

Industrial Corridor Modernization Ravenswood



**Working Group
Materials for Review
7.10.2018**



Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

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Dear Working Group member:

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

After gathering data, analyzing existing conditions, and listening to stakeholders, we have developed 3 goals and several draft policies to support those goals.

Please review the enclosed materials and provide us with your feedback via SurveyMonkey (instructions on last page – Step 3) by **July 24, 2018**. The results of this survey and previous public input will be considered as we move towards creating guidelines for the modernization of the Ravenswood Industrial Corridor.

We appreciate your involvement in this planning process!

Instructions for Working Group review:

**STEP
1**

Review summary of Industrial Corridor Modernization process

**STEP
2**

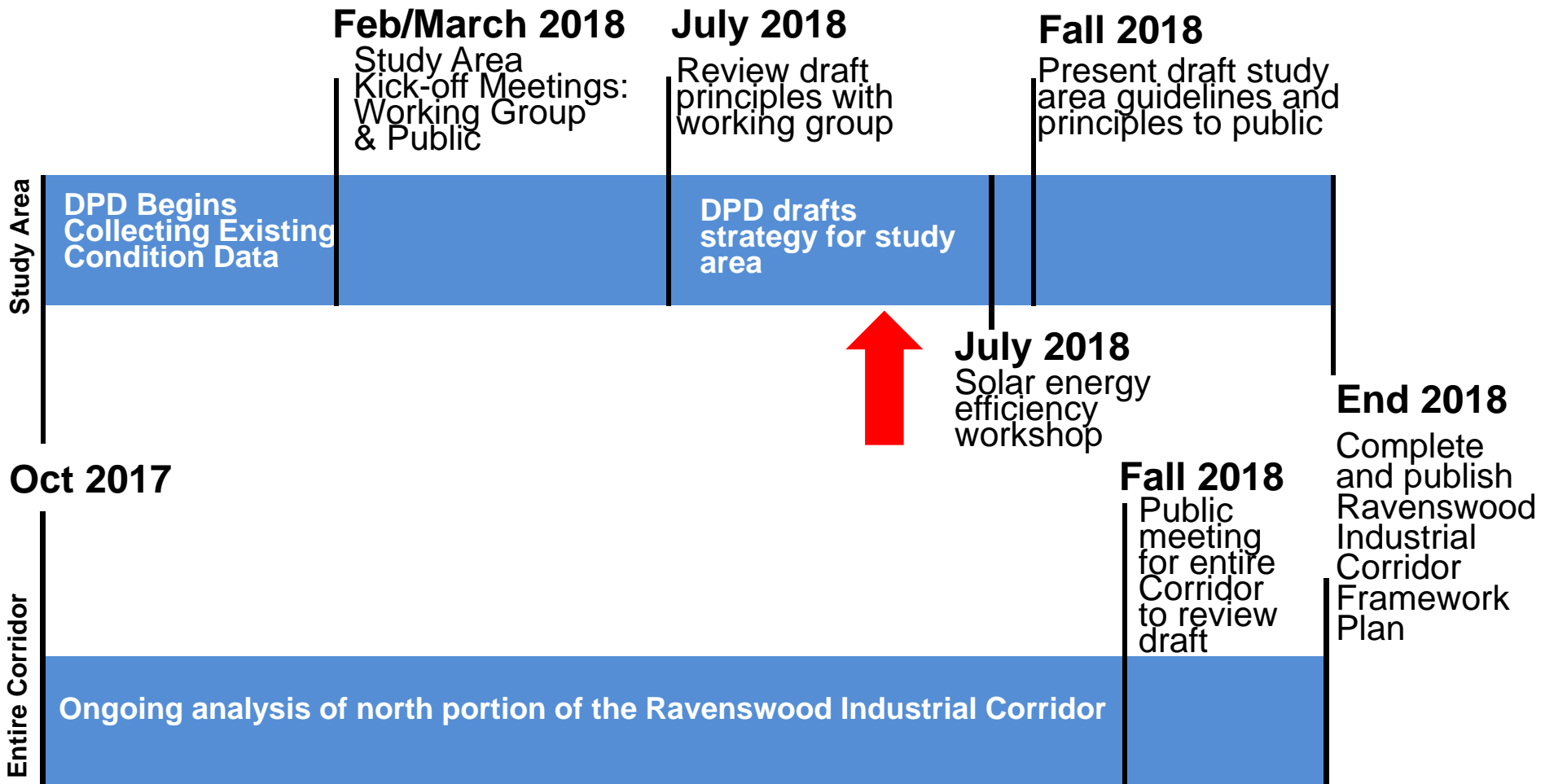
Review goals, supporting data, and draft principles

**STEP
3**

Participate in Online Survey via SurveyMonkey

Proposed Timeline

STEP
1



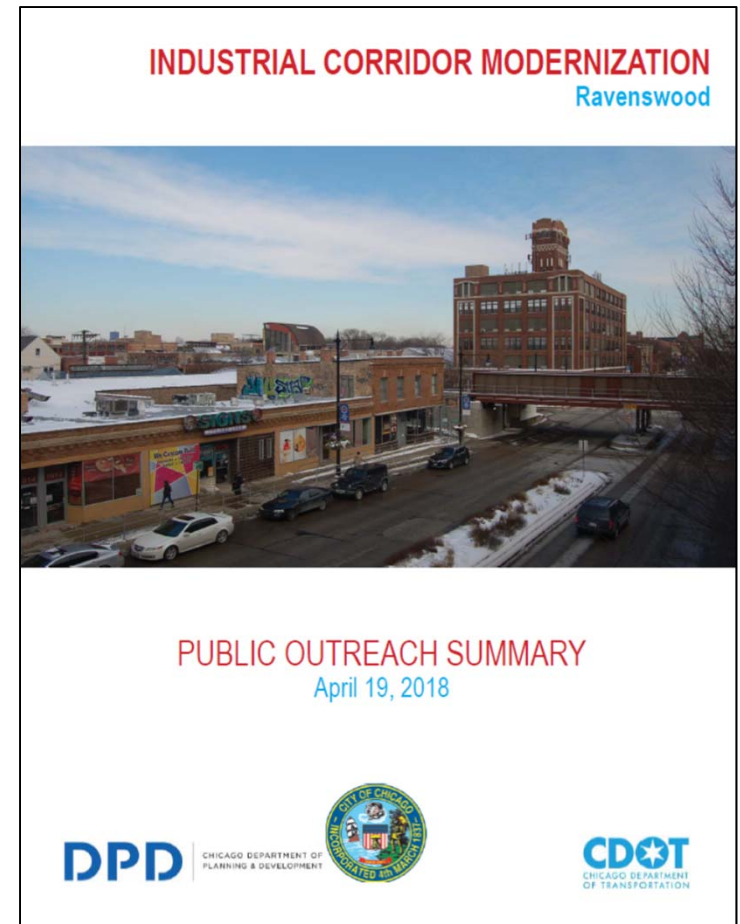
Overview of Public Outreach

STEP
1

Public input obtained via:

- Working group meeting (2.26.18)
- Public meeting (3.21.18)
- Comment cards and emails
- Online survey:
 - 192 participants
 - 10 questions

Public Outreach Summary
published online 4.19.2018



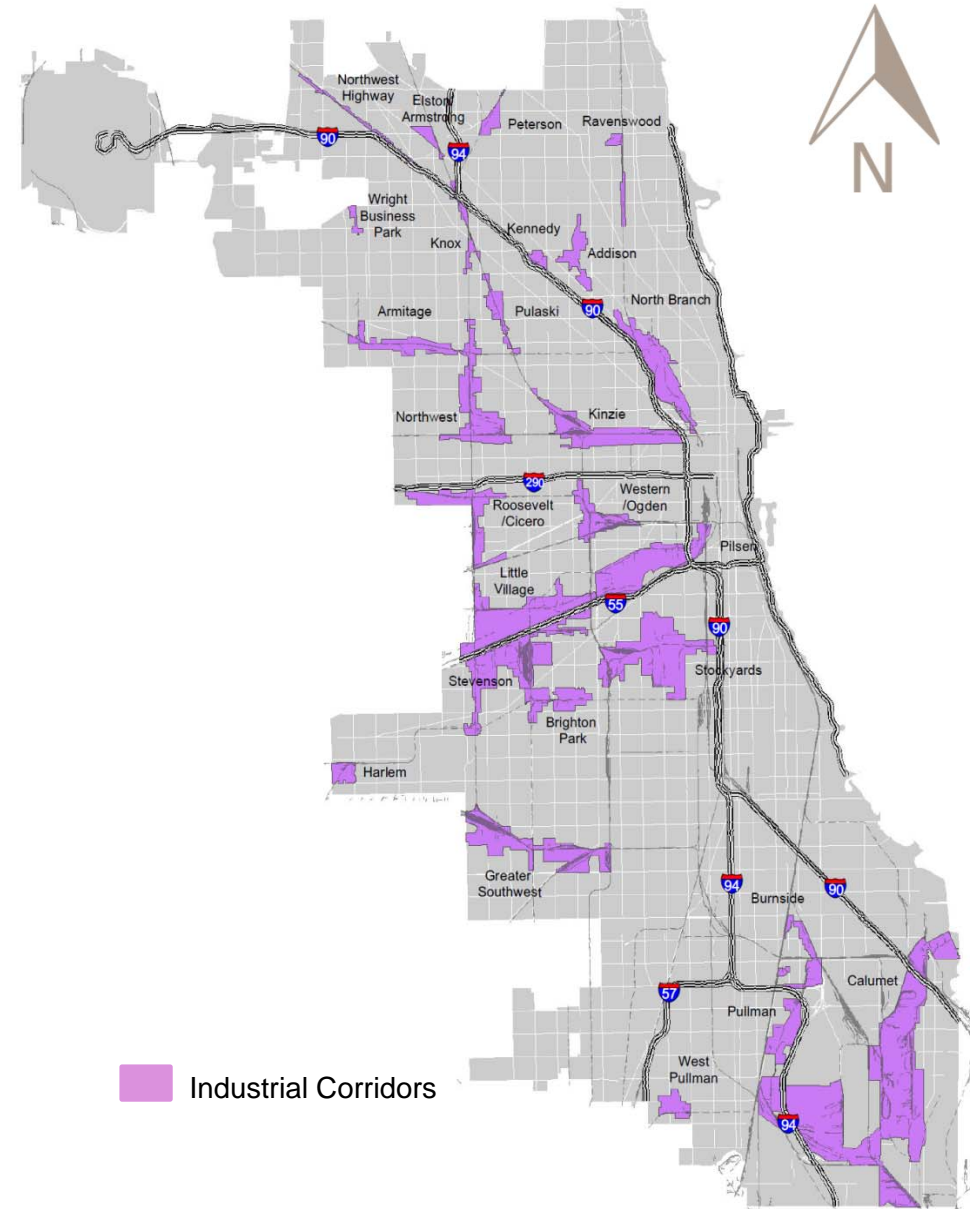
www.tinyURL.com/RavenswoodIC

Chicago's Industrial Corridor System

STEP
1

Beginning in the early 1990's Industrial Corridors were established as a planning tool.

- Chicago's 26 Industrial Corridors contain about 12% of the city's land
- Range in size from 70 to 3,500 acres
- Offer industrial land for new and expanded manufacturing and related uses



Industrial Corridor Modernization Initiative

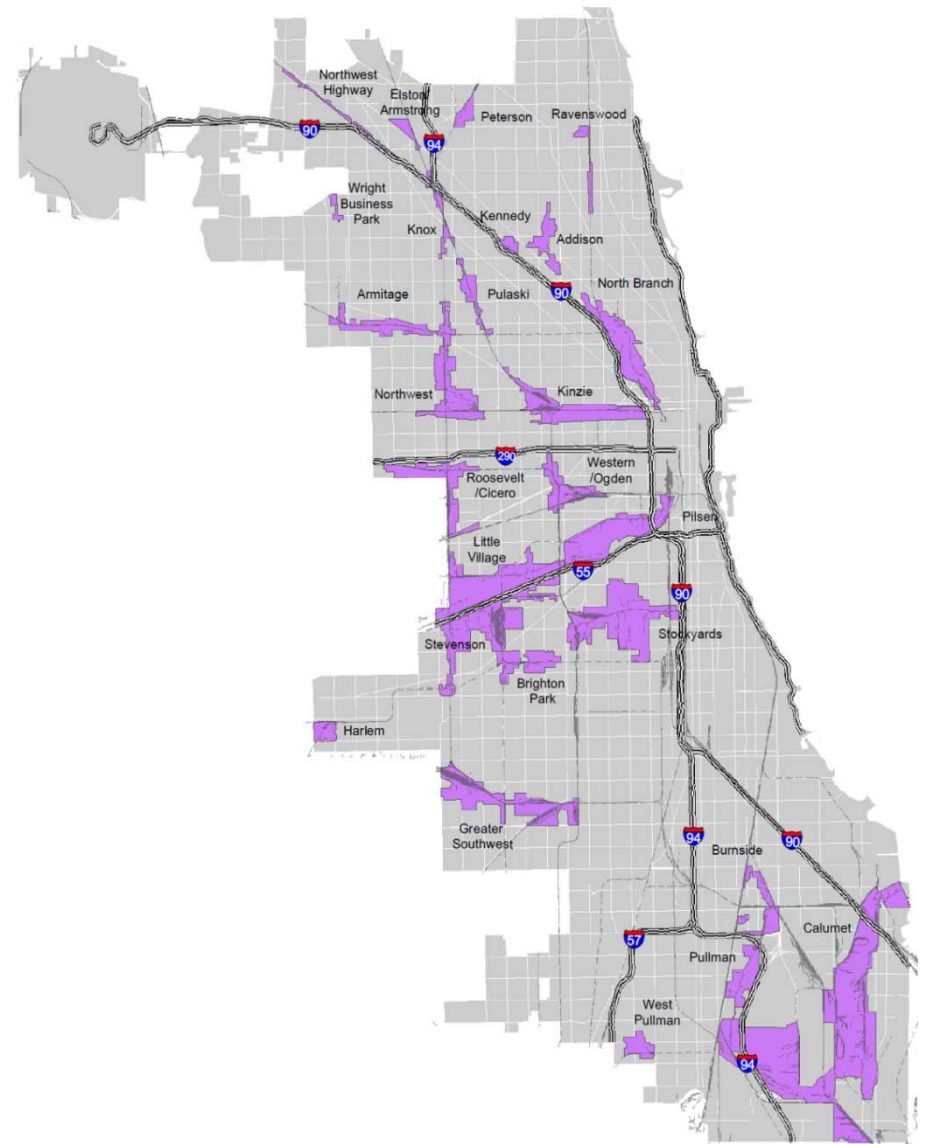
STEP
1

In 2016, DPD began evaluating Chicago's 26 Industrial Corridors in order to:

- Better understand the industrial marketplace
- Evaluate the need for updates to land regulations necessary to promote job creation
- Respond to changing employment trends by recommending physical improvements to public spaces

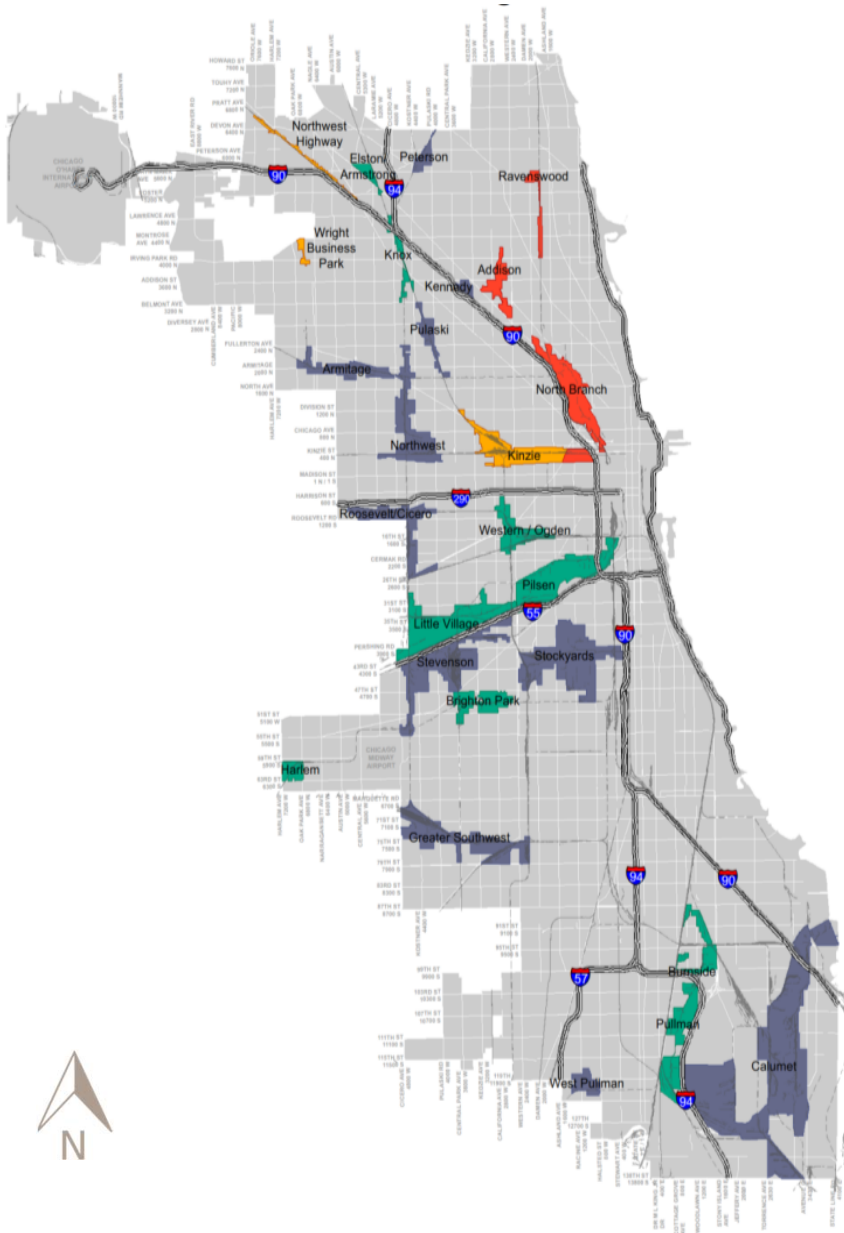
Eventually, each corridor study will result in:

1. A potential new land use framework reflecting trends specific to that area
2. Design guidelines (where applicable)



Citywide Core Employment Trends 2002 - 2014

STEP
1



Manufacturing
(Largest number of jobs are in manufacturing and are stable or growing)

Manufacturing and Moving & Storing Goods
(Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)

Business to Business
(Largest number of jobs are in business support services and are stable or growing)

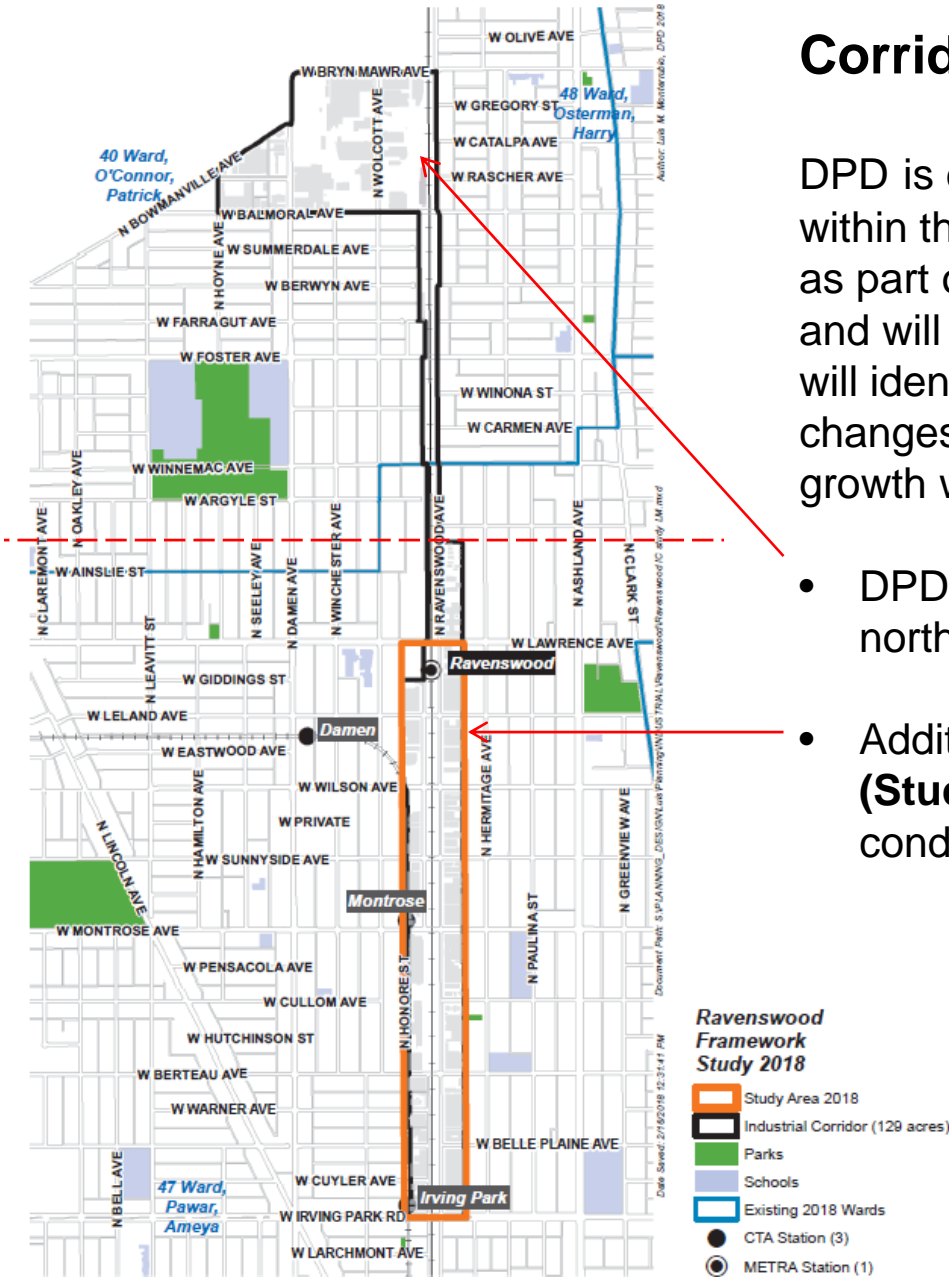
Info & Tech
(Largest number of jobs are either information technology and management or business support services and are stable or growing)

Ravenswood Industrial Corridor

Corridor Modernization Overview

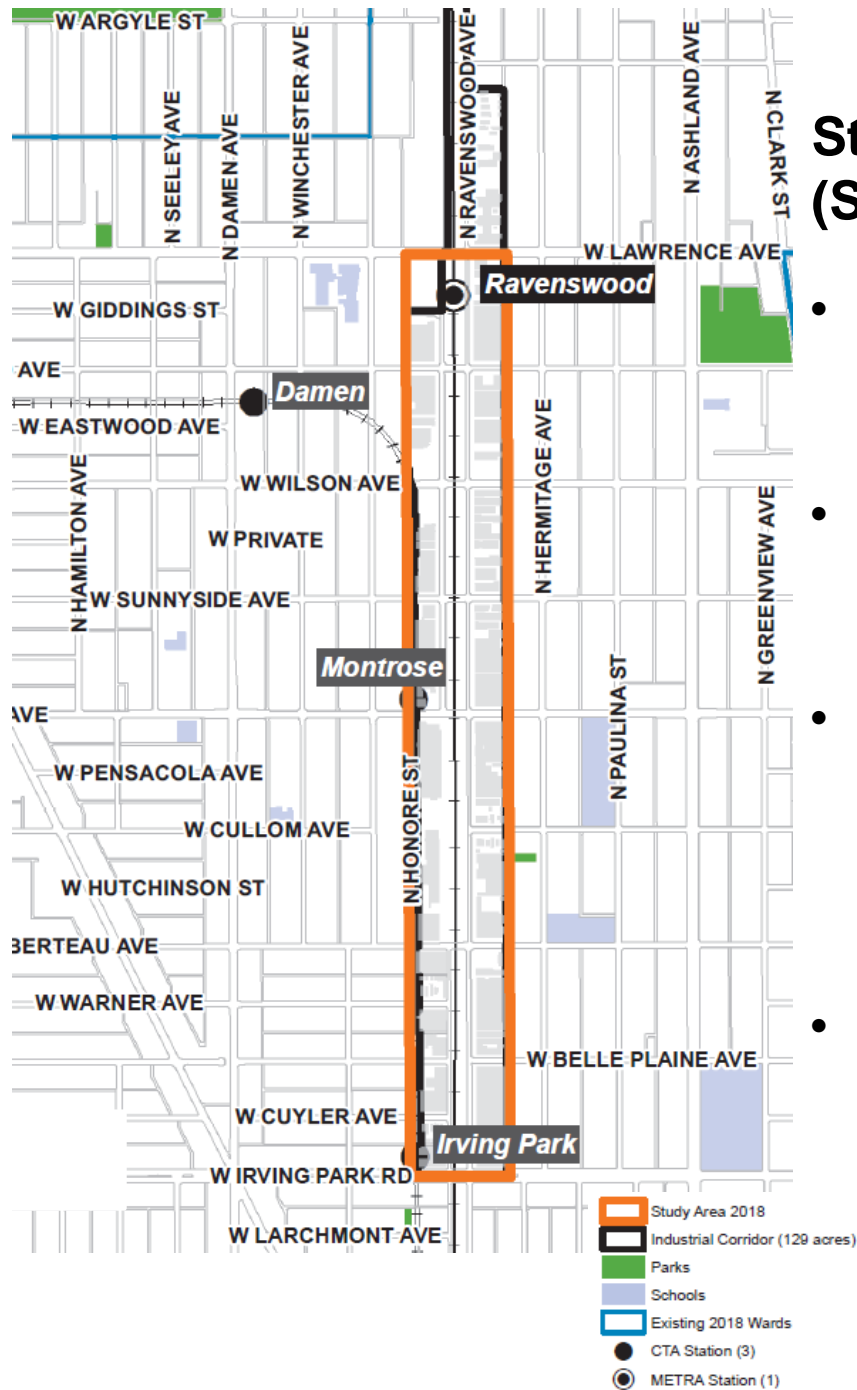
DPD is evaluating *land use and employment trends* within the *entire* Ravenswood Industrial Corridor (RIC) as part of Industrial Corridor Modernization initiative, and will ultimately result in a Framework Plan which will identify goals and may recommend regulatory changes necessary to promote continued economic growth within the RIC.

- DPD will continue to meet with stakeholders in the northern section of the corridor to obtain feedback.
- Additional focus is needed in the **southern portion (Study Area)** of the RIC due to unique market conditions and changing employment trends.



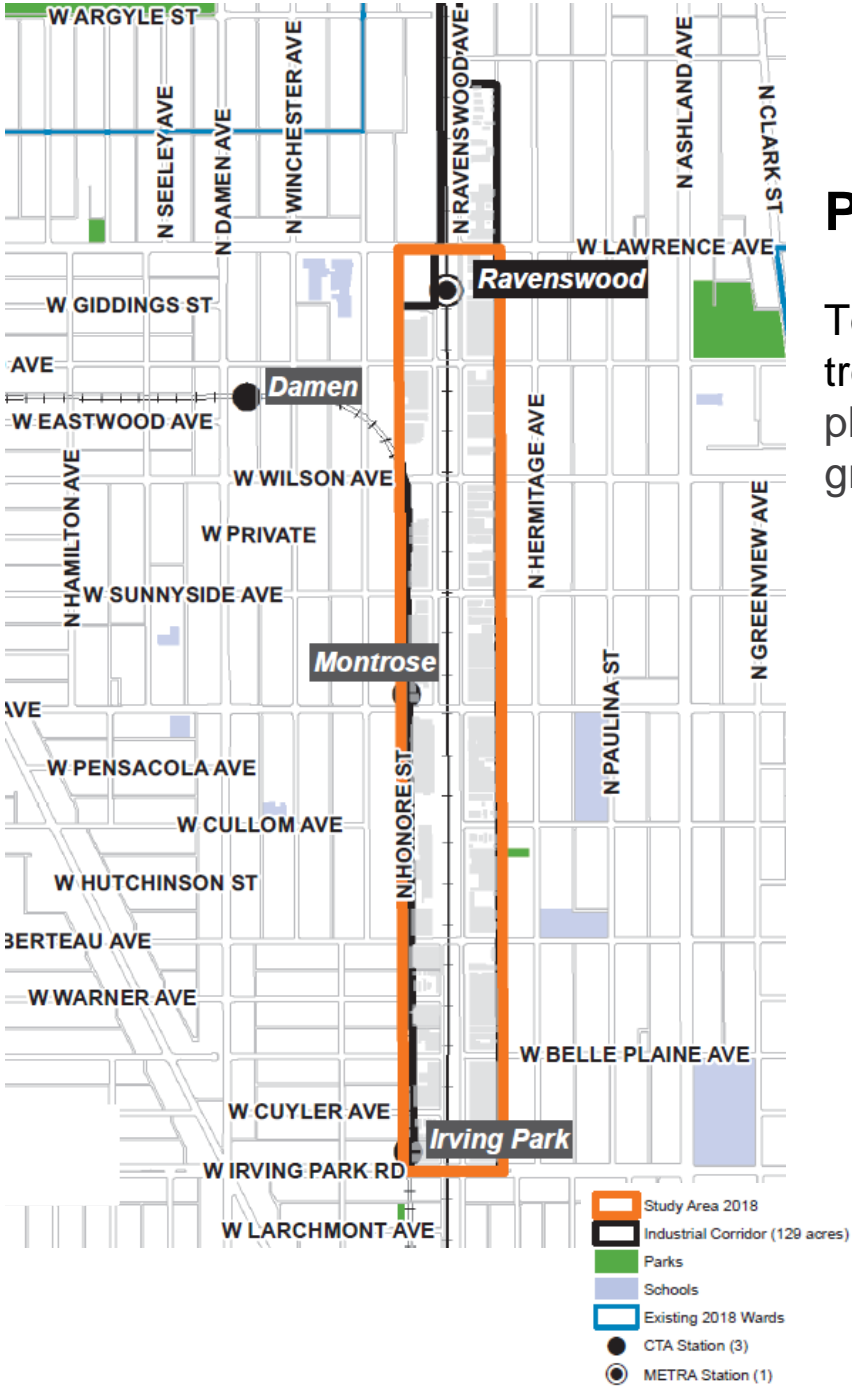
Study Area Discussion: (Southern Portion of Industrial Corridor)

- **Land Use & Zoning**
 - Evaluate employment and land use trends and relevance of current industrial corridor boundary
- **Character**
 - Assess historic resources and preservation strategies
- **Transportation**
 - Maximizing the transit-served location
 - Identify opportunities to improve access and safety
 - Evaluate opportunities to accommodate changing automotive technology
- **Sustainability**
 - Identify opportunities to incorporate best practices for stormwater management within open space
 - Evaluate opportunities for using solar power



Project Purpose:

To review existing conditions, recent employment trends, and community input and create a framework plan which will assist decision makers in guiding future growth within the Ravenswood Industrial Corridor.



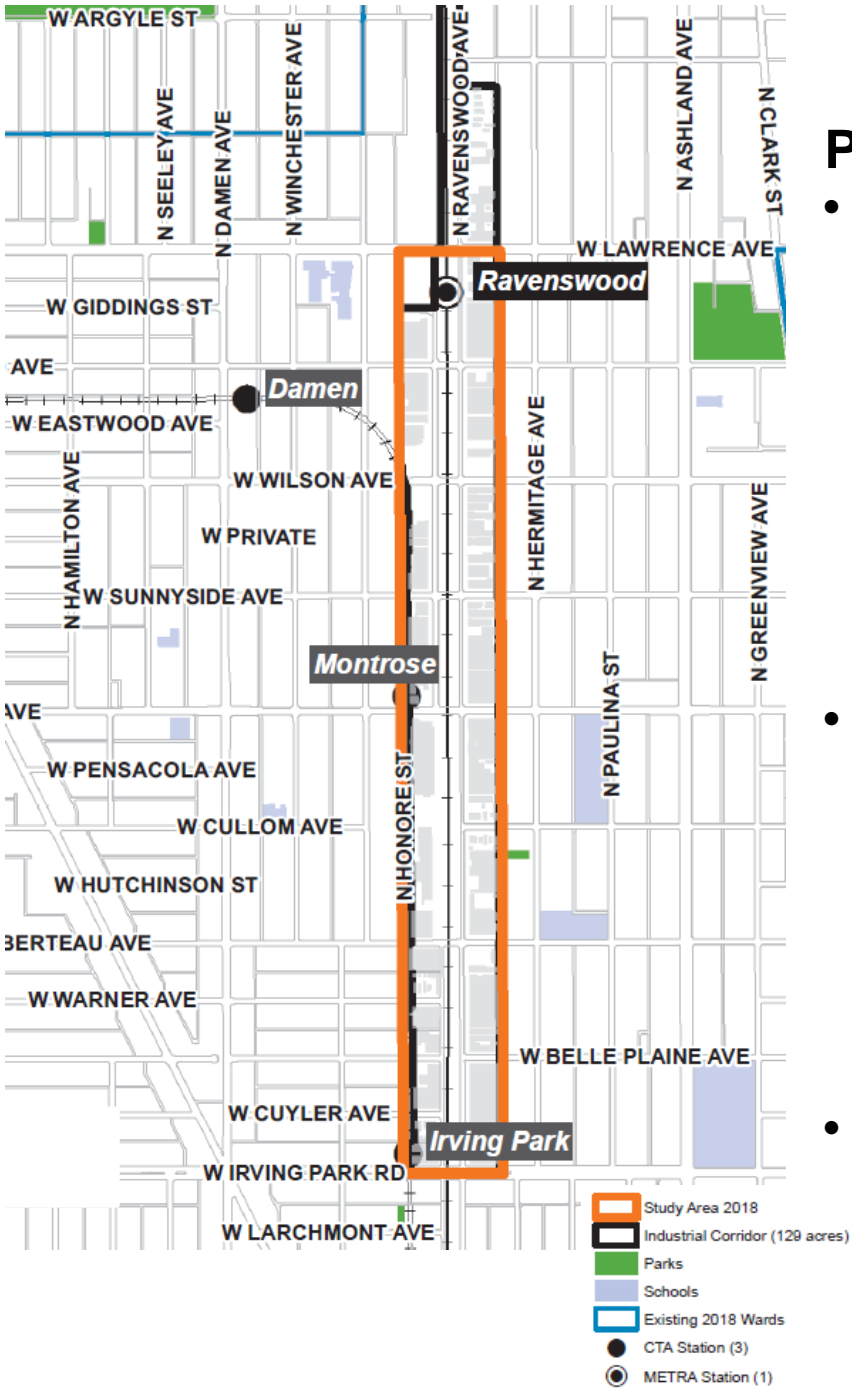
Participant Roles:

- **Project Team** engages assistance from Working Group members and the public to develop ideas for land use strategies and design guidelines:

DPD (Lead)
 AECOM (DPD's consultant)
 CDOT
 CTA
 METRA/UP

- **Working Group** (representatives of business sector organizations, and neighborhood groups) will collaborate with Project Team to develop concepts, and provide input and feedback prior to public meetings. The Working Group will also serve as project ambassadors, generating interest and participation in this project.

- **Public** will collaborate with the project team and provide input through public meetings and an online survey.



After analyzing existing conditions data and feedback from previous working group and public meetings, DPD has created draft goals and principles that will eventually become part of the framework plan.

1

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

2

IMPROVE ACCESS AND SAFETY FOR ALL TRANSPORTATION MODES IN THE RAVENSWOOD INDUSTRIAL CORRIDOR

3

BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR

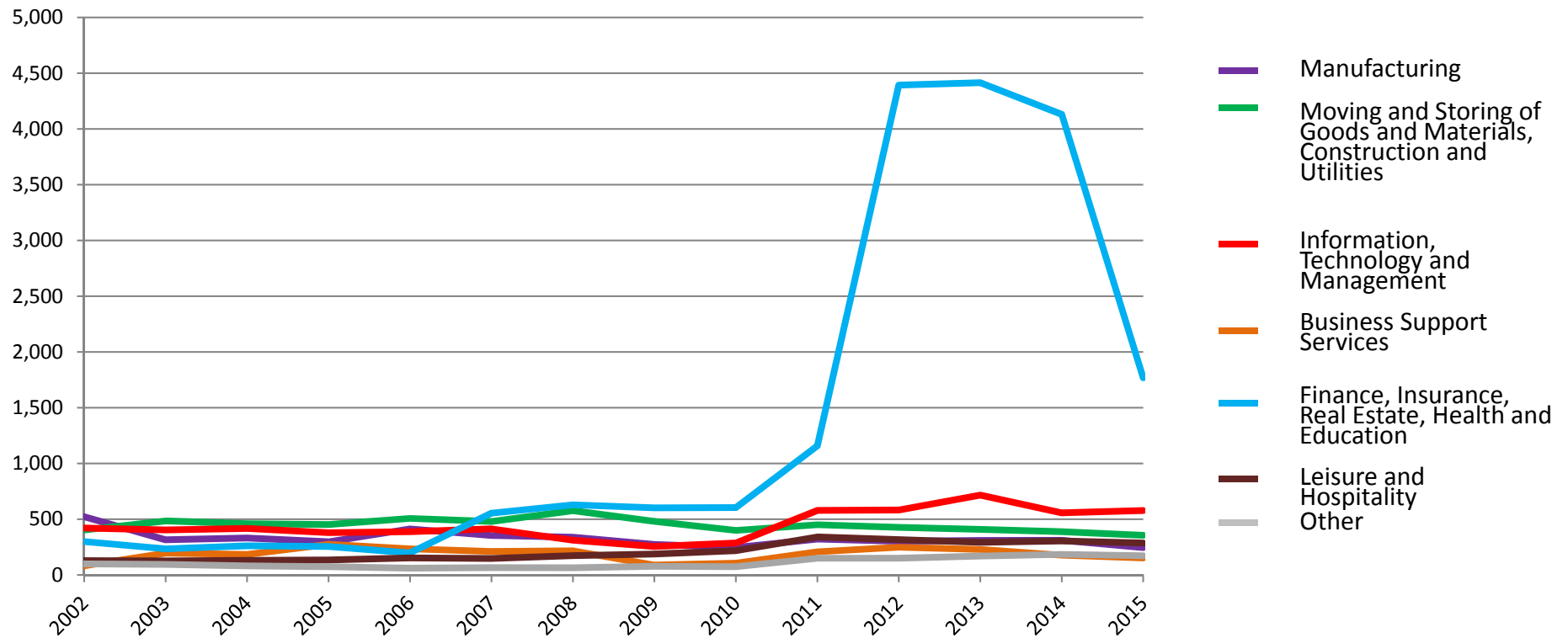
1 MAINTAIN THE RAVENSWOOD INDUSTRIAL CORRIDOR AS AN ECONOMIC ENGINE AND VITAL JOB CENTER

Research highlights and public input:

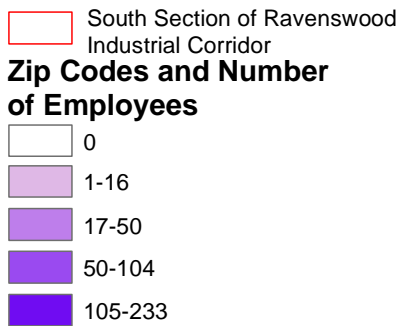
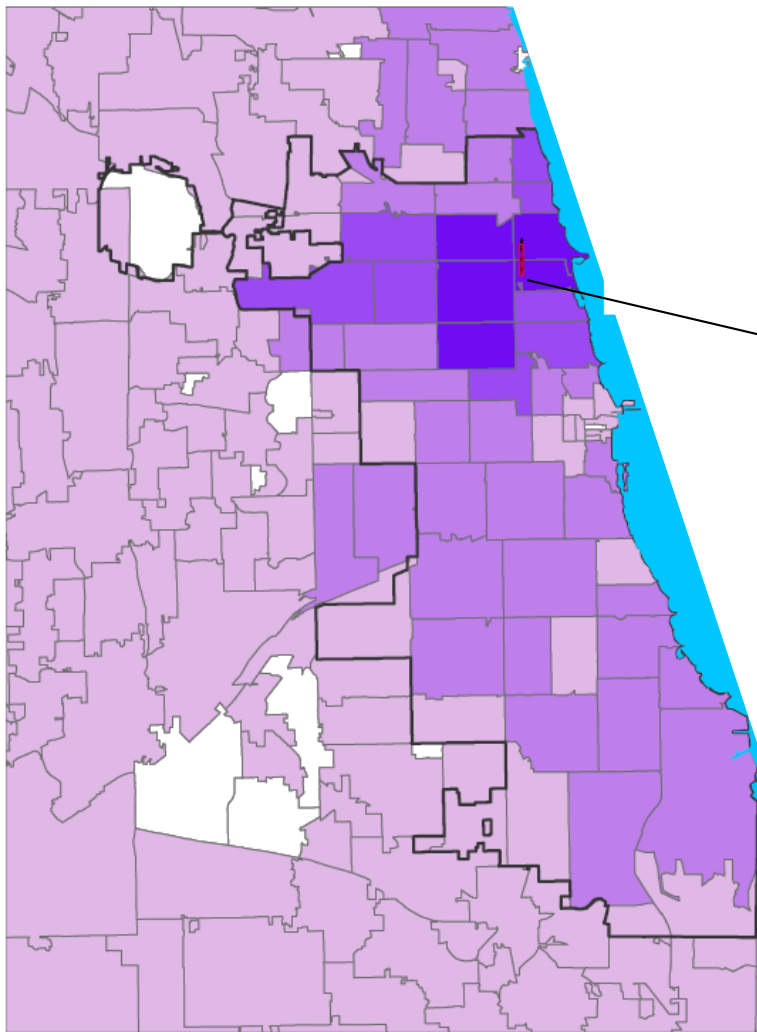
- The south portion (study area) is changing. Between 2002-2015, Manufacturing jobs declined by over 50% and Office-related jobs significantly increased. There are currently 3600 jobs in the study area.
- The study area is transitioning from light industrial to an active hub for small-scale manufacturers and offices, and offers unique features including abundant transit options within a walkable neighborhood, and unique buildings suitable for a variety of uses.
- The predominant M1 zoning allows light manufacturing (including breweries with accessory restaurants & bars), and offices, while limiting residential and retail (unless manufactured on site).
- C3 zoning allows for expanded retail uses, light manufacturing, offices, and also restricts residential use.

Employment Trends (Study Area) 2002-2015

- Manufacturing jobs **decreased 53%**
- Information, Technology and Management **increased 38%**
- Finance, Insurance, Real Estate, Health, Ed **increased 489%**
- Business Support Services **increased 83%**



Employment Trends (Study Area): Where workers live

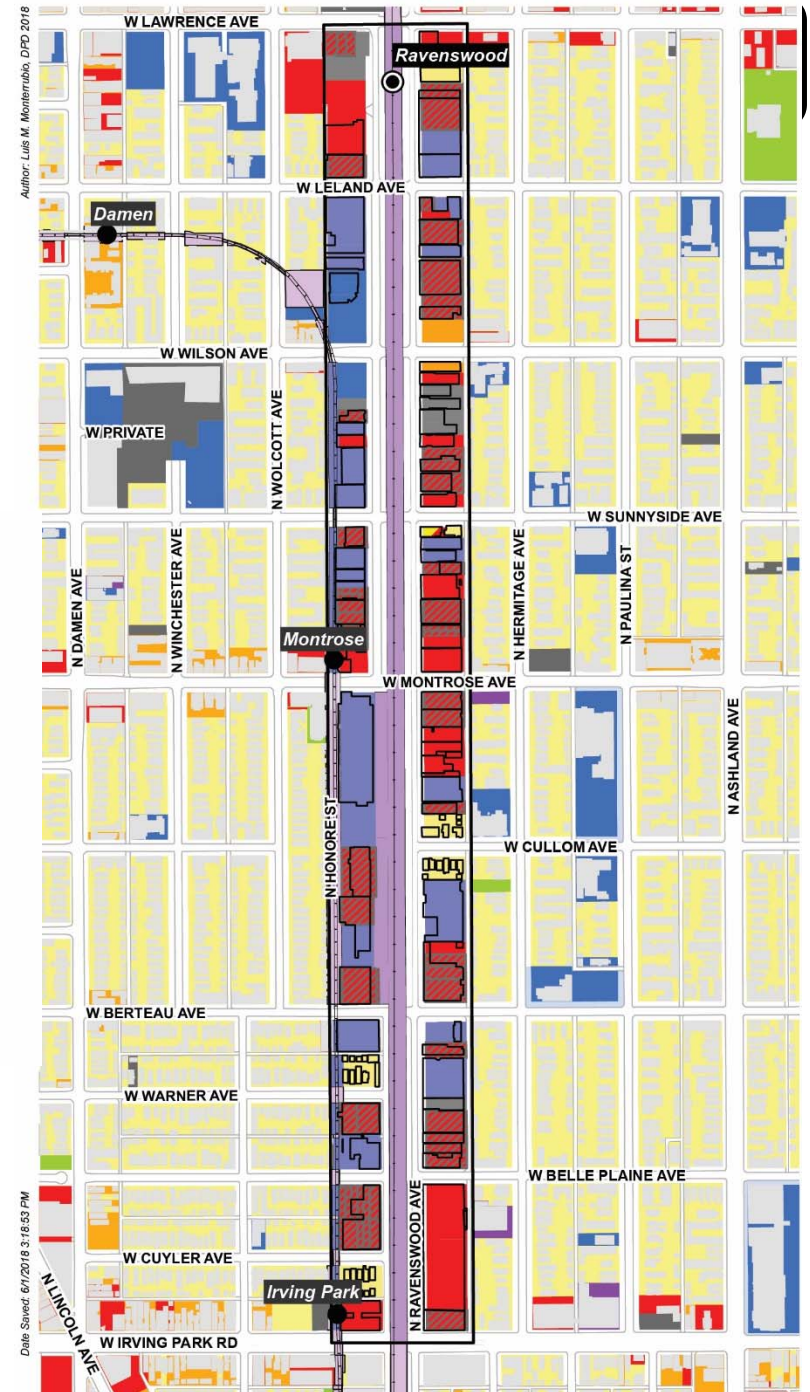
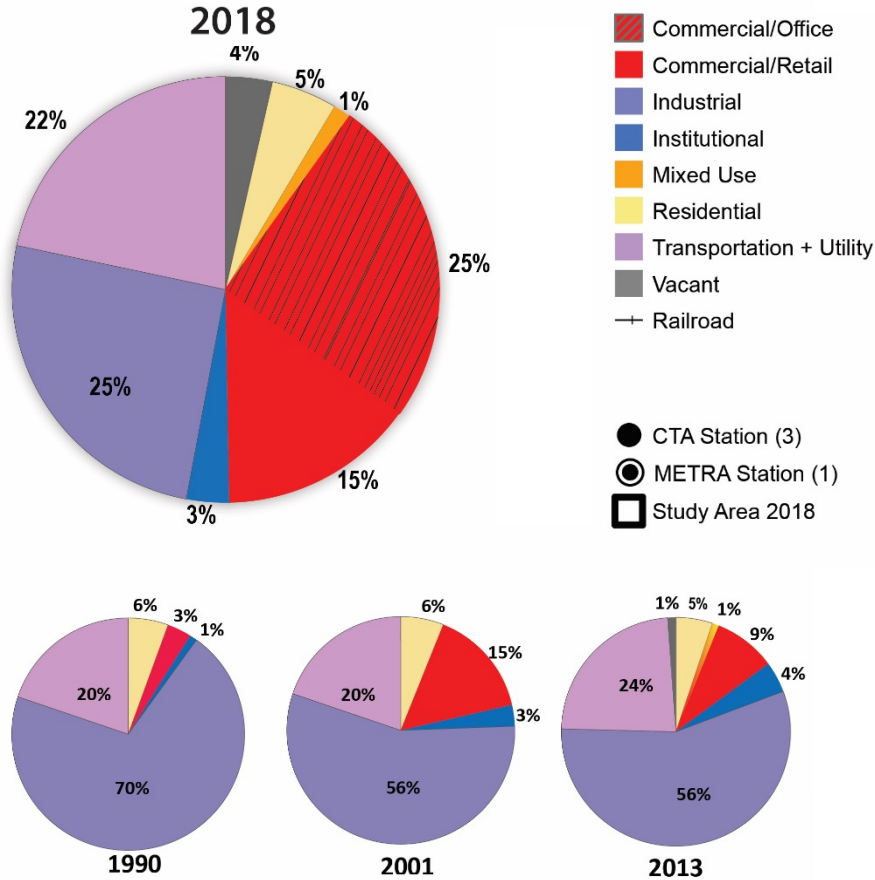


- Total jobs in **study area** = 3,559

Land Use Trends (Study Area)

Over the past 28 years:

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



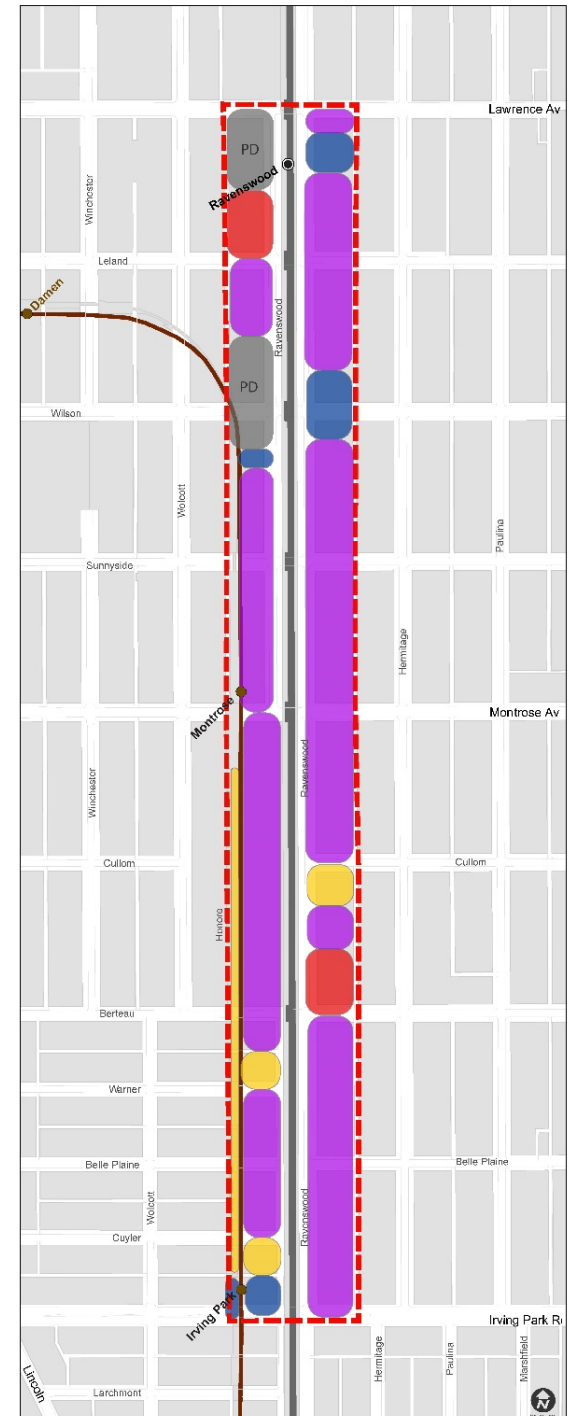
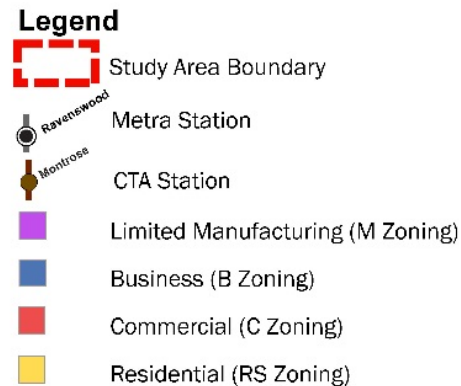
Existing Zoning

M1 ■ zoning allows continuation of the following land uses:

- Limited manufacturing
- Office / business services
- Commercial / retail as an accessory to manufacturing or office

Residential is currently limited to areas currently zoned R ■ and B ■

C ■ zoning allows for essentially the same uses as M, but allows for larger retail size limits



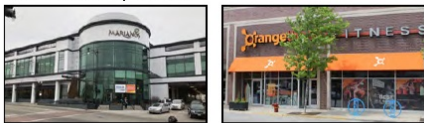
Zoning / Land Use Analysis

STEP 2

Encourage uses that are not core to the goal of maintaining the corridor as a *job center* to locate on intersecting arterial streets, which already have B and C zoning.

- Adjacent commercial corridors can accommodate diverse retail uses and mixed-use development
- Residential development can be accommodated in interior blocks, outside of the corridor

Commercial/Retail



New and proposed commercial uses that are not supportive or accessory to primary industrial and manufacturing or office employment uses in the corridor should be redirected to nearby commercial streets, which already have B and C zoning. Larger footprint retail, including shops, retail services, restaurants and entertainment, will also benefit from the multi-modal visitor traffic on these corridors outside of the study area, and are contextually compatible with existing uses and facilities.

Mixed-Use










Transit-supportive mixed use developments are compatible with the corridors intersecting Ravenswood.

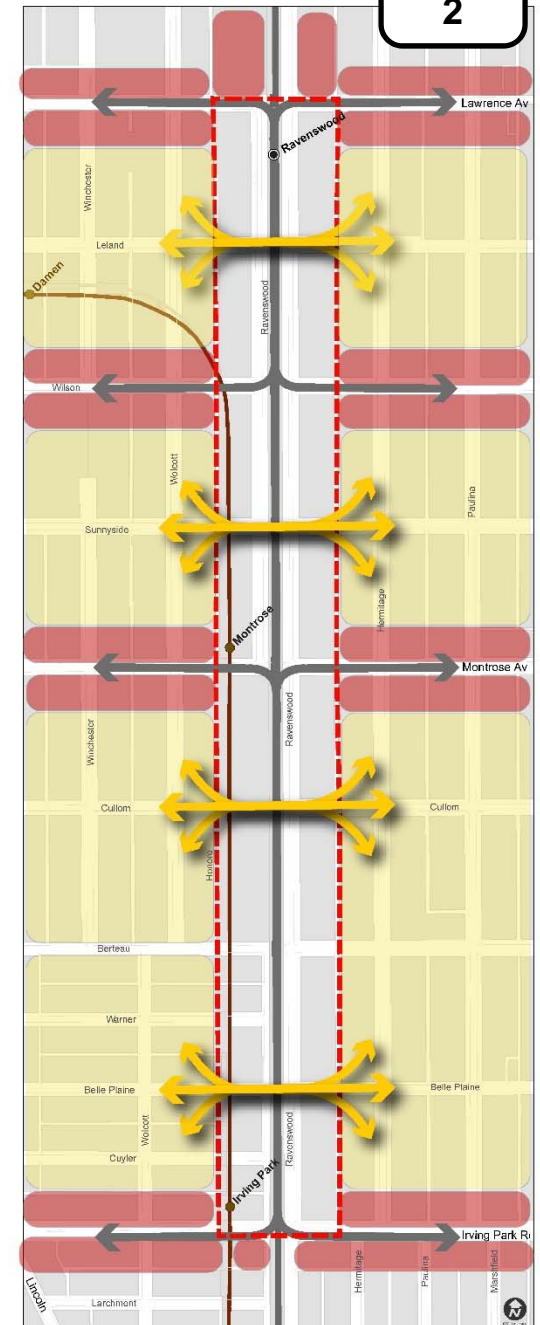
Residential



Residential uses of various scale are more appropriate to interior blocks off the Ravenswood corridor, on neighborhood streets or minor collector streets, in terms of building form and compatibility of activity with adjacent uses.

Legend

-  Study Area Boundary
-  Ravenswood Metra Station
-  Montrose CTA Station
-  Commercial, Business, and Mixed-Use
-  Residential
-  Encourage Non-Core Uses to locate in nearby Commercial Corridors
-  Focus Residential to Interior Blocks



Real Estate Data Summary

STEP
2

Ravenswood Ave corridor and adjacent main arterials real estate summary:

Industrial/Flex

- Nearly 1 million square feet of industrial/flex space. No new industrial buildings have been delivered over the past 20 years.
- Vacancy has remained steady at 2-4% since 2008.
- Rent has increased from \$9/sf in 2008 to \$14/sf in 2018.

Office

- The Ravenswood Avenue Corridor has over 560,000 square feet of office space.
- Vacancy has decreased from 11% during the recession to 5% in 2018.
- Only one new office building has been completed within the corridor over the past 20 years. This building added 25,000 square feet in 2017.
- Office rent has increased from \$12/sf in 2008 to \$23/sf in 2018.

Real Estate Data Summary

Ravenswood Ave corridor and adjacent main arterials real estate summary:

Retail

- Ravenswood corridor has the highest rents and lowest vacancy compared to intersecting arterials:

Corridor	Inventory SF	Vacancy %	Rent per SF
Ravenswood	69,831	0.1%	\$145.00
Lawrence	297,501	16.6%	\$25.48
Wilson	32,100	4.7%	\$25.18
Montrose	131,750	4.4%	\$23.89
Irving Park	19,900	5.5%	\$21.82

Multi-Family Residential

Corridor	Inventory Units	Vacancy %	Rent Per SF
Ravenswood	33	11.8%	\$2.25
Lawrence	142	2.0%	\$1.69
Wilson	373	4.6%	\$1.88
Montrose	189	4.8%	\$2.09
Irving Park	110	4.5%	\$1.88

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

Proposed principles to support this goal:

- 1.1 Adjust land use regulations to support the employment trends occurring in the Ravenswood Industrial Corridor.
- 1.2 Encourage residential uses to locate in the adjacent arterial corridors currently zoned B and C.
- 1.3 Encourage retail uses compatible with the scale and character of the study area to locate within existing buildings, and encourage other retail uses to locate in the adjacent arterial corridors currently zoned B and C.

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

Research highlights and public input:



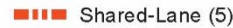



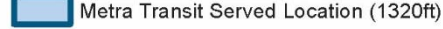


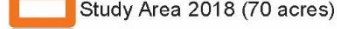



- Employees and other visitors to the study area have numerous transportation options including rail (CTA and Metra), bus, pedestrian, bicycle, and automobile.
- Data for the study area suggests the transportation infrastructure is relatively safe, with zero fatalities.
- Weekly ridership on CTA trains has increased significantly.
- Some areas under the CTA brown-line tracks are currently used for parking, while some areas are not.
- A variety of businesses, visitors, and commuters share the roads, and occasionally traffic-flow issues occur between delivery trucks, cars, and bikes.
- The effectiveness of the parking system should be evaluated (underutilized areas, industrial permit parking zones)

Transit Opportunities

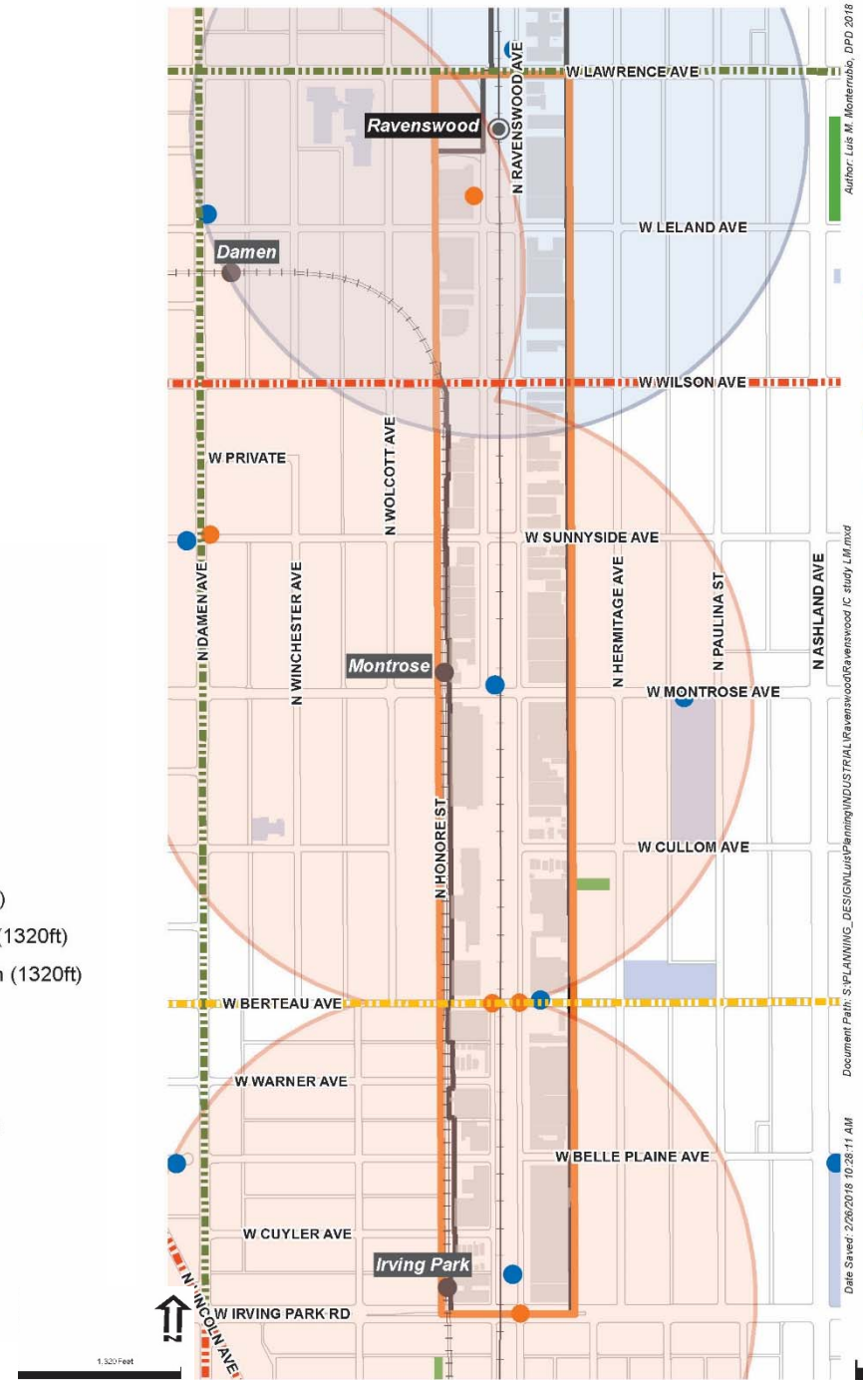
Study Area is well-served by transit.

Ravenswood Framework Study 2018

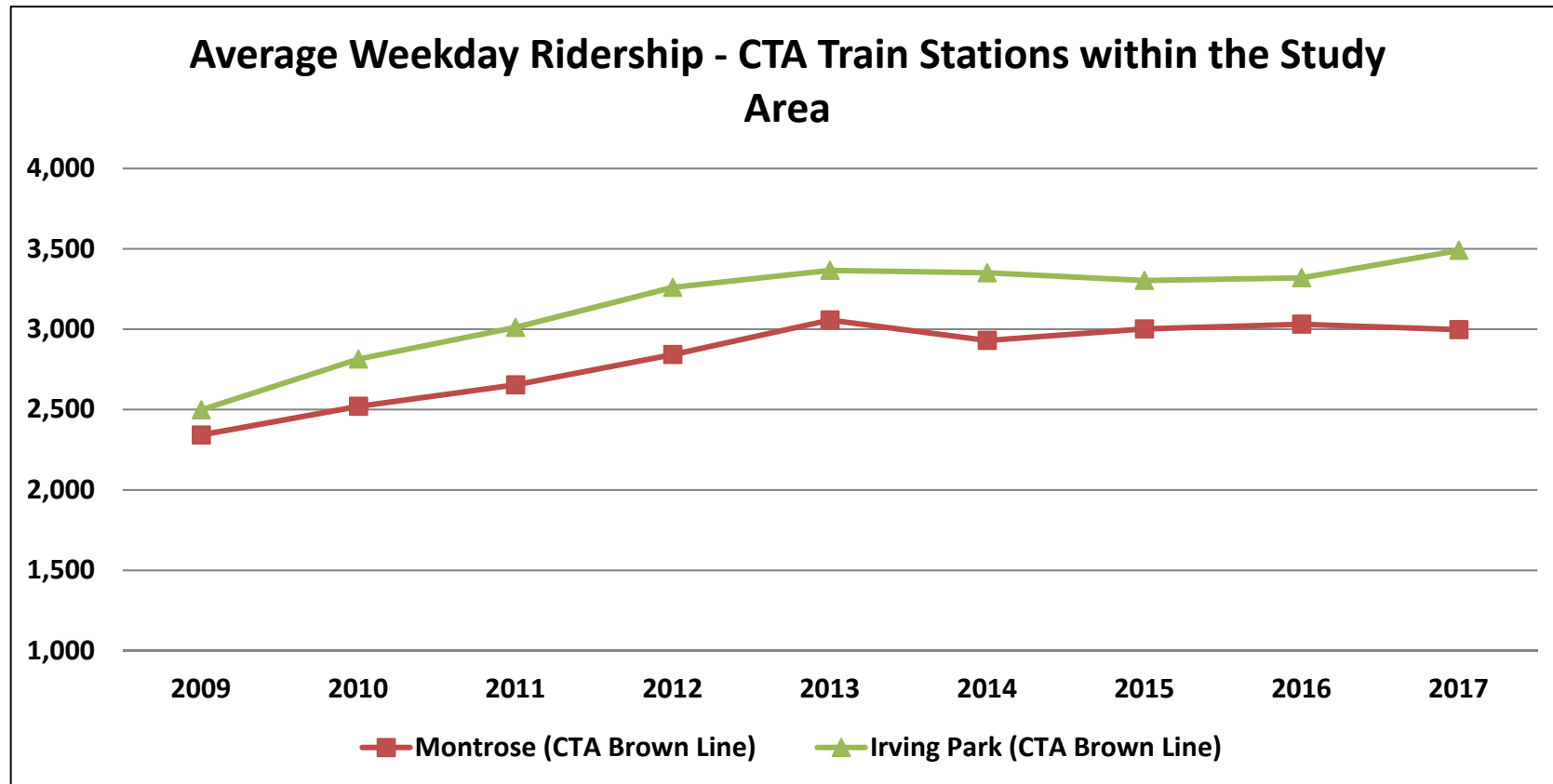
Bike Routes

-  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)



Rail Ridership Trends



Transit Use Trends

- Montrose Station = 3.2% average annual increase, **26% total increase**
- Irving Park Station = 4.4% average annual increase, **35% total increase**
- Metra Ravenswood Station (UP-N Line) Daily Ridership
 - 2006 = 3,751 / 2014 = 4,452 / 2016 = 5,473
 - **42% total increase**

Bicycle Network

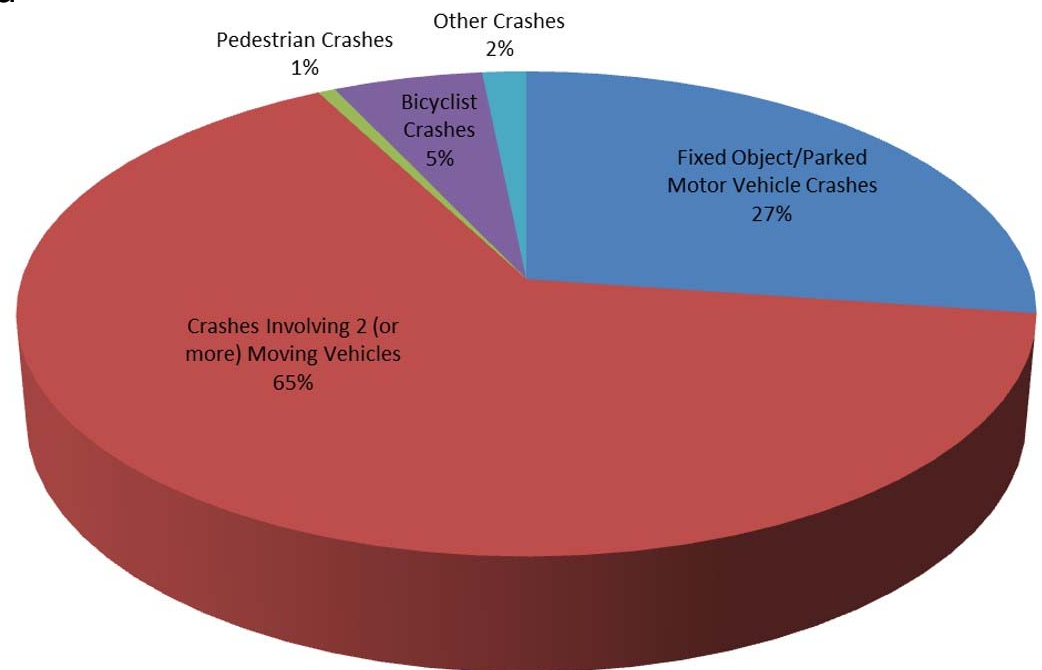
- Popular north/south bicycle lanes on Damen & Clark serve the study area
- Several east/west bicycle routes that intersect the study area at Wilson & Berneau
- 3 Divvy stations within the study area and 1 immediate north of the study area boundary (122 trips / day – combined total)
- Signed bike route begins on Ravenswood (East) at Argyle and continues north



Crash Data by Type: 2010 - 2014

STEP
2

- 312 total crashes
- Average of 62 crashes per year
- 0 fatal crashes - 61 crashes with injuries
- Most crashes involve 2 or more moving vehicles (65%) or a fixed object/parked motor vehicle (27%)
- 6% of crashes involved either a pedestrian (1%) or a bicyclist (5%)



Source: IDOT within 100' of study area boundary

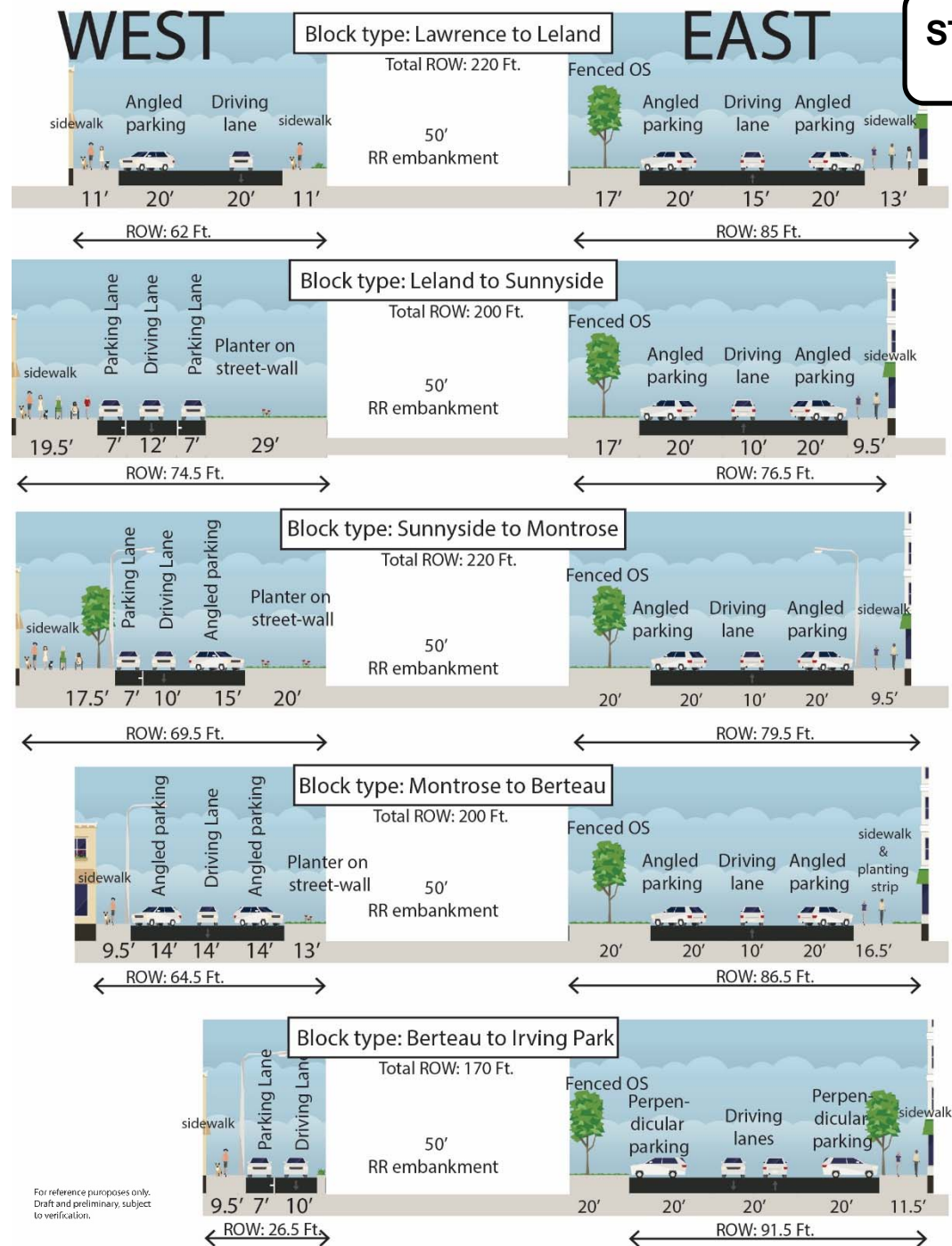
Right of Way Analysis

Lawrence to Irving Park

Right-of-way conditions vary from block to block, and accommodate a variety of transportation modes with different designs:

- Sidewalk
 - Pedestrians
- Driving lane
 - Parking
 - Cars
 - Trucks
 - Bicycles
- Rail
 - Tracks
 - Embankment
 - Landscaping
 - Open space

STEP 2



For reference purposes only. Draft and preliminary, subject to verification.

2

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

- 2.1 Identify opportunities to improve the existing bike infrastructure on Ravenswood Avenue and connect to the city-wide bicycle network.
- 2.2 Address conflicts between truck loading and other transportation modes and determine if safety enhancements can be made.
- 2.3 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.

3

BUILD UPON UNIQUE NATURAL AND BUILT ASSETS IN THE RAVENSWOOD INDUSTRIAL CORRIDOR

STEP
2

Research highlights and public input:


- Industrial buildings which reflect the historic context of the corridor can be classified into distinct typologies.
- 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 should be encouraged within the corridor.
- Underutilized portions of the right of way provides an opportunity to increase the amount of usable open space and potentially parking.
- 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.

Historic Industrial Character

Many buildings within the corridor display distinctive industrial characteristics:


- Age (built prior to 1930's, and art deco influence between 1930 -1960)
- Brick/stone facades
- Historically used for industrial or manufacturing use
- Brick paved street


Legend


 Study Area


 Brick Paved Street

 Chicago Historic Resource Survey - Orange Rating

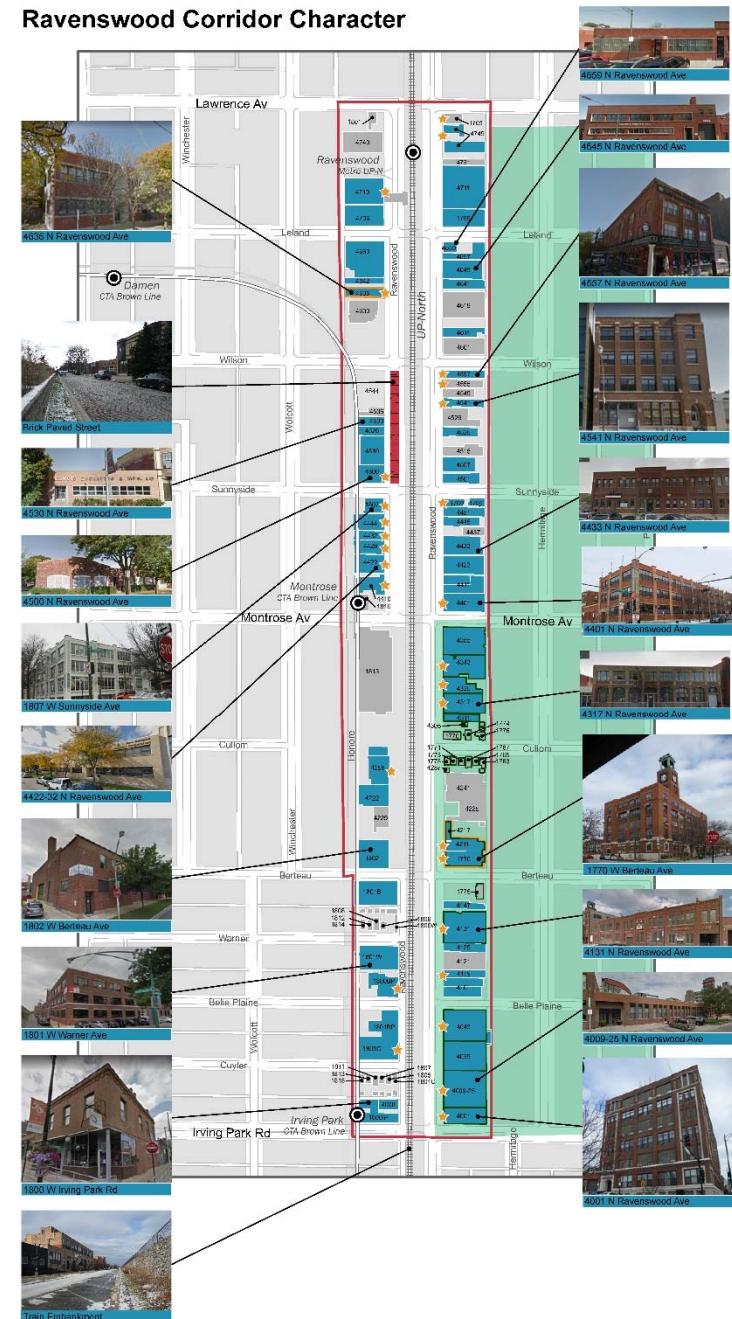
 East Ravenswood National Register Historic District

 East Ravenswood National Register Historic District - Contributing Building

 Character Buildings

 Buildings identified in the public survey as having particularly special or unique historic character

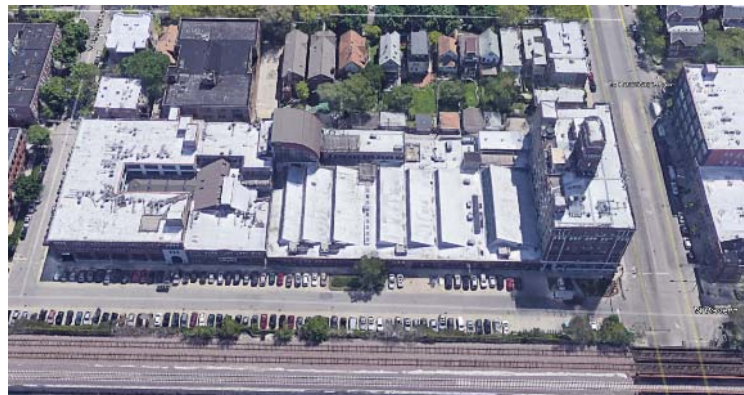
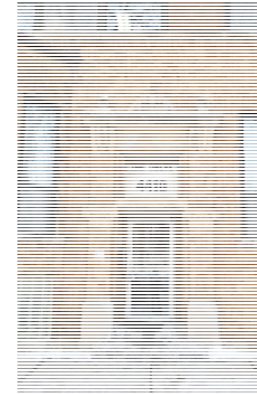
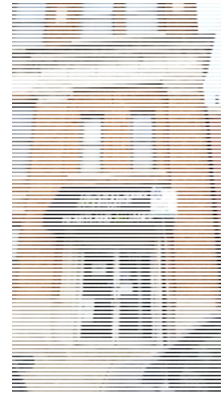
Ravenswood Corridor Character



Common Industrial Architecture Themes

STEP
2

- Brick with limestone and terra cotta detailing. Not 'high-style' but consistent with Classical Revival or Art Deco styles of the time.
- Large windows or long bands of windows are common. Also, skylights to bring light to the deep buildings.
- Large building footprints.
- At street level, garage-style doors are common; windows at this level are consistent with those above (intended for natural light, not commercial displays).
- Buildings are sited very close to the street.



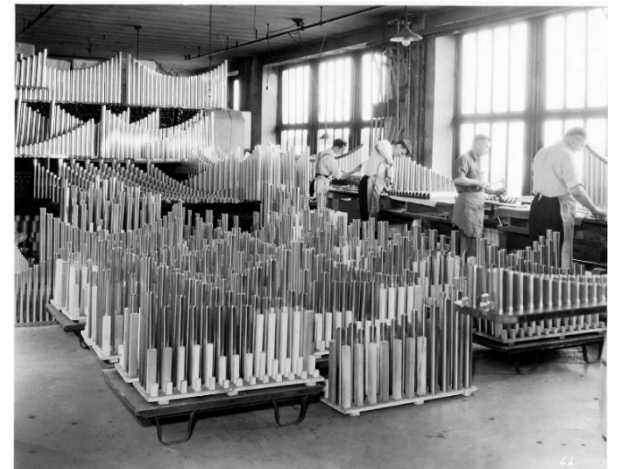
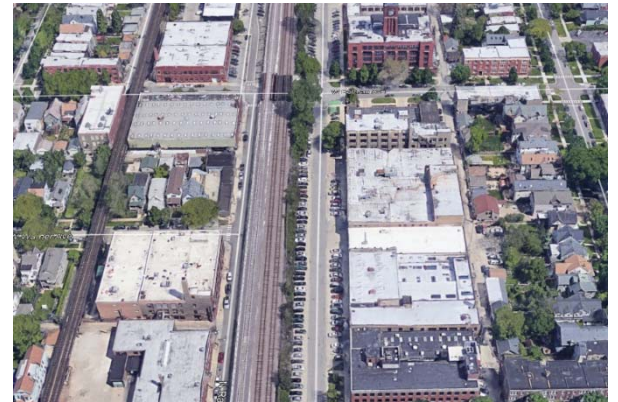
Opportunities & Challenges with Industrial Architecture

STEP
2

Opportunities & Challenges with Industrial Architecture

There are a large variety of building types along the Ravenswood corridor. Some typical strengths and weaknesses to consider with regard to new uses for industrial architecture include:

- Regular window patterns on all floors are not ideal for retail uses as they minimize street level displays.
- Large building footprints make residential uses difficult due to code mandated natural light requirements in living spaces. Office uses are better adapted to these spaces.
- Buildings are often constructed for heavy equipment and loud machinery; with frequent deliveries and sometimes 24 hour operation, which may cause challenges for nearby residential uses.



3

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

- 3.1** Encourage reuse of historical industrial buildings into office and light manufacturing to retain their industrial character, and evaluate potential incentives available.
- 3.2** Continue to enhance and manage the landscape of the rail embankments through a partnership between the local community, businesses and Union Pacific rail line.
- 3.3** Encourage multiple uses of the parking areas along Ravenswood Avenue to provide outdoor activities for businesses and the community.

Thank you for taking the time to review this material. Please give us your feedback on the draft goals and principles by completing an [online survey](#) (Ctrl+Click to follow) by **July 24, 2018**:

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 presented at a public meeting later in the fall.

Again, thank you for your participation! Please contact me via email todd.wyatt@cityofchicago.org or by phone at 312.744.9145 with any questions. Also, members of our project team will be available to meet with you to discuss these materials - please contact me by July 24th if you are interested.

Todd Wyatt
DPD