the [International Dark Sky Association](#) to preserve the view of the night sky. The lighting should maximize energy efficiency in new and replacement installations. New technology is encouraged to be aesthetically integrated into existing architecture. All lighting standards will need to comply with City of Chicago building codes and regulations.

Accent

- Lighting may be used to illuminate architectural features, storefronts and signs.
- Animated and flashing lights should be avoided.
- Consider integration of fixtures into architectural elements such as projecting cornices. Avoid exterior surface mounted transformer boxes, raceways and conduit.
- New exterior fixtures should be inconspicuous and appropriate to the industrial character of the Ravenswood Industrial Corridor.
- Avoid wall pack lights and glare.
- Ground-level and/or first floor exterior lighting should enhance safety and security while adding a pedestrian-scale element to public-way character.

Landscape

As part of a development or rehabilitation project, new landscaping on private property will need to comply with the [City's Landscape Ordinance](#).

- Highlighting select landscape elements with lighting is acceptable. Integrate fixtures and wiring into the landscape elements. Avoid exterior surface mounted transformer boxes, raceways and conduit.
- Use lighting shields and glare guards to avoid light pollution.



New exterior fixtures should be inconspicuous and appropriate to the industrial character of the Ravenswood Industrial Corridor.



Existing exterior fixtures should be period correct and appropriate to the industrial character of the Ravenswood Industrial Corridor.



Recommend landscape lighting along private landscaped beds adjacent to public right of way along Ravenswood Industrial Corridor.



Appropriate building up lighting for industrial character of the Ravenswood Industrial Corridor.



Profile of uplighting on exterior of buildings within the Ravenswood Industrial Corridor.

ADDITIONS TO EXISTING BUILDINGS

To celebrate and maintain the distinct character of the Ravenswood Industrial Corridor, new additions should be visually compatible with the historic structure and may feature different materials and more contemporary style. New construction must comply with all applicable building and zoning codes.

SIDE ADDITIONS

- The new addition should respect the general size, shape, and scale of the features associated with the property or Corridor.
- The addition siting should respect the general site characteristics associated with the property or Corridor.
- The design should respect the general historic and architectural characteristics associated with the property or Corridor.
- The addition should be connected to the property in a way that does not alter, change, obscure, damage, or destroy any decorative features.
- The addition's materials should be compatible with the property and with the district in general character, color and texture, such as using brick, stone, terra cotta, metal, and glass. Materials on street-facing facade that should not be used include: split-face block, concrete block, rough wood, sidings, and monolithic materials such as stucco or EIFS.

REAR ADDITIONS

- To add square footage to a property, it is first encouraged to expand to the rear if possible before going upwards, as rear additions are typically less visible than rooftop additions.
- Rear additions should use compatible materials found in the Corridor such as brick masonry, limestone and terra cotta, or typical interpretations of these traditional materials, such as Fiber Reinforced Concrete.

VERTICAL ADDITIONS

- Rooftop additions should be positioned and scaled to minimize visibility from the public right-of-way. Evaluation of proposed rooftop additions will depend on the scale and design of the addition in relation to the scale and character of the existing building.
- Rooftop additions may employ alternative materials (e.g., glass, metal, wood) compared to the primary composition of the structure, while maintaining a scale appropriate to the historic construction. Materials on street-facing facade that should not be used include: split-face block, concrete block, rough wood, sidings, and monolithic materials such as stucco or EIFS.
- Rooftop mechanical penthouses, elevators, cellular antennas and other equipment types should be set back from street facades and located to reduce their visibility.



Example of an appropriate side and rear addition which incorporates durable materials found in the district including brick, limestone, and other materials compatible with the historic nature of Ravenswood Industrial Corridor.



Example of an appropriate rooftop addition are set back from Ravenswood with floor heights compatible with existing building.



Materials on street-facing facade that should not be used include: split-face block, concrete block, rough wood, sidings, and monolithic materials such as stucco or EIFS.

NEW CONSTRUCTION

To celebrate and maintain the distinct character of the Ravenswood Industrial Corridor, new construction should be visually compatible with the context of the Corridor and may use different materials and more contemporary style.

All new construction will need to comply with all applicable zoning and building codes.

COMPLEMENTARY DESIGN

Designs should be contextual and may incorporate elements found in the Corridor including parapets, cornices, vertically proportioned masonry window openings on upper floors, and storefront/pier configurations at street level and areas for signage.

- The size and rhythm of piers, proportion of window openings, cornice and other elements are encouraged to reflect the proportions found in the Corridor.
- Storefronts should have bulkheads and transoms.
- Design should avoid exaggerated motifs and the introduction of new historic styles not found in the Corridor.
- Street-facing facades should not feature blank walls lacking windows or architectural details.
- Contemporary design is encouraged within the Corridor, provided that the design complements the existing Corridor context.

ORIENTATION, MASSING, AND SCALE

To be consistent and compatible with the existing development, new construction should be oriented toward Ravenswood Avenue. At major cross streets, the elevation along the perpendicular street should also be considered a primary façade.

- Building height and shape should be compatible with the context of the Corridor.
- Floor heights should be expressed both to break down scale and achieve synchronicity with adjacent buildings.
- Fenestration should maintain similarities with the punched masonry openings that are representative of buildings in the Corridor.

MATERIAL

- On street-facing facades, use of compatible materials found in the Corridor - including brick masonry, limestone, terra cotta (or a contemporary interpretation of these materials) - is encouraged. Colors should reflect those present in the Corridor.
- Materials not compatible with the historic character of the Corridor, should not be used on primary facades or visible elevations. These include: split-face block, concrete block, rough wood, sidings, and monolithic materials such as stucco or EIFS.



Example of new commercial development on intersecting streets that incorporates flat metal awnings and floor to ceiling window displays, punched through brick facades with hanging placard signage (Lake and Morgan).



Example of new light industrial development orientation, massing, and scale. (221 N. Wood)



Example of new mixed-use office development incorporating brick, glass, and masonry materials (811 W. Fulton).



Example of new mixed-use office development orientation, mass, and scale. (214 N May)

SUSTAINABLE SOLUTIONS

All renovations, additions and new construction should incorporate to the greatest extent possible the sustainable strategies included in the City of Chicago [Sustainable Development Policy](#).

ROOFTOP SYSTEMS

Solar

[The City of Chicago Solar Zoning Policy](#) indicates there are few, if any, zoning code restrictions on installing solar panel arrays on the non-residential buildings in the Ravenswood Industrial Corridor. Most of the buildings in the Corridor are higher than the neighboring residential buildings, and they generally have flat roofs, slightly screened by decorative parapets. According to the policy,

- The array can extend in height a total of nine feet above the roof or five feet above the parapet, whichever is less.
- The array cannot extend over the side of the roof.
- Roof-mounted solar arrays in these locations would be virtually undetectable at the pedestrian level and by most neighboring properties.
- The Array may be visible from the elevated Union Pacific rail line, Metra platforms or CTA Brown Line.
- The design must not create glare directed onto nearby properties or roadways.
- The array may not be used to display any advertising or signage.
- When designing a rooftop solar array, the owner must ensure that the design accounts for the additional weight to comply with the building code for its facility type.

Green roofs

Green roofs are layers of living vegetation installed on top of buildings, from small garages to large industrial structures. They help manage stormwater and contribute to improved water quality by retaining and filtering rainwater through the plant's soil and root uptake zone. The water that does leave the roof is slowed, kept cooler and is filtered to be cleaner. Green roofs can also further insulate the building, reducing cooling and heating costs.

Key considerations for implementing green roofs include:

- The structural and load-bearing capacity of the building
- The plant selection
- The soil weight
- The waterproofing of roof
- The drainage or water storage systems

The quantity of rainfall retained or detained by a green roof can vary. For small rainfall events little or no runoff will occur and the majority of the precipitation will return to the atmosphere through evaporation and transpiration. It has been estimated that green roofs, in comparison to conventional roofs, can reduce cadmium, copper and lead in runoff by over 95 percent and zinc by 16 percent; nitrogen levels also can be diminished.

In addition to the stormwater benefits, green roofs extend the life of roofs two to three times. They can help preserve habitat and biodiversity in an otherwise sterile urban environment. Green roofs can also improve air quality by helping to reduce the "urban heat island" effect.



An example of a ballasted (non-penetrating) solar PV system. Here, the PV panels are not physically connected to the roof. Cinderblocks are used as ballasting means to secure the system to the roof.

Source: [Solar Service, Inc.](#)



At the Chicago Center for Green Technology, solar panels serve a dual purpose, as they are used to generate electricity and are used as awnings above windows. This is an example of a non roof-mounted system.

Source: <http://news.medill.northwestern.edu>



Pilot green roof project at Chicago City Hall in 2008. By Conservation Design Forum [CC BY-SA 4.0]

Source: (<https://creativecommons.org/licenses/by-sa/4.0>) via Wikimedia Commons

SUSTAINABLE SOLUTIONS



STORMWATER MANAGEMENT

Best Management Practices (BMP) are encouraged to help facilitate infiltration where contamination is not a problem, maximize stormwater retention, promote conveyance between properties, and enhance water quality in the Ravenswood Industrial Corridor. Stormwater BMP's that may be relevant to this corridor include solutions that can be implemented in small spaces on densely developed properties and have been proven to reduce flooding and the need for landscape irrigation systems.

The following is a demonstration of some relevant BMPs that may be implemented within the Ravenswood Industrial Corridor.



Infiltration Planter

Open system that is used to slow runoff and filter sediments and pollutants. This system may be applicable for landscape buffer for parking lots.



Bioswales

Open systems in parking lots that replace curbed, landscaped medians to assist with stormwater. This system should be used for parking islands within private parking lots.



Permeable Pavement

Pavers, asphalt, or concrete that allow for the absorption of rainwater while handling weight loads equal to conventional paving methods used for parking lots and storage.



Rain Garden

Planted depressions that allow rainwater runoff from impervious surfaces such as roofs, driveways, sidewalks, parking lots, and compacted lawn areas. This application is most appropriate for front and side yards and parkways.



BEST PRACTICE GUIDELINES FOR THE PUBLIC REALM

Design Guidelines for the public realms of the Corridor – such as sidewalks, bikeways, streets and parking, open space, and other public spaces – are expected to be further developed by Corridor stakeholders in a subsequent community-driven planning and design effort initiated and conducted by the Greater Ravenswood Chamber of Commerce (GRCC) and Special Service Area (SSA) #31. This section can provide guidance for future community-led projects in the public realm within the Corridor.

The Public Realm design guidelines outline best practices for: 1) Transportation, Access, and Mobility 2) Sustainability, and 3) Placemaking. Given the Ravenswood Corridor TIF expired at the end of 2018, potential funding sources could include Special Service Area revenues, CDOT Menu Program funds, and other CDOT led grant opportunities such as Congestion Mitigation and Air Quality Improvement Program (CMAQ), Regional Transportation Authority (RTA), Chicago Metropolitan Agency for Planning (CMAP) community planning programs, and Cook County's Invest in Cook program.

TRANSPORTATION, ACCESS, AND MOBILITY

RIGHT-OF-WAY CONFIGURATION

Between Lawrence Avenue and Irving Park Road, Ravenswood Avenue exhibits variations in the layout and width of the right-of-way or street envelope, which influences the amenities and circulation patterns which are provided and feasible, such as the number and direction of driving lanes, style and location of on-street parking, and sidewalk widths. The character and width of the public right-of-way is much wider on the east side of Ravenswood Avenue than on the west side, and even on each side, there are block-by-block variations influenced by the historic evolution of building patterns, easements, and rail-supportive infrastructure. See the Appendix for reference diagrams.

PEDESTRIAN

The Ravenswood Industrial Corridor stakeholders may wish to pursue a detailed plan for the public way governing the pedestrian experience through the corridor, whether venturing to/from employment destinations, visiting local businesses, using the transit stations, or other purposes. All guidelines should incorporate the strategies included in the [City of Chicago Pedestrian Plan](#), [City of Chicago Pedestrian and Bicycle Safety Initiative](#), [Complete Streets Design Guidelines](#), and [Streetscape Design Guidelines](#) to the greatest extent possible to support access and mobility for pedestrians of all ages, abilities, travel purpose and individual needs. A plan could include the following elements:

Walkways

There are a number of public walkways throughout the Corridor. The Chamber should continue to coordinate with CDOT where businesses or property owners indicate desire for wider sidewalks, stamped or brick crosswalks, and upgraded ADA ramps and railings.



ADA Access- Lawrence and Ravenswood



Sidewalk- Fulton and Morgan



Crosswalk- Lawrence and Ravenswood

Signage and Wayfinding

There are a number of opportunities to improve the signage and wayfinding for pedestrians which would include gateway features, kiosk, directional signage, informational signage, and banners. Corners and around transit stations may offer the best opportunities for sign placement. The Chamber should work



Kiosk- Cermak and May



Wayfinding- Jackson and Damen



Gateway Information- Maxwell and Halsted



Banners- Ravenswood



Gateway- Ravenswood

Block Corners

Block Corners are where pedestrians gather and determine directional decisions. Features like curb extensions help shorten crossing distances. The Chamber should continue to work with CDOT to develop safe and efficient block corners.



Bump-Out/Bulb- Outs- Berteau



Typical Curb Ramps- Fulton and Morgan



Curb Extensions with Paver Inset-Wicker Park

Seating

Seating should be incorporated into the streetscape design as a design feature.



Seating- Fulton and Morgan

Lighting

Lighting is important to creating a safe environment for pedestrians, cyclist, and cars alike. Well lit pedestrian ways and landscape zones help to organize the public realm at night. The Chamber should continue to work with the CDOT Bureau of Electricity to develop energy-efficient pedestrian lighting.



LED Pedestrian Congress Parkway



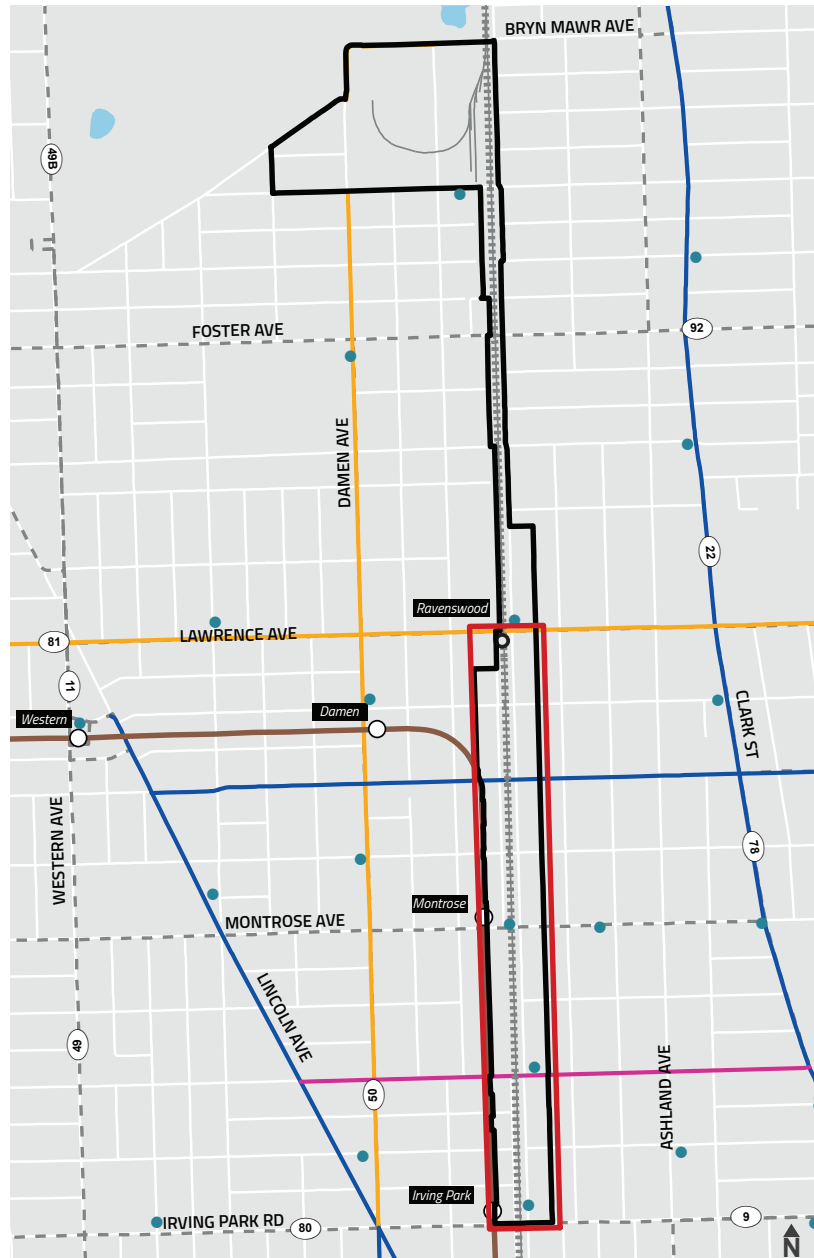
Pedestrian Lighting

BICYCLE

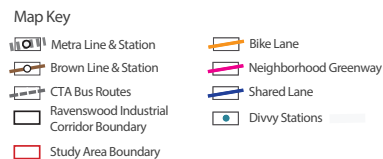
The Ravenswood Industrial Corridor Stakeholders may wish to pursue detailed plan to improve safety and accessibility within the corridor for leisure and commuter cyclists alike. All guidelines should incorporate to the greatest extent possible the strategies included in the [City of Chicago Pedestrian and Bicycle Safety Initiative](#), [Chicago Streets for Cycling Plan2020](#), and [Complete Streets Chicago: Design Guidelines](#). A detailed plan could include the following elements:

Route Markings

There are numerous designated bicycle routes that cross or run near the Corridor. Corridor stakeholders have expressed interest in continuity of bicycle routes in the Corridor, particularly north-south connections. Stakeholders also express safety concerns resulting from potential conflicts between different types of traffic on the Corridor roadways, mainly trucks. Special care should be taken to encourage cyclists to use designated north-south routes such as Damen Avenue and Clark Street. Consideration should be given to the ROW parking configuration if future bicycle infrastructure is enhanced.



BIKE ROUTES



Bike Racks

There are a number of public bicycle racks throughout the Corridor. The Chamber should continue to coordinate with CDOT where businesses or property owners indicate desire for additional racks in the Corridor. Designated bike rack areas should be sited in secure locations, in close proximity to bike routes or commuter stations. For more information, cyclists can go to CDOT's [Request Bike Parking](#) web page to request additional bike parking locations and CDOT evaluates the request.



Bike Racks- Ravenswood

Bike Share

There are a number of Divvy bike-share stations throughout the Corridor. The Chamber should continue to coordinate with CDOT where businesses or property owners indicate desire for additional racks in the Corridor. Designated bike rack areas should be sited in secure locations, in close proximity to bike routes or commuter stations. The public can make a request through the [DIVVY website](#) for a station to be relocated, which will be subject to CDOT's investigation of viability.



Bike Share- Divvy- Montrose and Ravenswood

Motorized Bikes\Scooters

Motorized bicycles and scooters (manual and electric) are evolving personal transportation technologies. Appropriate regulation of such devices is evolving, such as safety, parking, licensing, and storage/parking. It is anticipated that this topic will be addressed by Chicago's New Transportation and Mobility Task Force (see subsequent write-up on this group below), with location-specific applications of its recommendations likely to be implemented jointly by City departments and community-based organizations including the Chamber and SSA #31.

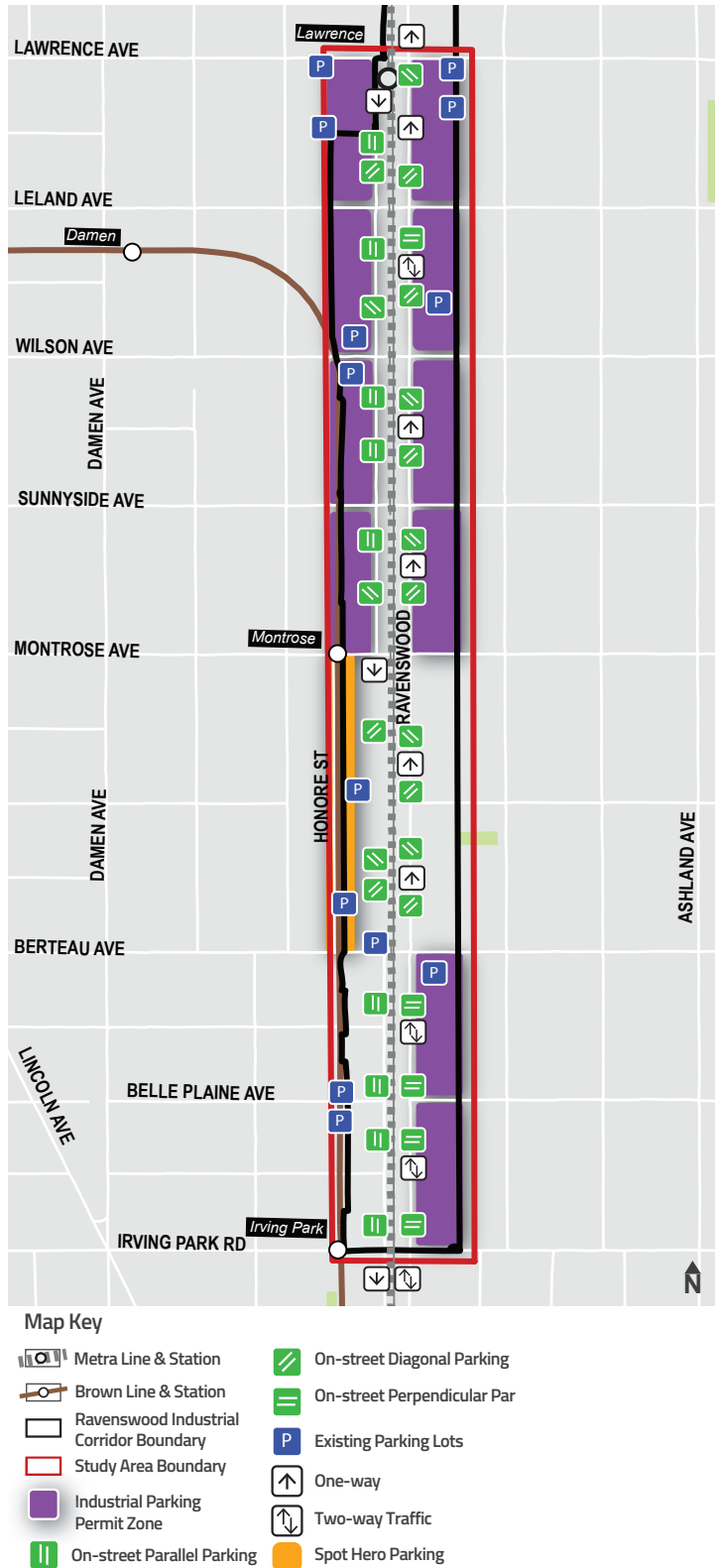


Scooter Share- Lime

PARKING AND LOADING

Industrial

As described in the Framework Plan, many areas of the Ravenswood Industrial Corridor have designated industrial parking zones that support the operations of industrial businesses, both new entrants and longtime tenants. Review of designated industrial parking zones for ongoing need and relevance does not appear to be a consistent or regular practice; there may be opportunities to eliminate or change restrictions limiting street parking to industrial permit holders to broaden access to general users, supporting the acceptance of commercial and business uses in the corridor and attendant parking needs by those businesses' employees and customers. The RIC Plan encourages the Chamber, SSA and LIRI, in collaboration with their member businesses, to determine ongoing needs for industrial permit parking, including specific locations, supply needs and timing (time of day/days of week). There may be opportunities to allow for shared use of street parking facilities by a broader set of drivers (e.g., oriented to growing base of commercial businesses) that does not hamper the operations or traffic of multiple user types and increases utilization of this component of public space. Special care should be taken to reduce conflicts with non-motorized commuters and pedestrians.





Shared-Use

A potential segment of evolving parking demand could originate from expansions of the shared vehicle market. Numerous business models exist, including current services like Zipcar and I-GO where companies provide very-short term rentals or use, with numerous small-volume pickup and drop-off locations in neighborhoods. New business models like Maven, Getaround, and Turo, envision mechanisms for private car owners sharing or renting use of their vehicles during “down-times,” enabled through technology networks. Currently these options use private lots and garages for parking but it is anticipated that public options adjacent to transit stations will become more prevalent.

It is anticipated that the topic of shared and networked vehicles will be addressed by policies that CDOT is developing, as well as findings from Chicago’s New Transportation and Mobility Task Force, with location-specific applications of its recommendations likely to be implemented jointly by City departments and community-based organizations like the Chamber and SSA #31



Commuter

A review of travel patterns of users of the Metra and CTA transit stations in and adjacent to the Corridor indicates that a portion of riders are coming from origins or going to destinations outside of the typically comfortable walking distance of the transit stations (i.e., within a 10-15 minute walking distance, usually about ½ mile). Provision of some commuter parking in the corridor may support maintained or growing use of the transit stations. However, it is fully noted that providing commuter parking may also have the undesired side effect of encouraging private vehicle use for short trips, adding to local roadway congestion. The City encourages the Chamber to collaborate with community stakeholders, CTA and Metra to study the extent of commuter parking demand and determine whether providing some supply is a desirable community project.



Staging Areas

Like taxis, on-demand transportation network companies (TNC), like Lyft, Uber, and VIA, can provide valuable last-mile access to transit or Corridor destinations to supplement the CTA bus network or for commuters who are not able to go by foot or bicycle. Dependent upon availability, service and pricing, TNCs also have the potential to become choice-driven substitutes for transit and non-motorized transportation modes in the Corridor, and increase roadway congestion, particularly around commercial and entertainment establishments where there may be frequent pick-up and drop-off activity. To maintain safety and the efficient flow of movement within and areas adjacent to the Corridor, if stakeholders notice negative impacts at certain bottlenecks or from circling vehicles waiting for customers, the Chamber may wish to study potential designated locations for staging/waiting areas for taxis, TNC vehicles, kiss-and-ride private vehicles, as well as designated pick-up locations (similar to designated cab stands) for customers hailing or seeking rides. Such zones should be marked and included on Corridor wayfinding signage so that customers and drivers alike understand policies.

EMERGING / INTEGRATED MOBILITY TECHNOLOGIES

It is anticipated that the topic of shared and networked vehicles will be addressed by policies and procedures that the City is currently developing, as well as findings from Chicago's New Transportation and Mobility Task Force, with location-specific applications of its recommendations likely to be implemented jointly by the City departments and community-based organizations like the Chamber. Some key goals emerging from initial Task Force meetings include:

- Expanding and ensuring equitable and sustainable access to high-quality, reliable, accessible public transit and mobility options through a variety of potential approaches, including a value-driven bus network plan; integrated fares and ride payment technologies for multi-modal transportation; and synchronized policies for improving access for low-income, disabled and senior resident communities.
- Guiding integration and prioritization of new mobility providers and technologies, including automated, connected and electric vehicles; new ride-sharing options; new forms of bike-share and scooters; and smart traffic infrastructure, including those that protect pedestrians, those that make deliveries easier and more seamless and those that showcase automated traffic control.
- Improving the City's overall livability and environment through transportation and mobility innovation, such as the roll-out of electric charging infrastructure, development of metrics to track environmental impacts, development of commuter demand management policies and the expansion of transit-oriented incentives to high-frequency bus corridors.



Topics of particular interest to the Ravenswood Industrial Corridor may include:

Transportation Network Providers (TNP)

As previously mentioned, on-demand transportation network companies, like Lyft, Uber, and Sidecar, can provide offerings across several modes of transit (car, bike, and scooter) that offer valuable last-mile access to transit or Corridor destinations to supplement the CTA bus network. It is anticipated that the topic of shared and networked vehicles will be addressed in policies and procedures under development by the City, with location-specific applications of its recommendations likely to be implemented jointly by



City departments and community-based organizations like the Chamber and SSA #31.

Electric Vehicles

Electric vehicles – until recently, a new and somewhat rare technology – are increasing in adoption and usage as more consumer options become available with improved performance, range and features. To encourage utilization of this kind of vehicle, local communities can provide preferential parking location and access to charging facilities. Many apartment complexes and condo buildings have begun to install charging facilities to attract EV owners. With direction from the City, the Chamber may wish to explore options for signage of public parking spaces for electric vehicles (in compliance with relevant parking meter policies and terms of agreement), and partner with private or third-party charging networks such as EVgo, ChargePoint and Electrify America.

SUSTAINABILITY

Maximizing opportunities for community-accessible green space and open space is a challenge for the Ravenswood Industrial Corridor due to the fully-built out, urban nature and industrial history of the corridor. Corridor stakeholders may pursue a detailed plan for open space and sustainability which includes stormwater management, railroad embankment, and outdoor café space.

STORMWATER MANAGEMENT

Public realm plans should incorporate to the greatest extent possible the sustainable strategies included in various City sustainable design and policy guides, including Adding Green to Urban Design (2008), Chicago Sustainable Industries: Green Infrastructure for Stormwater (2013), Sustainable Urban Infrastructure (2013), and Green Stormwater Infrastructure Strategy (2014). Green Infrastructure elements not only serve important technical functions – improving the sustainability and climate resilience of place – but can perform double-duty by providing green spaces or pockets of nature, which, even if small, add to the softening of the hard-scape of the environment.

Chicago Industrial Corridors: Three Corridor Typologies based on Parcel Size and Pattern

A key aspect of managing stormwater is to understand 1) the various patterns of parcel types along with 2) the adjacent infrastructure of roads, railroads, and riverways. Linking these will determine the best physical design strategies for managing stormwater.

Corridor Typology	Physical Description	Stormwater Opportunity	Corridors	Adjacencies
Dense-Urban Corridor 	<p>Predominance of small urban parcels organized along city street and block system</p> <p>High-building density, with small percentage of open unoccupied or vacant land</p> <p>Dense system of roads and rail</p> <p>Often adjacent to residential neighborhood</p>	<p>Grid of streets and alleys provide linear water collection and management system for parcels</p> <p>Small vacant lots can provide stormwater storage and infiltration areas integrated as pocket parks</p> <p>Proximity of many parcels can provide a shared water re-use district</p>	<p>Armitage</p> <p>Greater southwest</p> <p>Kinzie</p> <p>Knox</p> <p>Ravenswood</p>	Adjacencies <p>A key benefit to developing corridor-wide features is that urban areas immediately adjacent to the corridor will be greener, cooler, and more beautiful.</p> <p>Residential neighborhoods</p>  <p>Forests and waterways</p>  <p>Commercial areas</p> 
Large-Lot Corridor 	<p>Primarily large, low building-density parcels</p> <p>Large percentage of surfaces are paved parking lots, and storage and transfer areas</p> <p>Presence of large open areas such as rail and utility rights-of-way and river banks</p> <p>Low density road network</p>	<p>Large open land areas provide space for on site management of stormwater</p> <p>Portions of large, unused right-of-way areas can be allocated for overflow collection from large paved areas</p> <p>High potential for stormwater storage and re-use by both individual and shared sites</p>	<p>Brighton Park</p> <p>Burnside</p> <p>Elston/Armstrong</p> <p>Harlem</p> <p>Kennedy</p> <p>Little Village</p> <p>Pullman</p> <p>West Pullman</p>	
Hybrid Corridor: a variety of parcel types 	<p>Variety of parcel types and densities; pattern of buildings and lot sizes varies greatly</p> <p>Various infrastructure present, often influenced by adjacent neighborhood conditions</p> <p>Usually influenced by a strong rail and/ or river corridor.</p>	<p>Multiple conditions and existing infrastructure provide for countless creative solutions</p> <p>Large sites may develop on site treatment or coordinate with adjacent owners to develop shared systems</p> <p>Opportunities for shared systems in street or rail rights-of-way that can collect from both small and large parcels</p> <p>Possible system of stormwater parks and gardens</p>	<p>Addison</p> <p>Calumet</p> <p>North Branch</p> <p>Northwest</p> <p>Petersen</p> <p>Pilsen</p> <p>Pulaski</p> <p>Roosevelt/Cicero</p> <p>Stevenson</p>	

CHICAGO SUSTAINABLE INDUSTRIES: GREEN INFRASTRUCTURE FOR STORMWATER (2013)

Best Management Practices (BMP)

Best Management Practices (BMP) are encouraged to help facilitate infiltration where contamination is not a problem, maximize stormwater retention, promote conveyance between properties, and enhance water quality in the Ravenswood Industrial Corridor. As noted in the 2013 plan Chicago Sustainable Industries: Green Infrastructure for Stormwater, the Ravenswood Industrial Corridor is categorized as a Dense Urban Corridor.

Best Management Practices (BMP) that may be relevant to this corridor include solutions that can be implemented in small spaces and, frequently, as linear systems, reflecting the grid nature of local infrastructure. Relevant BMPs may include a program of the following:



Infiltration Planter

Open system that is used to slow runoff and filter sediments and pollutants. This system is most applicable for parkway plantings and flat areas along railroad embankment.



Permeable Pavement

Pavers, asphalt, or concrete that allow for the absorption of rainwater while handling weight loads equal to conventional paving methods used for parking lots and storage. This system is applicable for alleys and parking stalls that are relatively flat and tend to pond during heavy rain events.



Rain Garden

Planted depressions that allow rainwater runoff from impervious surfaces such as roofs, driveways, sidewalks, parking lots, and compacted lawn areas. This system is also applicable in the parkway and may be combined with infiltration planters and roof top of transit shelters and other structures locate in the public realm.

RAILROAD EMBANKMENT

The land surrounding the Union Pacific railroad embankment is one of the few areas of appreciable size or dimension in the Corridor that could potentially be enhanced as a community green space asset. Sections of the west side and a section north of Lawrence on the east side embankment have been landscaped, with some sections developed as a community garden. Maintenance of these amenities is executed by several parties: Special Service Area #31, neighborhood groups, Union Pacific Rail Road, community, and participants in the garden program. Use of the property was accomplished through a memorandum of agreement and understanding between community stakeholder agencies, Metra and the Union Pacific Railroad.

If Corridor stakeholders wish to explore similar landscaping projects on the east side of the embankment, similar negotiations would need to occur. The RIC Framework Plan encourages the GRCC to continue coordinating efforts to manage and enhance these highly-visible areas through existing and new partnerships between the local community, businesses, NeighborSpace, and Metra/Union Pacific rail line, and explore potential opportunities for additional community gardens and pathways. Once agreed upon, the protective fencing that is currently positioned at the edge of the railroad property envelope near the western curb and parking aisles of the eastern portion of Ravenswood Avenue, in most segments of the corridor, could be moved up-slope to access the railroad right of way, but to provide space for improvement. Landscape design plans for the west side of the embankment may be used as a model to allow for consistency of style and plant palettes. Similar to the west side, a community-driven implementation and maintenance program would need to be established.



Example of the community garden along the west side of Union Pacific Railroad embankment (Montrose Metra Community Gardens).



Example of the pedestrian trail along east-side Union Pacific Railroad embankment (Ainslie to Winnemac Avenue).



Example of naturalized landscape with modular segmented retaining wall along Union Pacific Railroad embankment..

PLACEMAKING

Design guidelines supporting Placemaking – or the effort of introducing or reinforcing unique community character –reinforce the principles articulated in the Framework Plan and support the continued function of Ravenswood Avenue as a vibrant, unique industrial corridor. A wide range of design guideline topics can support a placemaking objective.



TRANSIT FRIENDLY DEVELOPMENT PRACTICES

The Ravenswood Industrial Corridor is situated in a rich transit network. The City of Chicago through its planning policies and infrastructure investment priorities strongly encourages new development to be located within easy walking range of transit stations to facilitate commuter movement via public transit instead of relying heavily on passenger vehicles. This urban form, characterized by greater development densities around transit stations and highly walkable neighborhoods with a diverse mix of land uses, is generally called “transit oriented development (TOD)”;

in Chicago, because so much of the city’s physical space is within transit market sheds, most of it can be considered transit-oriented and so the term “transit friendly development” is preferred, to reflect the importance of choosing and planning the details of individual developments and urban form to make access and use of the transit network easy for all users.

Two plan documents provide guidance related to transit-friendly development: [The Transit Friendly Development Guide \(2009\)](#) focuses on design guidelines around CTA heavy rail stations, and the [Station Typology Plan \(2014\)](#) focuses on Metra commuter rail stations. The Ravenswood Metra station area on the Union Pacific North Line and the Montrose CTA Brown Line station area are designated as Local Activity Centers (LC). The Irving Park and Damen CTA Brown Line station areas (just to the west of the Ravenswood Industrial Corridor) are designated as Urban Neighborhoods (UN).

According to these plans, a Local Activity Center (LC) neighborhood is a fully built out and identifiable neighborhood, with the transit station as a notable center or anchor. An LC typically has the highest density and greatest mix of uses around the station, and characterized by high transit ridership levels. Infill development and adaptive reuse present opportunities to enhance the vitality of the LC.

An Urban Neighborhood (UN) is an established neighborhood, with somewhat lower or variable transit ridership volumes, with about half of riders walking, biking or taking connecting transit to the station. Land use is primarily residential, but many UNs have vibrant mixed-use or commercial districts. Density around a UN station is generally moderate, then tapers off away from the station, generally to low-density residential. UN stations generally have good multi-line transit connectivity with service by Metra, CTA rail and/or bus, and/or Pace buses.

Recommendations for planning priorities in both of these types of station areas include improvements to the pedestrian environment, including wayfinding and signage, and safe, easy navigation; convenient access to the stations enabled by bicycle parking, multi-modal drop-off areas; streetscape investments that provide a cohesive form and aesthetic in the neighborhood; and supporting vibrant infill development with uses and density appropriate to area goals and compatible with existing character.



UNDER ELEVATED CTA TRAIN

Some areas under the elevated CTA Brown Line tracks are currently under-utilized from a function as well as placemaking and character perspective – these zones provide an opportunity to reposition these properties to more functional and attractive uses that are of benefit to community members. In some locations, portions of the under-track areas are used for parking for area businesses, visitors, Spot Hero, and transit commuters. The Chamber or other stakeholders and prospective property owners could explore formalizing portions of these areas (in compliance with City parking policies) for transportation-supportive functions, including additional commuter parking, visitor parking (perhaps enabled by parking management services like Spot-Hero) or service vehicle (taxi, TNC, shared vehicle or future microtransit) staging areas.

Additionally, there may be locations under the tracks that may be suitable for more people-oriented activation on a temporary or permanent basis. A nearby example is being developed by the Lakeview Chamber of Commerce, which is reimagining the half-mile space beneath the CTA Brown Line tracks between Southport and Lincoln Avenues as the Lakeview Low-Line, with the Paulina Plaza an early project. The Chamber could explore use of these areas for public or community events, potentially under the auspices of the Make Way for People program described in the next section.



The Low-Line has activated the space under the Brown Line tracks from Southport to Lincoln, providing for and alternative space for community events.

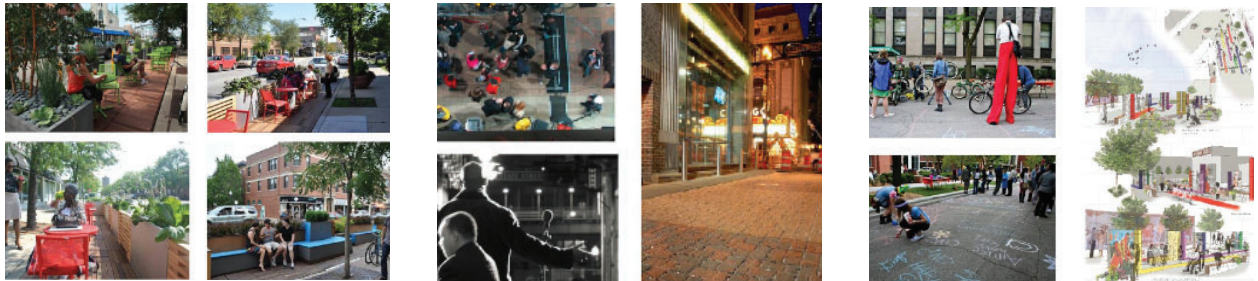


The high contrast of colors and use of movable seating creates an inviting space through which to move and within which to linger.

PLACEMAKING

MAKE WAY FOR PEOPLE / POP-UP URBANISM PROJECTS

The Chicago Department of Transportation's Make Way for People (MWP) program aims to create public spaces that cultivate community and culture in Chicago's neighborhoods through placemaking. Make Way for People supports innovation in the public way by opening Chicago's streets, parking spots, plazas and alleys to new programming and market opportunities via public and private partnerships. In addition to improving street safety and promoting walkable communities, this initiative supports economic development for Chicago's local businesses and Chicago's neighborhoods. The program allows neighborhoods to reclaim sections of the public realm (e.g., on-street parking, alley, excess road) for people-oriented uses and events (e.g., people spots, cafes, public markets).



People Spots

People Spots otherwise known as Parklets are temporary platforms adjacent to sidewalks, typically within existing parking lanes. By expanding the sidewalks, they create seasonal space for outdoor seating and dining. As a placemaking tool, they also contribute to an increase of pedestrian volumes and help promote economic development in retail corridors. CDOT has prepared [People Spots Design Guidelines](#) to help prospective applicants prepare programming ideas and applications for approval.

People Alleys

People Alleys enable the use of Chicago alleys for art walks, seating, and other temporary events that can activate these spaces for uses to support placemaking and economic development. Partners interested in People Alleys can apply for a permit through the [CDOT Make Way for People Program](#).

People Streets

People Streets convert "excess" asphalt into year-round hard-scape public spaces, by means of temporary measures such as paint and street furniture, with the purpose of creating safer intersections and additional open space in neighborhoods. People Streets are intended for dead end streets, cul-de-sacs, or areas of excess pavement. These areas are designated by the Department of Transportation in conjunction with a community partner like the Greater Ravenswood Chamber of Commerce and SSA #31 to create community programming, encourage walkable communities and support economic development.

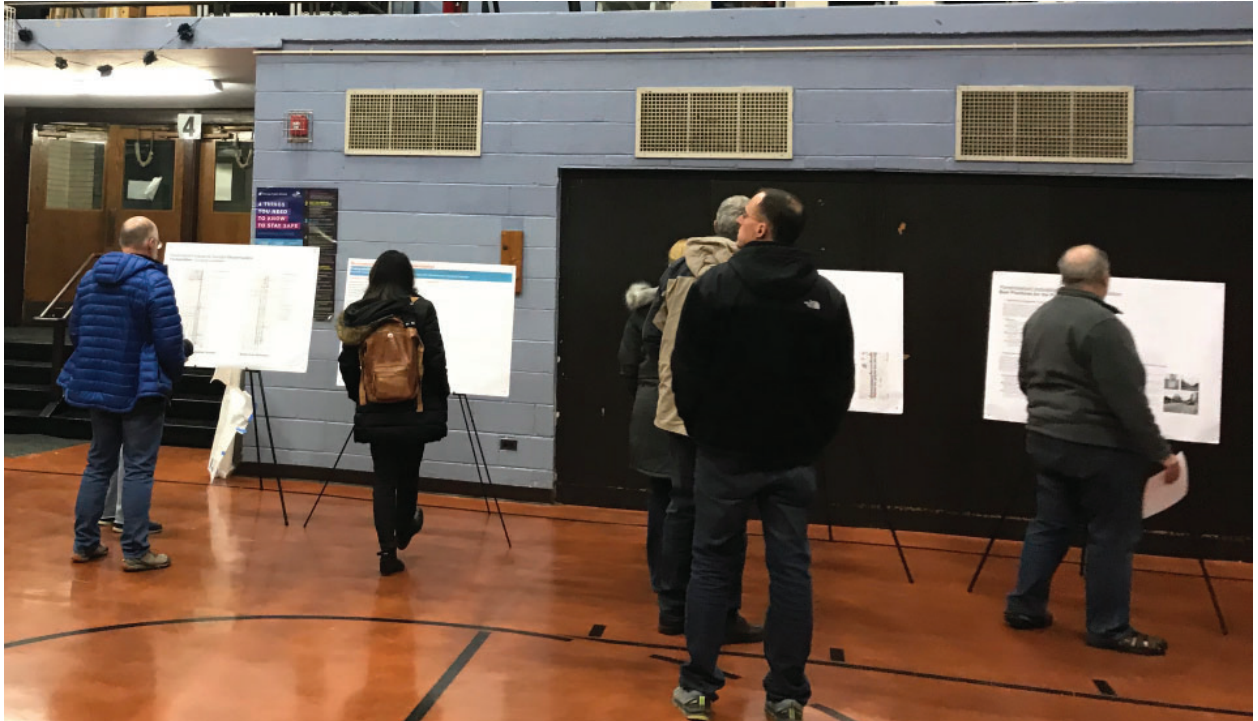


PUBLIC ART

Installations of public art in the Ravenswood Industrial Corridor public realm – particularly featuring artists and craftspersons from the Corridor – are consistent with the Chicago Cultural Plan 2012 and the Chicago Public Art Plan 2017. A goal from the Public Art Plan includes the objective to “design programs to address the needs of Special Service Areas and chambers of commerce to effectively plan and implement public art programs in neighborhoods.” It is also important for community partners like the Chamber and SSA #31 to partner with the Union Pacific Railroad and artists based in Ravenswood to develop public art for the viaducts along the Corridor.



Ravenswood has a vibrant arts and crafts community that should be engaged to provide public art throughout the Ravenswood Industrial Corridor.



APPENDIX 3: COMMUNITY ENGAGEMENT

Under Mayor Rahm Emanuel's direction, the Department of Planning and Development (DPD) initiated a process in winter 2018 to evaluate and refine land use policies for continued growth and private investment in the City's Industrial Corridor system. The purpose of this section is to describe the community engagement efforts of this initiative and summarize the public input that has been received during the community outreach process. The planning process included:

- Discussions with Aldermen Pawar and Alderman O'Connor
- Three Working Group reviews
- Two public meetings with a total of 175 attendees
- One survey with responses received from 190 participants
- Two published meeting summaries

COMMUNITY MEETINGS

City staff from the City of Chicago Department of Planning and Development (DPD) and the City of Chicago Department of Transportation (CDOT), along with their team of consultants from AECOM and Bauer Latoza hosted several Working Group and Public meetings to engage the public in the planning process to modernize the Ravenswood Industrial Corridor.

The Working Group consisted of representatives from business sector organizations, business owners, resident groups and government departments and agencies. The purpose of the Working Group was to collaborate with the project team to develop and refine concepts and provide input and feedback. DPD's website contains all presentation materials for the public meetings as well as public meeting summaries and information regarding the Industrial Corridor Modernization initiative.

COMMUNITY ENGAGEMENT



Working Group - February 28, 2018

DPD staff hosted the first Working Group meeting at the Ravenswood Lofts, with 21 of 50 invitees attending the meeting. The purpose of this meeting was primarily to kick-off the Industrial Corridor Modernization initiative in Ravenswood with the Working Group members and the project team, to review the project scope, roles, and projected timeline, and to review existing conditions within the Ravenswood Industrial Corridor. Four topic areas were presented:

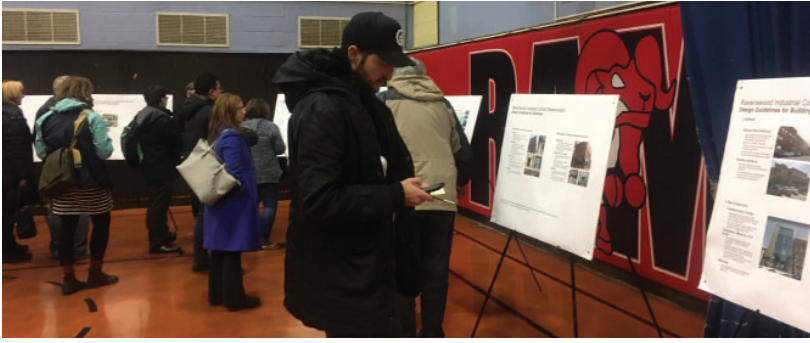
- Land Use and Zoning
- Historic Character
- Transportation
- Sustainability

Public Meeting - March 21, 2018

The informational presentation slides shown at the working group meeting were revised based on feedback for use at the public meeting held on March 21, 2018 at McPherson Elementary School, located at 4728 N Wolcott Ave. Notice of the public meeting was provided through an Eventbrite invitation distributed via email to the Working Group members, contacts provided by business organizations, the 47th ward and GRCC's newsletters, and advertised on DPD's website. There were 134 stakeholders who attended the public meeting, including residents of Ravenswood, business and property owners, and community group representatives. Attendees were asked to participate in a survey to obtain feedback on issues and challenges that are important to the community. The survey questions covered topic areas relating to land use, historic character, transportation, and sustainability.

Working Group review – July 10, 2018

The information obtained through the preceding meetings and the public survey was used by the project team to formulate general strategies to guide growth of the Ravenswood Industrial Corridor. On July 10, the Department of Planning and Development (DPD) distributed a document to the Ravenswood Working Group which included a summary of the Industrial Corridor Modernization process, draft goals with supporting policies proposed for the industrial corridor, and data used to analyze the existing conditions. The Working Group was asked to review the draft materials and provide their input by completing a survey via SurveyMonkey. The survey concluded on July 31st, with 15 Working Group members participating. The results of the survey generally indicated that the Working Group supported each of the draft goals and proposed supporting principles. Additionally, the Working Group shared several ideas with DPD and offered suggestions for improvement, including enhancing policies relating the transportation network including bicycle and pedestrian infrastructure, supporting transit users, and accommodating technological advances.



Working Group review – October 19, 2018

Since receiving the Working Group's comments on the draft materials sent to the Working Group in July, staff continued to refine the draft policies, create design guidelines, and develop strategies for implementation. The general approach proposed by the project team included the use of existing resources, incentives, programs and partnerships to encourage the continuation of the area as a job center, and to maintain flexibility by accommodating appropriately-scaled uses through the adaptive re-use of existing buildings. The Working Group reviewed the proposed recommendations to support the goals, along with new conceptual guidelines for buildings and the public realm.

Public Meeting – November 13, 2018

On November 13, 2018, the City's Department of Planning and Development (DPD) hosted the second Ravenswood Industrial Corridor public meeting at Ravenswood Elementary School from 5:30pm to 7 pm. Approximately 41 property owners, business owners, residents, area workers, and other interested parties attended the meeting. DPD staff presented proposed goals, principles, and guidelines for the Ravenswood Industrial Corridor that were developed using existing conditions data and input received from the Working Group and public. Following the presentation, attendees participated in a group question and answer session with city staff's project team, and then were given the opportunity to review and comment on the meeting materials which was posted on boards. All materials presented at the meeting were posted on DPD's website.

COMMUNITY INPUT THEMES

This section highlights the themes that have emerged from the community engagement process. More details of the input received can be found within the Meeting Summaries posted on DPD's website.

Land Use

The southern area of the corridor is currently transitioning from primarily light industrial to a mix of smaller manufacturers, office, retail, and some residential uses. The area's unique features include an established public transportation network and an inventory of buildings suitable for a variety of uses. These assets should be maximized to allow the area to continue to evolve into an active hub for jobs, commercial, and entertainment for those working in or visiting the area.

Transportation

A wide variety of users depend on the transportation network of rail, bus, bikes, parking, roads, and sidewalks to access the corridor. The network should accommodate the needs of all existing and future users in a safe and efficient manner.

Sustainability

The charm of the Ravenswood Industrial Corridor should be maintained while adapting to market changes by encouraging re-use of unique industrial buildings and considering the context of the area when modernizing the corridor to preserve the corridor's authentic character.

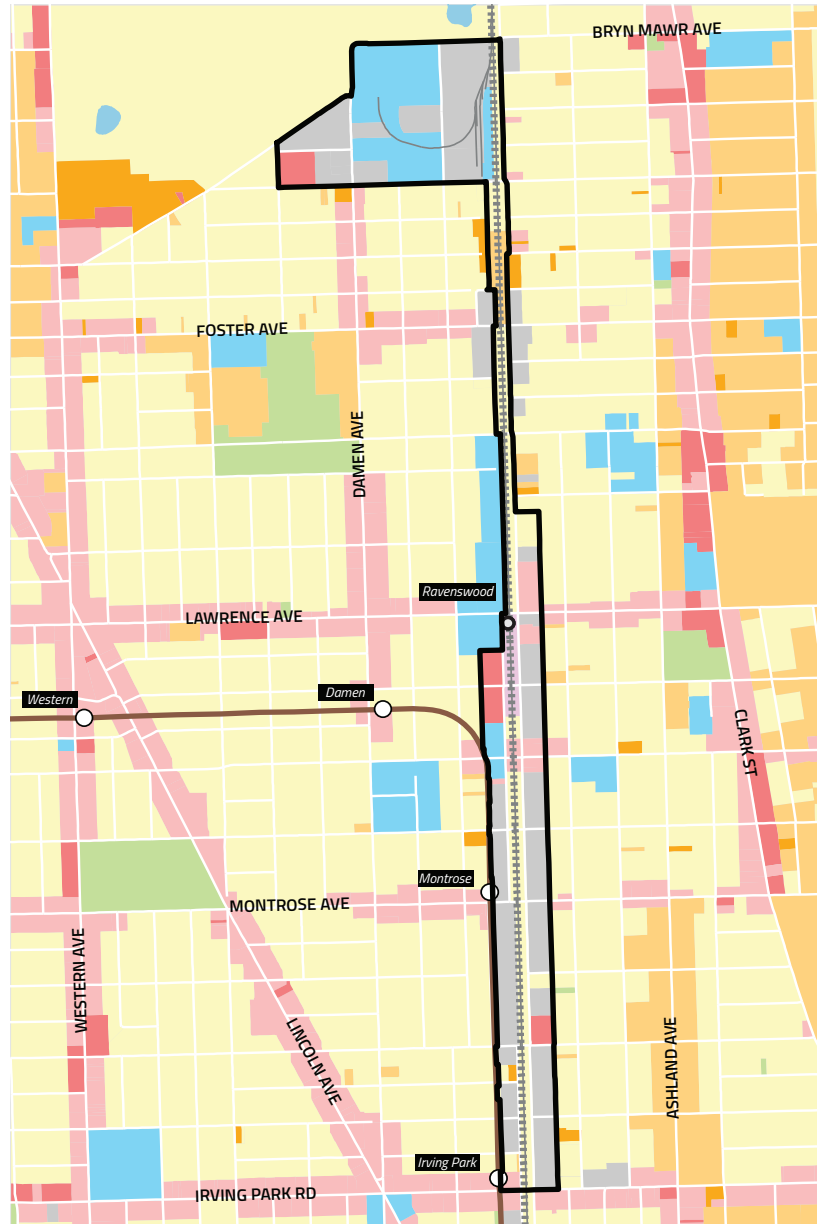
Sustainability principles relating to solar power, stormwater, and open space, should be encouraged within the corridor. Further collaboration with interested stakeholders would be helpful to explore ways to reduce obstacles and promote environmental sustainability.

ZONING

The north section of the RIC is zoned to primarily support industrial activity (**Limited Manufacturing (M1)** and **Light Industry (M2)**). Some **Commercial (C)** buffers industrial uses from adjacent residential neighborhoods.

Most of the south part of the RIC is currently zoned **Limited Manufacturing (M1)**, which allows limited manufacturing, office and business services activities, and commercial uses, with retail activity permitted as an accessory to core manufacturing or office operations.

There are a few small nodes zoned **Commercial (C)**. This zoning category allows for most of the same uses as **M** but permits larger retail developments. There are a few parcels zoned for **Residential (RS)** and **Business (B)** in the study area; these are currently the only locations where residential development is permitted.

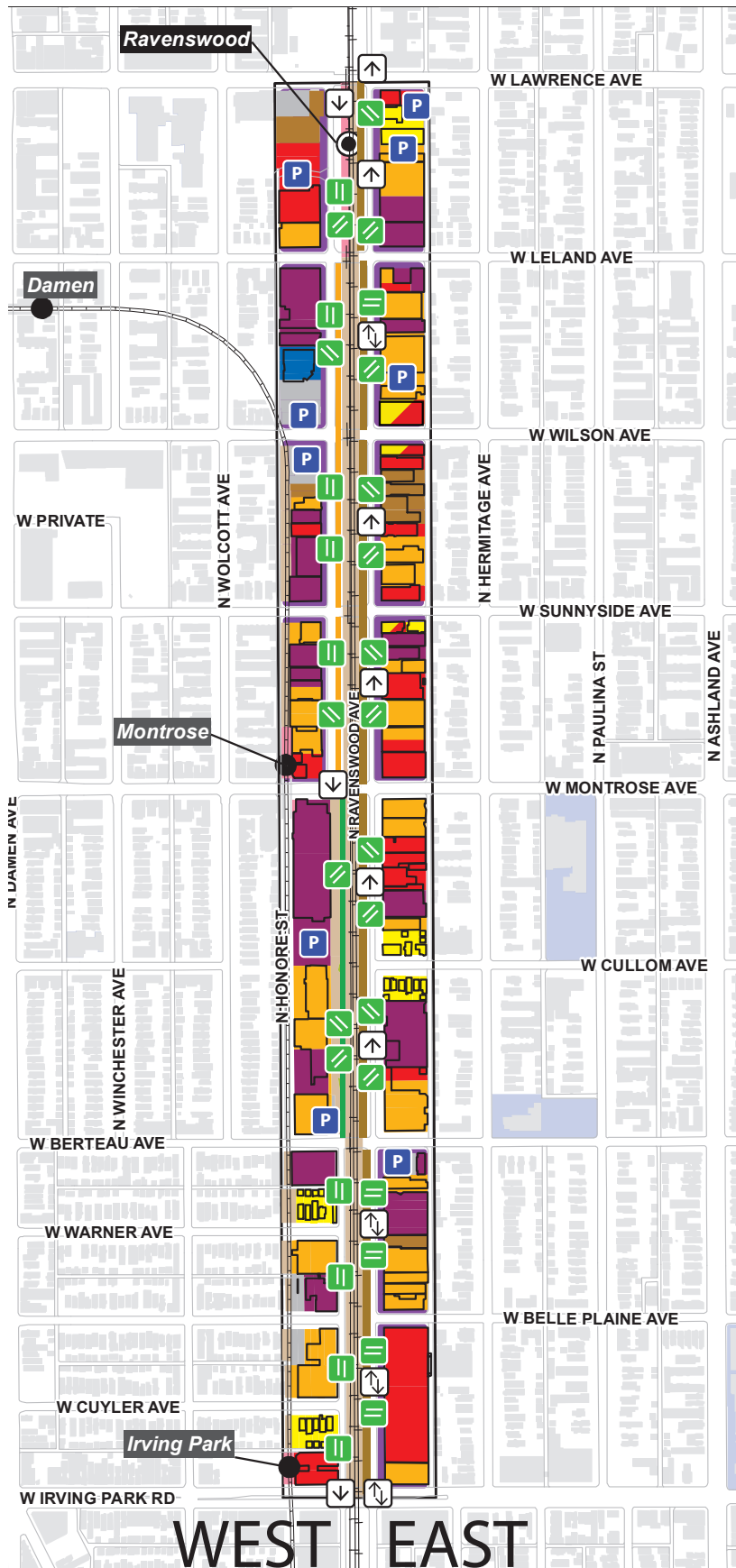


Zoning

Map Key

Metra Line & Station	Business (B1, B2, B3)	Residential Single Unit (RS)
Brown Line & Station	Commercial (C1, C2, C3)	Residential Townhouse (RT)
Ravenswood Industrial Corridor Boundary	Downtown (DC, DR, DS, DX)	Residential Multi-Unit (RM)
Study Area Boundary	Manufacturing (M1, M2, M3)	Planned Development (PD)
	Park + Open Space (POS)	Transportation (T)

RIGHT OF WAY ANALYSIS



Ravenswood Study 2018 - ROW analysis

□ Study Area 2018

PARKING OPTIONS:

Industrial Parking Permit Zone
[Only along the side of the block facing Ravenswood]

On-street Parallel Parking

On-street Diagonal Parking

On-street Perpendicular Parking

[Number of icons on the block represent the type of parking options on the one side of the block only]

Existing Private Parking Lots

OPEN SPACE:

Existing Planters at Grade

Existing Community Garden

Fenced and unmanaged embankment space

STREET DIRECTION:

One-way

Two-way

[WEST RAVENSWOOD

Street direction: One-way going south]

[EAST RAVENSWOOD

Street direction varies from block to block, see arrows for street direction changes]

2018 Parcels Land Use

Commercial/Office (25%)

Commercial/Retail (15%)

Industrial (21%)

Institutional (1%)

Mixed Use (1%)

Open Space (1%)

Parking Lot (4%)

Residential (5%)

Right of Way (23%)

Transportation (2%)

Vacant (4%)

CTA Bus Route (5)

CTA Station (3)

METRA Station (1)

Railroad

Schools

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IMAGE CREDITS

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