

# Industrial Corridor Modernization Ravenswood

Working Group  
Review Materials

October 19, 2018



Dear Working Group member:

Thank you for participating in the Ravenswood Corridor Study. The next step in our process is to finalize goals and policies that will be used to guide future growth within the Ravenswood Industrial Corridor (RIC).

Since receiving your comments on the draft materials sent to the Working Group in July, staff has continued to refine the draft policies, create design guidelines, and developed strategies for implementation. Our general approach for the RIC is to use existing resources 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. Collaboration between the Chamber and stakeholders will be critical for successful implementation of these ideas and principles. Enclosed you will find the current set of recommendations to support the proposed goals, along with new conceptual guidelines for buildings and the public realm.

**Please review the enclosed materials and provide us with your feedback via email by Friday, October 26, 2018 to [DPD@cityofchicago.org](mailto:DPD@cityofchicago.org).** The results of your feedback and previously received input will be considered as we move towards creating a planning framework for the modernization of the Ravenswood Industrial Corridor.

We anticipate hosting an open house in November to share this material with the public. Information on the Industrial Corridor Modernization initiative and previously distributed materials can be found here: [www.tinyURL.com/RavenswoodIC](http://www.tinyURL.com/RavenswoodIC)

We appreciate your continued involvement in this planning process!

# Industrial Corridor Modernization

# Ravenswood

## Instructions for Working Group review:

STEP  
1

Review project schedule and highlights of Ravenswood Industrial Corridor contextual data

STEP  
2

Review draft goals, principles and design guidelines

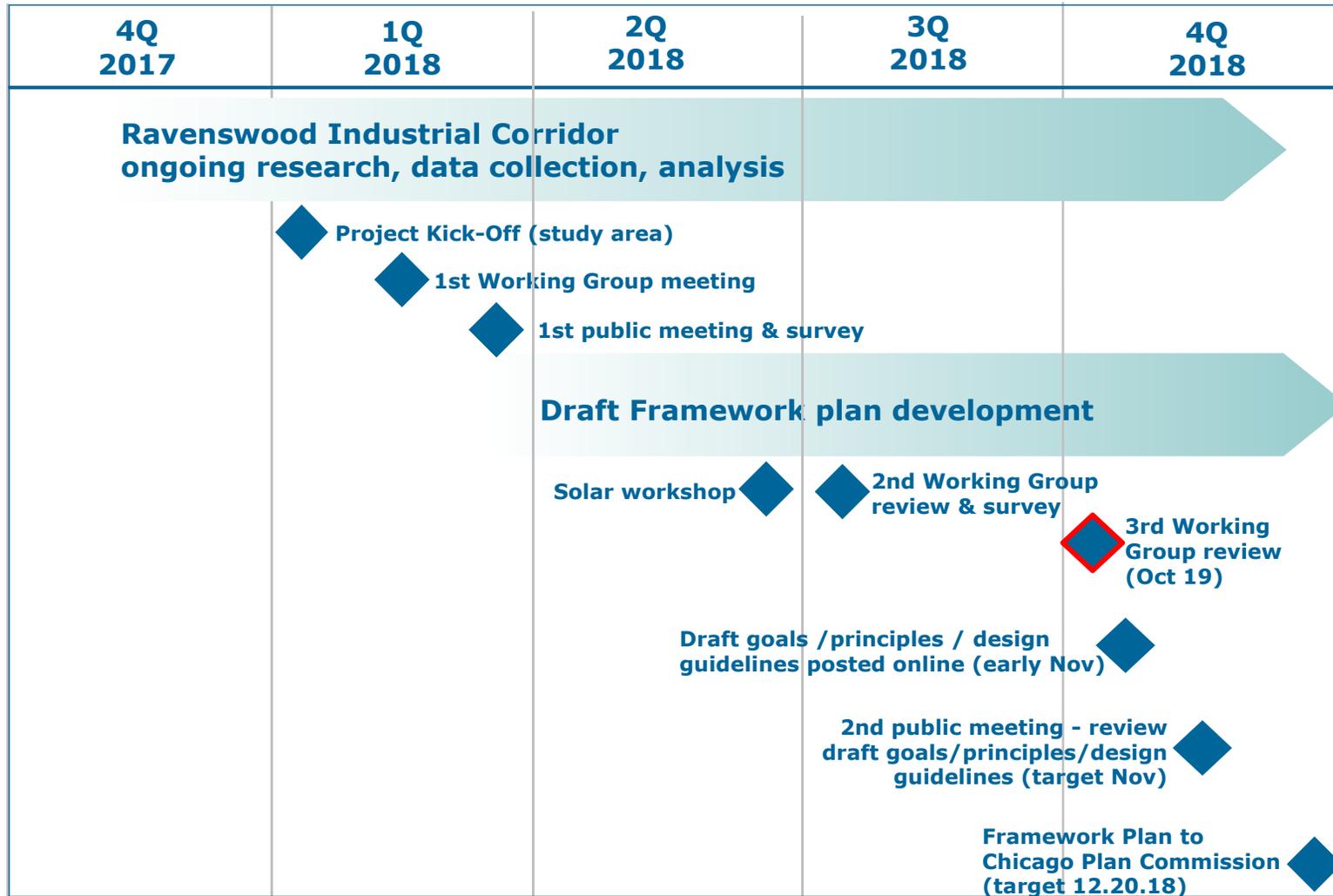
STEP  
3

Email your detailed comments to [DPD@cityofchicago.org](mailto:DPD@cityofchicago.org)  
Subject line: Ravenswood Industrial Corridor

# Industrial Corridor Modernization Ravenswood

**STEP  
1**

## Proposed Schedule



# Ravenswood Industrial Corridor

Project team is evaluating land use and employment trends in the entire industrial corridor from Bryn Mawr to Irving Park

- Industrial corridor has 2 distinct areas with different market conditions found in the north and south portions.
- Additional analysis conducted in south study area due to changing trends.

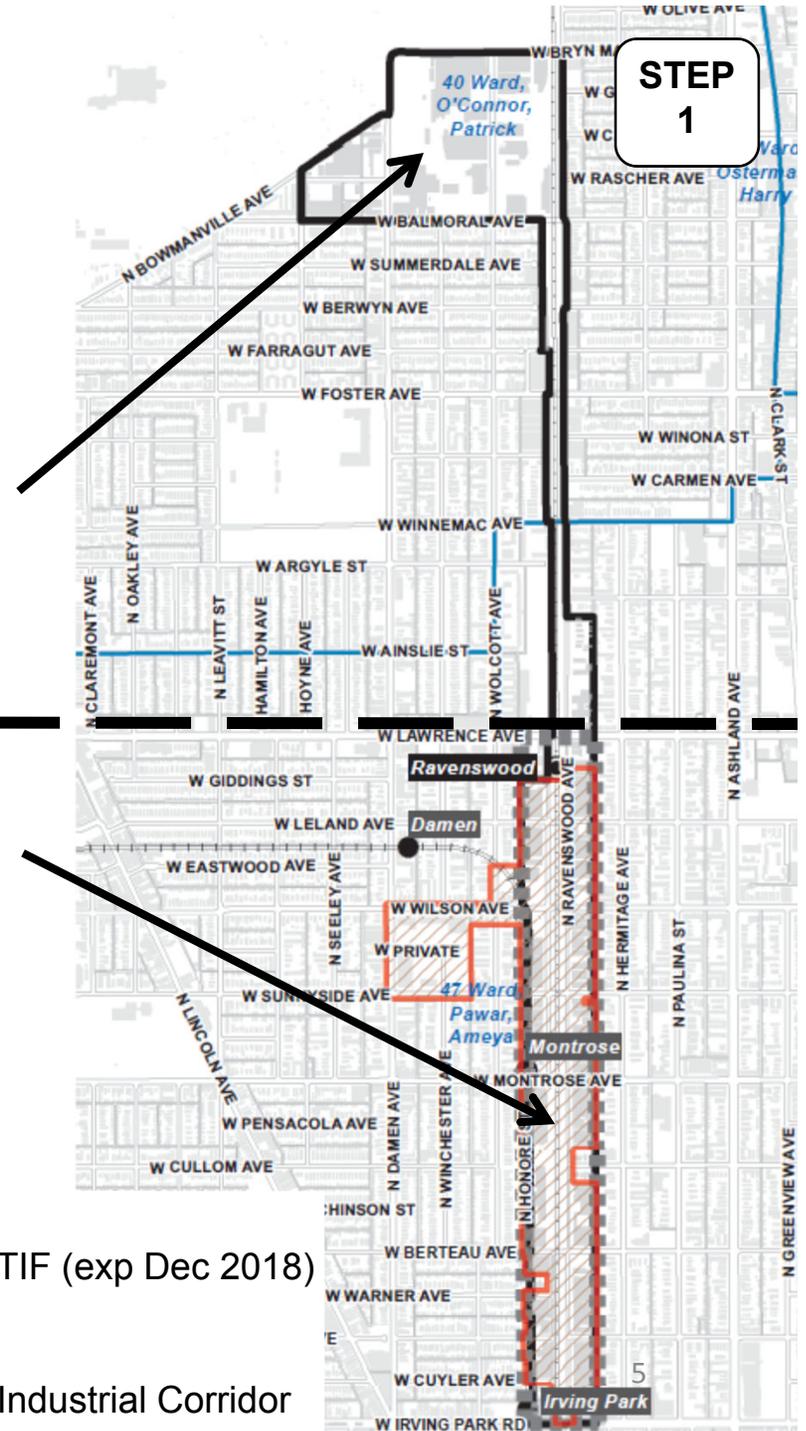
## North:

- 40<sup>th</sup> Ward
- No TIF

## South:

- 47<sup>th</sup> Ward
- TIF expires end of 2018

-  Ravenswood TIF (exp Dec 2018)
-  Study Area
-  Wards
-  Ravenswood Industrial Corridor





# Ravenswood Industrial Corridor

STEP  
1

## Employment Trends 2002-2015:

Total # jobs: 4,375

### North portion:

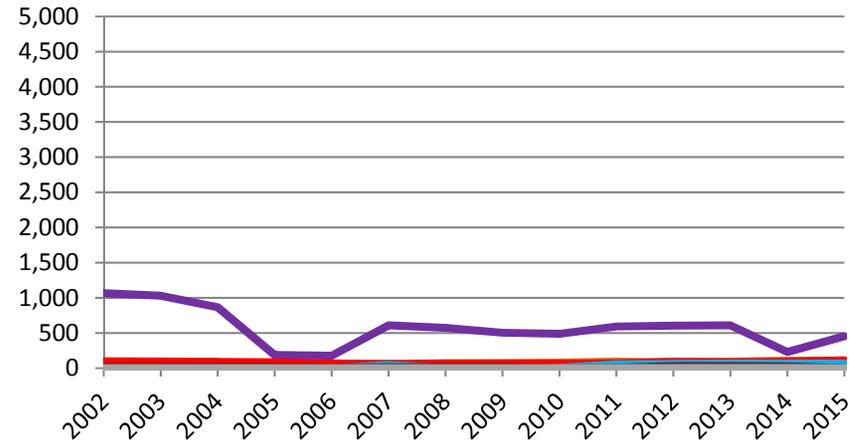
- 58% decrease in manufacturing jobs, but remains the largest job category with 775 jobs.

### South portion:

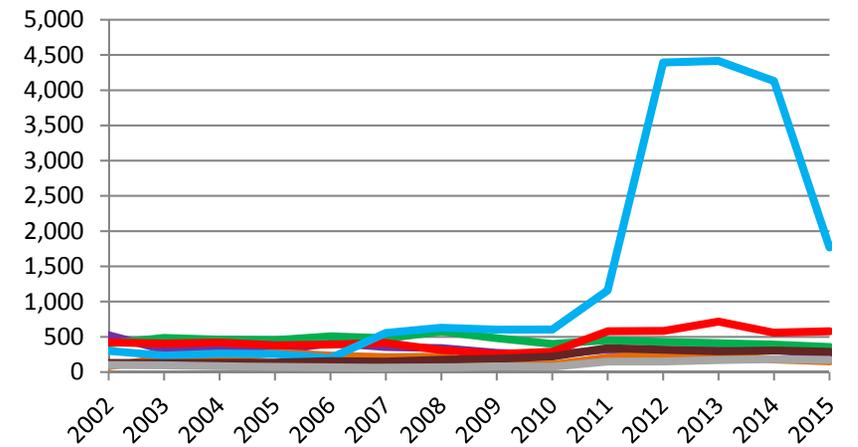
- 50% decline in manufacturing jobs.
- Significant increase in office-related jobs (largest category with 3600 jobs in the south study area). DPD exploring data to understand the fluctuation in this job category.



### North



### South



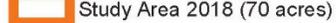
# Ravenswood Industrial Corridor

## Transit Opportunities

Study Area is well-served by transit with 3 CTA Brown Line stations and 1 Metra station

### Ravenswood Framework Study 2018

#### Bike Routes

-  Bike Lane (3)
-  Neighborhood Greenway (1)
-  Shared-Lane (5)
-  Car-sharing locations (5)
-  Divvy\_Stations 2017 Q3Q4 (9)
-  CTA Transit Served Location (1320ft)
-  Metra Transit Served Location (1320ft)
-  CTA Station (3)
-  METRA Station (1)
-  Study Area 2018 (70 acres)
-  Industrial Corridor (129 acres)
-  Parks
-  Schools

(Includes data within or adjacent to study area)





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

## Proposed principles to support this goal:

- 1.1 Maintain the existing Industrial Corridor boundary designation to support the continuation of the Ravenswood Industrial Corridor as a job center.
  - City retains regulatory review for proposed zoning changes away from M designation (within an IC) through a Chicago Plan Commission public hearing.
  - Encourages adherence to design guidelines.
  - Implemented by DPD, property owners, and other community stakeholders.

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

## Proposed principles to support this goal:

- 1.2** Encourage residential uses to locate in areas outside of the industrial corridor boundary.
- Higher density residential uses and mixed-use with residential could potentially locate in the adjacent arterial corridors currently zoned B and C (Irving Park Rd and Lawrence Ave).
  - Single-use lower density residential to locate in adjacent residential neighborhoods currently zoned R.
  - Implemented by property owners through projects that comply with the zoning code.

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

## Proposed principles to support this goal:

- 1.3** Encourage light manufacturing, office and retail uses compatible with the scale and character of the study area to locate within existing buildings, and larger retail uses to locate in the adjacent arterial corridors including Irving Park Rd and Lawrence Ave.
- Maintains the authentic industrial character of the study area.
  - Implemented by property owners through projects that comply with the zoning code.

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

## Proposed principles to support this goal:

- 1.4 Encourage preservation and reuse of industrial buildings into office and light manufacturing through the use of financial incentives and programs.
  - Includes several property tax incentives for rehabilitation of existing buildings, and potential pursuit of Chicago landmark designation by building owners for qualifying buildings.
  - Implemented by DPD, property owners, and community stakeholders.

## 2

**IMPROVE ACCESS AND SAFETY FOR ALL  
TRANSPORTATION MODES IN THE RAVENSWOOD  
INDUSTRIAL CORRIDOR****Proposed principles to support this goal:**

- 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.
- Encourage the Greater Ravenswood Chamber of Commerce (GRCC) and SSA to undertake a corridor planning initiative for the right-of-way and collaborate with businesses, property owners, tenants, aldermen, CDOT, and other community stakeholders to identify opportunities to improve the parking opportunities in the right-of-way.

## 2

**IMPROVE ACCESS AND SAFETY FOR ALL  
TRANSPORTATION MODES IN THE RAVENSWOOD  
INDUSTRIAL CORRIDOR****Proposed principles to support this goal:**

- 2.2** Support the safe and efficient use of the right-of-way by providing best practice examples in the Framework plan, including:
- 2.2.1** Identify opportunities to improve the existing bike infrastructure on Ravenswood Ave and connect to the city-wide bicycle network.
  - 2.2.2** Address conflicts between truck loading and other transportation modes with particular attention to ADA accessibility, bicycles and pedestrians, and determine if safety enhancements can be made.
- Encourage the Greater Ravenswood Chamber of Commerce (GRCC) and SSA #31 to undertake a corridor planning initiative for the right-of-way and collaborate with community stakeholders including businesses, property owners, aldermen, and CDOT to identify opportunities to improve the safe and efficient use of the right-of-way.

## 3

**BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR****Proposed principles to support this goal:**

- 3.1** Support the authentic industrial heritage of the area through the use of design guidelines.
- Encourages re-use and appropriate rehabilitation of buildings that are characteristic of the corridor's unique, authentic industrial heritage.
  - Provides guidance on compatible new construction (including additions) to fit within the context of the industrial heritage.
  - Implemented by DPD, property owners and community stakeholders.

## 3

**BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR****Proposed principles to support this goal:****3.2 Pursue a future National Register District nomination.**

- Process requires approval by the National Park Service.
- Contributing buildings in a National Register District are eligible for a 20% Federal Rehabilitation Tax Credit and Preservation Easements.
- Implemented by DPD

## 3

**BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR****Proposed principles to support this goal:**

- 3.3** Encourage multiple uses of the parking areas along Ravenswood Avenue to provide outdoor activities for businesses and the community.
- 3.4** Encourage enhancement and management of the landscaped areas near the rail embankments through existing and new partnerships.
- For both 3.3 and 3.4, encourage the Greater Ravenswood Chamber of Commerce (GRCC) and SSA #31 to undertake a corridor planning initiative for the right-of-way and collaborate with businesses, property owners, tenants, aldermen, CDOT, and other community stakeholders to identify opportunities to utilize the right-of-way for opportunities including CDOT's Make Way for People program, parking, landscaping, public art, community gardens and pathways. Reference the Best Practice Guidelines in the Appendix of the Framework Plan.
  - Implemented by GRCC, SSA #31, LIRI, CDOT, property owners, and interested community stakeholders

## 3

**BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR****Proposed principles to support this goal:**

- 3.5** Encourage sustainable development practices within the corridor through the use of solar power and green building techniques and promote available incentives.
- Best practice design guidelines will include reference examples.
  - Implemented by DPD and interested property owners.

The following guidelines will appear in the Appendix section of the Ravenswood Industrial Corridor Framework Plan: **1) Design Guidelines for Buildings**, and **2) Best Practice Guidelines for the Public Realm**. The guidelines are meant to perpetuate the cohesive feeling of the corridor and allow flexibility while maintaining historic form and character as well as a contemporary vibrant function – and may be updated as needed.

## **Appendix 1: Design Guidelines for Buildings**

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 (see Historic Character Map, above slide #9) 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 will apply to new construction, additions, and character buildings as identified on the Historic Character Map, and will be enforced by DPD through the zoning process for Planned Developments, zoning change requests, and projects that require Zoning Board of Appeals approval.

# *Design Guidelines for Buildings – Appendix 1*

**STEP**  
**2**



**REPAIR**



**REFRESH**



**NEW**

# *Design Guidelines for Buildings – Appendix 1*



- 1. Rehabilitation of Existing Buildings**
- 2. Additions to Existing Buildings**
- 3. New Construction**
- 4. Sustainable Solutions**

# Design Guidelines for Buildings – Appendix 1

## 1. Rehabilitation of Existing Components

- **Masonry**

- Maintain or restore original masonry walls and decorative features.
- Repair brick, limestone, and terra cotta features with compatible materials/methods.

- **Windows**

- Repair historic wood and metal windows where possible. Restore openings where infilled.
- New windows should replicate original sash and mullion configurations.
- Use energy-efficient glass.
- New or enlarged openings should be consistent in character with other window openings.

- **Doors & Grills**

- Maintain and repair doors and openings where possible.
- New doors should be similar in appearance to historic doors found in the corridor.
- Security grills should be sympathetic to the style of the corridor and as inconspicuous as possible.

- **Signage**

- Maintain or restore pressed brick and decorative masonry signs that are incorporated into building facades.



# Design Guidelines for Buildings – Appendix 1

STEP  
2

## 1. Rehabilitation of Existing Components (continued)

### • Storefronts

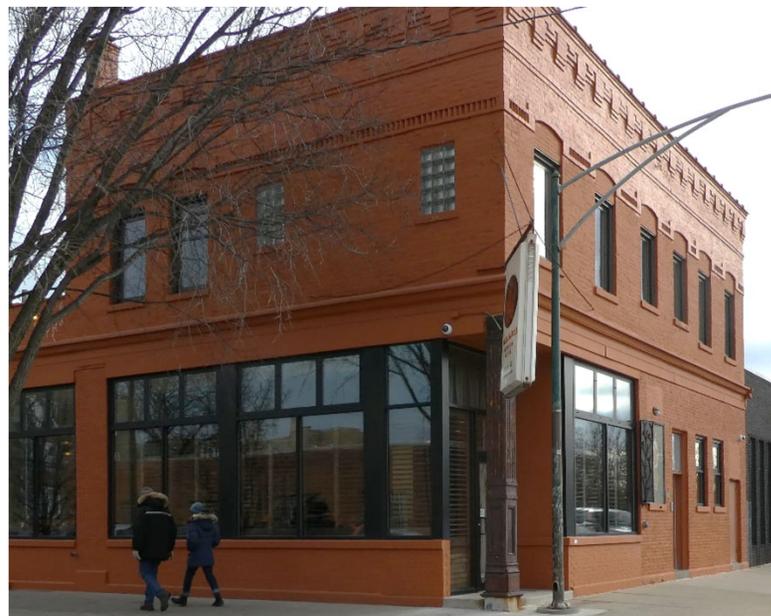
- Repair original storefronts where possible.
- Restore openings where infilled.
- New storefront and entrance systems should be similar to historic configurations found in the corridor.

### • Awnings and Canopies

- Flat and shallow-angled metal canopies at entrances are appropriate in the corridor.
- Signage on awnings and canopies should be limited in size.
- Curved, bubble, and other exaggerated shaped canopies are discouraged.

### • Lighting

- Lighting should be used to highlight architectural features, storefronts, and signs.
- Use energy efficient LED lighting.
- Use inconspicuous light fixtures.



# Design Guidelines for Buildings – Appendix 1

STEP  
2

## 2. Additions

- **Side and Rear Additions**

- Use compatible and complementary materials found in the Corridor or contemporary interpretations
- Maintain consistent streetwall
- Additions should be compatible in scale to adjacent buildings
- Synchronize floor heights, fenestration style and scale with adjacent buildings



- **Rooftop Additions**

- Minimize visibility from street, particularly mechanical and equipment additions
- Use compatible and complementary materials found in the Corridor or contemporary interpretations



# Design Guidelines for Buildings – Appendix 1

## 3. New Construction

- **Complementary Design**

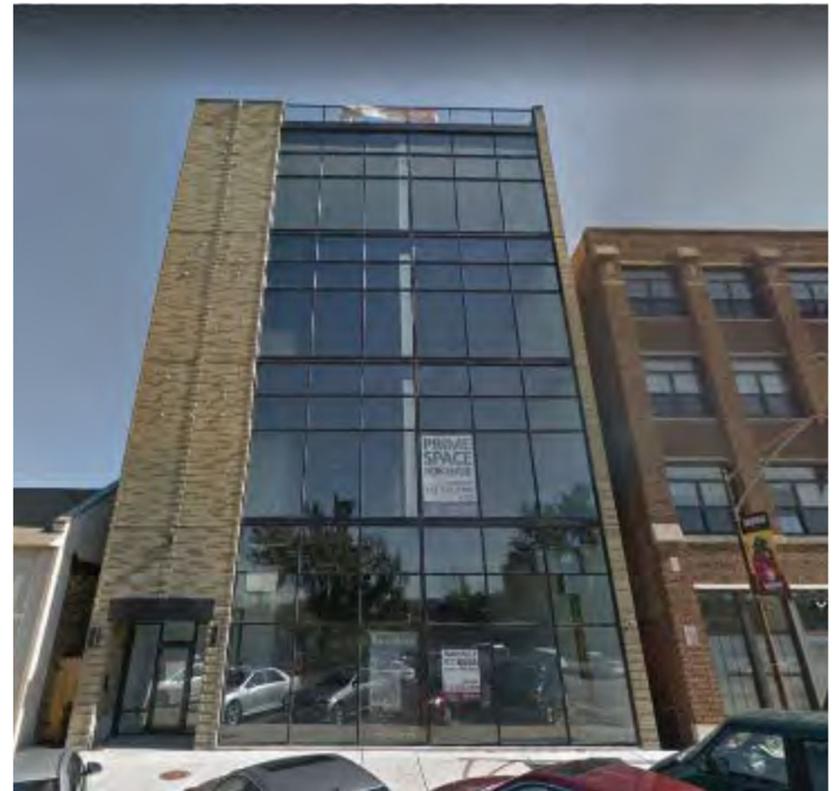
- New design should respect scale, proportions and depth of features found in the corridor or contemporary design that is complementary
- Avoid introduction of new historic styles not typical of the corridor, including imitation / exaggerated motifs

- **Orientation, Massing, And Scale**

- Encourage developments that are compatible in scale to adjacent buildings
- Synchronize floor heights, fenestration style and scale with adjacent buildings
- Orient primary façade along Ravenswood Avenue and major cross-streets (e.g., transit corridors)

- **Materials**

- Use materials typical of the buildings in the corridor, such as brick, metal, glass, etc.



# Design Guidelines for Buildings – Appendix 1

STEP  
2

## 4. Sustainable Solutions

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

- **Roofs**
  - Solar Panels generate electricity to power facilities
  - Green Roof provides thermal and sound insulation
- **Best Management Practices for Onsite Stormwater**
  - Vegetated Swales and Bioswales
  - Permeable Pavement for parking lots and storage
  - Bioretention using conditioned soil, mulch and plant matrix to collect, and infiltrate stormwater
  - Rain Gardens irrigated with rainwater runoff from impervious surfaces



## **Appendix 2: Best Practice Guidelines for the Public Realm**

Best practice 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 developed by Corridor stakeholders in a subsequent planning and design effort conducted by the Greater Ravenswood Chamber of Commerce (GRCC) and Special Service Area (SSA). This section can provide guidance for future community-led planning for projects in the public realm areas within the corridor.

### **Best practice guidelines for the public realm include:**

- 1. Transportation and Mobility**
- 2. Placemaking, Open Space and Sustainability**

## *Best Practice Guidelines for Public Realm – Appendix 2*



**TRANSPORTATION**



**PLACEMAKING**



**OPEN SPACE &  
SUSTAINABILITY**

## 1. Transportation and Mobility: Pedestrians

The Ravenswood Industrial Corridor stakeholders may wish to pursue additional plans or studies for the public way governing the pedestrian experience thorough the corridor, whether venturing to/from employment destinations, visiting local businesses, using the transit stations, or other purposes. All improvements should incorporate the strategies included in the City of Chicago Pedestrian Plan, City of Chicago Pedestrian and Bicycle Safety Initiative, and Complete Streets guidelines to the greatest extent possible. A detailed plan could include the following elements:

- **Walkways**
  - Sidewalks (width, materials and maintenance, clearance for ADA)
  - Crosswalks (access/ramps, markings, safety signage)
- **Block Corners**
  - Bump-outs / bulb-outs (for safety, landscaping, stormwater)
  - Crosswalk ramps
- **Signage and Information**
  - Corridor / SSA / Chamber of Commerce motif and identity, design palettes
  - Wayfinding, transportation information
- **Furnishings and Lighting**
  - Planters, receptacles, trash/waste management
  - Pedestrian-scale and reflective of corridor identity



## 1. Transportation and Mobility: Bicycles

The Ravenswood Industrial Corridor stakeholders may wish to pursue development of a detailed plan to improve the bicycling experience within the corridor for leisure and commuter riders alike. All improvements should incorporate the strategies included in the City of Chicago Pedestrian and Bicycle Safety Initiative, Chicago Streets for Cycling Plan2020, and Complete Streets guidelines to the greatest extent possible. A detailed plan could include the following elements:

- **Routes and Markings**
  - Identify opportunities to connect bicycle paths / routes through the Ravenswood Industrial Corridor (north-south and east-west)
- **Bicycle Racks and Parking**
  - Evaluate supply and demand for additional public bicycle racks, and appropriate locations for supplemental stations, as may be needed
- **Bike Share Stations**
  - Coordinate sufficient bike share capacity with Divvy program and appropriate locations for supplemental stations, as may be needed



## 1. Transportation and Mobility: Parking

- **Industrial Parking**
  - Review Industrial Permit parking zones and usage for updates, as may be necessary.
- **Shared Use**
  - Study synergistic use of parking spaces among multiple users, balancing peak demand periods
- **Commuter**
  - Study desired needs or limits on commuter parking for CTA, Metra station users based on commuter travel patterns and destinations
- **Design**
  - Review of design specifications to maximize safety and utilization (e.g., traditional angled, reverse angled, perpendicular, parallel)
  - Explore underutilized right-of-way for additional parking including areas under CTA Tracks and along Honore Street



## 1. Transportation and Mobility: Emerging & Integrated Mobility Technologies

Policies for emerging and integrated mobility technologies will be created by the City of Chicago’s New **Transportation and Mobility Task Force**, which will have its first meeting in late October 2018.

Topics of interest to the Ravenswood Corridor may include:

- **Mobility Service Providers**
  - Transportation Network Company (TNC, e.g., Lyft, Uber), taxi, and kiss-and-ride pick-up and drop-off zones, staging / waiting areas
  - Micro-transit / last mile connection services
- **Electric Vehicles**
  - Charging stations and infrastructure
  - Parking
- **Evolving Technologies**
  - Motorized bikes and eScooters
  - Connected and Automated Vehicles
  - Smart infrastructure



## 2. Placemaking, Open Space & Sustainability

- **Railroad Embankment**

- Cleanup and access to surplus space not needed for railroad safety buffer
- Landscaping consistent / compatible with landscaping and maintenance program on west side of Ravenswood
- Expansion(s) of community gardens



- **Under CTA Tracks**

- Commuter Parking
- Public use / plaza space



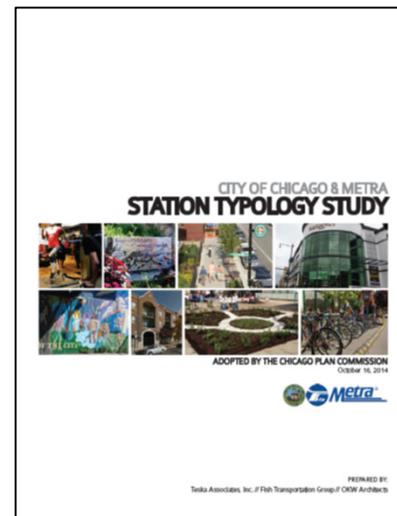
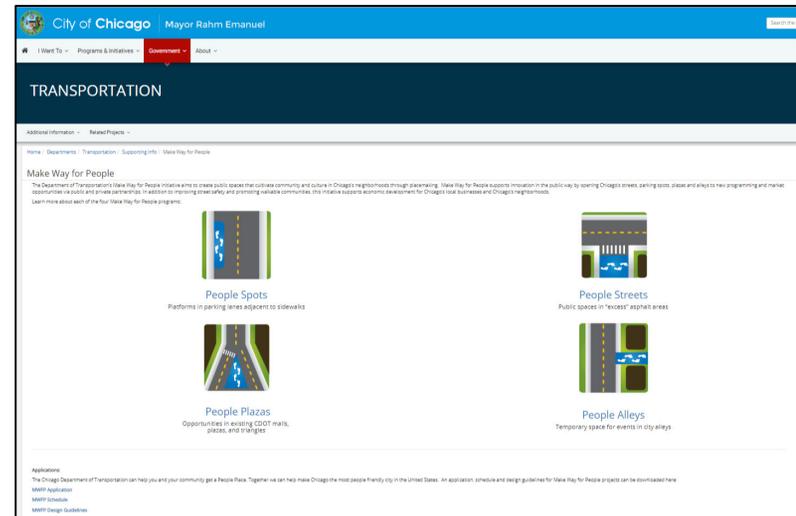
- **Stormwater Management**

- Plantings and landscaping in public way (embankment, parkways, corners) to collect, and infiltrate stormwater runoff from impervious surfaces (Vegetated Swales, Bioswales, Bioretention, Rain Gardens)
- Permeable Pavement applications for parking and other applicable services



## 2. Placemaking, Open Space & Sustainability

- **Make Way for People / Pop-Up Urbanism Projects**
  - Reclaim sections of public realm (e.g., on-street parking, alley, excess road) for short-term / temporary people-oriented uses and events (e.g., parklets, cafes, public markets)
  - Refer to CDOT Make Way for People program for guidelines and process.
- **Metra Typology Study**
  - Incorporate appropriate transit-friendly design elements including transit, streetscape, and public art (requires property owner agreement).



Thank you for taking the time to review this material. Please give us your feedback on the draft goals and principles via email:

[DPD@cityofchicago.org](mailto:DPD@cityofchicago.org) by Friday, October 26, 2018. Members of our project team are available to discuss these materials with you if needed - please contact me if you are interested.

The project team will review your input, and continue to develop the principles to support the goals for the Ravenswood Industrial Corridor, which will be shared at an upcoming public meeting in November (date TBD).

Please contact me with any questions.

Todd Wyatt

DPD

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