Industrial Corridor Modernization

Ravenswood

Public Meeting
3.21.2018

Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

- dpd@cityofchicago.org
- cityofchicago.org/dpd

Agenda – Public Meeting 3.21.2018

I. Background (Kathy Dickhut, DPD)

- Chicago's Industrial Corridor System
- Industrial Corridor Modernization Initiative
- Ravenswood Industrial Corridor:
  - Employment trends within the corridor
  - Project Scope / Participant Roles / Timeline

II. Existing Conditions

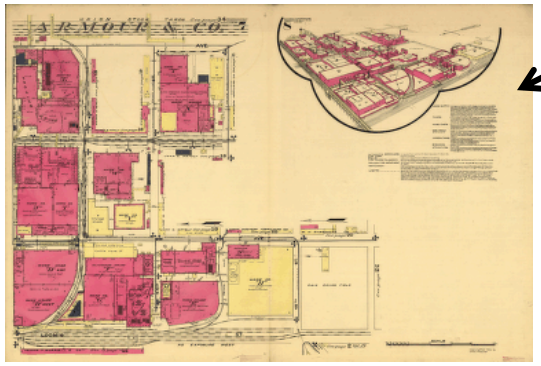
- Land Use and Zoning (Luis Monterrubio, DPD)
- Historic Character (Andrea Terry, Bauer Latoza)
- Transportation Access, Safety & Technology (Philip Banea, CDOT & Michael Berkshire, DPD)
- Sustainability (Michael Berkshire, DPD)

III. Next Steps

- Online Engagement
- Working Group Workshop (April)

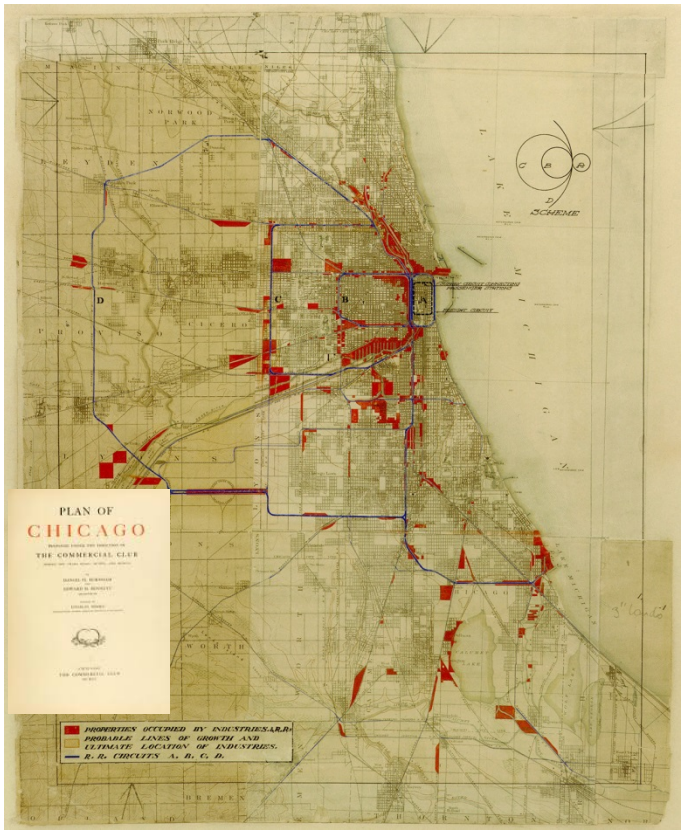
IV. Questions

Chicago's Industrial Corridor System



Union Stockyards (1865)

- 1st planned Industrial District
- 475 acres



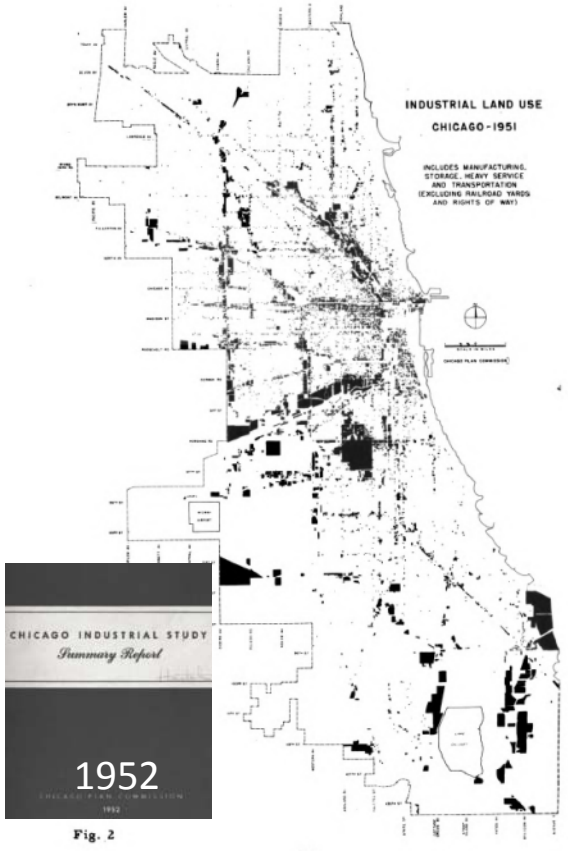
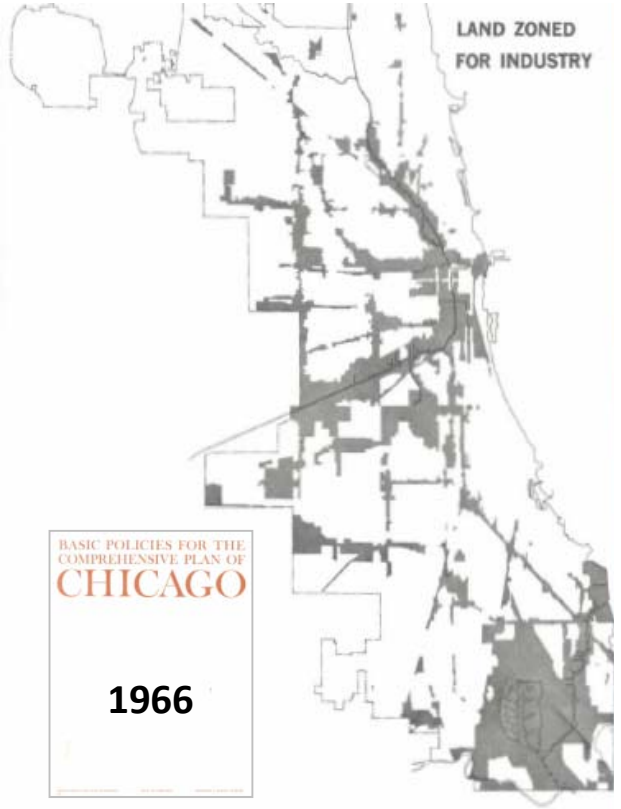


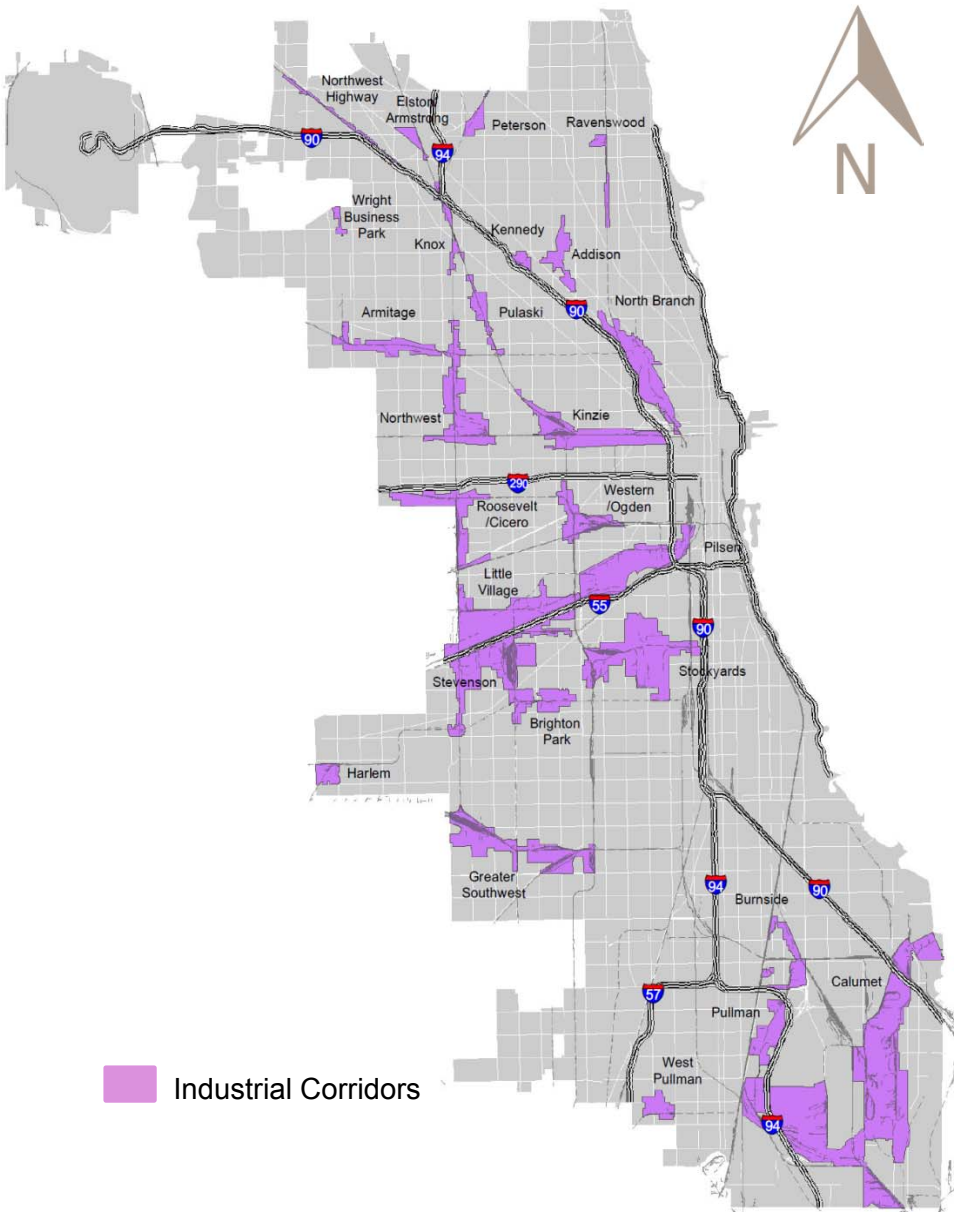
Fig. 2



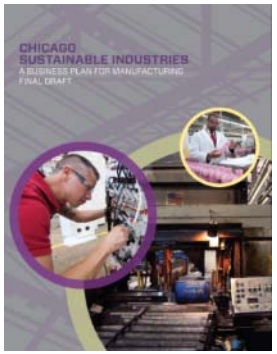
Chicago's Industrial Corridor System

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



Recent Industrial Studies and Plans

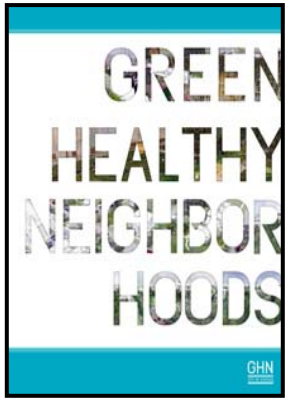


2013
Chicago Sustainable Industries (CSI)
Established a comprehensive plan to support and expand Chicago's industrial base. Includes 14 policies and 32 action items

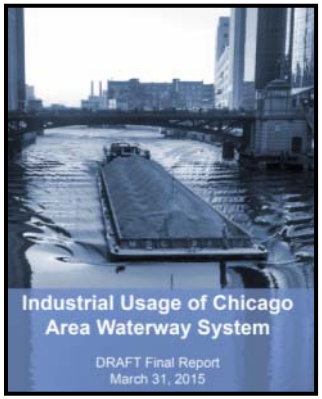
2014
Fulton Market Innovation District
Established a comprehensive plan to support business growth within an existing industrial corridor characterized by old and new uses

2013
Assessed effectiveness of current PMD land use legislation

2014
Identified demand for new incubators, especially involving food



2014
Proposed new industrial corridor between the Dan Ryan and Norfolk Southern rail yard



2015
Assessed existing dock infrastructure for industrial users along the river

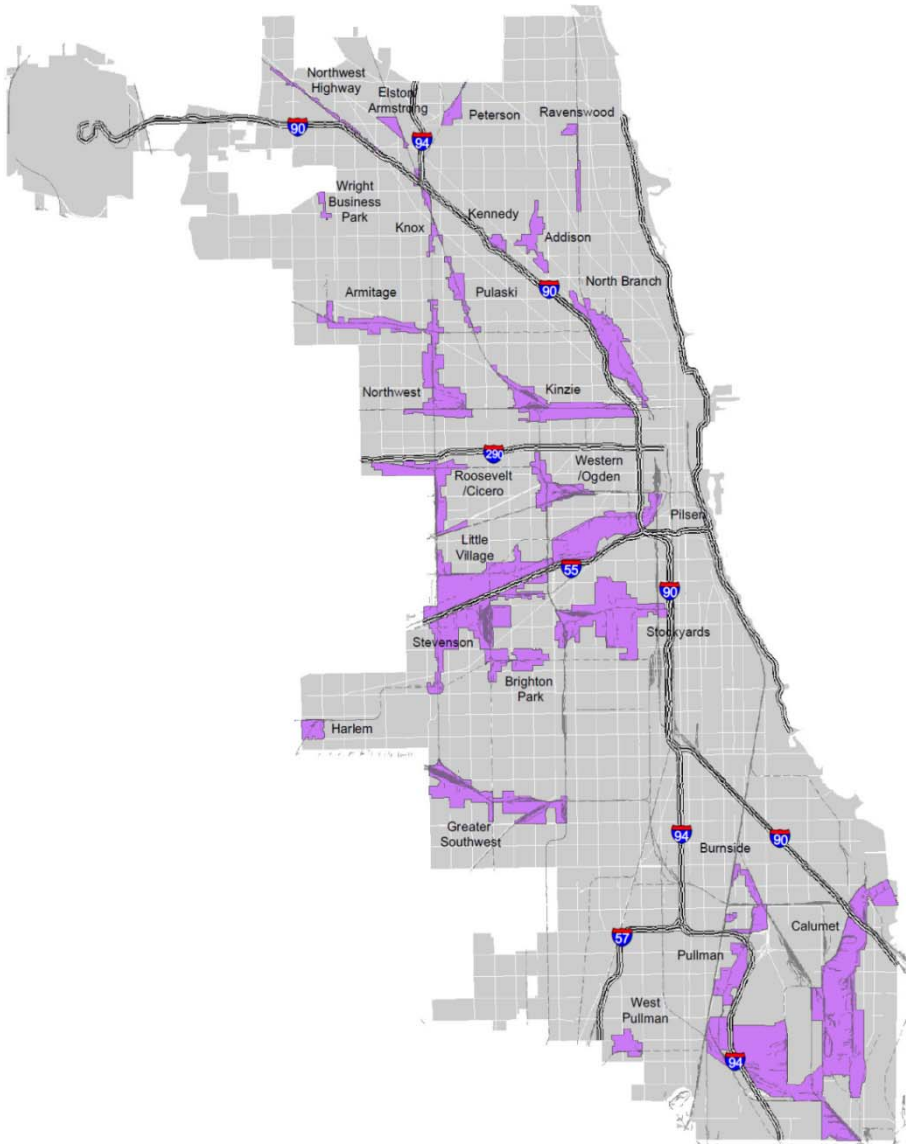
Industrial Corridor Modernization Initiative

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

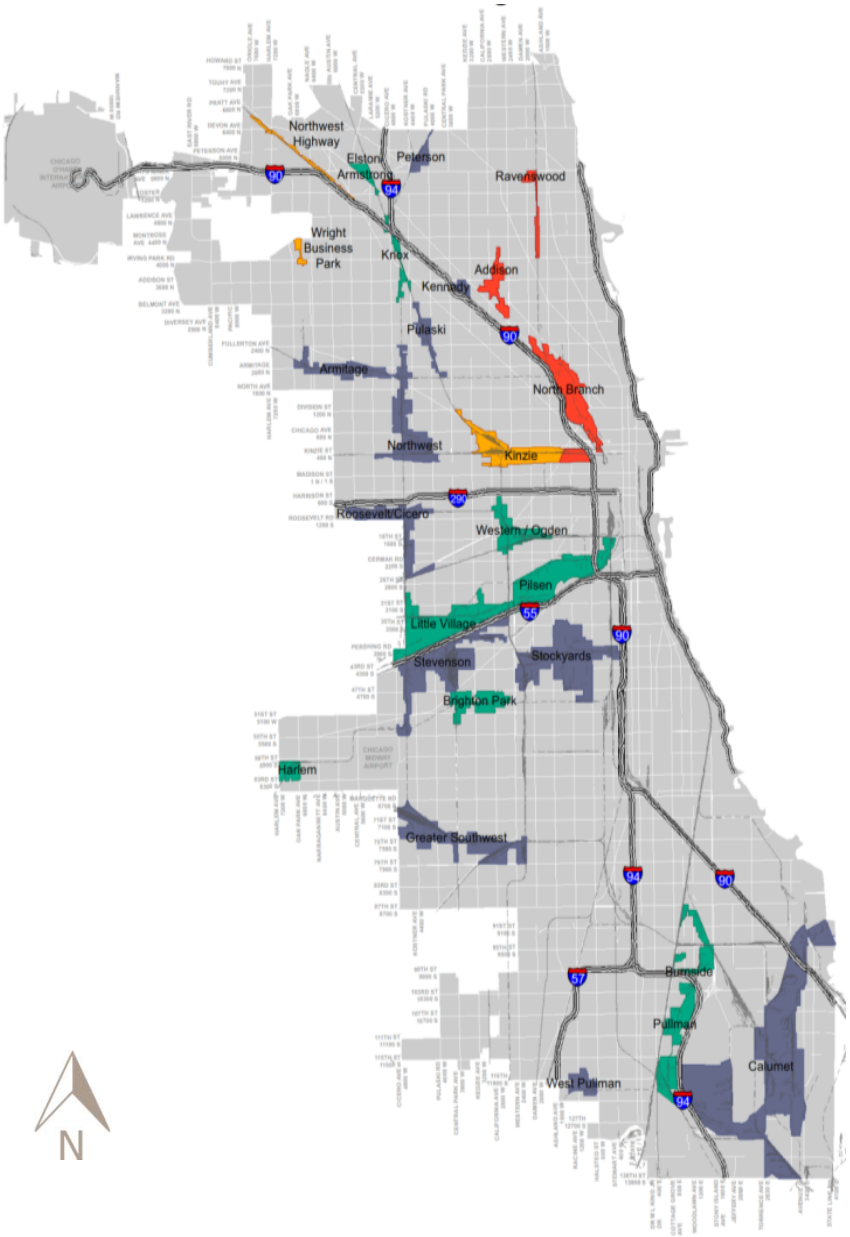
- Better understand the industrial marketplace
- Evaluate the need for updates to land regulations necessary to promote job creation
- Respond to changing employment trends by recommending physical improvements to public spaces

Eventually, each corridor study will result in:

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



Citywide Core Employment Trends 2002 - 2014



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)

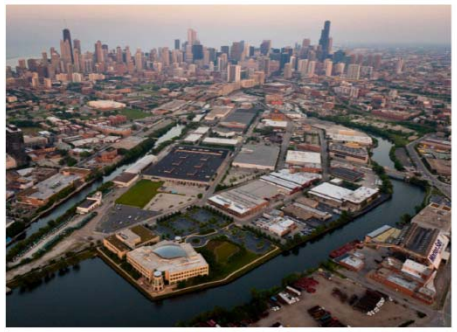
Industrial Corridor Modernization Initiative

North Branch was the first to be updated, 3 goals were identified for the corridor based on area trends:

1. Maximize the NBIC as an economic and vital job center

2. Provide better access for all transportation modes

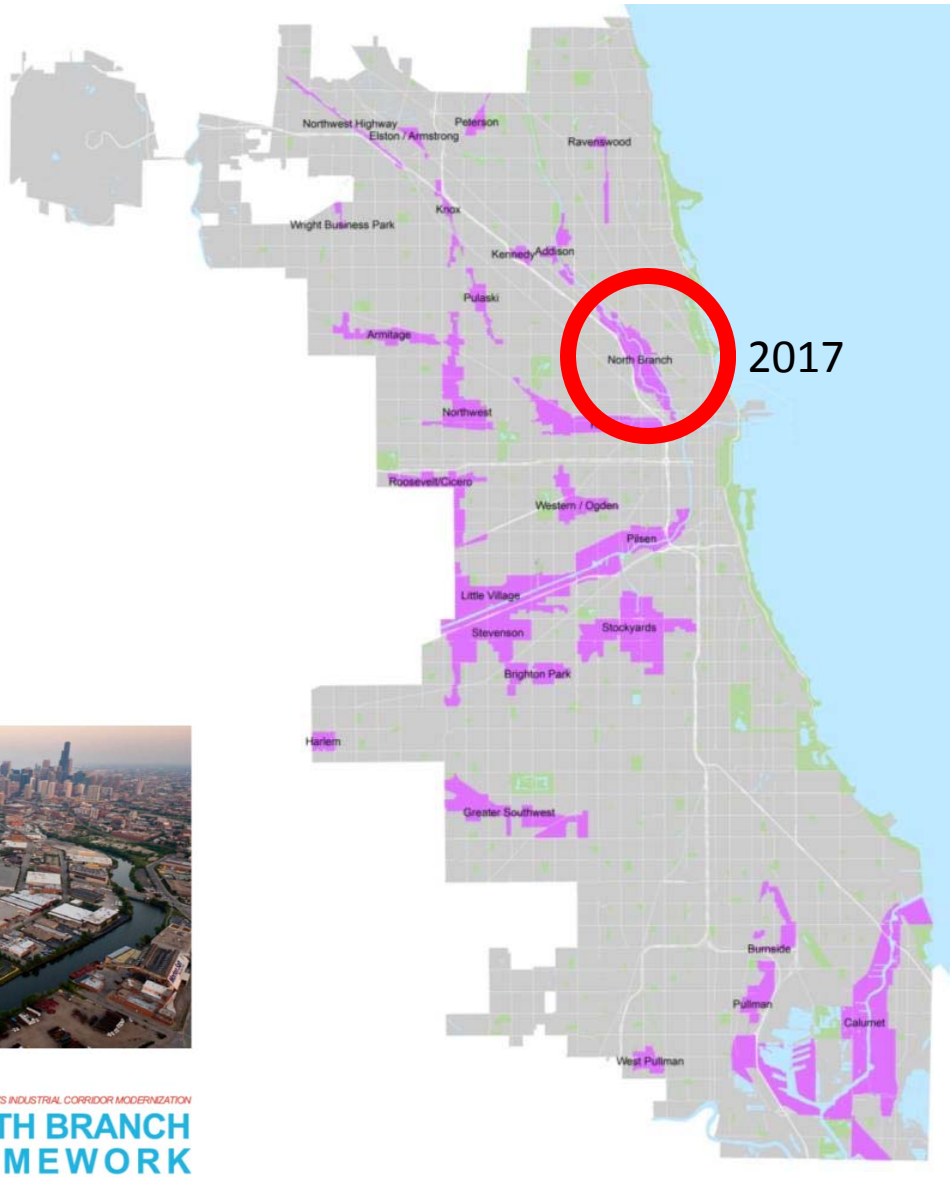
3. Enhance natural resources and built assets throughout the corridor



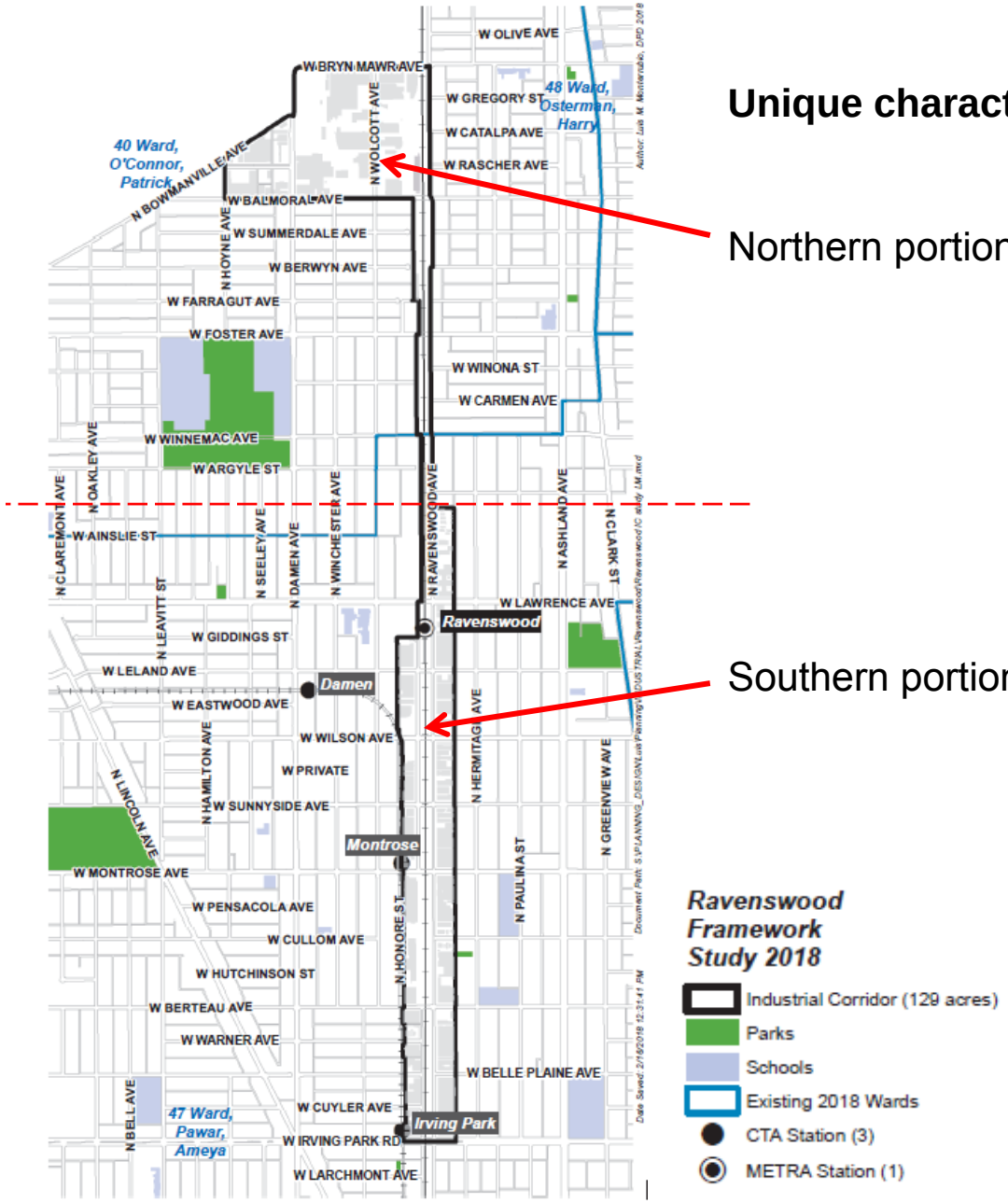
MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

NORTH BRANCH FRAMEWORK

City of Chicago ✶ Department of Planning and Development ✶ Department of Transportation



Ravenswood Industrial Corridor



Unique characteristics within the Industrial Corridor:

Northern portion is primarily industrial

Southern portion is experiencing change

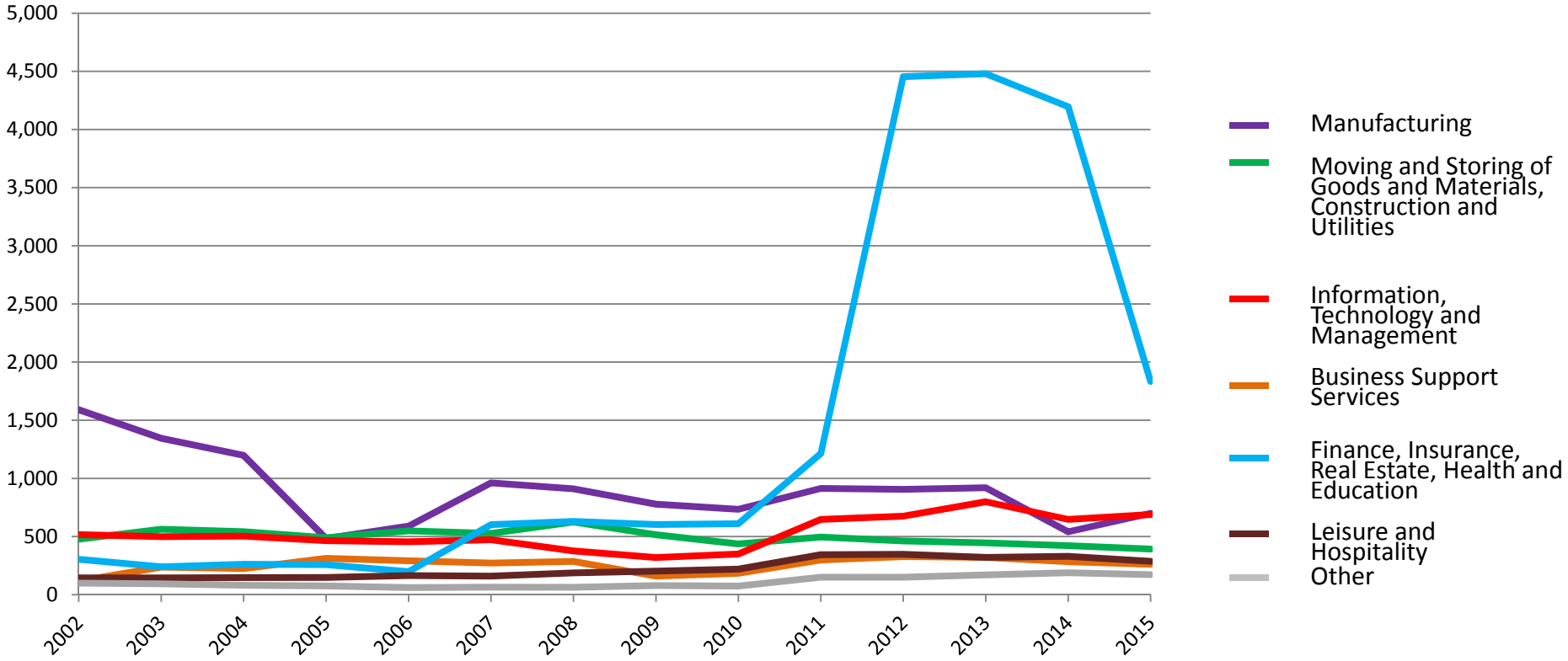
Ravenswood Framework Study 2018

- Industrial Corridor (129 acres)
- Parks
- Schools
- Existing 2018 Wards
- CTA Station (3)
- METRA Station (1)

Employment Trends (Entire Corridor)

- Manufacturing jobs ***decreased*** **56%**
- Information, Technology and Management ***increased*** **34%**
- Finance, Insurance, Real Estate, Health, Ed ***increased*** **503%**
- Leisure & Hospitality ***increased*** **99%**

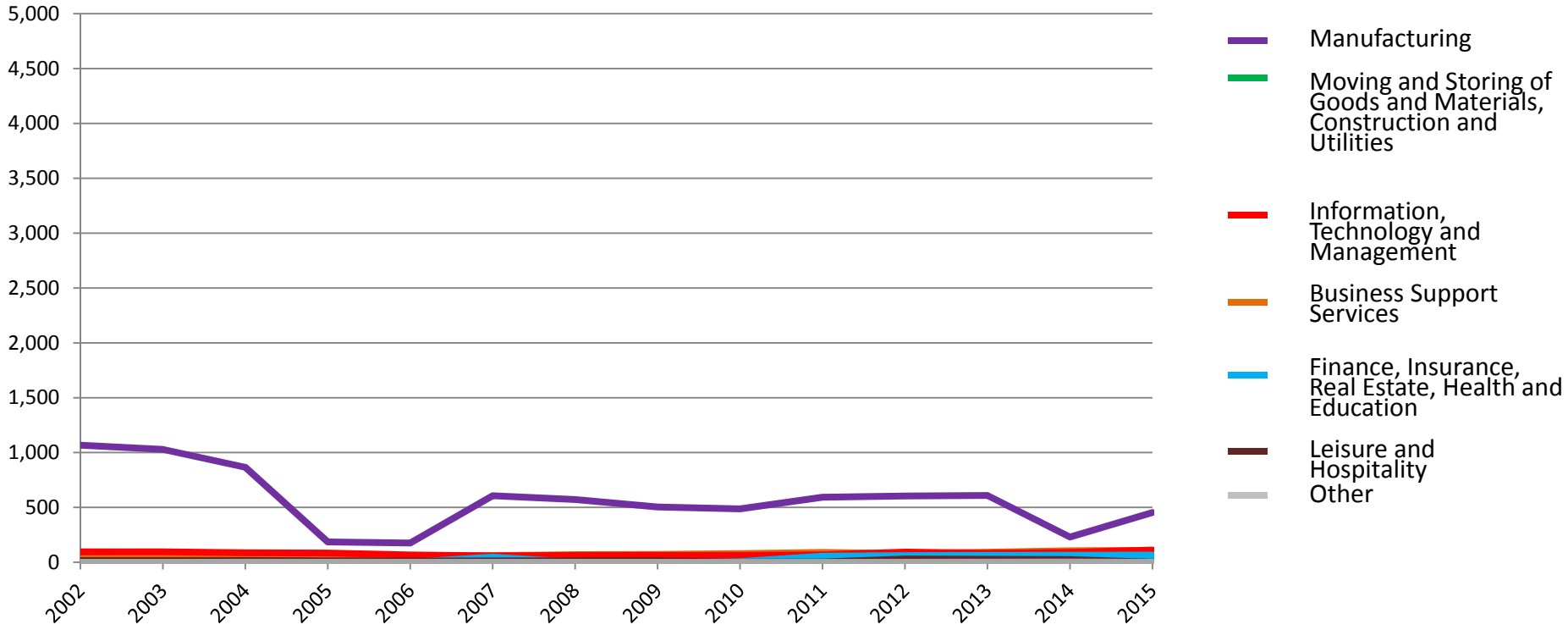
Ravenswood Industrial Corridor 2002-2015



Employment Trends (North Portion)

- Manufacturing jobs ***decreased*** **58%** (remains largest # of jobs)
- Information, Technology and Management ***increased*** **16%**
- Finance, Insurance, Real Estate, Health, Ed ***increased*** **1550%**
- Business Support Services ***increased*** **220%**

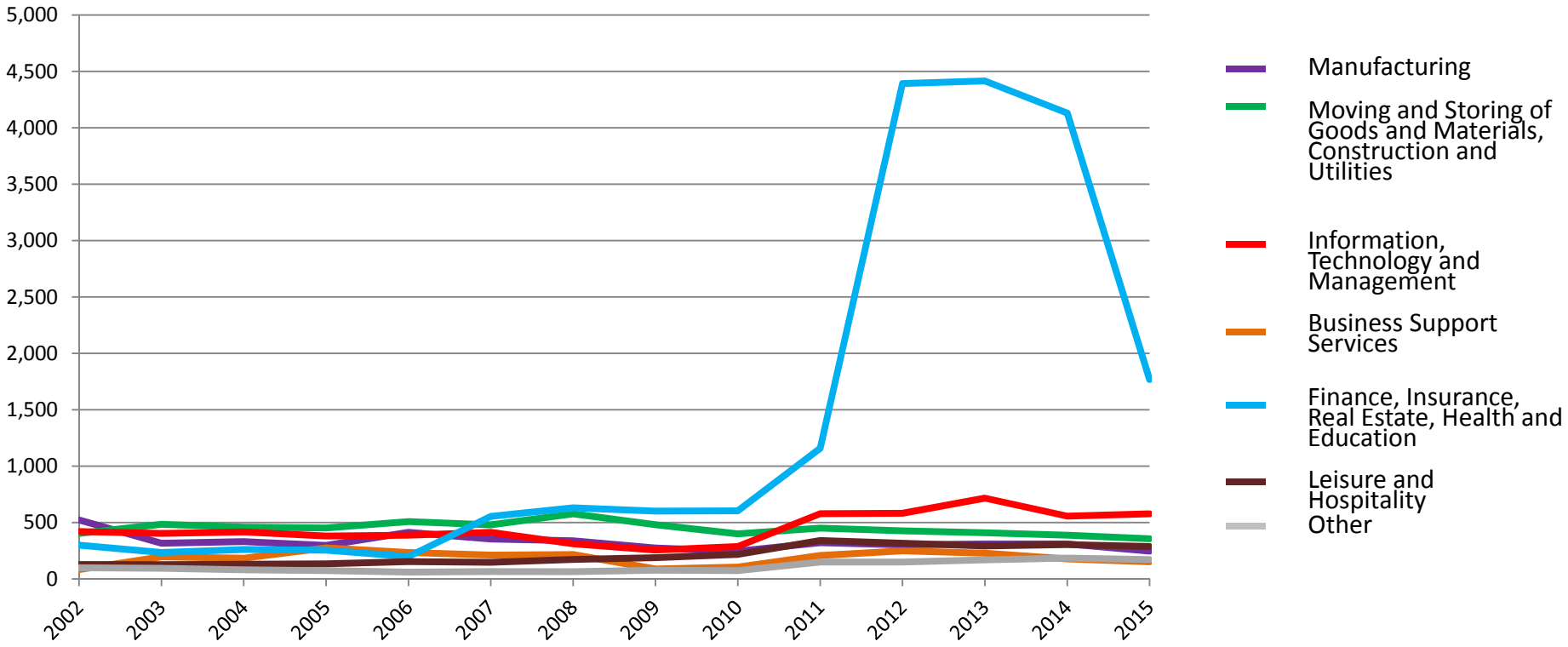
North Portion Ravenswood Industrial Corridor 2002-2015



Employment Trends (South Portion)

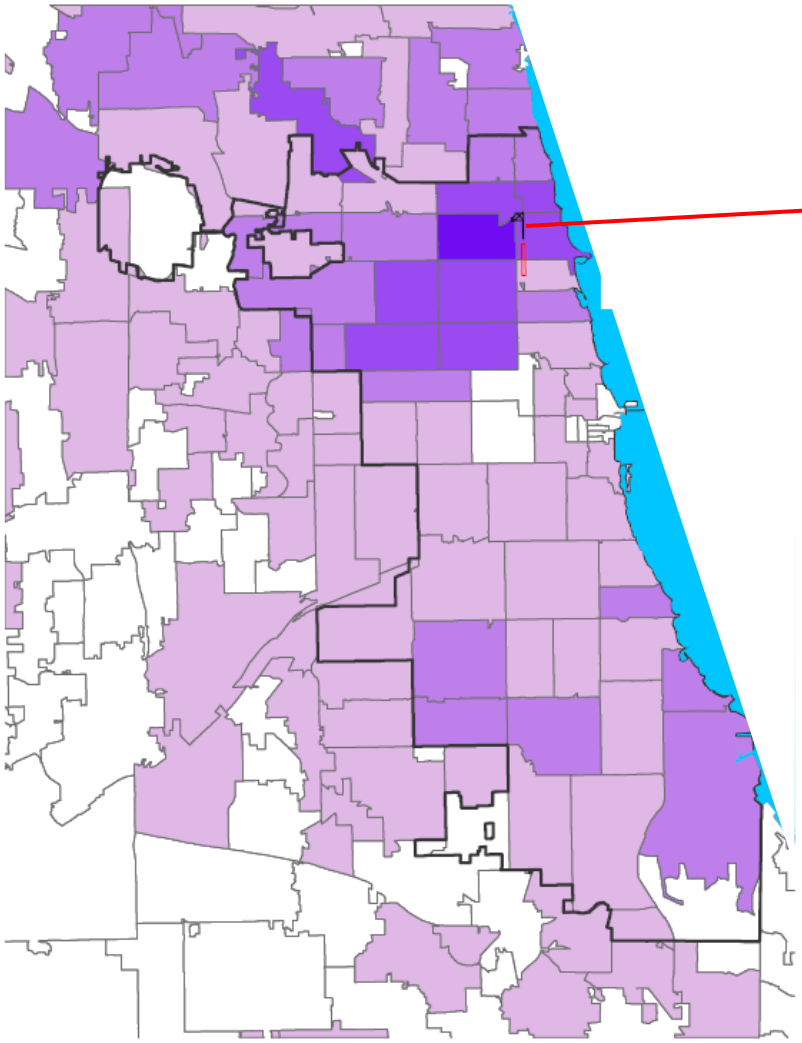
- Manufacturing jobs ***decreased*** **53%**
- Information, Technology and Management ***increased*** **38%**
- Finance, Insurance, Real Estate, Health, Ed ***increased*** **489%**
- Business Support Services ***increased*** **83%**

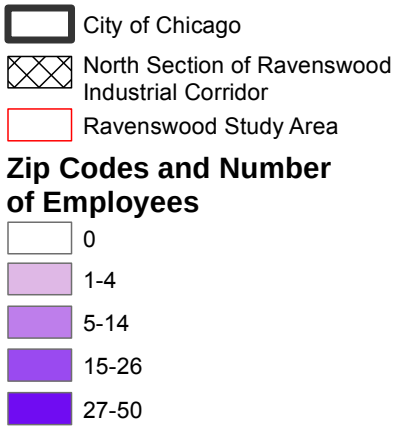
South Portion Ravenswood Industrial Corridor 2002-2015



Employment Trends: Where workers live

North Section:

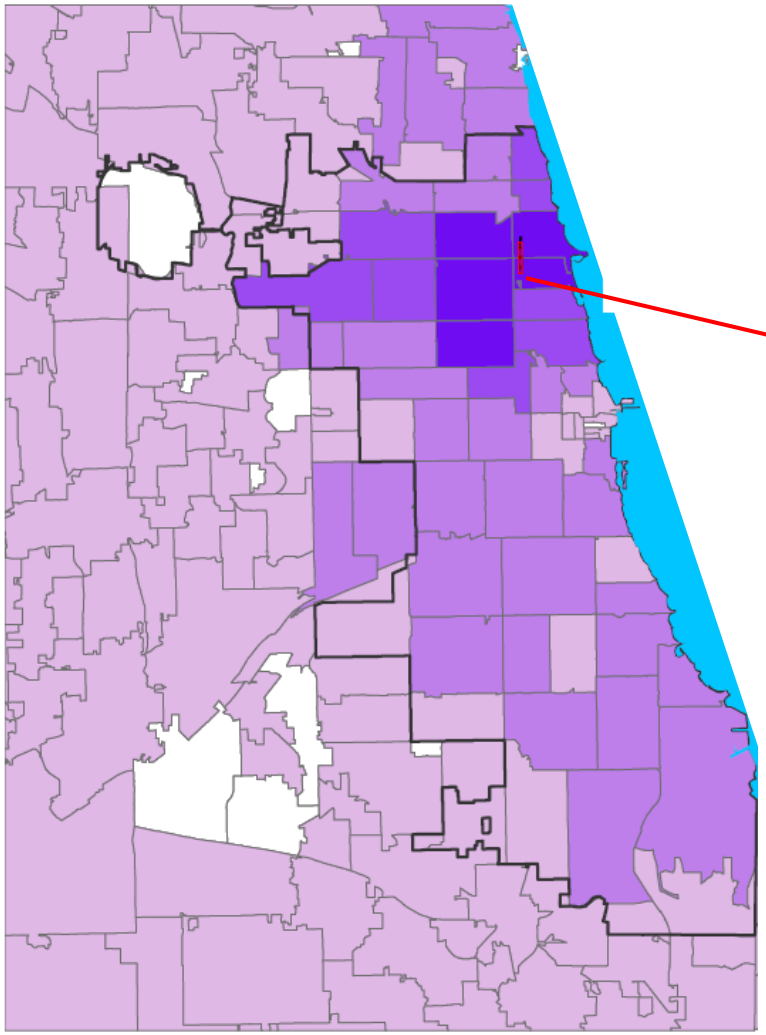




- Total jobs in **north** section = 775

Employment Trends: Where workers live

South Section:



City of Chicago

South Section of Ravenswood Industrial Corridor

Ravenswood Study Area

Zip Codes and Number of Employees

0

1-16

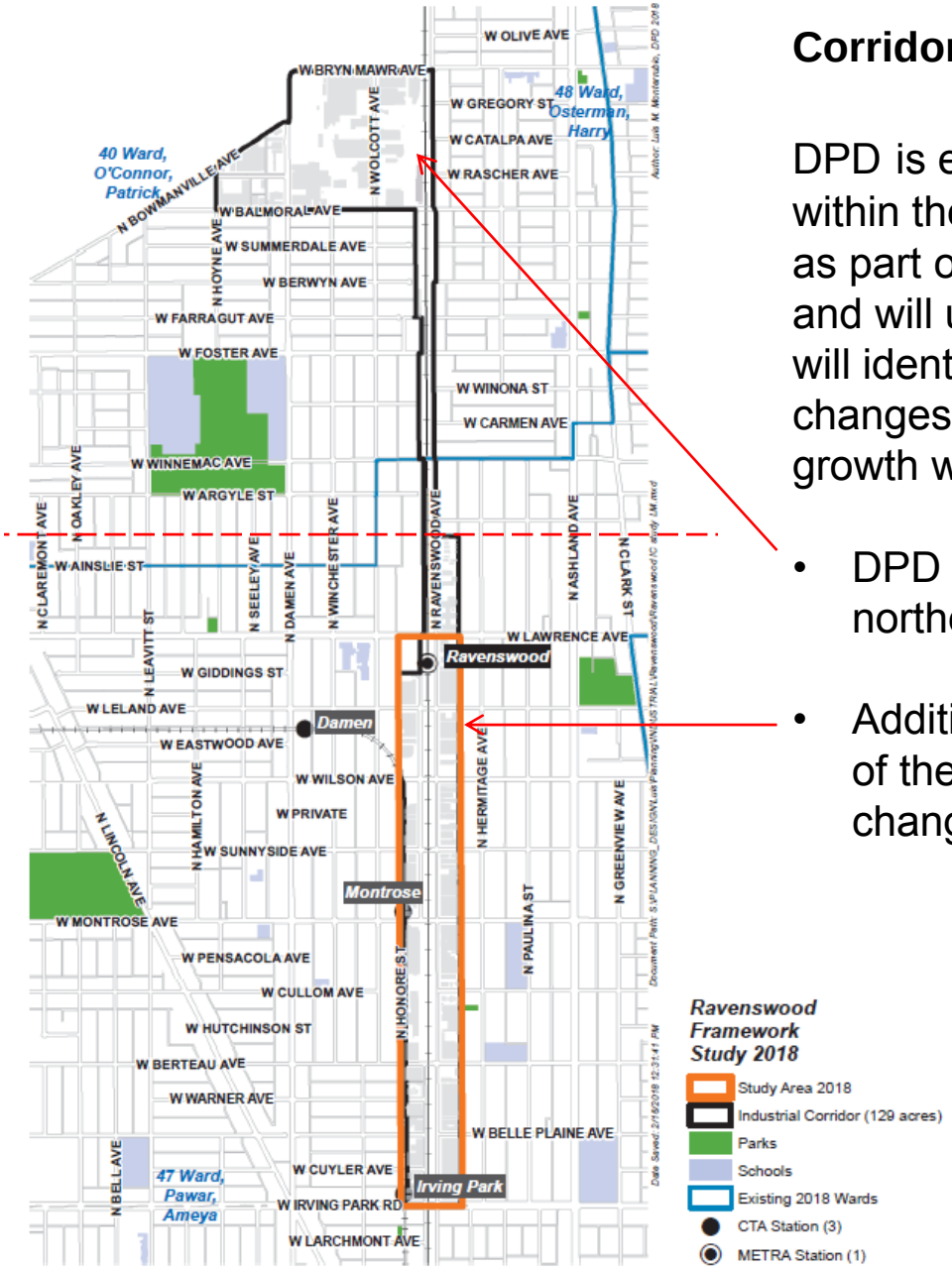
17-50

50-104

105-233

- Total jobs in **south** section = 3,559

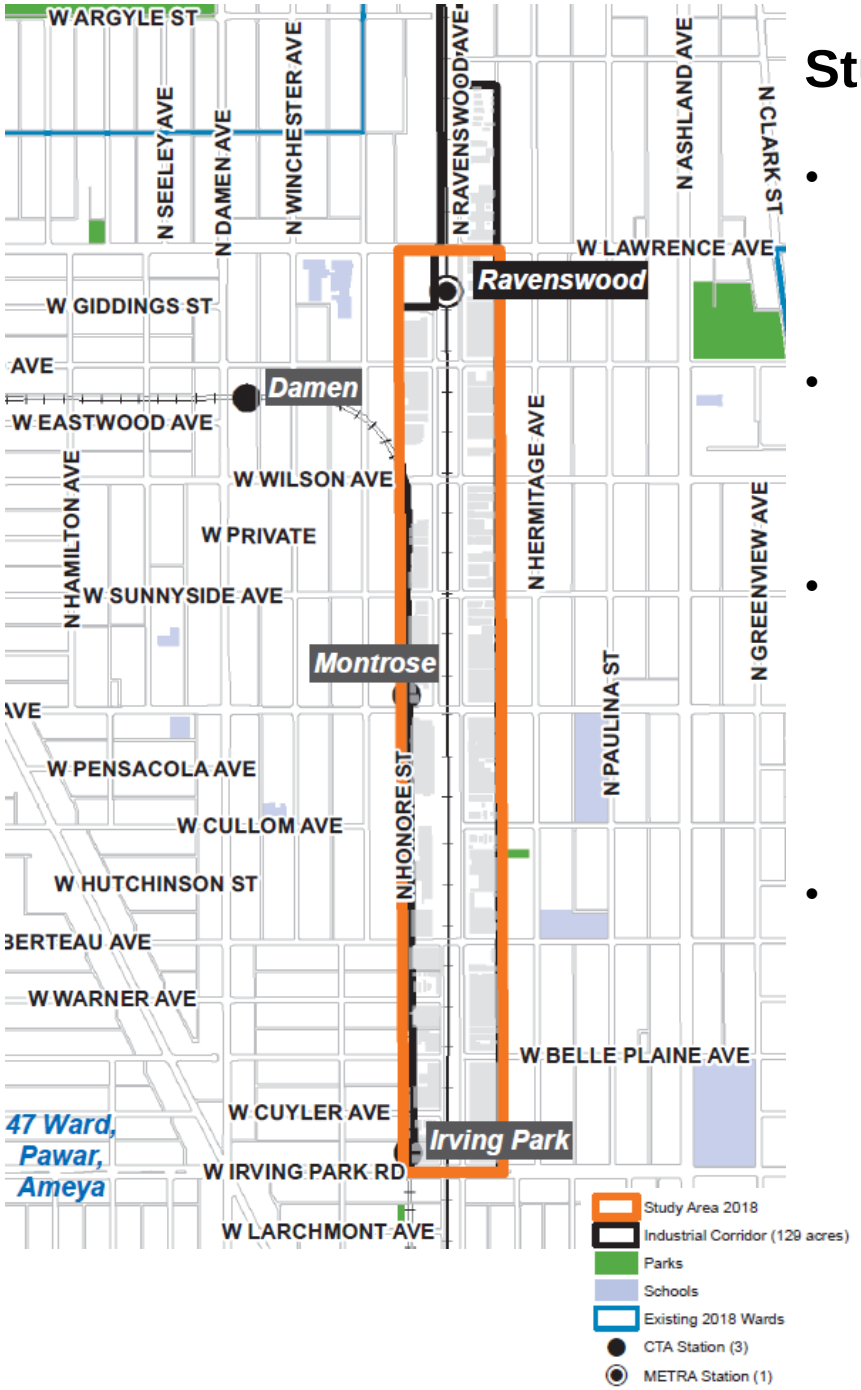
Ravenswood Industrial Corridor



Corridor Modernization Overview

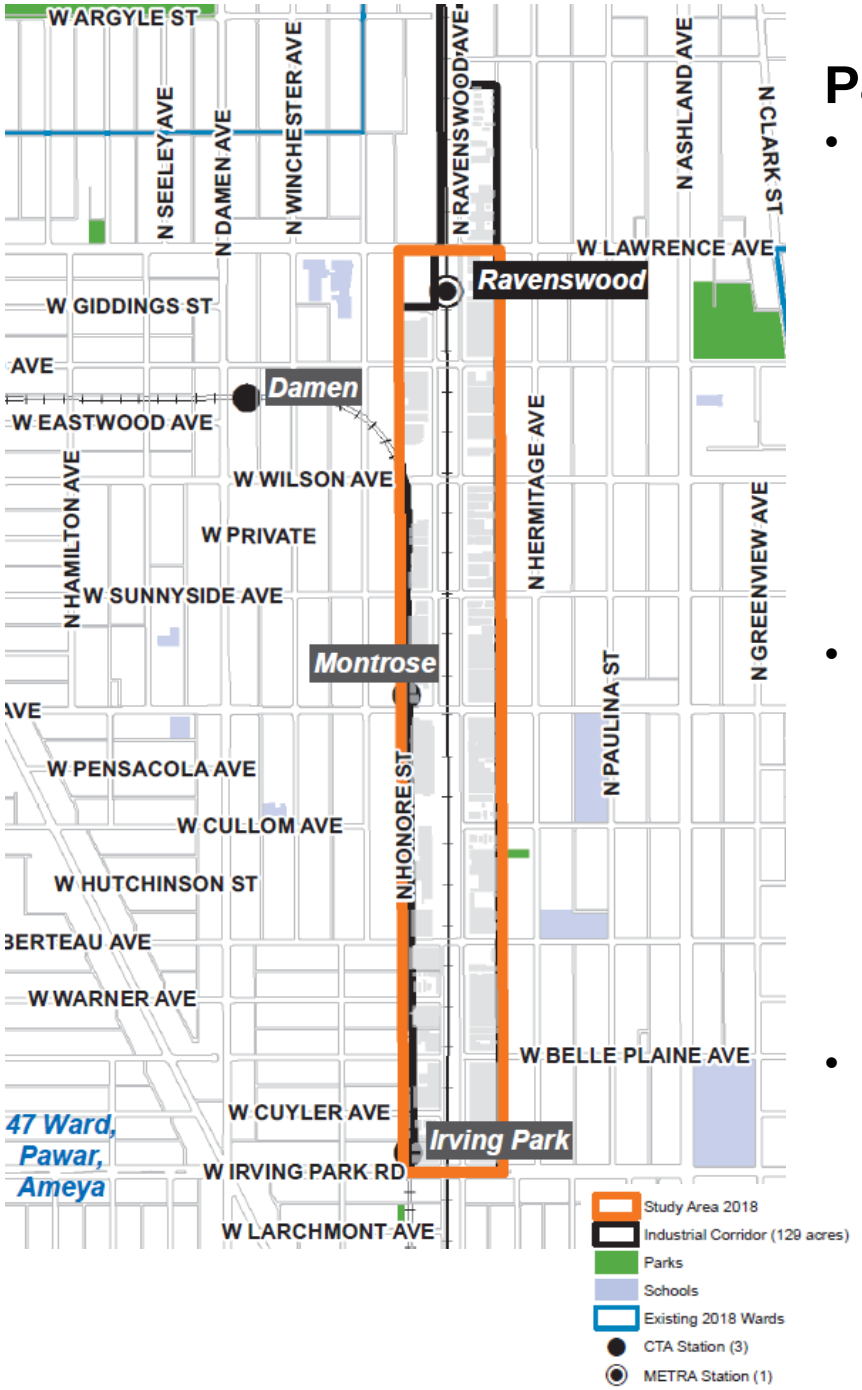
DPD is evaluating *land use and employment trends* within the *entire* Ravenswood Industrial Corridor (RIC) as part of Industrial Corridor Modernization initiative, and will ultimately result in a Framework Plan which will identify goals and may recommend regulatory changes necessary to promote continued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

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



Study Area Discussion:

- **Land Use & Zoning**
  - Evaluate employment and land use trends and relevance of current industrial corridor boundary
- **Historic 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



Participant Roles:

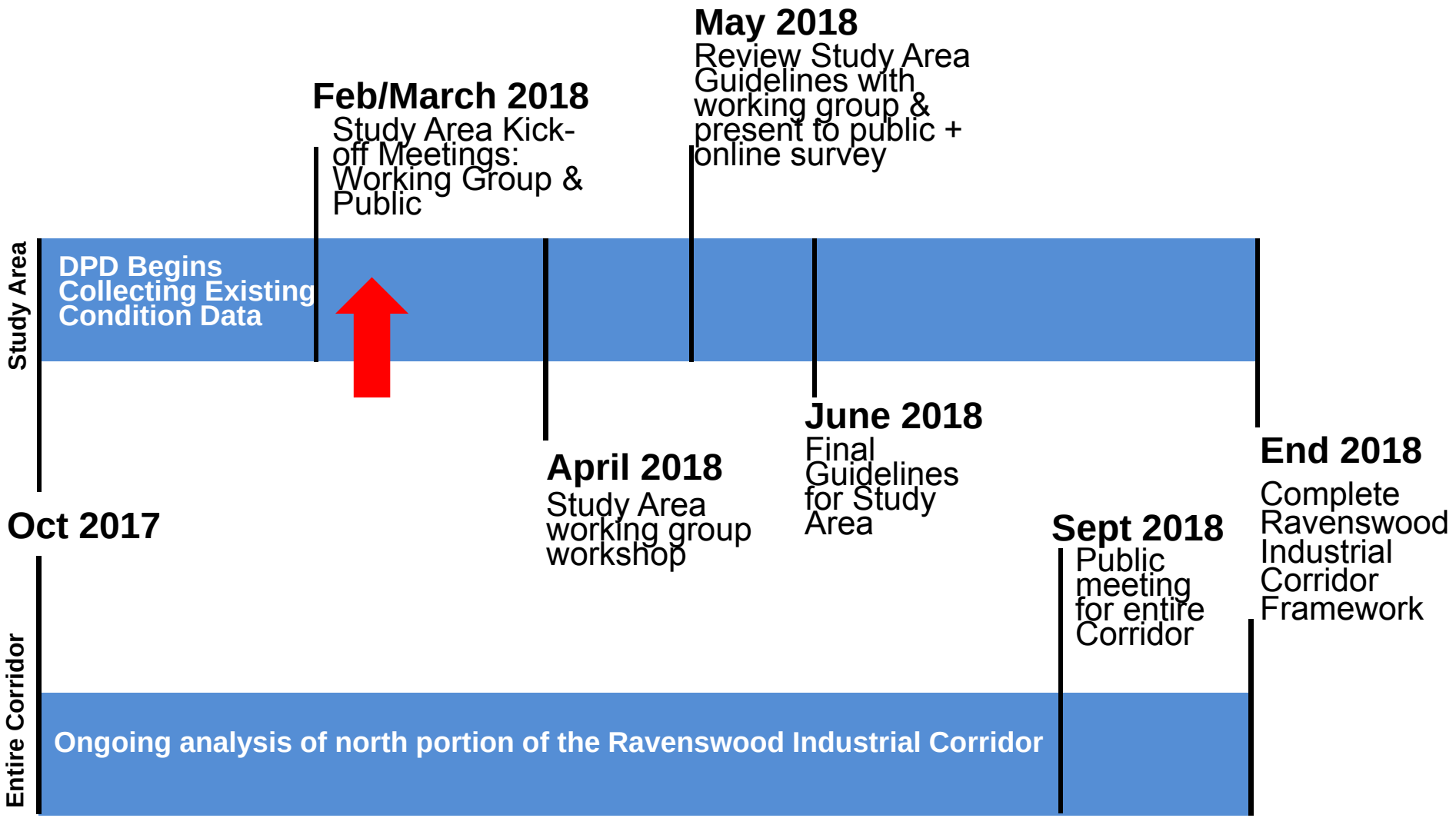
- **Project Team** engages assistance from Working Group members and the public to develop ideas for land use strategies and design guidelines:

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

- **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 on the creation of draft ideas at public meetings, and will have opportunities for engagement through an interactive online survey.

Tentative Timeline



Existing Conditions Review

Land Use and Zoning
(Luis Monterrubio, DPD)

Historic Character (Andrea Terry, Bauer Latoza)

Transportation Access, Safety & Technology (Philip Banea, CDOT & Michael Berkshire, DPD)

Sustainability (Michael Berkshire, DPD)

Existing Conditions: Zoning

(R) Residential Zoning Districts

- Permit residential and residential-compatible uses
  - **RS**: Single-family
  - **RT**: Two-flats and townhouses
  - **RM**: Multi-family

(B) Business Zoning Districts

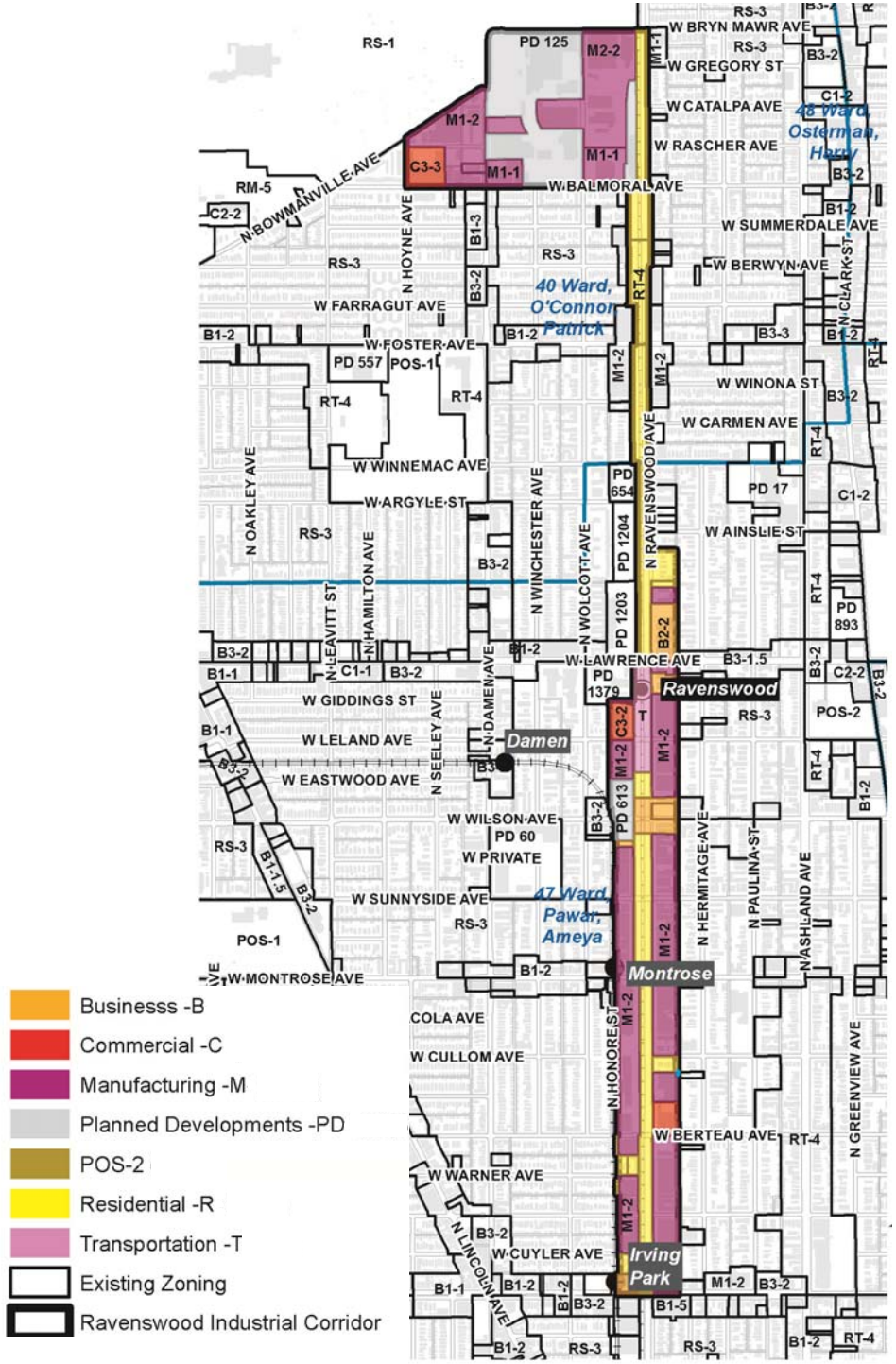
- Accommodate retail, service and commercial uses
  - **B1**: Neighborhood Shopping District
  - **B2**: Neighborhood Mixed-Use District
  - **B3**: Community Shopping District

(C) Commercial Zoning Districts

- Accommodate more intense retail, service and commercial uses
  - **C1**: Neighborhood Commercial District
  - **C2**: Motor Vehicle-Related Commercial District
  - **C3**: Commercial, Manufacturing and Employment District

(M) Manufacturing (M) Districts

- **M1**: Limited Manufacturing/Business Park
  - Intended for low-impact manufacturing, wholesale, warehousing and distribution in enclosed buildings
- **M2**: Light Industry District
  - Intended for moderate impact manufacturing with some outdoor activity
- **M3**: Heavy Industry District
  - Intended for high-impact manufacturing and industrial uses including extractive and waste-related uses



Existing Conditions: Land Use

Examples of non-manufacturing uses

Existing Conditions: Land Use

Examples of manufacturing uses with expanded commercial activities

MALT ROW
CHICAGO, ILLINOIS

Existing Conditions: Land Use

Examples of existing manufacturing uses

Illinois Engraving & Mfg. Co.


Gabel & Schubert Bronze Company


Polar Manufacturing

Skol – Metal Fabricators

Existing Conditions: Land Use

Question:

What are the important issues concerning land use & zoning in the study area?

Manufacturing

Working group input:

- *Businesses are applying for licenses only to find out their category is not allowed under the zoning classification*
- *Need more activity on the West side*

Business

Residential

Commercial

Existing Conditions Review

Land Use and Zoning (Luis Monterrubio, DPD)

➡ **Historic Character (Andrea Terry, Bauer Latoza)**

Transportation Access, Safety & Technology (Philip Banea, CDOT & Michael Berkshire, DPD)

Sustainability (Michael Berkshire, DPD)

Ravenswood History

1837 Conrad Sulzer ‘first settler’
1837-1867 Sparsely populated farmland
1855 Chicago & Northwestern Railroad (Freight)
1868 Ravenswood Land Company – 194 Acre speculative suburb - “Pastoral Residential Setting”
1871 Chicago Fire
- Wealthy residents sought suburban accommodations
- Poorer families sought more affordable suburbs

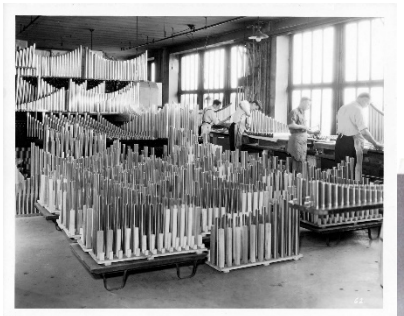
1874 Railroad for commuting started rapid growth
1887 Ravenswood annexed to City of Lakeview
1889 Lakeview annexed Chicago
1901 The elevated train to Wilson at Broadway opens
1907 The elevated train Ravenswood branch opens

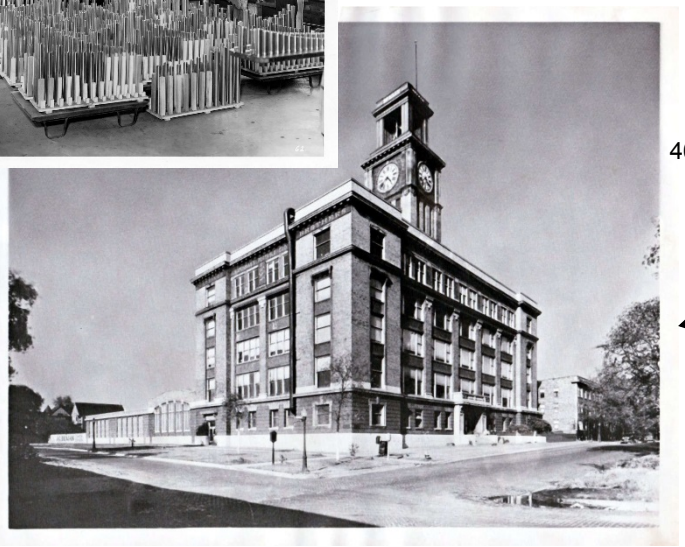
Until 1901 Ravenswood and Wilson was the commercial “main street”
After 1901 Industry became more prevalent
- access to the railroad
- access to a labor force

Ravenswood History

- National Register of Historic Places
- **East Ravenswood Historic District**
  - Nearly 1600 (mostly residential) Properties
  - Built between 1880-1940
  - Includes East Ravenswood (Irving to Montrose)

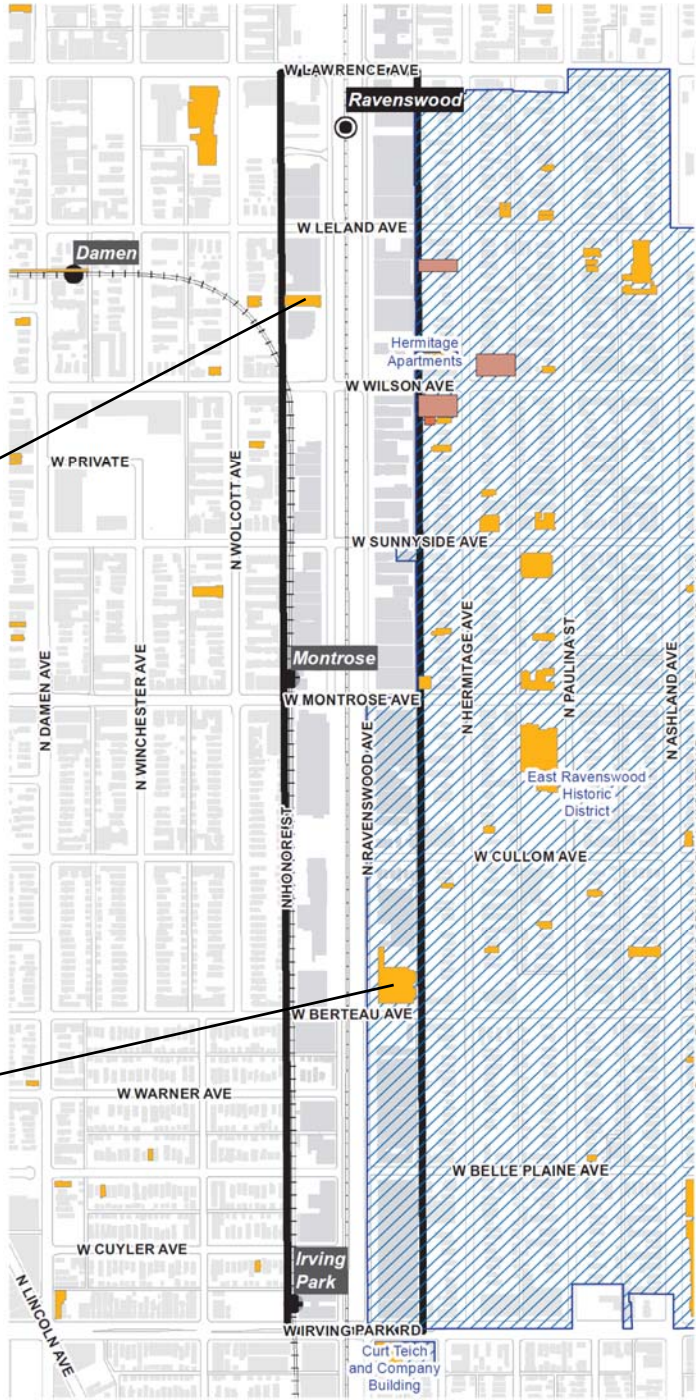
- Chicago Historic Resources Survey
  - Two “Orange-Rated” Properties





1770 Berteau (Deagan Building)

4636 N Ravenswood (Bull Dog Lock Co)



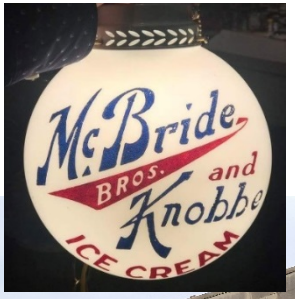
Ravenswood Industrial Character

Dates of Construction:

1905 – 1928 Most extant historic industrial building stock constructed
1929 – 1935 Development during Depression / WWII non-existent
but many companies continued to operate and survive
1935 – 1945 New manufacturing facilities amid the established corridor

Type & Style:

- Brick with limestone and terra cotta detailing
- Large windows and/or skylights for natural light are common
- Not 'high-style' but consistent with Classical Revival styles of the time
- Post war buildings have Art Deco influences
- Buildings are sited very close to the street



4317 N Ravenswood (McBride Bros & Knobbe Ice Cream)

Buildings that reflect the historic context of the corridor

4125 N Ravenswood (F. J. Littell Machine Co.)

Ravenswood Industrial Character

Physical Characteristics:

Light Industrial, Anchor-Type Buildings:
- 4-5 Stories, on the corner, ‘lighter’ industries such as Printing, Musical instruments, Typewriters

Heavy Industrial or Heavy Traffic Industries:
- 1-2 Stories, ‘heavier’ industries or businesses with a lot of deliveries transformers, tools and dyes; warehousing, laundry, dairy/ice cream

Post War Development
- Similar uses, similar materials, different style

4401 N Ravenswood (Shipman Ward Manufacturing)

Buildings that reflect the historic context of the corridor


4422-31 N Ravenswood

4131 N Ravenswood (Union Linen Supply Company)

Case Study: North Branch Framework (2017)

- GOAL: Leverage the corridor's unique urban authenticity by highlighting industrial structures and integrating character buildings with new development where possible.
- Approximately 60 buildings and structures identified as "character buildings".

MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

NORTH BRANCH FRAMEWORK

City of Chicago ✶ Department of Planning and Development ✶ Department of Transportation ✶ May 2017

DESIGN GUIDELINES

Existing Conditions: Historic Assets

Question:

What are the important issues concerning historic industrial character in the study area?

Brick street – west side of Ravenswood (Wilson to Sunnyside)

Deagan Building

Lill St Arts Center

Working group input:

- *Maintain brick pavers*

Existing Conditions Review

Land Use and Zoning (Luis Monterrubio, DPD)

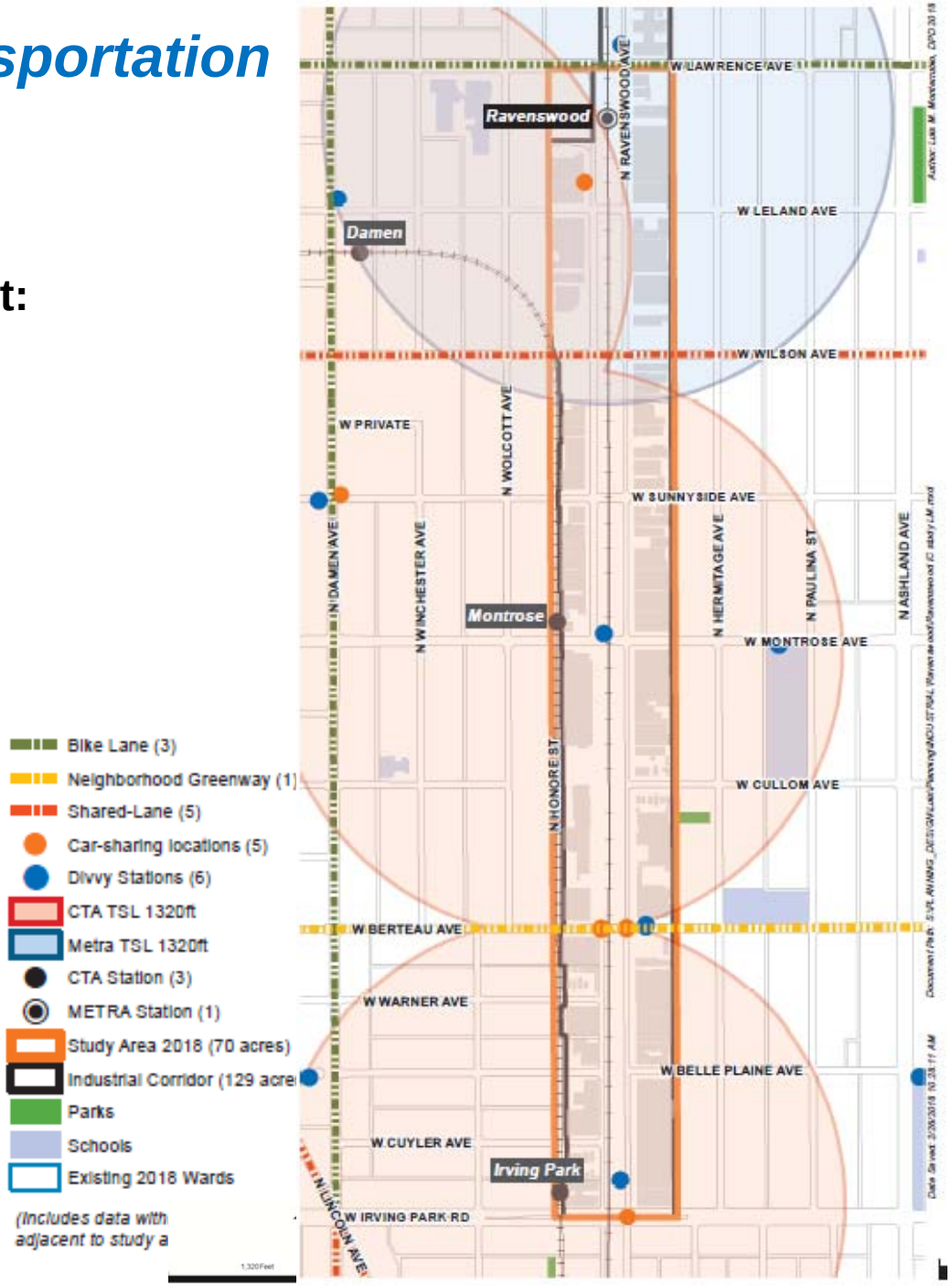
Historic Character (Andrea Terry, Bauer Latoza)

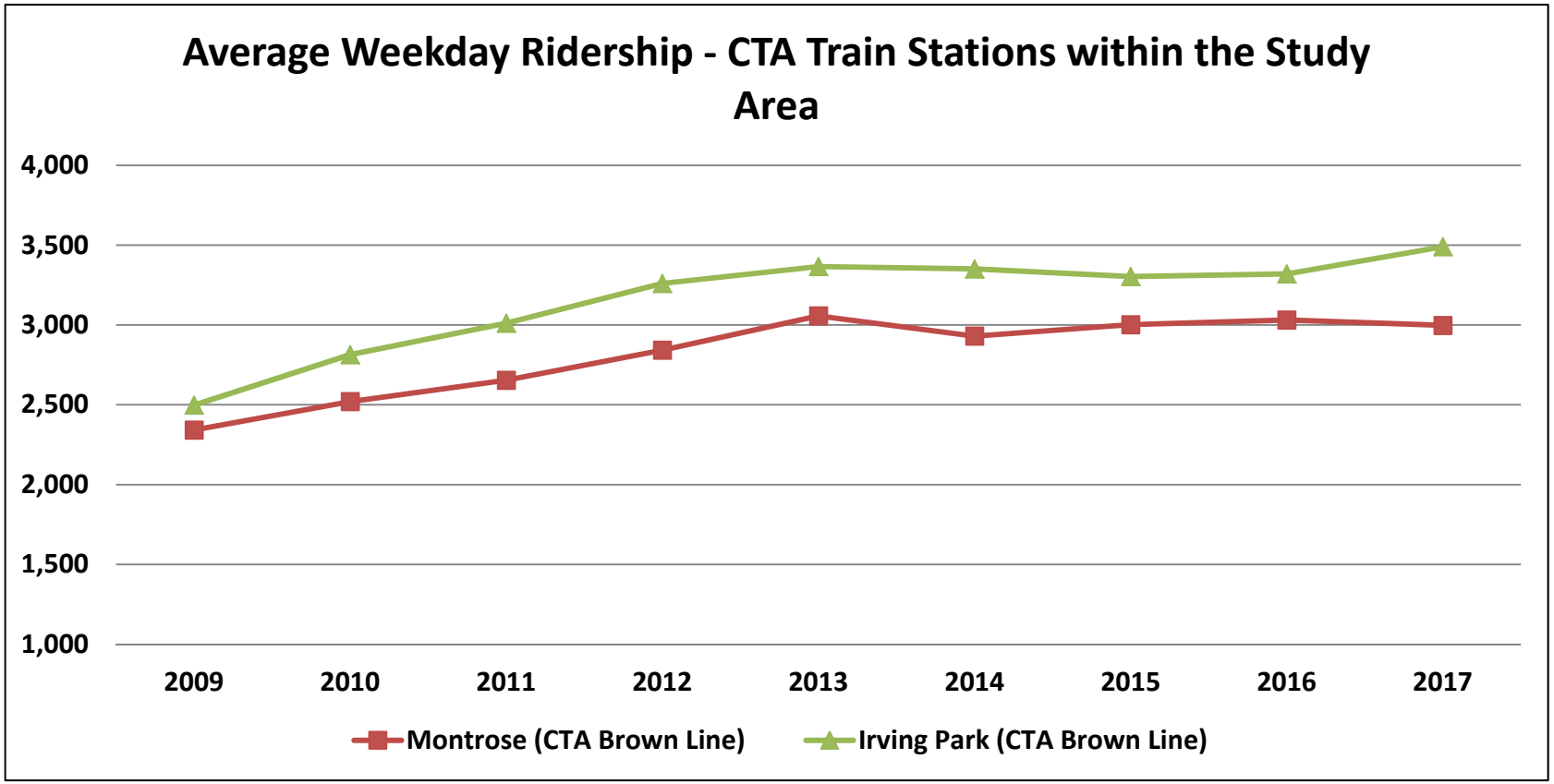
➡ **Transportation Access, Safety & Technology (Philip Banea, CDOT & Michael Berkshire, DPD)**

Sustainability (Michael Berkshire, DPD)

Existing Conditions: Transportation Access & Safety

Study Area is well-served by transit:



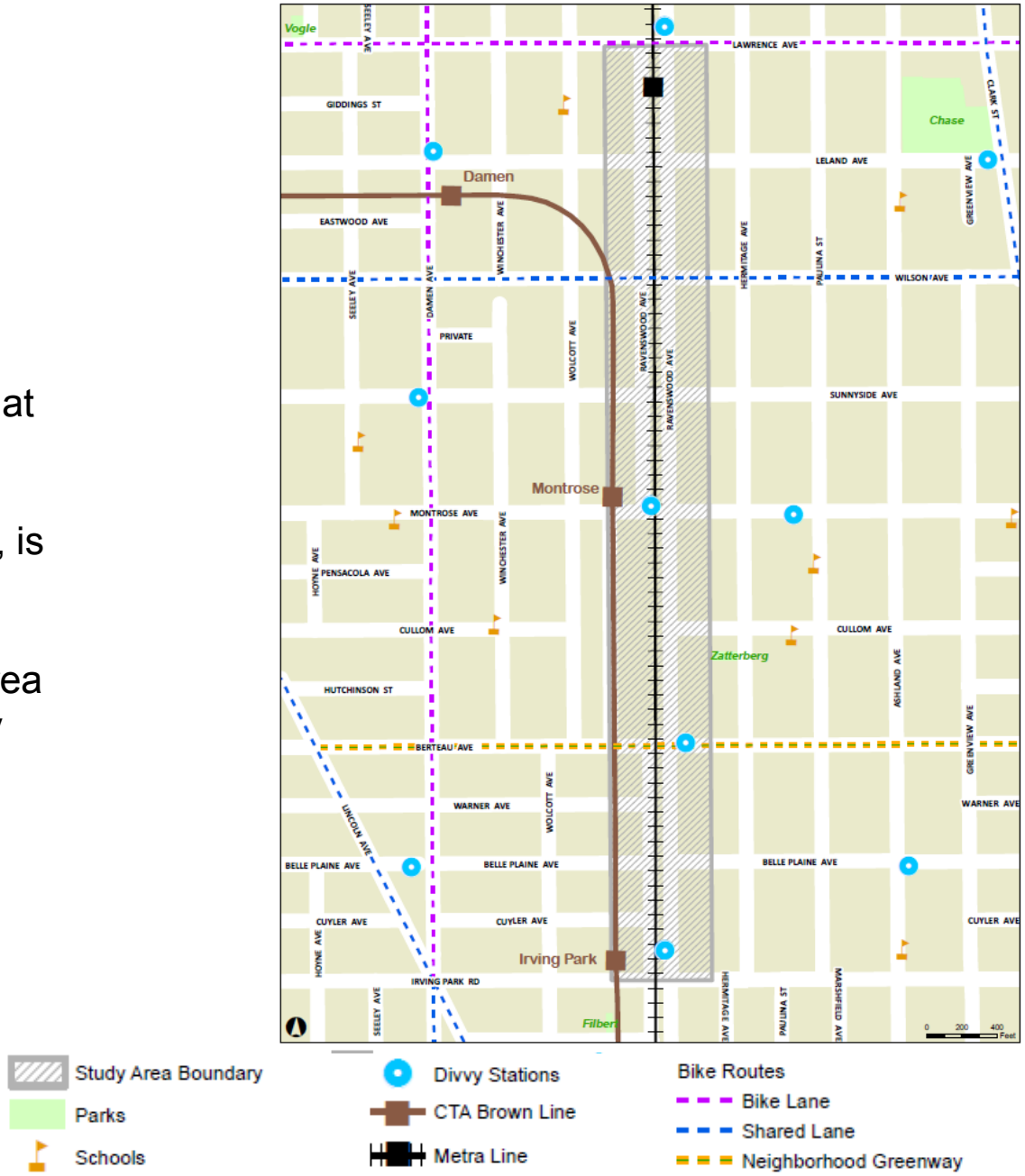


Transit Use Trends

- 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**

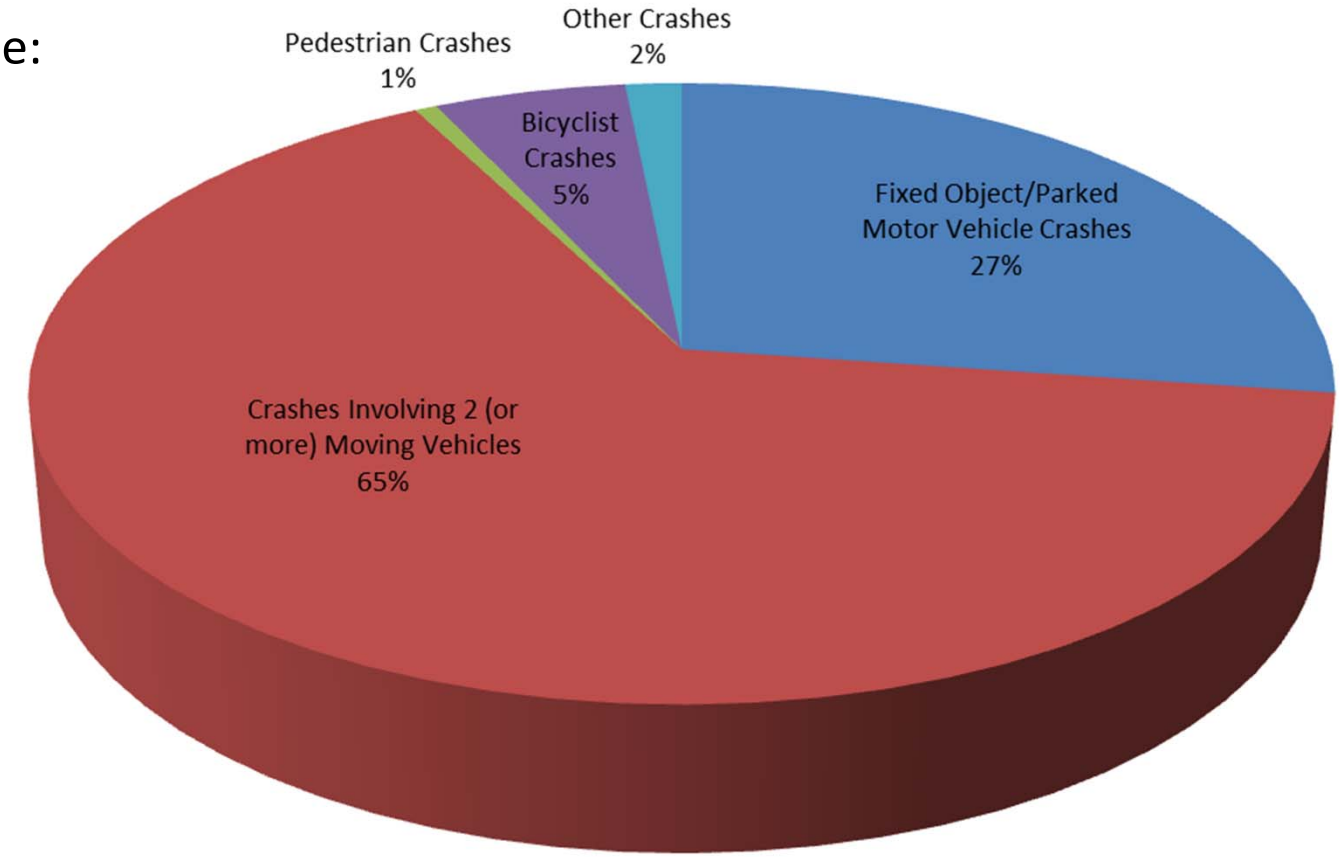
Bicycling

- Popular north/south bicycle lanes serving the study area (Damen)
- Several east/west bicycle routes that intersect the study area
- Ravenswood Ave., north of Wilson, is a signed bike route
- 3 Divvy stations within the study area and 1 immediate north of the study area boundary (122 trips / day – combined total)



Crash Data: 2010-2014

Crashes by type:

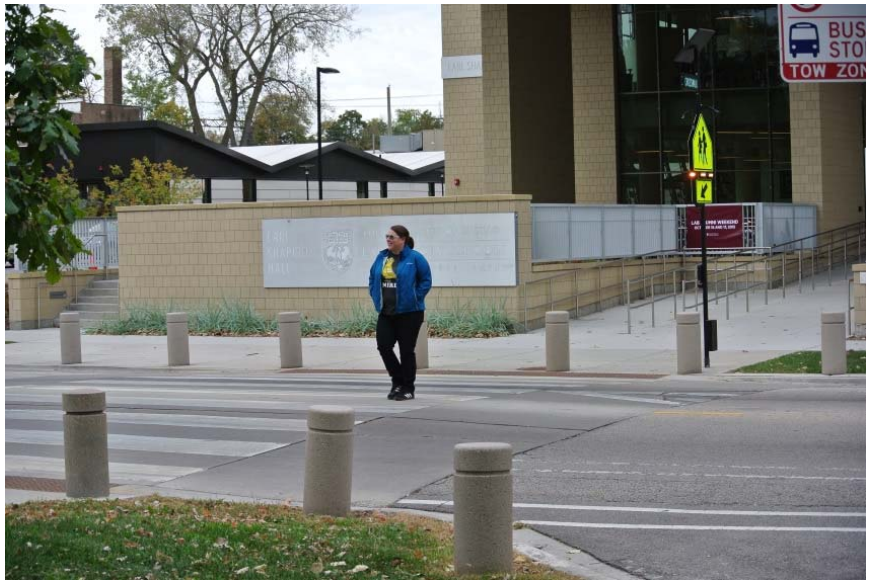


- 312 total crashes
- Average of 62 crashes per year
- 0 fatal crashes - 61 crashes with injuries
- Most crashes involve 2 or more moving vehicles (65%) or a fixed object/parked motor vehicle (27%)
- 6% of crashes involved either a pedestrian (1%) or a bicyclist (5%)

Source: IDOT within 100' of study area boundary

Examples of public way improvements that promote increased access and safety:

Raised & Decorative Crosswalks:



Examples of public way improvements that promote increased access and safety:

Signs for Bicycles

Bump-out with Planter

Transportation Technology Changes

The Atlantic - March 2018:

5G won't just make smartphones faster. It will make everything smarter by inventing new ways for connections to happen, from autonomous cars to fully connected homes and cities. Qualcomm is bringing 5G to life, and it's not just a new mobile standard, it's an entirely new way of looking at the world.

The company that made 4G a thing, now brings you 5G.

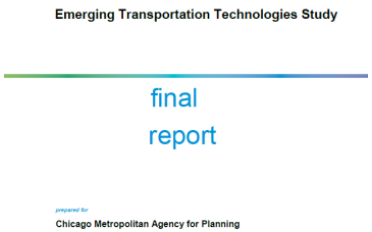
5G won't just make smartphones faster. It will make everything smarter by inventing new ways for connections to happen, from autonomous cars to fully connected homes and cities. Qualcomm is bringing 5G to life, and it's not just a new mobile standard, it's an entirely new way of looking at the world.

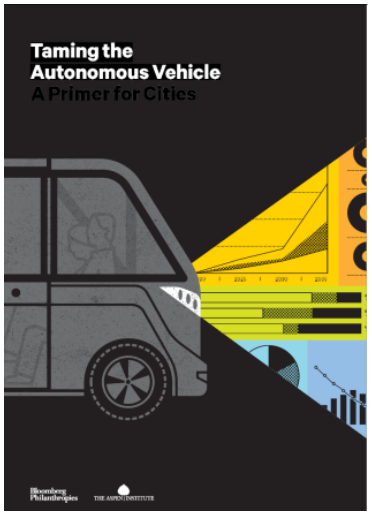
qualcomm.com/weinvent

Qualcomm

Inventing the tech the world loves

Transportation Technology Changes



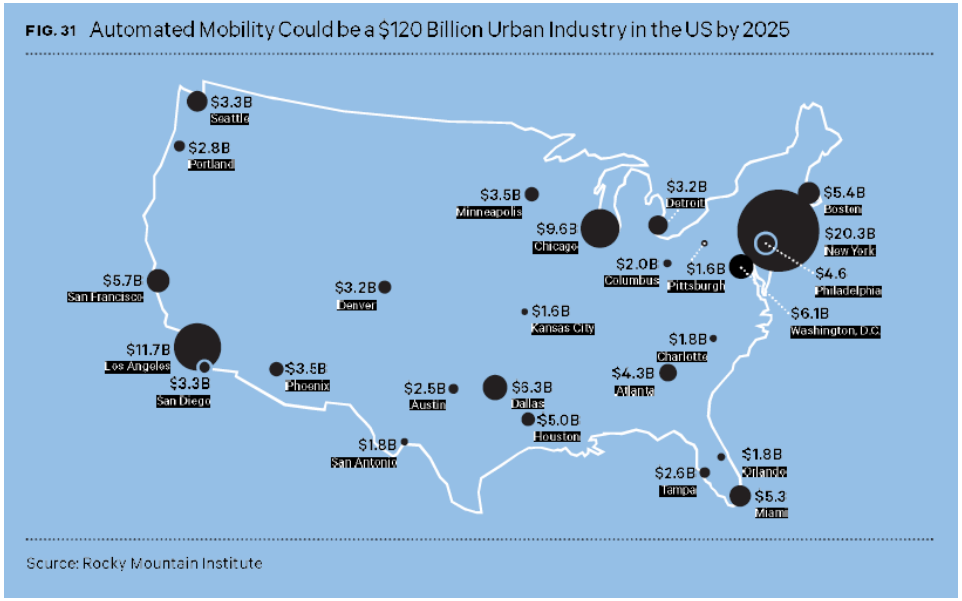


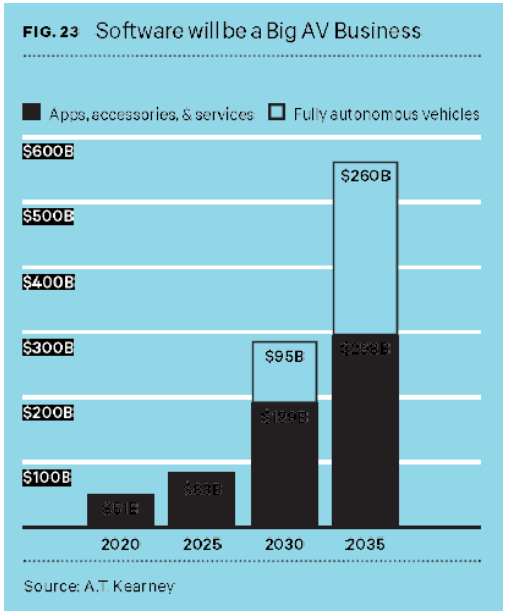
The Chicago region already has a well-established automated vehicle (AV) technology sector which includes:

- HERE, BMW, Littlefuse

AV technology is predicted to spawn industry

- $42 million a year by 2025, resulting in a net increase in jobs.
- The workforce must adapt to the skills required by this emerging technology.
- Over 30 auto makers are currently trying to develop a fully autonomous passenger vehicle.
- Several industry leaders are designing autonomous commercial vehicles, such as driverless podcars, shuttles, buses and trucks.



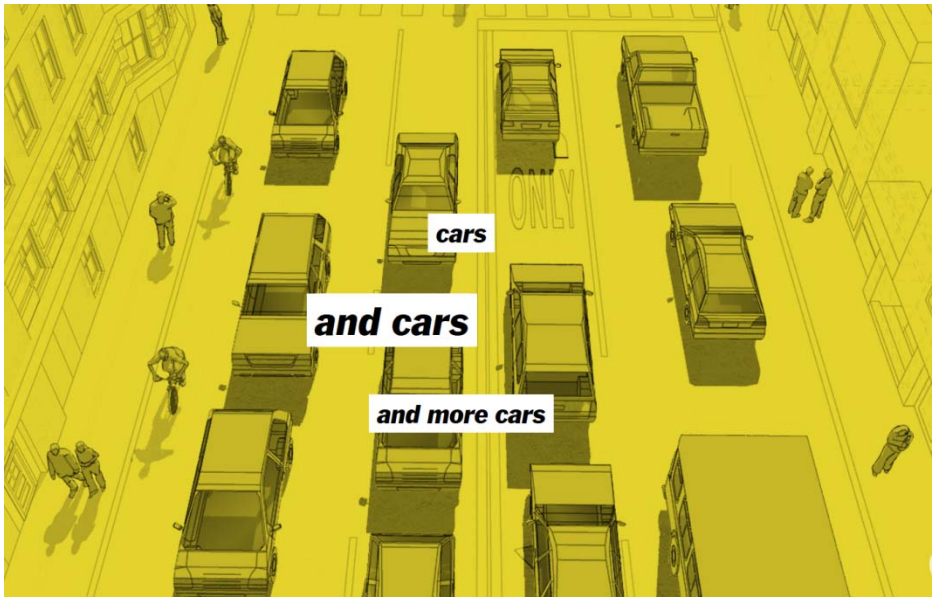


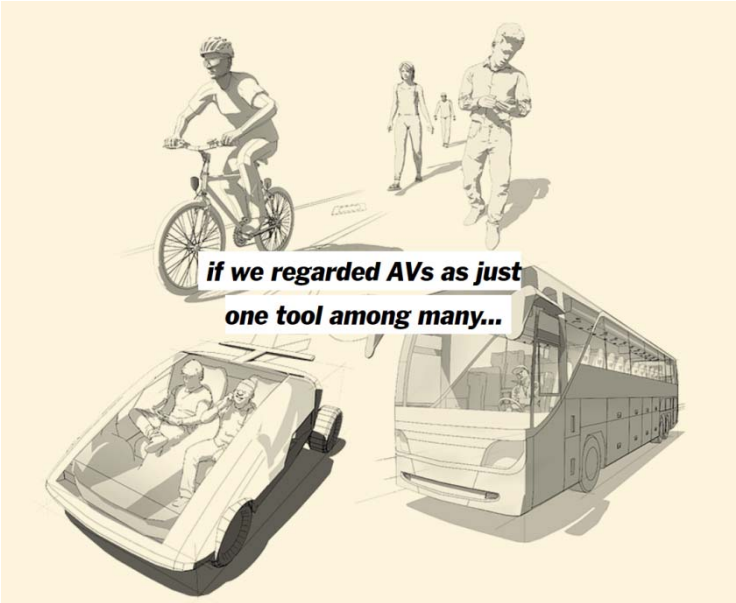
Implications of these Transportation Technology Changes

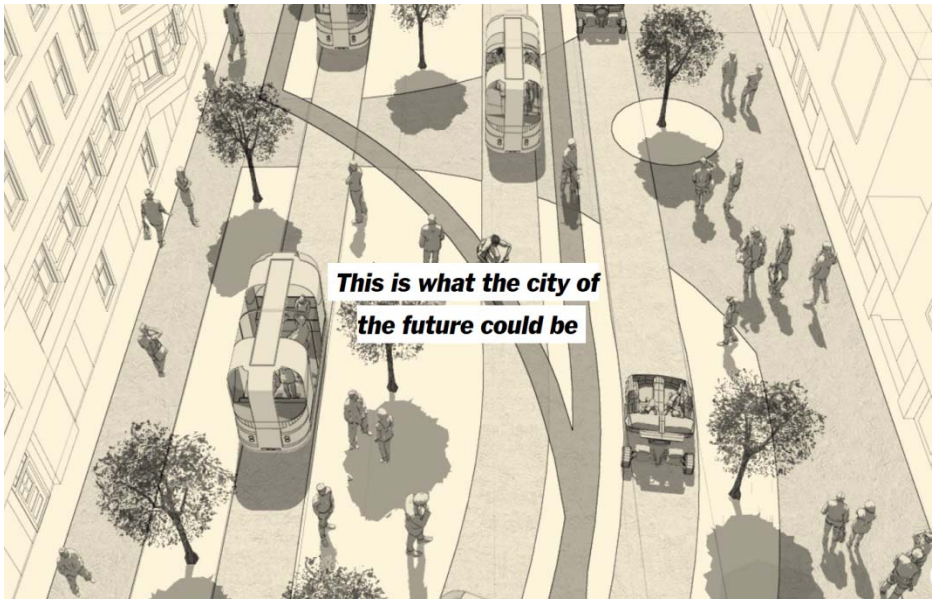
1. Consider providing infrastructure to promote shared mobility and transit services in locations such as mobility hubs:
    - Car-sharing parking
    - bike-sharing parking stations

Implications of these Transportation Technology Changes

2. Potential opportunities for less street parking resulting in more space for bikes, pedestrians and place-making in the right-of-way







Implications of these Transportation Technology Changes

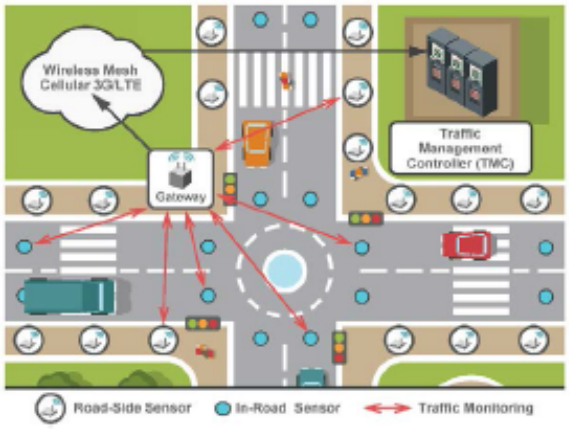
Smart signals: Implement technology to more effectively manage vehicular traffic and improve circulation

ADAPTIVE / INTERCONNECTED SIGNALS HAVE:

DATA: Real-time detection of traffic volumes and queues using cameras and/or in-road sensors.

LOGIC: Fiber-optic or wireless infrastructure to relay camera/sensor data to a computerized 'nerve center.'

EXECUTION: Advanced signal controllers at intersections that constantly readjust signal timing based upon real-time needs.



Existing Conditions: Transportation Access & Safety

Question:

What are the important issues concerning transportation access, safety & technology in the study area?

Example

Working group input:

- *Traffic signal and light coordination could be improved*
- *Road diets improve conditions for pedestrians, not industrial businesses*

Existing Conditions Review

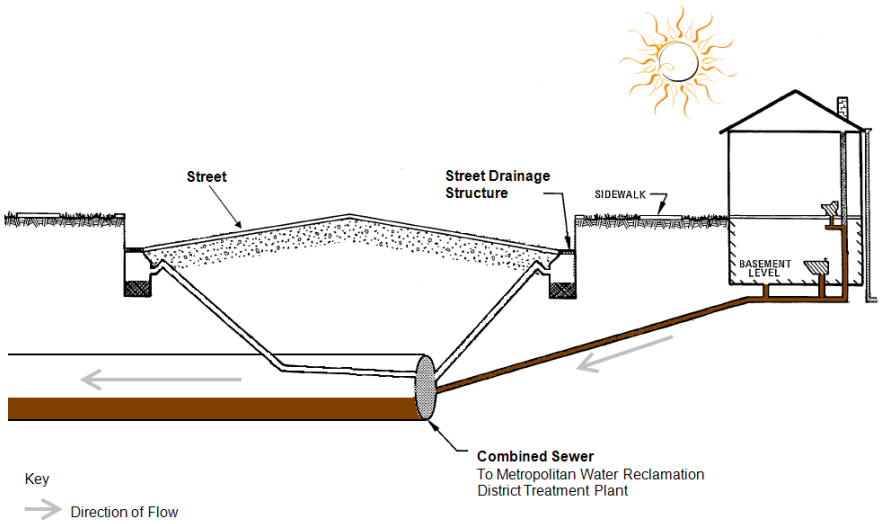
Land Use and Zoning (Luis Monterrubio, DPD)

Historic Character (Andrea Terry, Bauer Latoza)

Transportation Access, Safety & Technology (Philip Banea, CDOT & Michael Berkshire, DPD)

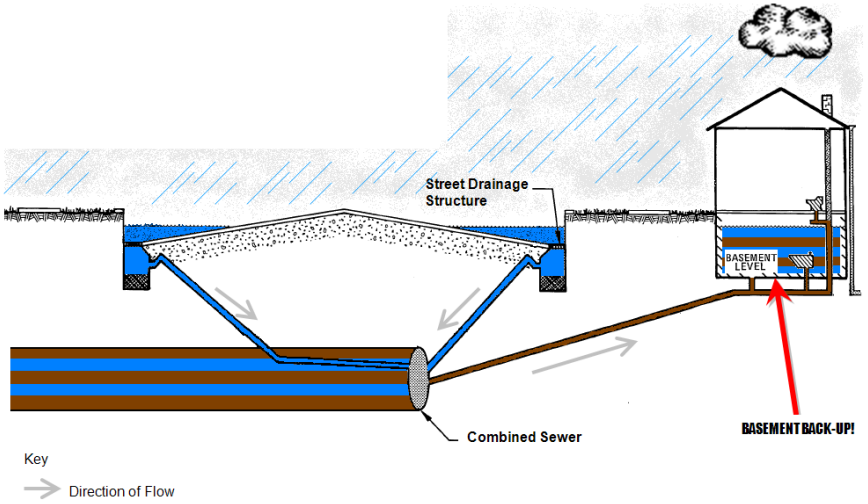
➡ **Sustainability (Michael Berkshire, DPD)**

Stormwater: Combined sewer system



Combined Only In Dry Weather

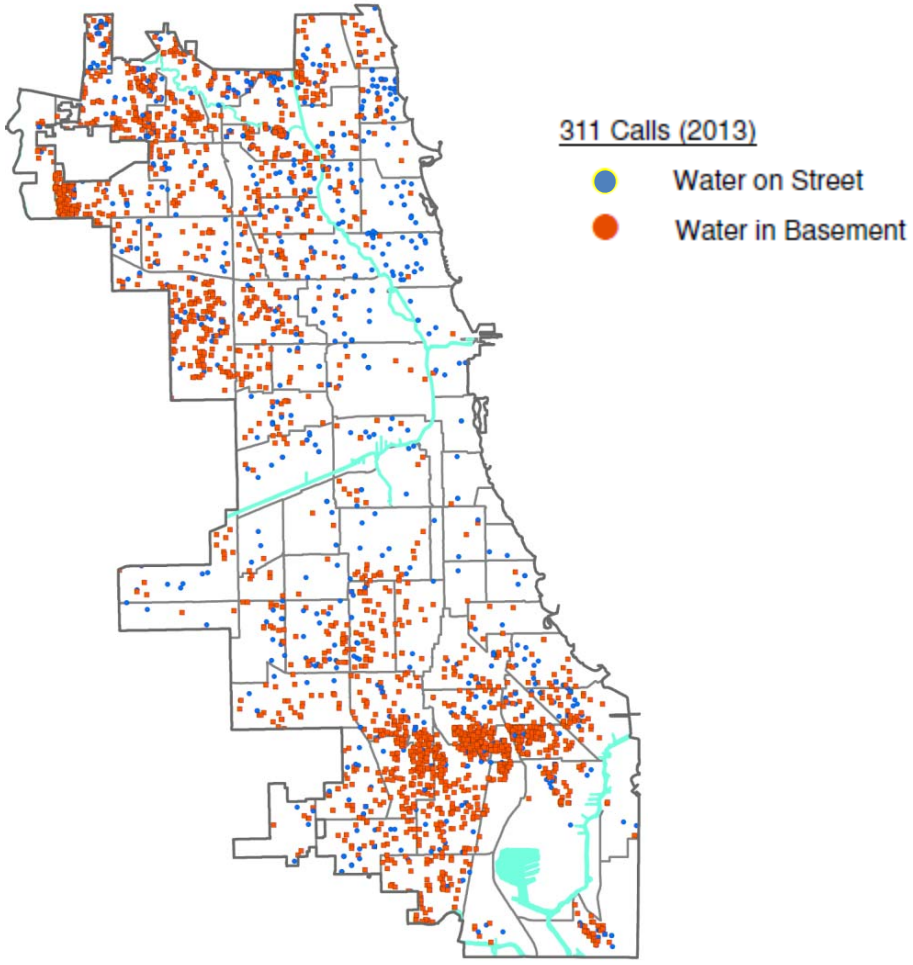
The combined sewer was built 100 years ago. It was constructed to carry both sewage and rain water to the Metropolitan Water Reclamation District for treatment.



Combined Only During Rain Event

The combined sewer pipes have limited capacity due to their size. Prior to implementing the long range sewer improvement program, the combined sewer would surcharge (become overwhelmed) during rain events, resulting in basement backups and street flooding.

Stormwater: Urban flooding

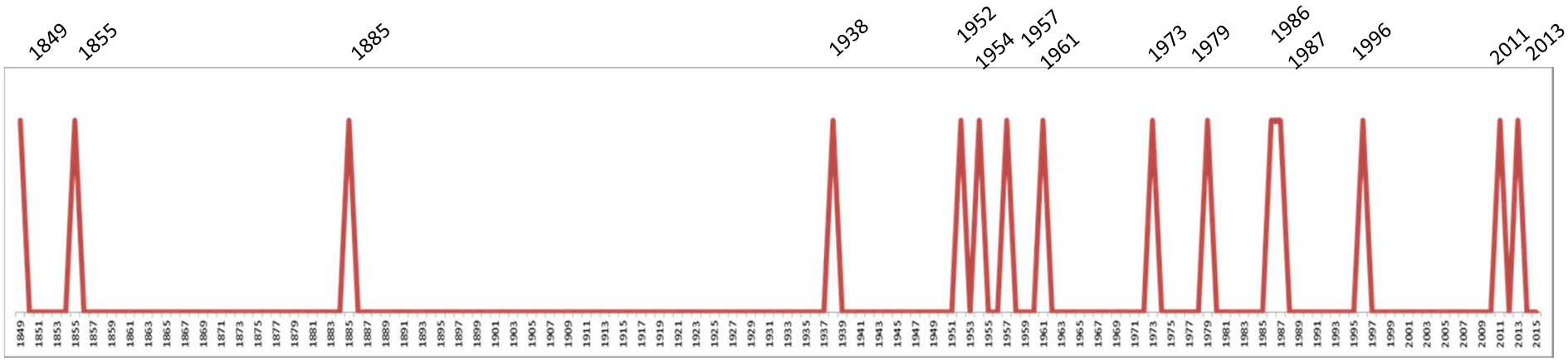


Homes

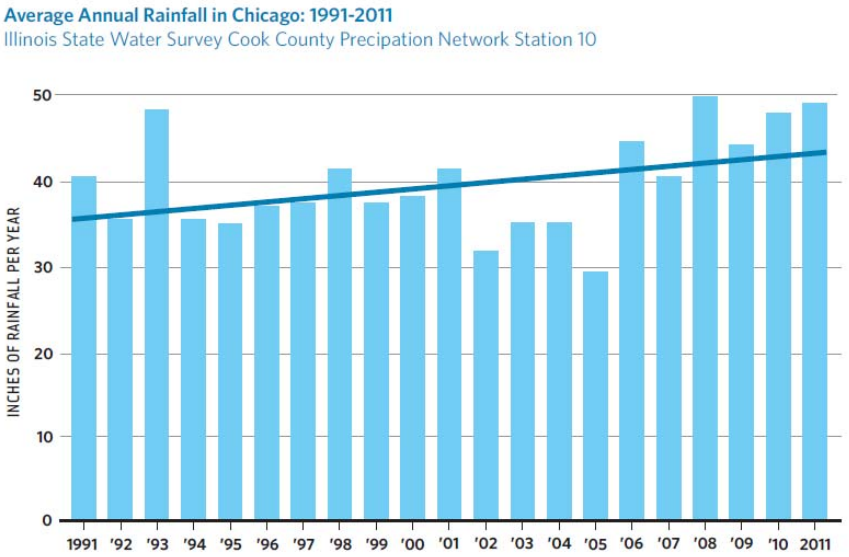
Businesses

Streets

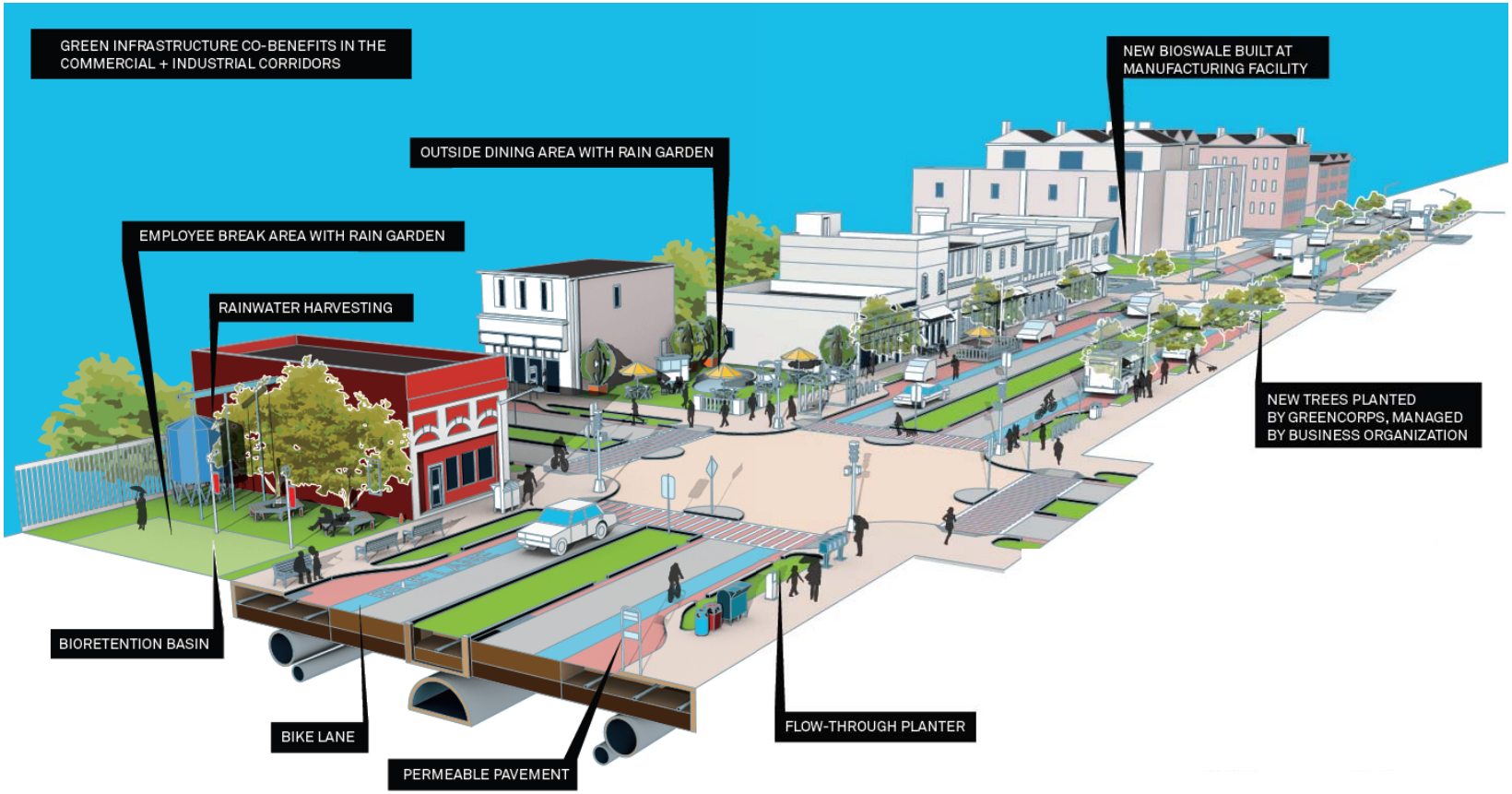
Stormwater: Urban flooding predictions



Frequency of heavy rainfall events

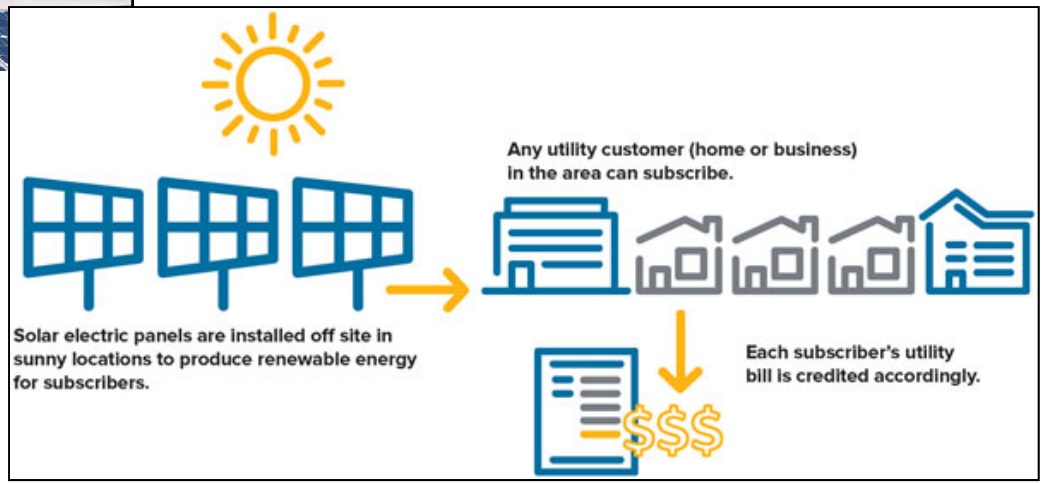


Stormwater: Urban flooding management treatments



Clean energy sources: Solar potential

Industrial Corridor Solar Study: Assessed typical construction typologies for industrial buildings in Chicago and highlighted typical conditions for each structure type and implications for roof-mounted solar power installations



Clean Energy Sources: Solar preparation

Chicago SunShot Initiative

City received a $750,000 grant from Dept. of Energy to lower the non-hardware costs of solar installations

- **Permitting:** Created a same-day solar permitting program for small, residential solar installations and a transparent set of guidelines and up-to-date standards for larger scale projects

- **Zoning:** Published a progressive solar zoning policy and an updated solar-favorable, sustainable policies

- **Interconnection:** Coordinated with ComEd to create a customer-friendly, electronic interconnection process

Clean Energy Sources: Solar incentives

Strengthen and expand the Renewable Portfolio Standard to ensure stable, predictable funding for renewable development, **providing $180M per year – growing to $220M per year– in funding for renewable resources**, including new wind power, large-scale solar power, and rooftop and community solar.

Existing Conditions: Sustainability

Question:

What are the important issues concerning sustainability in the study area?

Working group input:

- *Be cognizant that the ideas proposed and implemented are cost-effective for SSA / neighborhood to maintain*
- *Bioswales can catch trucks and cause accidents*
- *Several companies interested in solar*

Community Feedback

- **Comments from today have been recorded**
- **Comments from the previous Working Group meeting have also been recorded**
- **Comment cards are available**

An **online survey** about existing conditions will be posted today and emailed to our participant list:

www.tinyurl.com/RavenswoodIC

- The survey will be live until **March 30, 2018.**

- All comments will be summarized in a memo and posted online after the survey period ends.

Next Steps

Project team reviews all community feedback on existing conditions data and prepares activities for the working group workshop.

Tentative Timeline