

Ravenswood Industrial Corridor Modernization Employment Trends

Employment Trends 2002-2015:

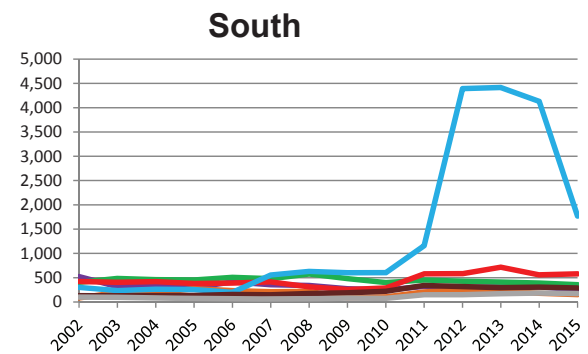
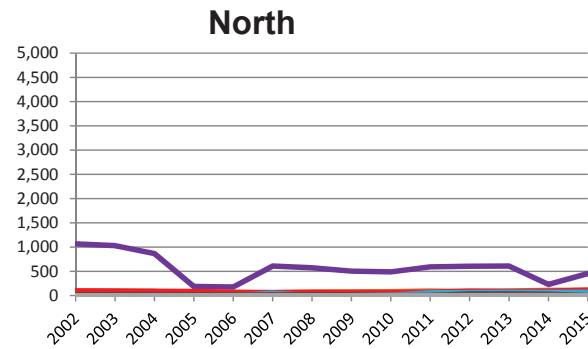
Total # jobs: **4,375**

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.

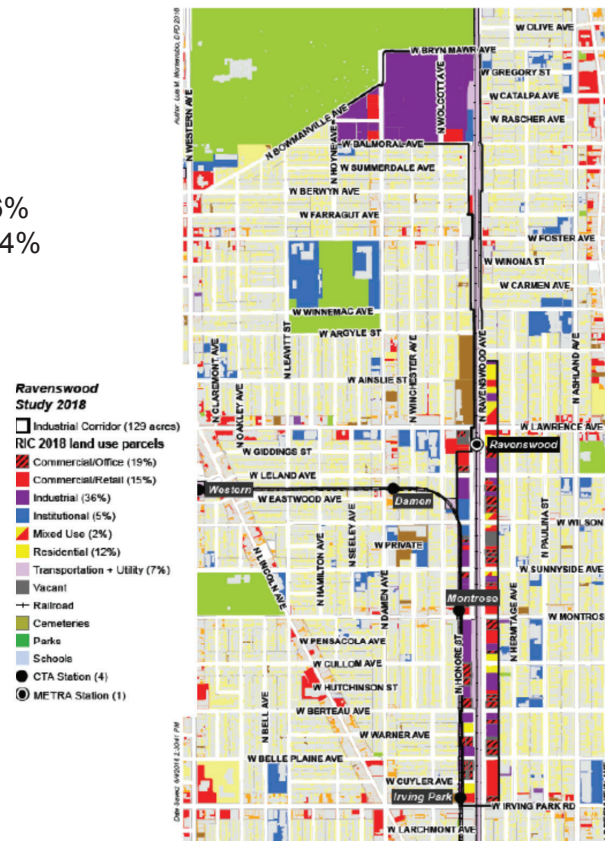
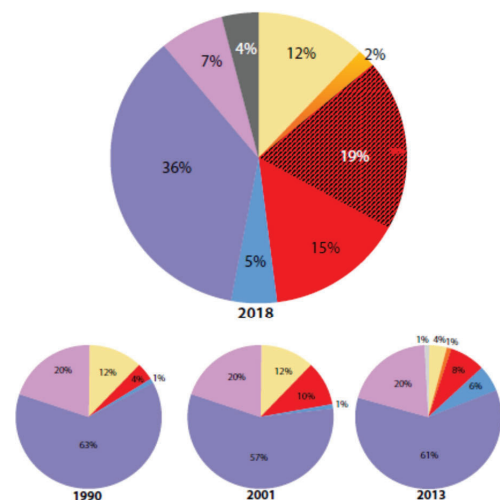


Land Use

Land Use Trends (Entire RIC)

Over the past 28 years:

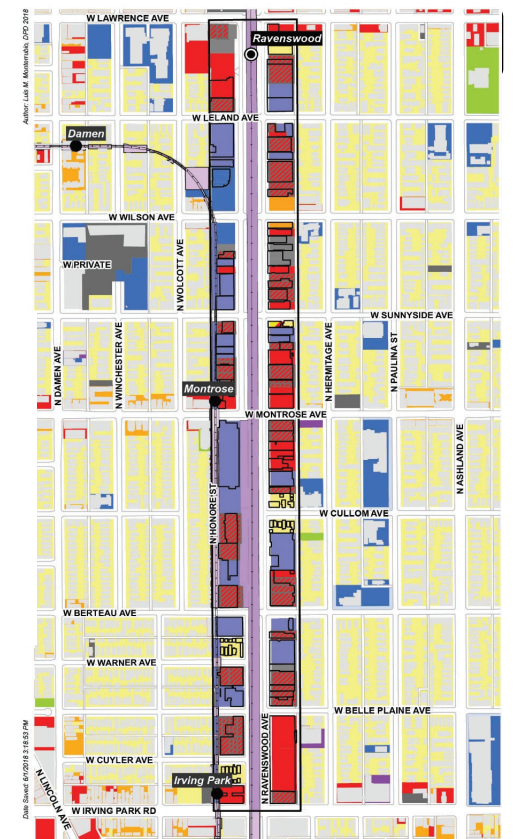
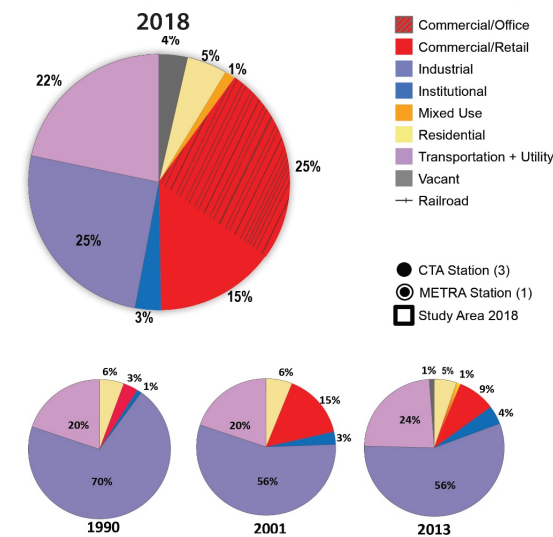
- Industrial has decreased from 63% to 36%
- Commercial has increased from 4% to 34%



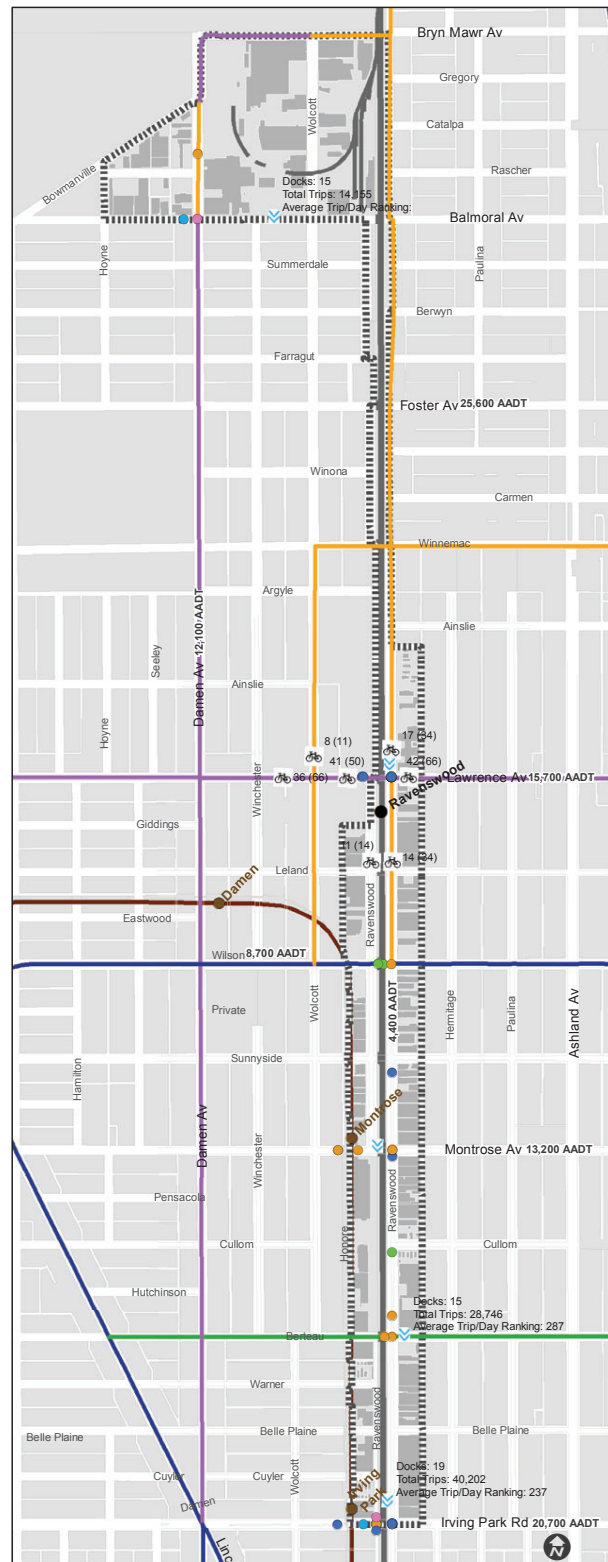
Land Use Trends (Study Area)

Over the past 28 years:

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



Ravenswood Industrial Corridor Modernization Transportation - Existing Conditions



Transportation Features

- Legend**
- RIC Boundary
 - Crashes with Injuries (2010-2014)**
 - Vehicle to Vehicle
 - Vehicle to Object
 - Parked Motor Vehicle
 - Pedalcyclist
 - Other Non-Collision
 - Divvy Stations
 - Bike Traffic Count (2016)
 - Bike Facilities**
 - Bike lane
 - Buffer protected bike lane
 - Signed bike route
 - Marked shared lane
 - Barrier protected bike lane



Transportation Features

- Legend**
- Study Area Boundary
 - Crashes with Injuries (2010-2014)**
 - Vehicle to Vehicle
 - Vehicle to Object
 - Parked Motor Vehicle
 - Pedalcyclist
 - Other Non-Collision
 - Bike Facilities**
 - Bike lane
 - Buffer protected bike lane
 - Signed bike route
 - Marked shared lane
 - Barrier protected bike lane
 - Divvy Stations
 - Bike Traffic Count (2016)
 - Vehicular Traffic**
 - ### AADT 2015
 - Metra Station (UP-N) - Ravenswood**
 - 3,751 Boardings/Alightings (2006)
 - 5,473 Boardings/Alightings (2016)
 - CTA Brown Line Station- Damen**
 - 2,414 Boardings/Alightings (2011)
 - 3,126 Boardings/Alightings (2016)
 - CTA Brown Line Station- Montrose**
 - 2,654 Boardings/Alightings (2011)
 - 3,031 Boardings/Alightings (2016)
 - CTA Brown Line Station- Irving Park**
 - 3,011 Boardings/Alightings (2011)
 - 3,320 Boardings/Alightings (2016)

Ravenswood Industrial Corridor

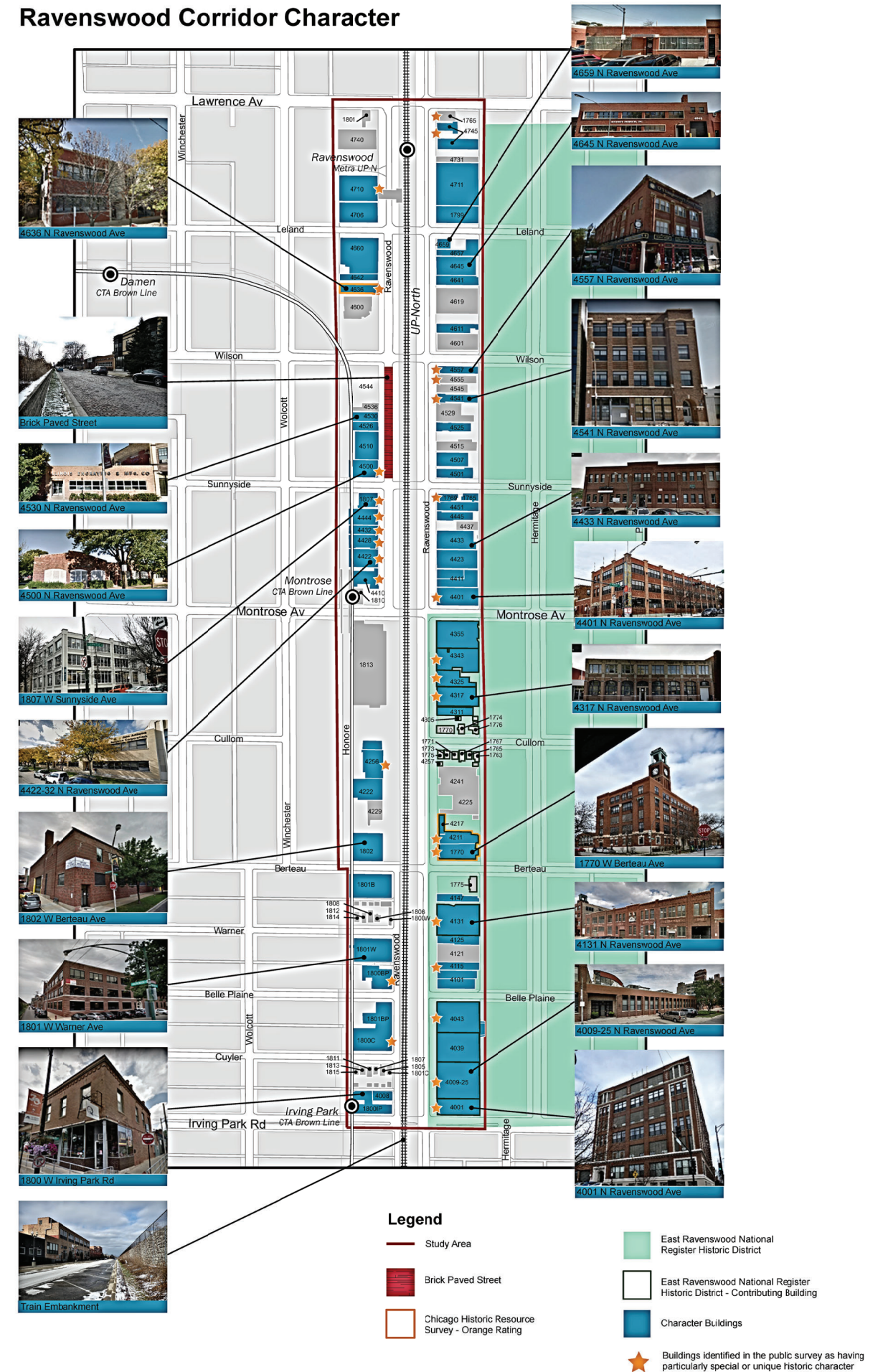
Study Area Boundary

Ravenswood Industrial Corridor Modernization Historic Character

Many buildings within the corridor display distinctive industrial characteristics, and can be categorized by:

- 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

Ravenswood Corridor Character



Ravenswood Industrial Corridor Modernization Design Guidelines for Buildings

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.



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.



Please note: For property owners seeking state/federal rehabilitation tax incentives, separate design standards are required. For more information, visit <https://www.nps.gov/tps/tax-incentives.htm>

Ravenswood Industrial Corridor Modernization Design Guidelines for Buildings

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



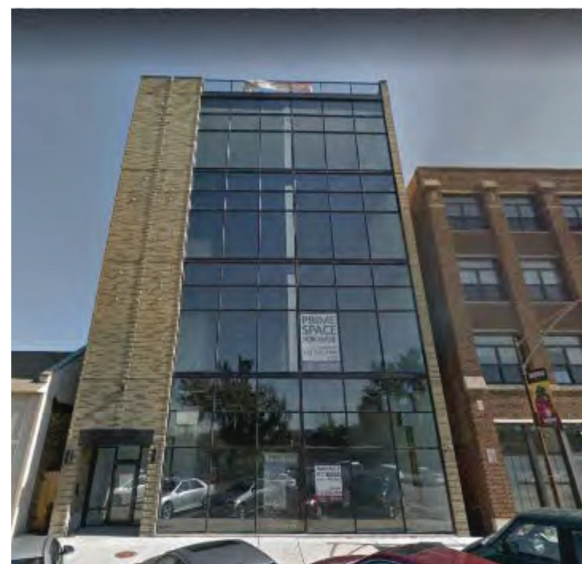
3. New Construction

• 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.

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



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Ravenswood Industrial Corridor Modernization

Best Practices for the Public Realm

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 through 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

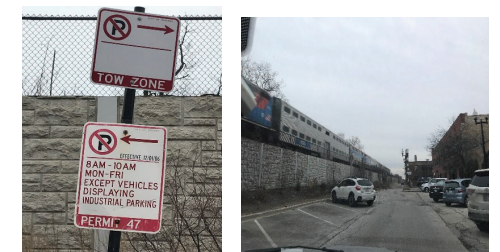
The Ravenswood Industrial Corridor stakeholders may wish to pursue development of a detailed plan to improve the bicycling experience within the corridor for leisure and commuter riders alike. All improvements should incorporate the strategies included in the City of Chicago Pedestrian and Bicycle Safety 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



Ravenswood Industrial Corridor Modernization

Best Practices for the Public Realm

2. Placemaking & 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



TRANSPORTATION PLACEMAKING SUSTAINABILITY

2. Placemaking & 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).

