

Ravenswood Development Framework Plan



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Appendix Community Survey Results

Introduction

Goals

The Ravenswood Neighbors Association is an all-volunteer, resident-driven organization that seeks to promote the well-being, safety, vitality, and identity of our community by fostering and encouraging stronger relationships between residents, local businesses, and other neighborhood organizations; sharing news and information throughout our network; and promoting local initiatives and programs.

As part of its efforts to maintain and improve the neighborhood, RNA developed a summary of existing conditions and recommendations for the neighborhood throughout 2018.

Local elected officials often rely on community groups such as RNA to get resident input on proposed development, business licenses, streetscape improvements, and other projects happening in the ward. The purpose of this plan is to share existing conditions with Ravenswood residents, as well as the incoming 47th Ward alderperson, to provide context to support our decisions on local planning and development issues.

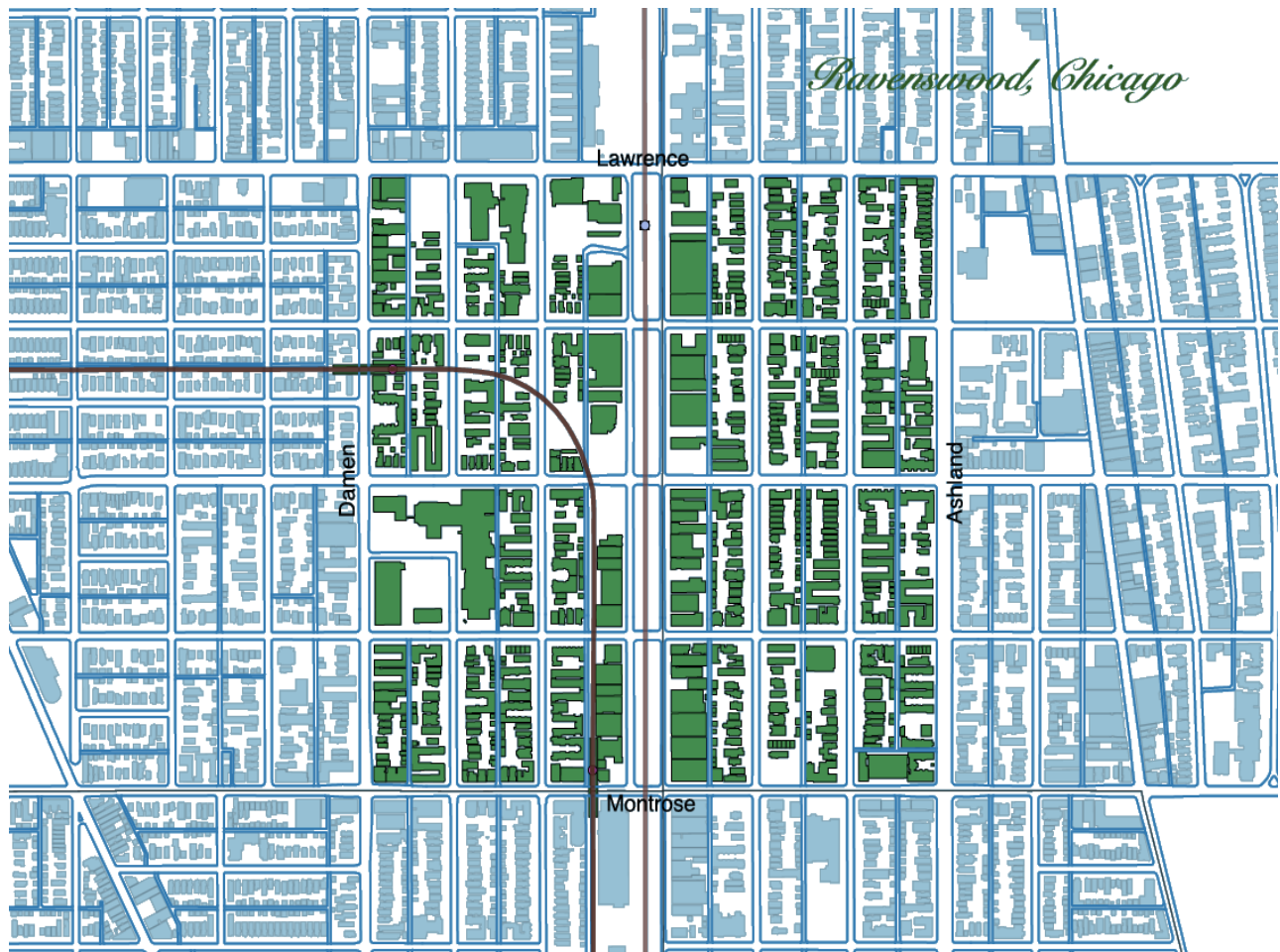
Based on community input and analysis of existing conditions, we highlight four primary goals, as well as recommendations to meet these goals. The four goals are:

1. Increase density and affordability to provide housing for all.
2. Preserve historic buildings and encourage new development to mimic existing character.
3. Maintain a diverse mix of independent, locally owned businesses.
4. Create more avenues for community input on local zoning and development decisions.

Study Area

The boundaries used for the purpose of this report are those of the Ravenswood Neighbors Association:

- Montrose on the south
- Ashland on the east
- Lawrence on the north
- Damen on the west



Note: Both sides of the commercial streets that form the edges of the boundary are considered part of the study area. RNA's boundaries are located entirely within the 47th Ward and include parts of the Lincoln Square, Uptown, North Center, and Lake View community areas.

Vision

We envision Ravenswood as a place where a diverse mix of people can afford to call home, have ample employment opportunities, and enjoy shopping, drinking, dining, and other recreational activities. Ravenswood should continue to be an architecturally beautiful and spacious neighborhood with a mix of single-family and dense multi-family housing options. The neighborhood has a multitude of historic buildings that should be preserved, while focusing new development near the abundant public transportation options.

Additionally, small businesses and walkable commercial corridors are the backbone of the community, and the expansion and retention of these are a top priority. Ravenswood is currently a desirable urban neighborhood, and future growth will ensure that desirability is sustained while creating a more inclusive and diverse place for all.

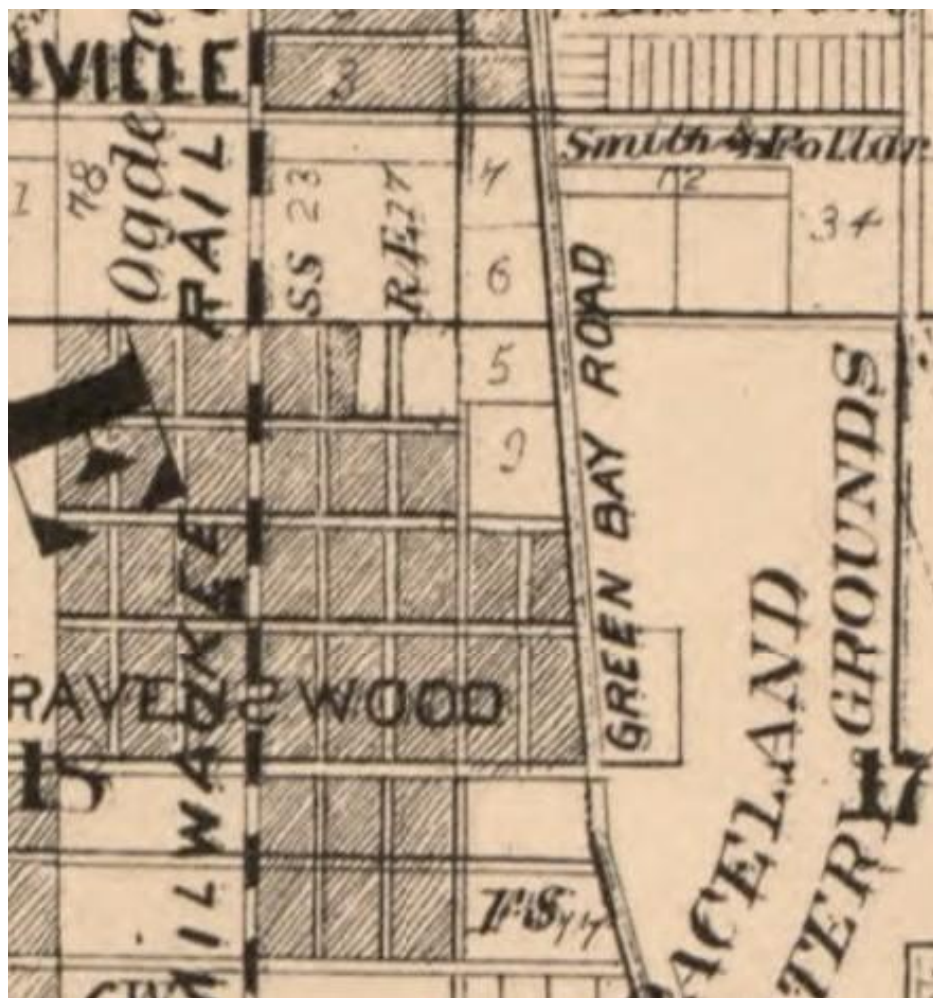
Neighborhood History

Ravenswood was planned as one of Chicago's first suburbs to function as a completely independent community. It is notable for its varied residential and institutional architectural styles and building types.

According to the National Register for Historic Places, the East Ravenswood Historic District (a significant portion of which is located within the RNA boundaries) is significant for its association with the development of transportation, the growth of the region following the Great Fire of 1871, the rapid influx of immigrants, the changes to the city caused by the World's Columbian Exposition of 1893, and the growth of industry in the late 19th and early 20th centuries. It is also notable for its physical setting and building stock, which are both representative of the aforementioned transitions in Chicago's history. The character of this area and its built environment have remained relatively unchanged to this day.

In 1837, Conrad Sulzer and his family, who were Swiss immigrants, purchased 100 acres of undeveloped land that would later become Ravenswood. Other folks eventually settled nearby and established farms around the Sulzer farmstead. The Sulzers are recognized as the first recorded non-native settlers in the area.

When Graceland Cemetery was chartered in 1860, the surrounding town of Lake View was still mostly rural. In 1868, after Graceland was founded, a group of South Side businessmen formed the Ravenswood Land Company and purchased 194 acres to develop a subdivision in the still fairly undeveloped area, which at the time was north of Chicago. This original plot of land was located adjacent to the northwest corner of Graceland Cemetery, starting at Clark and Sulzer Road (now Montrose Avenue). This subdivision was generally bound by present day Lawrence on the north, Damen on the west, Clark on the east, and Montrose/Berteau on the south.



Van Vechten's map from 1870: The boundaries of the original Ravenswood appear to be generally Clark, Lawrence, Berteau, and Damen/Library of Congress

The Great Chicago Fire of 1871 served as an incredibly important moment for the expansion of Ravenswood. Following the fire, many people moved to Ravenswood and the surrounding areas for a place to rebuild their homes and start their lives over. Folks chose to relocate to Ravenswood for a couple of reasons. First, many working-class people sought an area where they could build wood frame houses when they couldn't afford to comply with new fire safety construction codes in Chicago. Middle-class people also built houses in the area and the diversity of economic backgrounds of early homeowners in Ravenswood is still evident, as modest frame cottages sit next to grand mansions. Second, the brickyards along the north branch of the Chicago River drew many immigrants, specifically German, to the surrounding area. Chicago residents increasingly needed bricks to comply with new fireproof construction laws. As more immigrants moved to Chicago and to areas north of the city, the farms that occupied the area began to disappear. Ravenswood continued to expand and by 1890, the boundaries expanded to Leavitt, Berteau, Clark, and Lawrence.

A few theories exist regarding the selection of the name "Ravenswood." Some say the community was named after Chief Raven, a Native American who lived nearby in a densely wooded area of the region now called Bowmanville. Others speculate that Ravenswood was named for the abundance of ravens that lived in the woods nearby. Another theory is that it was the name of a town in the Eastern United States that one of the settlers once lived in. Perhaps the most interesting theory is that it was named after a character in the novel "The Bride of Lammermoor," which was written by Sir Walter Scott in 1819. Even if the origin of the name Ravenswood has been lost over the course of history, it has proved popular enough to live on throughout the years.

The beating heart of the neighborhood is its namesake street, which historically served as the "main street" for the community. By the 1870s and 1880s, Ravenswood Avenue was a local business district with grocery stores, a meat market, a post office, and a drug store, among other shops and offices. But the street also had lumber yards and commercial stables north of Wilson Avenue. Development for Ravenswood Avenue as a commercial and industrial corridor generally occurred in three waves: the first occurred right after the Chicago and Northwestern railroad was established in 1855, the second occurred after the extension of the elevated train in the first decade of the 20th century, and the third occurred during World War I.

The Ravenswood Avenue corridor began as a business district, but started to transform into a light manufacturing corridor by the 1890s because nearby land was affordable and the railroad along the street offered an easy way for goods to be transported. The development of industry along the corridor facilitated the

growth of residential uses nearby. As more people came to the area to live and work, the elevated railroad was extended to Ravenswood in 1907, with stations at Irving Park, Montrose, Ravenswood, and Damen.

Construction of the Ravenswood branch of the Northwestern Elevated train line, which began service on May 18, 1907, brought with it an increase in industrial and light manufacturing to the corridor. The Ravenswood station, which no longer exists, was typical of the elevated stations built for the Ravenswood branch except that instead of being situated at a cross street, the station was situated mid-block, just south of Wilson Avenue, with the station house under the elevated structure. The station was most likely located here because the Ravenswood station on the Chicago and North Western Railroad was originally located south of Wilson Avenue, across from the elevated station. Interestingly, the Ravenswood station, with commuter service now operated by the Union Pacific on behalf of Metra, was later relocated two blocks north, between Leland and Lawrence.

Thankfully, many of the industrial buildings in the corridor from that time still exist and should be preserved. For example, 4335 N. Ravenswood was once occupied by the Boye Needle Company, founded in 1905 by John L. Flannery. Originally located on Wabash Avenue between Randolph and Washington Streets, the company relocated to 4335 N. Ravenswood after the original building was destroyed by fire. By 1918, they employed 150 people in the manufacturing of sewing machine supplies, hardware, and dry goods novelties. This building now houses the neighborhood gem Architectural Artifacts.

Starting in the 1970s, Ravenswood Avenue began to slowly evolve from its industrial past into a center for cultural production. Large and relatively affordable factory spaces have allowed small businesses and creative industries to thrive. For example, the Lillstreet Art Center and Architectural Artifacts now occupy 40,000 and 80,000 square feet of space in former industrial buildings. The area has benefitted from fairly low rents, flexible leases, free parking, and an abundance of transportation options. All of these conditions have created a friendly environment for the development of small businesses and creative uses along the corridor.

The owner and founder of Architectural Artifacts, Stuart Grannen, expanded his retail business of salvaged architectural artifacts by joining the building that housed the Boye Needle Company with another built in 1920 with a modern, glassy atrium. This is a great example of adaptively re-using and enhancing historic buildings for creative uses in the corridor.



Ravenswood Meat Market, ca. 1916. Street view of businesses on the 4500 block of Ravenswood Avenue. Signs for the following businesses are visible on the shop windows: The London Beauty Shop; L. Richman Tailor Cleaner; The Great Atlantic & Pacific Tea Co.; Ravenswood Meat Market B.A. Riemenschneider; Barnard Drugs. | Chicago Public Library

Process

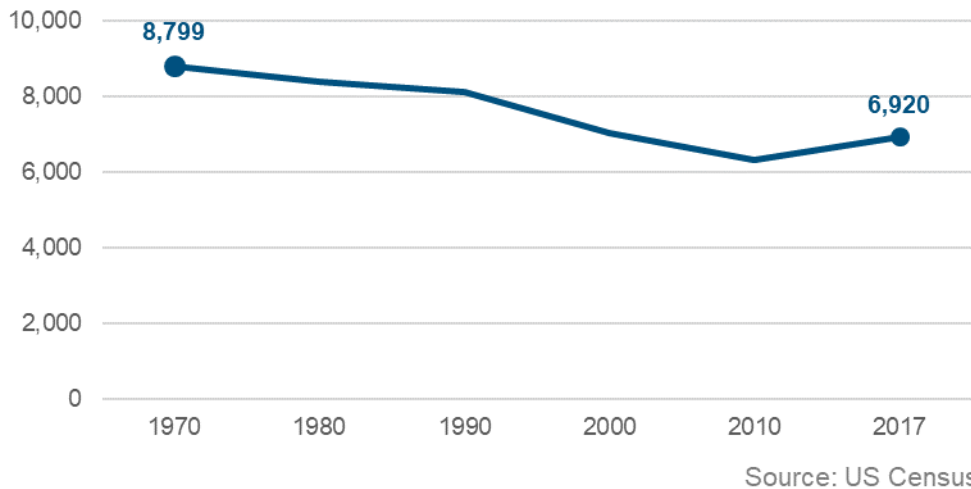
In early 2018, the Ravenswood Neighbors Association realized there was a need for a guiding document for use by elected officials, developers, and residents to help the neighborhood of Ravenswood continue to thrive well into the future.

The RNA's Planning and Development Committee began researching existing conditions in the neighborhood to create a report to be shared with the community in the fall of 2018. In October 2018, we shared an existing conditions presentation at a community meeting and distributed surveys, both at the meeting and online, for community feedback. A total of 65 surveys were completed and submitted to the RNA Planning and Development Committee. A summary of these results is in the appendix of this report.

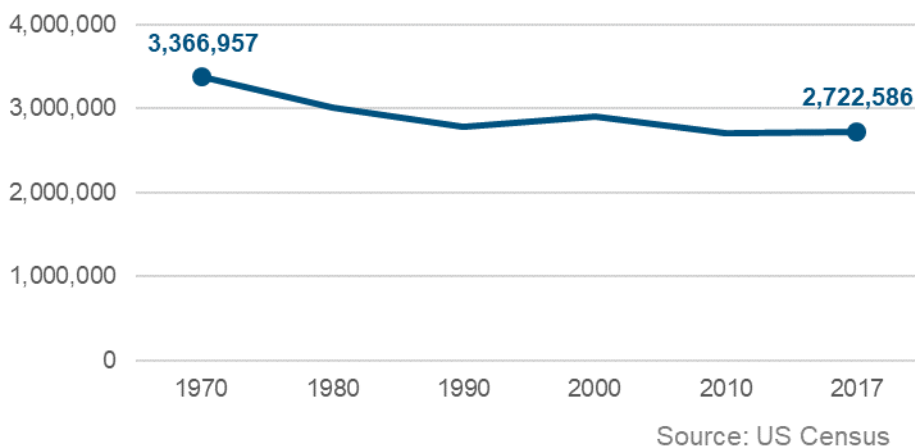
Demographics

Like many of its neighboring communities on the North Side, Ravenswood's population has changed in many ways over the last several decades. As the neighborhood's industrial sector shrank, the population has changed in income, racial/ethnic composition, and education levels. The neighborhood's housing stock has also changed somewhat, though the number of units of housing has increased only slightly in recent decades.

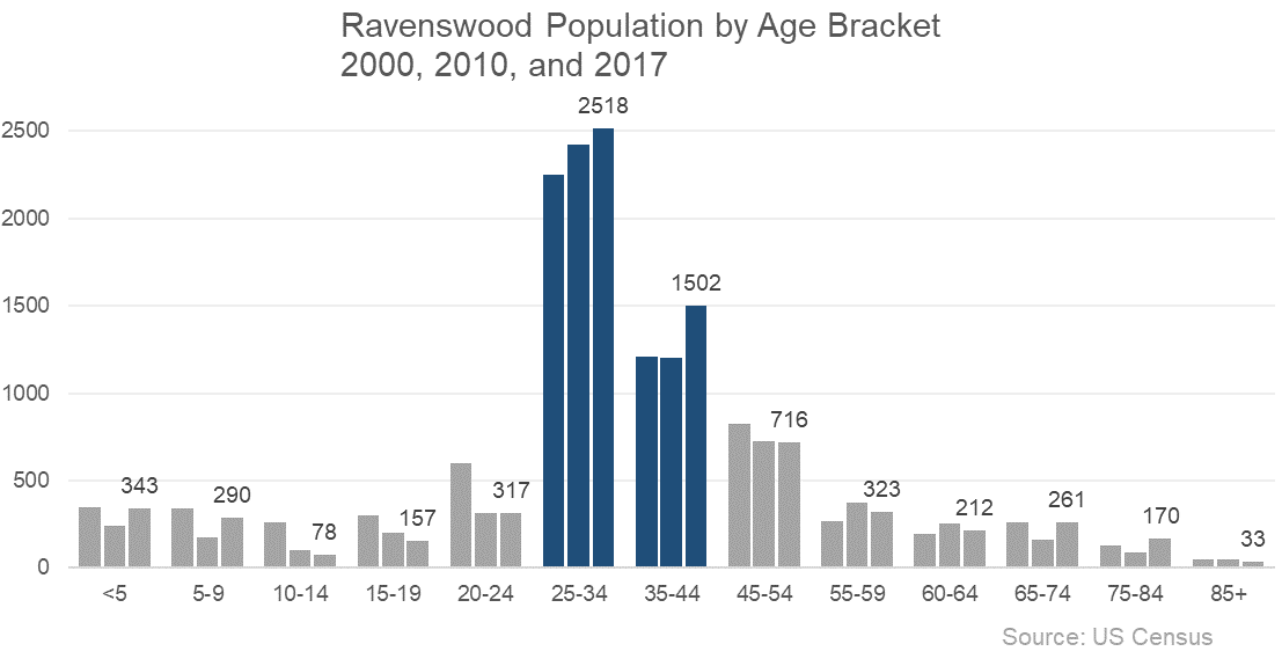
Ravenswood's Population has Declined 27% Since 1970



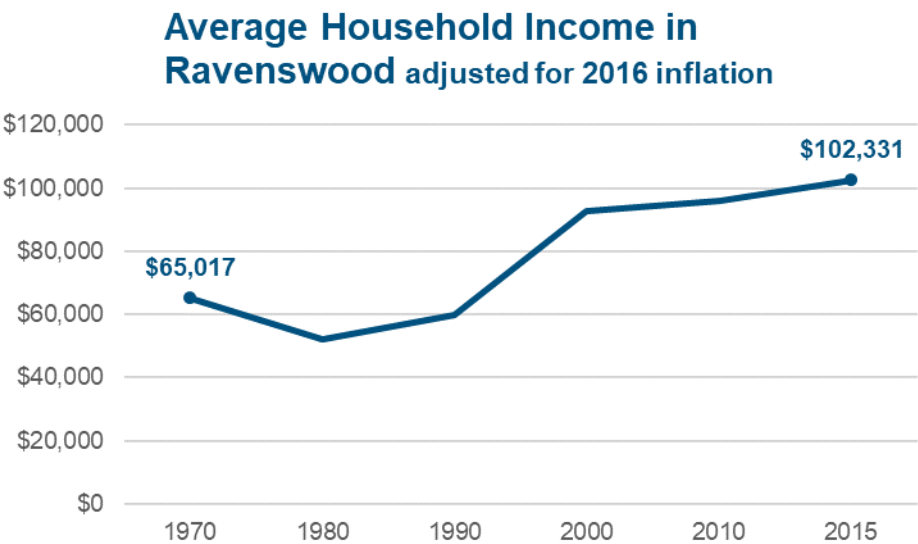
Chicago's Population has Declined 24% Since 1970



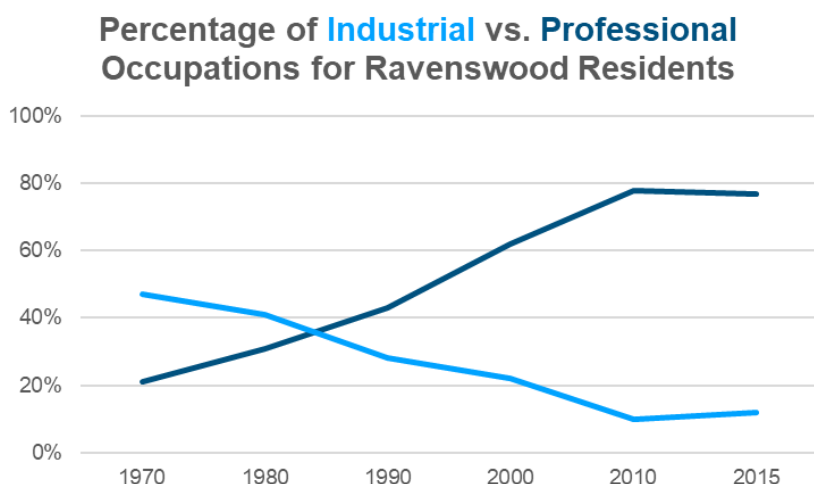
Ravenswood has seen the largest absolute increases in 25- to 44-year-old residents over the past two decades, with more than 36 percent of residents in the 25-34 age range.



Income in the neighborhood declined from 1970 to 1980, but has been on a steady upward trend ever since.



The share of industrial occupations and professional occupations for residents of the neighborhood have trended in opposite ways since the 1970 Census. The neighborhood has become less of a place for blue-collar residents and more of a place for professional residents.



The neighborhood's ethnic composition has also changed; though non-Hispanic whites have remained the ethnic majority, the neighborhood has generally remained more diverse than 1970. Peak diversity occurred at the time of the 1990 Census, but has steadily become less diverse since, with Hispanic/Latino residents leaving and more non-Hispanic white people moving in. Non-Hispanic whites have remained the majority demographic in the neighborhood.

Housing

The City of Chicago has an affordable housing crisis that has touched every neighborhood. In places such as Ravenswood, where the population has become wealthier and property values have skyrocketed, many residents report concern over whether they will be displaced from the community.

Ravenswood's total number of housing units has remained consistent since 2000, adding just 58 units between then and 2017. Vacancy is low, at about four percent. While the number of homeowners has increased since 2010, the community remains nearly 70 percent renters.

To analyze the existing conditions in the neighborhood, we used U.S. Census information. Due to the geography of census tracts, Clark Street was included as the eastern boundary for the information below, much of which are estimates.



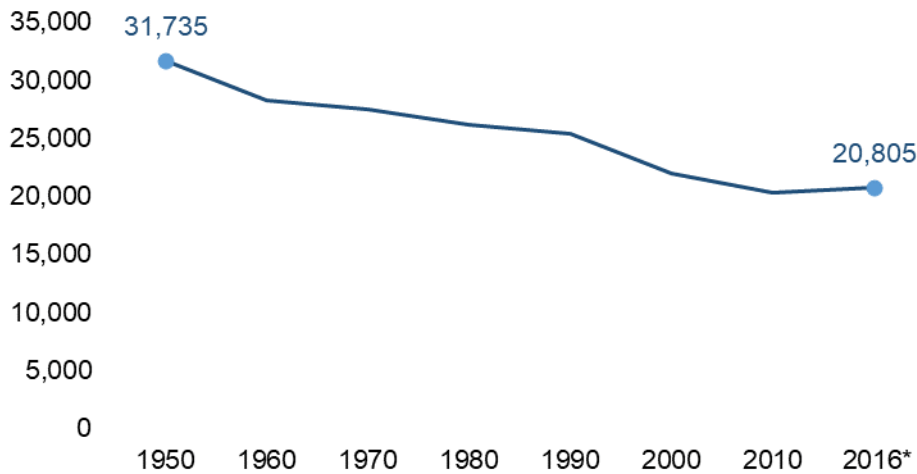
Typical courtyard apartment building from the early 20th century in Ravenswood. | Frank Kryzak

Population Density

A common concern in the neighborhood is preserving the existing density and building stock in Ravenswood to provide affordable homes and rentals.

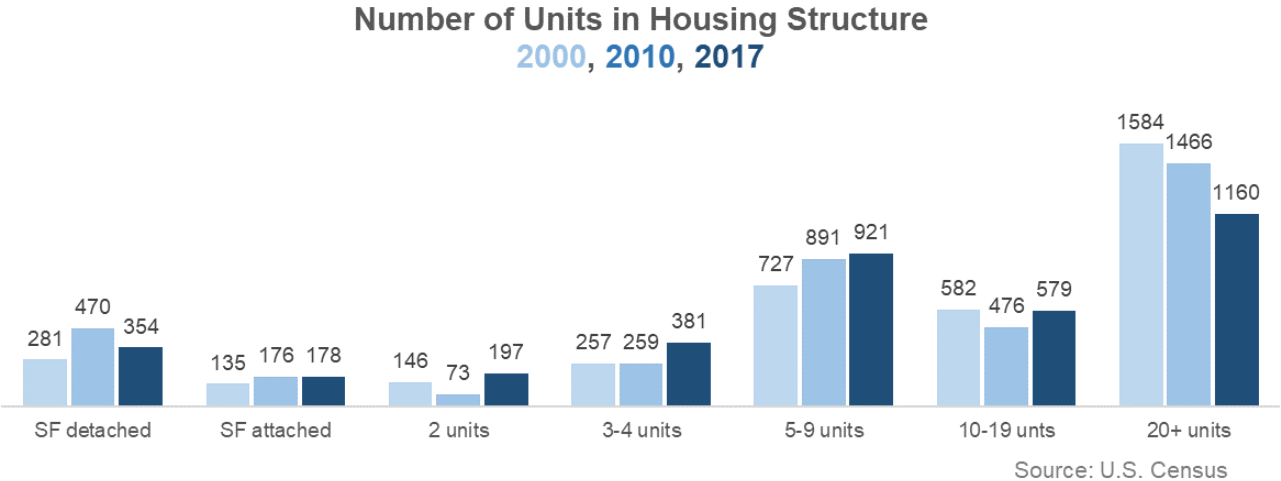
Since 1950, when the neighborhood's density peaked at more than 31,000 people per square mile, Ravenswood has lost a per square mile density of more than 10,000 residents.

Neighborhood Density is Declining

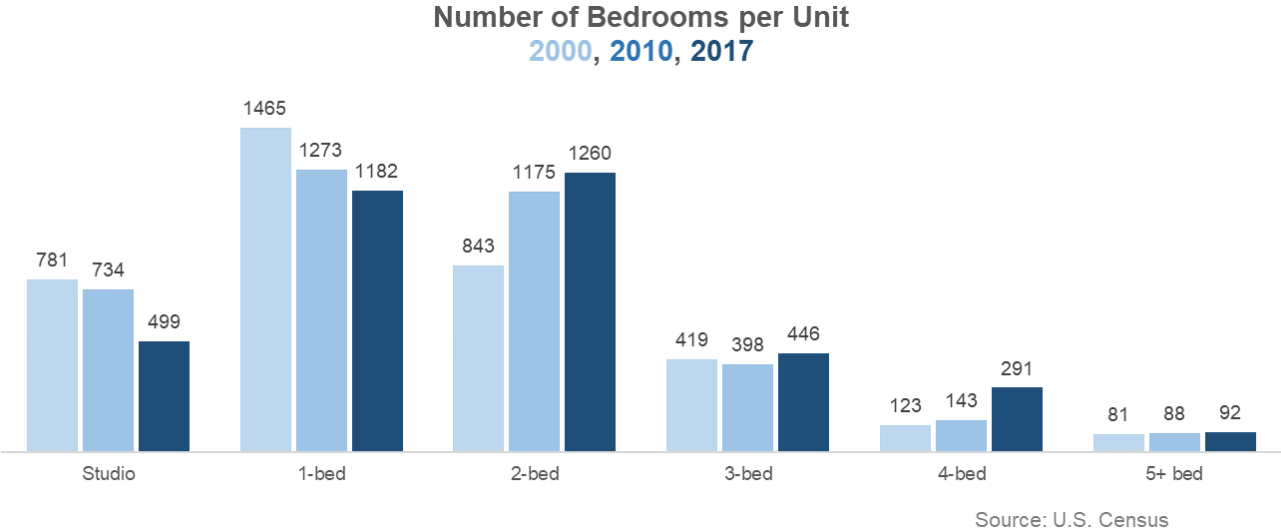


Year	Density
1950	31,735
1960	28,312
1970	27,451
1980	26,185
1990	25,392
2000	21,936
2010	20,346
2016 (ACS 5 year estimates)	20,805

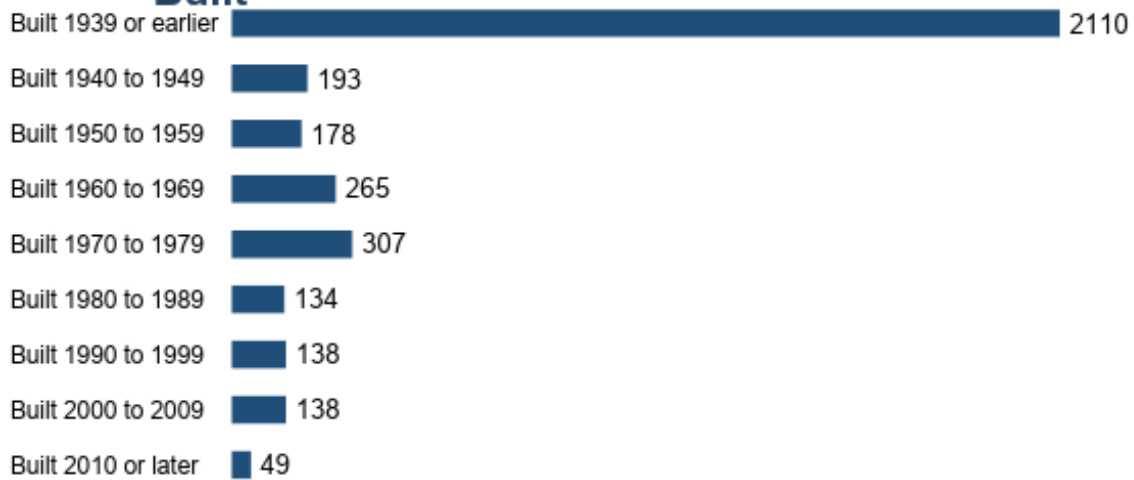
In the coming years, it will be critical to increase housing density in Ravenswood to offset losses due to demolitions and conversions of multi-family buildings into single-family homes. Although there has been a decrease in single-family homes since 2010, there has still been an overall increase of single-family homes since 2000. Despite a loss in larger buildings (20 units or more), they still account for the bulk of local housing. Overall, Ravenswood has lost population and has added only a small number of housing units since the year 2000.



Ravenswood has also lost smaller units, specifically studios and one-bedroom apartments. Newly proposed developments can replace some of what was lost, though a mix of unit sizes in new developments should be encouraged.



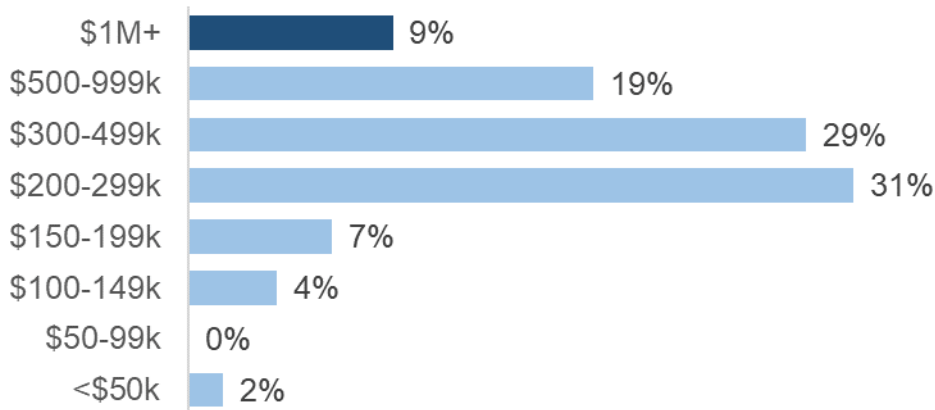
Number of Units Added by Year Structure Built



Affordability

The average rental price in the neighborhood is \$1,046. The average value for owner occupied homes is \$477,337, with nearly 10 percent of homes in the neighborhood worth more than \$1 million. The chart below shows single-family home values in the neighborhood in 2017.

Nearly 10% of Homes in Ravenswood Were Worth over \$1M in 2017



Year	<\$50k	\$50-99k	\$100-149k	\$150-199k	\$200-299k	\$300-499k	\$500-999k	\$1M+
2000	0	17	19	56	82	81	107	0
2010	17	8	39	15	217	339	269	66
2017	18	0	45	73	338	314	206	104

The following tables show trends in cost burden for renters and owners as well as rental prices since 2000.

Housing cost burden in the United States is the percent of income spent on housing. Housing expenditures that exceed 30 percent of household income have historically been viewed as an indicator of a housing affordability problem. According to the U.S. Census Bureau, the conventional 30 percent of household income that a household can devote to housing costs before the household is said to be “burdened” evolved from the United States National Housing Act of 1937.

As of 2017, 20% of the home owners and 37% of renters within the study area are classified as “cost burdened”.

Owner cost burden

Year	<20%	20-24%	25-29%	30-34%	35%+
2000	189	36	15	31	83
2010	313	162	128	30	213
2017	390	174	146	39	146

Year	<20%	20-24%	25-29%	30-34%	35%+
2000	53%	10%	4%	9%	23%
2010	37%	19%	15%	4%	25%
2017	44%	19%	16%	4%	16%

Rent

Year	<\$500	\$500-\$999	\$1000-\$1499	\$1500+	Total	\$2000+
2000	498	2048	161	0	2707	
2010	95	1692	672	209	2668	
2017	73	774	1177	459	2483	192

Renter cost burden

Year	<20%	20-24%	25-29%	30-34%	35%+
2000	1003	542	210	194	669
2010	880	564	227	127	825
2017	809	376	352	238	665
Year	<20%	20-24%	25-29%	30-34%	35%+
2000	38%	21%	8%	7%	26%
2010	34%	22%	9%	5%	32%
2017	33%	15%	14%	10%	27%

Local Businesses



Commercial use along Wilson Avenue | Frank Kryzak

With more than 300 businesses and 2,400 jobs in the RNA boundaries, Ravenswood is a significant job center well outside of downtown Chicago. There is a unique mix of independently owned businesses and fantastic restaurants throughout the neighborhood, though retail vacancies—while not as drastic as in other areas—are a concern in the community. Residents want to maintain the diversity and local ownership of businesses.

Damen and Montrose are both retail districts built around a Brown Line station, which has spurred a mix of retail, restaurants and services, residential, and institutional uses like Ravenswood Elementary. There are several vacant storefronts on these streets, and businesses focused on everyday needs or destination/niche retail should be considered here. Additional density around transit on Damen and Montrose would also bring more shoppers.

Wilson is similar in its mix of businesses, though it's largely focused on health and wellness, with salons, acupuncture, and an essential oils shop, as well as an Advocate primary care facility and a medical office building. Lycee Francais de Chicago brings foot traffic, supporting La Boulangerie. In 2019, there was only one vacancy on Wilson. Complimentary businesses in health and wellness could be considered here.

The Ravenswood corridor contains an incredible mix of uses, including manufacturing, nonprofits, restaurants, converted office buildings, gyms, event spaces, art galleries, and more. Throughout its shift from manufacturing to art to tech and design, it has remained a creative corridor of makers. There has been an increasing amount of residential use in the corridor, though this is not generally appropriate for Ravenswood Avenue. Additional coworking spaces, light industrial, dining, and entertainment uses would work well here. Breweries have also amassed in Ravenswood, with the corridor dubbed “Malt Row.”

Finally, Lawrence Avenue is in a transition. Several major developments will bring hundreds of residents and thousands of retail square footage to Lawrence Avenue. Despite the streetscape redesign, which brought some improvements for pedestrians, there is no consistent retail district along Lawrence. In addition to being broken up by the Metra station, there are many curb cuts facilitating auto-oriented uses like drive-throughs and parking lots. Other large institutional uses, such as McPherson Elementary and the Levy Senior Center, further reduce walkability. Lawrence has the largest problem with vacancy in the RNA boundaries, so more redevelopment opportunities should be considered to bring more people to this area, anchored by one of the busiest Metra stations and a gym/grocery store.

Wilson Avenue, which runs east and west through the middle of the study area is a mix of residential and commercial uses.

Businesses in Ravenswood

Ravenswood has a total of 318 businesses and 2,407 employees as of 2017.

Businesses	Percentage of Businesses	Percent of Employees
Construction	3%	4%
Manufacturing	5%	8%
Wholesale Trade	4%	2%
Retail Trade	9%	11%
Motor Vehicle & Parts Dealers		
Furniture & Home Furnishings Stores	1%	1%
Electronics & Appliance Stores	1%	2%

Businesses	Percentage of Businesses	Percent of Employees
Bldg Material & Garden Equipment & Supplies Dealers	0%	0%
Food & Beverage Stores	1%	0%
Health & Personal Care Stores	1%	1%
Clothing & Clothing Accessories Stores	1%	0%
Sport Goods, Hobby, Book, and Music Stores	0%	0%
General Merchandise Stores	1%	0%
Miscellaneous Store Retailers	3%	3%
Nonstore Retailers	1%	4%
Transportation & Warehousing	2%	1%
Information	4%	3%
Finance & Insurance	3%	2%
Central Bank/Credit Intermediation & Related Activities	1%	1%
Securities, Commodity Contracts & Other Financial	2%	1%
Insurance Carriers & Activities; Funds	0%	0%
Real Estate, Rental & Leasing	4%	2%
Professional, Scientific & Tech Services	13%	9%
Legal Services	0%	0%
Management of Companies & Enterprises		
Administrative & Support & Waste Management & Remediation Services	2%	1%
Educational Services	3%	7%
Health Care & Social Assistance	14%	31%
Arts, Entertainment & Recreation	4%	3%

Businesses	Percentage of Businesses	Percent of Employees
Accommodation & Food Services	9%	9%
Accommodation		
Food Services & Drinking Places	9%	9%
Other Services (except Public Administration)	11%	7%
Automotive Repair & Maintenance	1%	1%
Public Administration		
Unclassified Establishments	11%	0%

Ravenswood Land Use

The land uses in Ravenswood are consistent with general land use patterns in more residential neighborhoods in Chicago. The main arterial streets forming the borders of the study area (particularly Montrose, Damen, Lawrence, and Wilson) are mixed land uses, usually consisting of commercial, residential, and some institutional uses. The residential and commercial uses on the main arterial streets are typically located in the same building, with commercial uses on the first floor and residential units above. The Ravenswood corridor, which runs through the middle of the neighborhood, is made up of a wide array of land uses: including industrial, commercial, residential, and institutional. The majority of the study area consists of residential uses, with multi-unit and single-family housing making up the majority of uses in the neighborhood.

An important note is that the current zoning classifications in the neighborhood do not match with its existing land uses. The neighborhood is currently zoned largely for single-family houses, which is a problem because there are multitudes of multi-unit housing structures currently in the neighborhood. The existing built environment should be preserved, and changing zoning should be seriously considered to discourage the further de-densification of the area.



Residential block in Ravenswood. Many buildings in the neighborhood have large setbacks, and a large portion of the area is zoned for single family homes, 2017 | Frank Kryzak

Existing Land Uses in Ravenswood

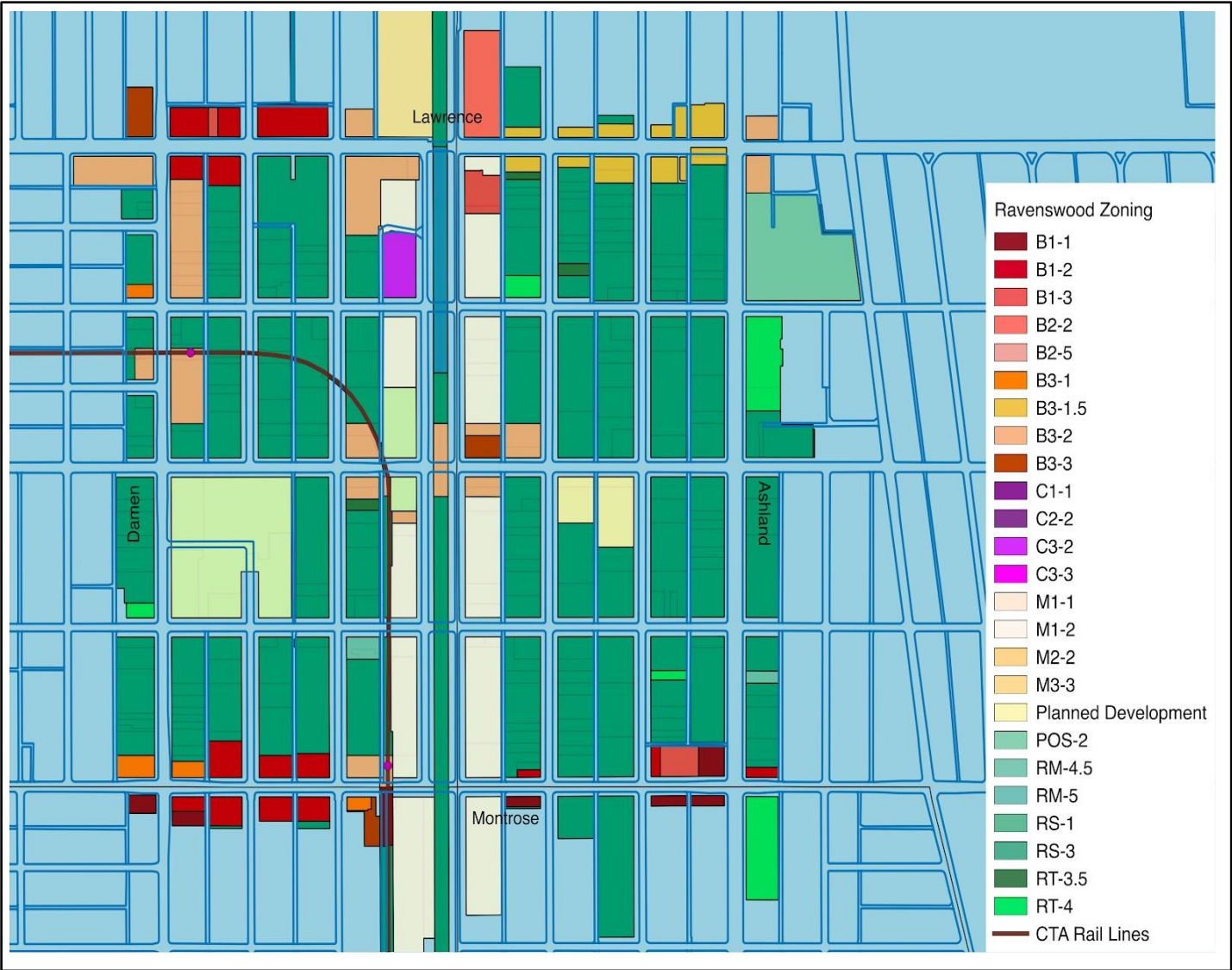
Land Use	Number of properties	Percentage of area
Multi Unit Residential	109	33%
Single Family Detached House	83	25%
Mixed Use Commercial with Residential	38	11%
Commercial	31	9%
Single Family Attached House	20	6%
Rail Right-of-Way	16	5%
General Industrial	13	4%
Medical Facilities	6	2%
Religious Facilities	7	2%
Educational Facilities	5	1%
Recreational Open Space	2	1%
Vacant Residential Land	4	1%
Office	1	0%
Government Administration	1	0%
Other Institutional	1	0%
Parking	1	0%



Bulldog Lock Co. during the Ravenswood Art Walk, 2018. This manufacturing building along the Ravenswood Avenue corridor now houses of wide variety of uses such as artist studios. | Frank Kryzak

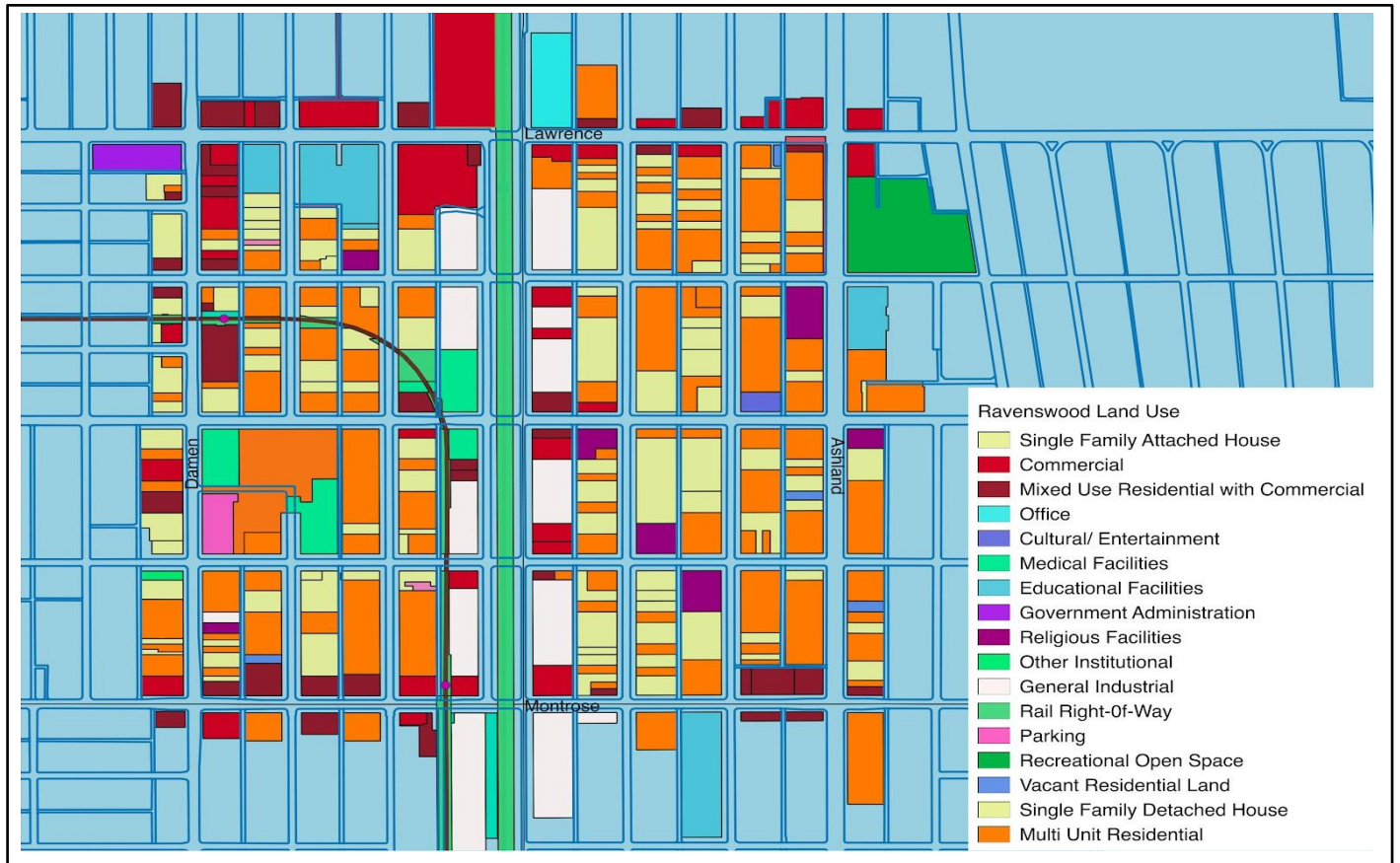
Like most Chicago neighborhoods, the majority of the study area is zoned for single family houses. The Ravenswood Avenue corridor is still largely zoned for manufacturing uses, with some commercial, mixed use, office, and institutional uses interspersed throughout. This had made the corridor a place that is conducive for creative and generally non-traditional industrial uses. Montrose Avenue has the most mixed use zoning, and along with Lawrence Avenue, it also is largely zoned for commercial uses. As the following maps show, the existing zoning code does not reflect the actual built environment of the neighborhood. The land uses of the neighborhood are very diverse and mixed, and this existing character of the built environment must be preserved as is outlined later on in the plan.

Zoning Map



For a full explanation of the various zoning codes, go to Second City Zoning:
<https://secondcityzoning.org/zones/>

Land Use Map



P-Street Ordinance

From the Montrose Brown Line station west to Seeley Avenue, a [Pedestrian Street](#) (P-Street) designation regulates development to maintain a safe, walkable commercial district. Common features of P-Streets include a high concentration of shops and restaurants and a continuous pattern of buildings with front-facing entrances without setbacks.

P-Streets require design elements, including an obligation for 60 percent of windows to be transparent and doors to face the sidewalk. P-Streets prohibit curb cuts and several uses, including drive-through facilities, car dealerships, gas stations, car washes, residential storage warehouses, and strip centers.

Liquor Moratoria

In an area with so many breweries, the liquor license restrictions along most of the commercial and industrial corridors in Ravenswood may surprise some.

There are several types of liquor restrictions in the area, including a “vote dry” precinct and several streets with packaged good or consumption on premises liquor license moratoria. In the past, alderpeople have temporarily lifted the moratoria in Ravenswood to allow businesses to apply for these licenses, but have reinstated the moratoria afterwards.

No liquor licenses may be issued in a vote dry precinct. The “vote dry” precinct is on the east end of the neighborhood, from Wilson to Lawrence between East Ravenswood and Hermitage, and between Leland and Lawrence from Hermitage to Magnolia, several blocks east of Clark.

There are also moratoria on packaged good licenses and consumption on premises licenses throughout Ravenswood. Packaged good licenses are necessary for the retail sale of alcohol enclosed in the original sealed and labeled container, and are typically used by liquor stores, grocery stores, and convenience stores. Consumption on premises licenses are used at businesses where alcohol will be consumed, but is incidental or secondary to the primary activity of the business, such as restaurants, hotels and bowling alleys.

In Ravenswood, there is a packaged good restriction on the following streets:

- Montrose from East Ravenswood to Ashland (Clark)
- Ashland from Montrose to Lawrence (Addison to Foster)
- Ravenswood from Montrose to Lawrence
- Damen from Montrose to Lawrence
- Wilson from Ravenswood East to Ashland
- Lawrence from Ravenswood East to Ashland

There is a consumption on premises restriction on the following streets:

- Ashland from Montrose to Lawrence
- Ravenswood from Montrose to Lawrence
- Wilson from Damen to Ashland
- Damen from Montrose to Wilson
- Montrose from Ravenswood East to Ashland

SSA

Most of the neighborhood's commercial corridors are part of [Special Service Area \(SSA\) #31](#), administered by the Greater Ravenswood Chamber of Commerce. SSAs are special property taxing districts that fund localized programs and services to keep commercial corridors clean, active and vibrant. SSAs are governed by a commission of local property owners, businesses, and residents; they fund things like flower planters, litter pickup, community events, and public art. SSA #31 was renewed in 2017 and will be active through at least 2033.

TIF

Tax Increment Financing (TIF) is a controversial policy due to the relative lack of democratic oversight and the siphoning of property tax revenue from other bodies, such as Chicago schools and parks. TIFs are intended as economic development tools to spur investment in blighted or disinvested areas of the city. However, there are valid critiques over the vague criteria and process for establishing TIFs and how much money can go to private developers.

In the areas in and around Ravenswood, TIF funds have been used for private

development such as Ravenswood Station, which includes Mariano's and LA Fitness, and the CVS/condo development at 4800 N. Damen. TIF funds have also helped fund a new outdoor campus at McPherson Elementary, green alleys, Sulzer Regional Library improvements, and \$13 million on the Lawrence Avenue streetscape redesign. Through the Small Business Improvement Fund (SBIF), TIF money goes to small local businesses for improvements such as new roofs and HVAC systems, interior remodeling, and exterior masonry work. Through the SBIF program, businesses can receive between \$50,000 and \$150,000 in reimbursements.

At the end of 2018, the [Ravenswood TIF](#) district was closed early by Alderman Ameya Pawar. The [Western Avenue North TIF](#) district, which includes parts of Damen and Lawrence in the RNA boundaries, is set to expire in 2024.

TOD and ARO

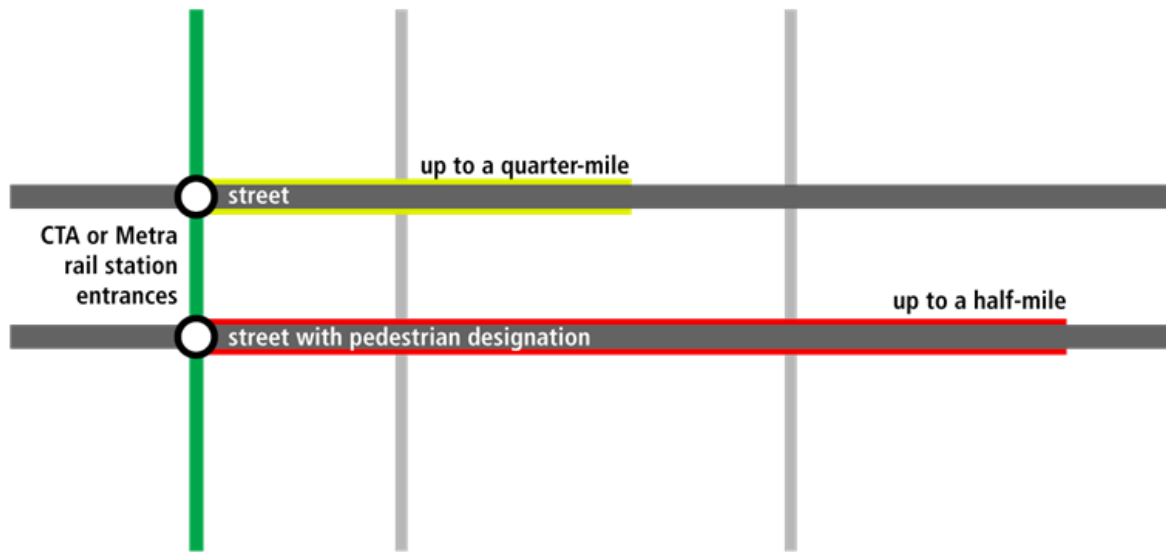
Chicago's Transit-Oriented Development (TOD) ordinance provides density bonuses and parking reductions to developments within a quarter-mile of a Metra or CTA station.

The TOD ordinance can also be used as a tool to bring more affordable housing to Ravenswood, which is lacking. Chicago's Affordable Requirements Ordinance (ARO), which stipulates the amount of affordable units that developers must provide, is often triggered by TOD projects because of the need for zoning changes and the density of the projects. This section will explain the functions of the TOD and ARO ordinance, how they work together, and how they can bring more affordable rental units to the neighborhood.

TOD Ordinance

The goal of Chicago's TOD ordinance is to incentivize more development near transit stations to increase density, encourage more transit ridership, and create more walkable neighborhoods. Before an updated version of the ordinance was approved in 2015, the Metropolitan Planning Council found it could provide a \$450 million annual boost to neighborhood retail.

Areas where TOD ordinance applies



Applicability of specific TOD ordinance provisions depends on the zoning of the parcel on which a new building or rehab is occurring. The ordinance rarely applies to non-arterial streets, as it does not affect areas zoned Residential.

Ravenswood is positioned well to capitalize on this development tool. Due to the proximity to the Ravenswood Metra and the Montrose and Damen CTA stations, nearly all of the commercial corridors in the RNA boundaries fall within a quarter-mile TOD zone. A handful of development proposals in the neighborhood have already utilized the TOD ordinance, and more are expected.

The TOD ordinance applies to B (business), C (commercial), and M (industrial) districts within a quarter-mile of a transit station, or up to a half-mile along designated Pedestrian Streets, such as Montrose Avenue. The ordinance removes parking requirements, typically a 1:1 ratio of units to parking spaces in Ravenswood. Developments can reduce the number of required parking spaces by 50 percent, or up to 100 percent with an additional review by the Zoning Board of Appeals. In B-3 or C-3 districts, the maximum building height and floor area ratio (FAR) can be increased and the minimum lot area per unit can be decreased, allowing for additional density.

Off-street parking requirements

In B (business), C (commercial), D (downtown) and M (industrial) districts

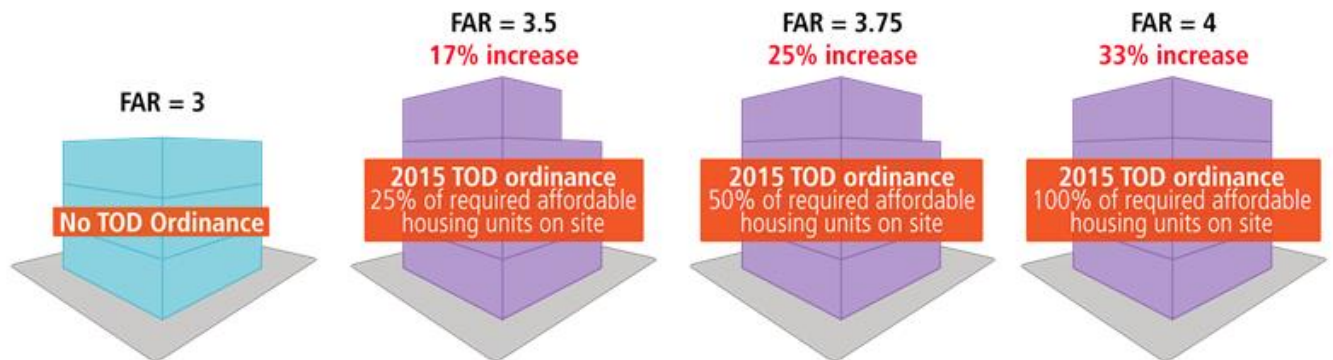


Each otherwise required parking space replaced must be compensated by at least one bicycle space.

Any reduction in spaces greater than 50 percent must be approved under special use procedures. The Zoning Board of Appeals will require that a project complies with the standards of pedestrian streets (even if the project is not located on a pedestrian street); that it complies with the goals of the City of Chicago's [Transit Friendly Development Guide](#); that there be enhancements to the surrounding area; and other requirements.

Floor area ratio (FAR)

In B-3, C-3 and D-3 districts



To receive the increased FAR, the project must provide no more than 1 parking space per dwelling unit.

Project must be reviewed and approved under Type 1 Zoning Map Amendment or planned development procedures to receive these benefits.

As described above, the TOD ordinance provides a number of benefits specifically to encourage affordable housing units on-site in new developments near transit. Any project benefiting from increased FAR or additional building heights (as described above) must increase its share of affordable housing units on site, following the rules of the City of Chicago's [Affordable Requirements Ordinance \(ARO\)](#).


The ARO mandates that projects with 10 or more dwelling units provide some affordable housing if they:

- Receive a zoning change that increases density;
- Provide a residential use not previously allowed (such as under the provisions of the TOD ordinance);
- Are planned developments downtown; or
- Receive City assistance (such as land or financial assistance).

Projects receiving zoning changes must provide 10 percent of their total units as affordable; those receiving City financial assistance must provide 20 percent.

The ARO mandates that at least 25 percent of the required affordable housing units be provided on site (in the building, mixed in with market-rate units, or, for downtown projects, nearby). An additional 75 percent of required affordable housing units may also be provided on site, or alternatively be substituted with an in-lieu fee paid to the City for the production or preservation of affordable housing elsewhere. This in-lieu fee ranges from \$50,000 per unit in low- or moderate-income neighborhoods to \$125,000 per unit in higher-income neighborhoods to \$175,000 per unit downtown.

As noted above, to receive the full benefits of the TOD ordinance, which allow projects in B-3 or C-3 zones to receive FAR boosts up to 4, 100 percent of all required affordable units must be provided on site (equivalent to either 10 or 20 percent of total units, depending on whether the project receives City financing assistance or not). To receive partial benefits, such as an additional height increase or an increase of the FAR to 3.75, 50 percent of required affordable housing units must be provided on site (equivalent to either 5 or 10 percent of total units, depending on whether the project receives City financing assistance or not).

Affordable rental units must be affordable to households earning up to 60 percent of the region's median income; for-sale units must be affordable to households earning up to 120 percent of that median. Maximum rents  as of [2015](#) (including utilities) are \$855 for a 1-bedroom apartment or \$1,026 for a 2-bedroom apartment.

Source: Metropolitan Planning Council

TOD and the Affordable Requirements Ordinance

The city's Affordable Requirements Ordinance (ARO) requires developments with 10 or more units to provide some affordable housing if they receive a zoning change to increase density, provide a residential use not previously allowed, or receive city assistance. The ARO will apply to TODs that receive zoning changes and bonuses, including a floor-area ratio (FAR) of up to 4, a building height up to 80 feet, and a parking reduction of up to 50 percent, or 100 percent with additional review.

If a TOD project receives a zoning change, 10 percent of total units must be affordable, or 20 percent if receiving financial assistance from the city. Of those percentages, at least one-quarter of the required affordable units must be on-site, while the remainder can be substituted with an in-lieu fee paid to the city for affordable housing elsewhere.

Although the developer's per-unit in-lieu fee was \$100,000 citywide, a 2015 amendment to the ordinance differentiated fees based on census tract income levels. The intention was to make it more expensive for developers to forego on-site units in higher-income areas. The Ravenswood neighborhood falls into one of the higher-income areas; it now costs \$125,000 per affordable unit not provided on site.

Affordable rental units must be affordable to households earning up to 60 percent of the region's median income, which is \$50,760 for a family of four, as of 2018. For-sale units must be affordable to households earning up to 120 percent of that median, or \$101,520 for a family of four. Maximum rents as of 2018 (when landlords pay for utilities) are \$953 for a 1-bedroom apartment or \$1,143 for a 2-bedroom apartment.

Transportation



Montrose Brown Line station looking south, 2018 | Frank Kryzak

Introduction

Ravenswood developed in large part because of the transportation network that formed in the area, and that is no different today. The neighborhood features two CTA Brown Line stations, at Montrose and Damen, as well as one of the busiest Metra stations in the entire commuter line network, located at Lawrence and Ravenswood. Several bus lines run through the area, including on Damen, Montrose, and Lawrence. In recent years, transportation options have increased further with the introduction of the Divvy bikeshare program, which has seven stations in and adjacent to the neighborhood boundaries.

Transportation and Commute in Ravenswood

SE:T129. Travel Time to Work for Workers 16 Years and Over	Workers 16 Years and Over:	Workers 16 Years and Over:
Less than 10 Minutes	199	4%
10 to 19 Minutes	432	9%
20 to 29 Minutes	544	11%
30 to 39 Minutes	963	20%
40 to 59 Minutes	1582	33%
60 to 89 Minutes	528	11%
90 or More Minutes	204	4%
Worked At Home	320	7%

Source: U.S. Census ACS 2017 5 Year Estimates. Note: Census block groups include the area between Ashland and Clark, so the boundaries are slightly larger than the study area.

Mean travel time in Chicago: 34.6 minutes

19.2% 30-34 minutes

10.8% 35-44 minutes

14.7% 45-59 minutes

16.2% 60+ minutes

Commuter Characteristics

Understanding how people get around the neighborhood, and especially how they commute from home to work, can highlight the type of development that should be encouraged locally. The area studied for the data below includes the RNA boundaries, though the eastern boundary is Clark Street, rather than Ashland, due to U.S. Census Bureau areas.

Between 2000 and 2017, there were great changes in the commuting habits of Ravenswood residents, essentially swapping the percentage of people who drove to work rather than using public transportation. Nearly half of Ravenswood residents drove to work in 2000, while just 35 percent did in 2017. Meanwhile, the percentage of people who took public transportation increased from 39 to 50 percent. We have also seen an increase in the percentage of people who bicycle to work, which at 2.4 percent in 2017 was higher than the citywide estimate of 1.7 percent. There is also the steady increase of people working from home, a trend likely to continue.

Year	Car/Truck	Transit	Walk	Bike	Other	Work from home
2000	49.3%	39.4%	7.6%	N/A	0.9%	2.8%
2010	50.7%	37.8%	3.9%	1.3%	1.7%	4.5%
2017	35.0%	50.5%	4.1%	2.4%	1.2%	6.7%

Driving in Ravenswood

The RNA boundaries include four arterial roads: Montrose, Ashland, Lawrence and Damen. Ashland, which has two lanes in each direction, is the busiest, with about 17,300 cars passing through each day. Lawrence, which received a road diet in 2015 to reduce the traffic lanes from four to three, sees about 15,700 cars each day. About 13,200 cars visit Montrose every day, and 9,700 on Damen. Other thoroughfares in the neighborhood include Wilson Avenue, which gets about 8,700 cars each day, and Ravenswood Avenue, with about 4,400 cars passing through daily. Additionally, the following chart shows vehicles available in the neighborhood. Most households have 1 vehicle, but a large portion of people, particularly renters, don't own a vehicle. This information shows that there isn't a significant demand for parking in any new developments in the neighborhood.

Vehicles Available	Owner Occupied Housing Units	Renter Occupied Housing Units
No vehicle	90	867
1 vehicle	512	1277
2 vehicles	283	259
3 vehicles	10	71
4 vehicles	7	0
5 or more vehicles	0	0

Walking and Bicycling

With bike lanes on Damen and Lawrence, as well as a comfortable north-south route along the wide, one-way Ravenswood Avenue, there are many options for local bicyclists. In 2019, the city is considering a plan to extend the Leland Avenue greenway west between Clark Street and Rockwell Avenue, creating a low-stress bikeway that could feature contraflow lanes and traffic calming measures. There are, however, no protected bike lanes that separate bicycle traffic from moving vehicles, which is a safer design that encourages more bicycling.

Lawrence Avenue received Chicago's first road diet, which improved safety and accessibility for bicyclists and pedestrians. Completed in 2015, it reduced traffic lanes from four to three, with one lane in each direction and a turn lane in the center. The city could then install bike lanes and pedestrian refuge islands, and widen sidewalks. The streetscape also features new lighting, trees, seating, and curb bumpouts with bioswales, a stormwater management tool to reduce urban flooding (no data on their impact is available to date).

Ravenswood's commercial arterials generally have wide sidewalks, especially on Damen and Montrose, but Ravenswood Avenue has areas with narrow sidewalks and obstructions, such as street poles.

Finally, there are seven Divvy bikeshare stations in or adjacent to the study area:

- Damen and Leland
- Damen and Sunnyside
- Montrose and Wolcott

- Ravenswood and Lawrence
- Montrose and Paulina
- Leland and Clark
- Montrose and Clark

Public Transportation

A reconstructed Metra station on the west side of Ravenswood and Lawrence reopened in May 2015, and the second phase on the east side of the tracks began in 2017. The project will add longer, covered platforms and warming shelters; new lighting, ramps, stairs, and landscaping; and space for retail vendors and a ticket office.

In 2016, the Ravenswood Metra station was the third busiest among all non-Loop stations in the entire Metra system, ranking behind only the Route 59 and Naperville stations on the BNSF line. Ridership has grown steadily since the 1980s and could continue to increase with many new developments within walking distance of the station.

While Metra ridership has increased in Ravenswood, transit ridership on local buses and Brown Line stations continues declining. This is the case citywide, where bus trips were down 3.2 percent from 2017 to 2018, and train ridership was down 2.3 percent. Weekday ridership has not declined as much as weekends, and in some cases has increased.

The Lawrence 81 bus is the busiest of the three buses that pass through the RNA boundaries (the other two are Damen 50 and Montrose 78), but saw the biggest drop in ridership between 2017 and 2018. Lawrence ridership dropped 5.1 percent overall, though just 1.5 percent on weekdays. The Montrose bus was the only line to see an increase in ridership, largely due to a 2 percent weekday increase.

The Brown Line only saw a 0.7 percent drop in ridership. The Damen and Montrose stations' decline were both well over the average ridership decline along the Brown Line, though Damen did have a 2 percent bump in weekday commuters.

Bus line	% change overall	% change weekday	% change Saturday	% change Sunday	Total change weekday
50-Damen	-1%	-2%	-2%	-6%	-230
78-Montrose	1%	2%	-6%	-4%	164
81-Lawrence	-5%	-2%	-2%	-8%	-174
City of Chicago	-3%	-3%	-5%	-6%	-25202
Train line	% change overall	% change weekday	% change Saturday	% change Sunday	Total change weekday
Damen Brown	-2%	2%	-6%	-9%	59
Montrose Brown	-5%	-4%	-11%	-7%	-112
Brown Line	-1%	1%	-7%	-7%	858
City of Chicago	-2%	2%	-4%	-6%	12997

Source: Chicago Transit Authority

Recent and Proposed Major Developments in Ravenswood

Most recent and proposed developments in Ravenswood are positive, following two key trends of adaptive reuse of historic buildings and adding density near transit.

The former American Indian Center building, located at Paulina and Wilson and designed in 1926, is being converted into 24 residential units with 18 below-grade parking spaces. This adaptive re-use required a zoning change. This may be the case for some other future redevelopments in the neighborhood, and zoning changes should be encouraged if doing so retains the character of the built environment in the neighborhood.



Similarly, the former Sears department store on Lawrence Avenue—dating back to the 1920s and among the oldest in the Sears chain—is being adaptively reused to include 59 residential units and about 30,000 square feet of commercial space (which will be occupied by a DeVry University branch). The development will retain the structure's skeleton and support columns, while otherwise gutting the interior. One significant alteration to the building's exterior appearance will be the exposure of windows walled over years ago by Sears. The Sears building is also one of many recent developments to increase density and reduce parking requirements by using the city's Transit-Oriented Development (TOD) ordinance.



There are at least four other TODs being constructed in Ravenswood.

Address	Units	Commercial space	Affordable units on-site	Parking spaces	Former use
4555 N. Ravenswood	12	4,900 SF	1	3	Antiques shop
1819 W. Montrose	38	5,500 SF	4	4	Vacant lot
1825 W. Lawrence	166	31,000 SF	25	122	Chase Bank and parking lot
1900 W. Lawrence	59	19,900 SF	9	42	Sears department store
4646 N. Damen	24	4,000 SF	2	8	Single-family homes

Source: 47th Ward website

Another development of note in the neighborhood is the redevelopment of the former Ravenswood Hospital site at Winchester and Sunnyside. The proposal would combine 120 units of supportive living apartments for seniors and 74 one-bedroom apartments for seniors through the Chicago Housing Authority.

1819 W. Montrose



The project will contain 38 rental units, 5,500 square feet of ground-floor retail space, and four off-street parking spots. There will be 31 one-bedroom apartments and 7 two-bedroom apartments included in the project. Source: Curbed Chicago

Lycee Francais de Chicago



"Lycée Français de Chicago removed the old Ravenswood Hospital buildings along Wilson Avenue. The school is LEED-certified and was designed by Chicago architects, Krueck + Sexton. | Frank Kryzak, 2018

4555 N. Ravenswood



Potential Redevelopment Sites

New developments in the neighborhood should be encouraged in areas where infill development is possible to add to the housing stock.

Site #1

Parking garage at Sunnyside & Damen. This site currently breaks up the character of the street and could be better utilized with residential and commercial uses while retaining parking for the nearby institutional uses.



Site #2

Gas station adjacent to the Damen Brown Line. This site is currently underutilized, and should be redeveloped as a TOD with residential units above commercial space. The neighborhood is served by multiple gas stations so this one is unnecessary.



Site #3

Parking lot at Wilson and Ravenswood. This surface parking lot is currently overbuilt, underutilized, and breaks-up the walkable character of the street. A TOD could increase density and walkability.



Site #4

Vacant lot at approximately 1619 W. Lawrence.



Site #5

Surface parking lot adjacent to store at 1726 W. Lawrence. This site could be redeveloped into a denser mixed-use building, an outdoor cafe or another use that encourages people to linger.



Site #6

Single story building and adjacent parking lot at 1620 W. Lawrence.



Historic Preservation

Ravenswood boasts an incredible mix of architectural styles and historic buildings, from the large homes lining Hermitage and Paulina to the old manufacturing buildings along Ravenswood. The East Ravenswood Historic District, which includes part of the RNA boundaries and extends beyond them, is notable for its physical setting and building stock.

The Historic District is bounded generally by Irving Park on the south, Clark on the east, Lawrence on the north, and Ravenswood on the west. Being registered in a history district on the National Register for Historic Places doesn't necessarily mean that properties are safe from demolition, but there are benefits to preserving the historic character of Ravenswood, including economic development and conservation of resources.

In addition to this national designation, the City of Chicago identified many buildings in Ravenswood that possess important architectural and historical features. In 1995, the Chicago Historic Resources Survey used a colored-coded ranking system to identify historic and architectural significance relative to age, degree of external physical integrity and level of possible significance. Buildings coded red or orange (unless designated as a Chicago landmark or located in a landmark district) are subject to the city's Demolition Delay Ordinance, which establishes a hold of up to 90 days on issuing demolition permits so the city can explore options to preserve these structures.

Red-rated buildings are those that possess a significant architectural feature or historical association in the broader context of the city, state or nation. Examples in Chicago include The Rookery Building at Adams and LaSalle in the Loop and the Marshall Field & Company building on Michigan Avenue. All Saints Church is the only red-rated building in Ravenswood. Orange-rated buildings that possess potentially significant architectural or historical features in context of the surrounding community, such as the Palmer House Hotel. There are 35 orange-rated buildings in the RNA boundaries and many more significant ones nearby.

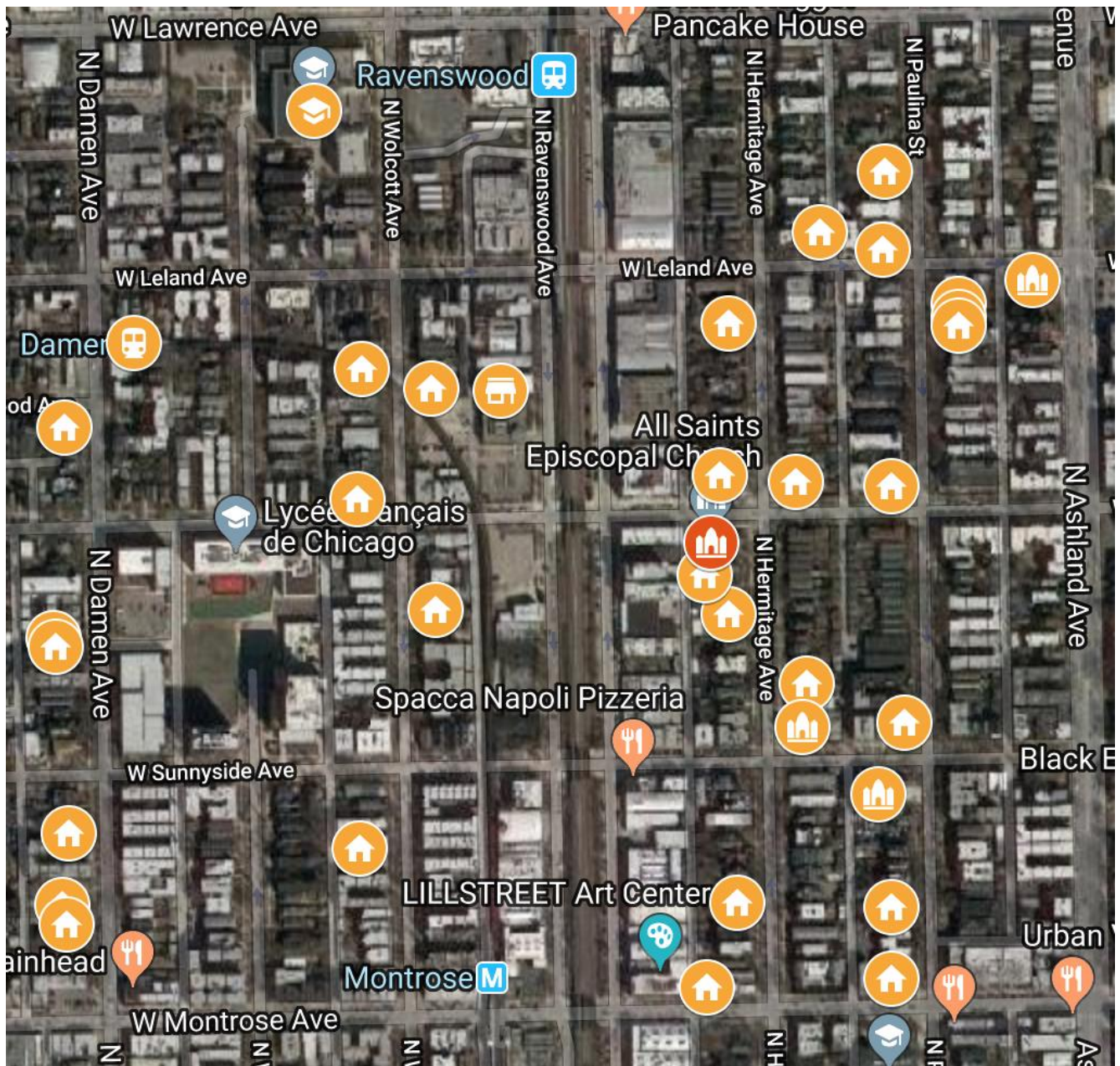
Tax Credits and Programs

There are several incentives to preserving and rehabilitating historic buildings that property owners can use.

In Chicago, building permit fees are waived for individual landmark buildings, which in Ravenswood includes All Saints Church, the Abbott House at 4605 N. Hermitage and the Carl Sandburg house at 4646 N. Hermitage. Additionally, the

Commission on Chicago Landmarks reviews permits related to designated landmarks and encourages applicants to collaborate with the applicable local community group. Landmark buildings in a commercial or industrial use can also qualify for Cook County's Class L property tax incentive, which reduces property taxes for 12 years for certain rehabilitation.

Landmarks and contributing buildings within the East Ravenswood Historic District are also eligible for federal tax credits. Owners of properties listed in the National Register may be eligible for a 20 percent investment tax credit for the certified rehabilitation of income-producing certified historic structures such as commercial, industrial or rental residential buildings. This credit can be combined with a straight-line depreciation period of 27.5 years for residential property and 31.5 years for nonresidential property for the depreciable basis of the rehabilitated building reduced by the amount of the tax credit claimed. Federal tax deductions are also available for charitable contributions for conservation purposes of partial interests in historically important land areas or structures.



The above map shows the orange- and red-rated properties in the RNA boundaries. For additional details, view this [public Google Map](#).



4537 N. Wolcott
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4622 N. Damen
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4600 N. Wolcott
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4530 and 4532 N. Damen
Both listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



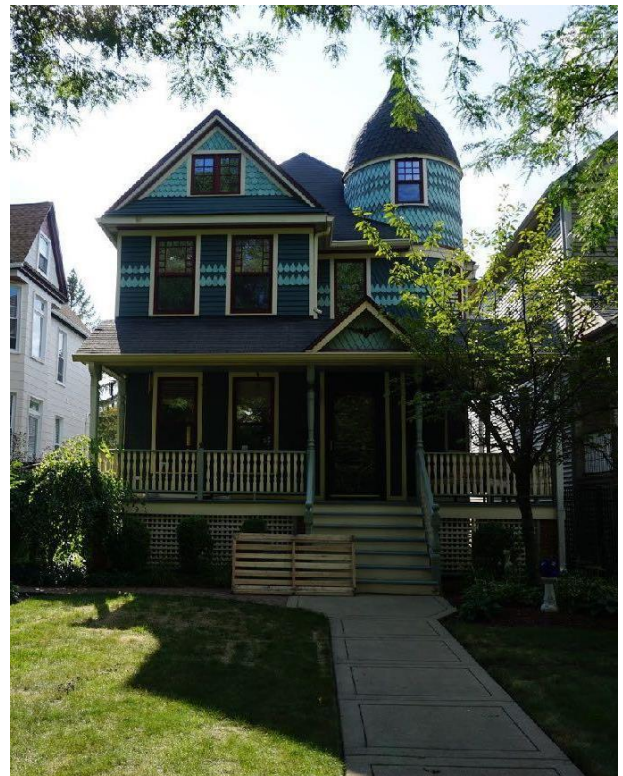
4426 N. Damen
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4422 N. Damen
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4440 N. Wolcott
Listed as Orange Rated on Chicago
Historic Resources Survey | Frank Kryzak



4512 N. Damen
Not listed as "orange" or "red" rated
property, but built in 1895 | Frank Kryzak

Chicago Historic Resources Survey

Orange Rated Properties in Ravenswood

1. 4622 N. Damen (pictured above)
2. 4532 N. Damen (pictured above)
3. 4530 N. Damen (pictured above)
4. 4446 N. Damen
5. 4426 N. Damen (pictured above)
6. 4422 N. Damen (pictured above)
7. 4440 N. Wolcott (pictured above)
8. 4600 N. Wolcott (pictured above)
9. 4722-4756 N. Wolcott (McPherson)
10. 4631 N. Wolcott
11. 4537 N. Wolcott (pictured above)
12. 4638 N. Wolcott
13. 1756-58 W. Montrose
14. 4424 N. Hermitage
15. 4536 N. Hermitage
16. 4546 N. Hermitage
17. 4606 N. Hermitage
18. 646 N. Hermitage (Sandburg House - landmarked)
19. 1720-22 W. Leland
20. 4605 N. Hermitage (Abbott Mansion - Landmarked)
21. 4517 N. Hermitage
22. 4501-07 N. Hermitage (Ravenswood Methodist Episcopal Church)
23. 4400-4406 N. Paulina
24. 4420 N. Paulina
25. 4444-56 N. Paulina
26. 4500-06 N. Paulina
27. 1700 W. Wilson
28. 4700 N. Paulina
29. 4722 N. Paulina
30. 4651 N. Paulina
31. 4647 N. Paulina
32. 4645 N. Paulina
33. 4632 N. Ashland
34. 4643 N. Damen (Damen Brown Line Station)
35. 4636 N. Ravenswood



4550 N. Hermitage

All Saints Episcopal Church is a designated Chicago landmark | Frank Kryzak

Recommendations



Based on community input gathered for this development framework plan and an analysis of existing conditions in the neighborhood, we have established the following four goals:

1. Encourage density and affordability to provide housing for all.
2. Preserve historic buildings and encourage new development to mimic existing character.
3. Maintain a diverse mix of independent, locally owned businesses.
4. Create more avenues for community input on local zoning and development decisions.

There are many possible ways to work toward these goals. As a community organization, RNA can bring together stakeholders and help inform residents about various issues to ensure robust community engagement and planning. Alderpeople can play an important role locally by exploring strategies for equitable and inclusive development. Citywide, other policies need to go through City Council.

Below, we outline some ideas and best practices to consider in pursuit of the goals. Some will require additional community input and deliberation and should be viewed as tools in a larger toolbox.

Goal 1: Encourage density and affordability to provide housing for all

Alderpeople often turn to neighborhood groups such as RNA for feedback on large developments and other proposals. RNA will encourage density and affordability to ensure our neighborhood is a place where anyone can live.

Objectives

- Promote density on commercial corridors such as Lawrence, Montrose, Damen, and Wilson. In such a transit-rich neighborhood, there are many opportunities to increase density through Transit-Oriented Development. As a neighborhood organization, we will work with local officials to encourage not only new density, but the preservation of existing density in multi-unit buildings.
- Demand affordable units in new development. While RNA encourages density through new development, the new units should be accessible to everyone. At least 30 percent of units should be set aside as affordable, and there should be a mix of unit sizes so anyone from a single person to a family can live here.
- Conduct a ward master plan. Too often, community organizations review new development on a case-by-case basis, without larger context about impacts to the neighborhood and plans already decided. RNA supports collaborating with the alderperson and other community organizations to develop a 47th Ward master plan, which will allow residents to take a more proactive approach to zoning and development.
- Create incentives for multi-unit preservation and taxes for de-conversion. Discourage de-converting buildings to single family homes to preserve density.
- Ensure new multi-unit development works within existing zoning, and if increased density is sought, the building should have setbacks to allow for light. Overly-dense buildings should not be encouraged and building heights should not exceed surrounding development, except on main commercial streets.
- Support citywide housing affordability solutions. RNA can collaborate with other community groups to explore citywide ideas that include, but are

not limited to:

- Legalizing accessory dwelling units such as coach houses and granny flats.
- Up-zoning single-family areas within a quarter-mile of transit to prevent the loss of multi-family units without a review process.
- Promoting universal design and senior housing so buildings are accessible to everyone and our neighbors can age in place.
- Creating incentives for multi-unit preservation, such as tax credits for owner-occupied flats, and discourage de-conversion and demolition through taxes.
- Lifting the statewide ban on rent control.

Goal 2: Preserve historic character of the neighborhood



Ravenswood is notable for its historic architecture. Historic buildings should be preserved or adaptively re-used to maintain the rich character of the neighborhood. Buildings within the East Ravenswood Historic District and ones that have already been identified in the Chicago Historic Resources survey should be further protected to deter tear-downs and preserve housing stock. The neighborhood should explore creating a Ravenswood Landmark District.

Objectives



Example of new construction that fits with the surrounding character and scale of the built environment. | Frank Kryzak

- Encourage adaptive reuse and preservation of existing buildings, even those not on the Chicago Historic Resources Survey.
- Ensure new development fits the character and style of the neighborhood.
- Require Transit-Oriented Developments to compliment the surrounding buildings and built character of the neighborhood.
- Consider updating the Chicago Historic Resources Survey or conduct one locally.
- Form partnerships with neighborhood organizations such as Preservation Chicago, to protect endangered buildings.
- Explore an expansion of the RNA boundaries south to Irving Park Road due to the consistent character of homes and businesses and the inclusion of the East Ravenswood Historic District.
- Developers should be obligated to return the existing conditions around new buildings and be encouraged to add greenery, landscaping, and street furniture, where appropriate, to help strengthen the walkability and beauty of the area.

Goal 3: Maintain a diverse mix of independent, locally owned businesses

Ravenswood's commercial corridors are dynamic largely because of a high concentration of independent and locally owned businesses. This diverse array of commercial uses is vital to having a thriving neighborhood and for positive community development. As many other areas lose commercial diversity due to high rents they become homogenized, so it should be a high priority to keep Ravenswood's commercial identity attractive and unique.

Objectives



- Maintain the Ravenswood Corridor as a creative maker space and discourage new residential development in the corridor.
- Buildings should be adaptively re-used and preserved in the Ravenswood industrial corridor to maintain its character as a vibrant, unique, and eclectic creative place. Mixed use development should be selectively built and not adjacent to active manufacturing properties, so that the Ravenswood corridor doesn't lose its successful character. Creative uses have been able to thrive within the corridor's current built environment and manufacturing zoning designation, and that balance needs to be preserved; it makes the neighborhood unique.
- Encourage infill development and mixed-use along arterials such as Lawrence, Montrose, Damen, and Wilson.
- In new development, demand retail set-asides for local businesses and promote smaller retail units for more affordable options. For large developments, pursue community benefits agreements.

- Any new developments on the main commercial corridors of Montrose, Damen, Wilson, and Lawrence should include residential and commercial space to encourage the walkability and commercial vitality of the neighborhood.
- Explore the removal of liquor moratoria on commercial and industrial streets within the RNA boundaries.
- Expand pedestrian street designations to promote walkable retail districts and guide new commercial development.
- Partner with the Greater Ravenswood Chamber of Commerce and Special Service Area #31 to develop local business events and promotions that encourage neighbors to shop locally.
- Citywide and beyond, there are additional opportunities to promote local businesses, including:
 - Encouraging zoning to prevent a mass of chain stores and restaurants.
 - Exploring tax breaks or legacy funds for longtime businesses to ensure local businesses are not a victim of their own success.
 - Developing a vacancy tax to discourage long-time vacancy of commercial units.
 - Making it easier for tenants to negotiate new leases.
 - Restricting landlords from passing on property taxes to tenants.
- Encourage current building owners to keep rental rates as low as possible to help maintain the vibrant, unique, and independent commercial environment of the neighborhood.
- Encourage commercial spaces in new developments to be moderate or low square footage, or divisible so that local and small businesses can afford rental rates.

- Utilize Current Building Stock for Commercial Development



La Boulangerie, next to Lycée Français, is a good example of triangulation (complimentary uses close to one another to encourage vibrancy) as well as utilizing the already existing building stock for commercial development.

- Continue the Retention and Expansion of Dining and Drinking Options in the area. This includes sit-down restaurants, fast-casual dining, bars, and breweries.



Goal 4: Create more avenues for community input on local zoning and development decisions

Objectives:

- Assemble an inclusive zoning advisory committee that is representative of community organizations throughout the ward, including RNA, and is diverse in race, sex, age, location, owner vs. renter, and more. The committee should not only review new development, but also guide the vision for the ward.
- Require developers to meet with community organizations for any development taking place within that organization's boundaries. RNA can assist by organizing these meetings, issuing community surveys, and maintaining a resources page on its website.
- Consider the use of participatory budgeting for aldermanic menu money or TIF districts.
- Share news about all development, zoning and licensing proposals on the ward website and in the ward newsletter. Also consider adopting more clear requirements for zoning change signage, such as in the 35th Ward, in which posters in windows must include renderings of the proposal and information about community meetings.
- Hold quarterly meetings with community groups such as RNA.

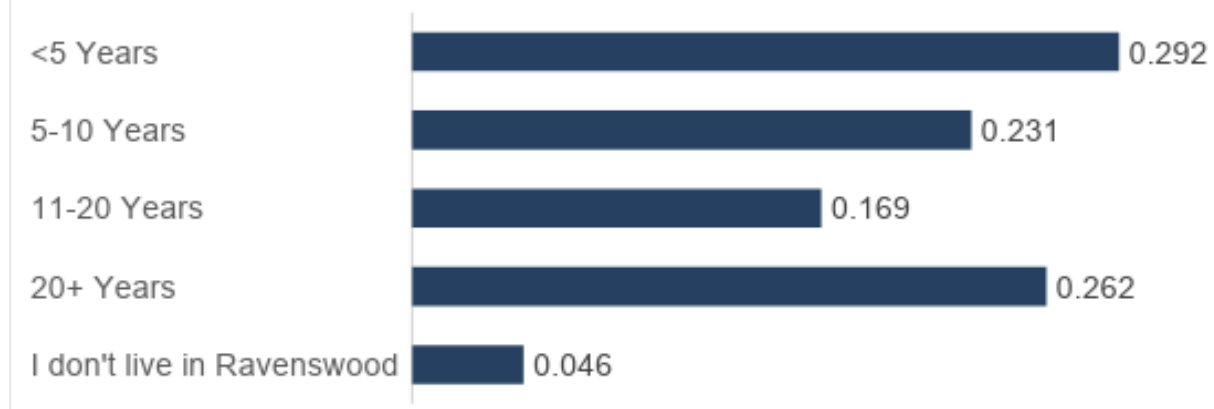
Appendix Community Survey Results

RNA issued a survey to residents in October 2018, both at a public meeting and online. The 65 responses received are summarized below. Many people referenced Ravenswood's access to public transit, architectural character and independent businesses as strong assets. While some survey respondents said they live in Ravenswood for safety and affordability, others shared concerns over those issues.

We also asked people to share their vision for the future of Ravenswood, and most responses touched on four main topics: encouraging increased diversity in race, age and class; maintaining existing affordable housing and developing more in the neighborhood; building community through increased interactions; and preserving the rich environment of independent businesses.



Percent of Respondents Answering Question: "How long have you lived in Ravenswood?"



Below are some highlights from the survey responses:

Why do you live in Ravenswood?

- Great community, lots of breweries, dog-friendly.
- The price for apartments, the safety, the quiet/calm, the restaurants and the easy accessibility to public transportation.
- Progressive neighborhood with a green vibe.

What is your favorite part of Ravenswood?

- Close proximity to many good breweries and restaurants.
- Definitely the industrial corridor. I love the architecture and history embedded in the buildings along Ravenswood, and the green spaces along the Metra tracks.
- I can walk to everything I need – even the Metra to work.

What is your least favorite part of Ravenswood?

- Parking! And the creeping homogenization of the built landscape as old places are torn down and characterless developer-built buildings go up.
- Lacking of racial diversity, the income level has gotten so high, rent is going up. Also people tearing down old houses to build giant new ones.
- There isn't really a "town center" where the heartbeat of the neighborhood radiates.

What changes would you like to see in Ravenswood?

- More affordable housing, more efforts to maintain/support a diverse community.
- More retail renting the empty commercial areas.
- More family-sized multi development (i.e. 3-bed units instead of studios).
- Lower housing costs. Stop converting multi-units into single-family residences. Stop tear-downs.

What are your favorite buildings or places in Ravenswood?

- All Saints Church
- Deagan Building (located outside of RNA boundaries)
- Abbott House
- Lillstreet Art Center
- The beautiful homes on Hermitage and Paulina on double lots, because it's so rare in the city.
- Many on Ravenswood Avenue – however, concerned too many are going away.
- Mariano's
- Spacca Napoli
- Band of Bohemia

In a few sentences, what is your vision for the future of Ravenswood?

- Continued good reputation of schools and more affordable single family homes
- Continued mix of housing types to accommodate a range of families, lifestyles, and incomes in a walkable setting.
- It maintains its urban character, grows to accommodate diversity, but doesn't get commercialized like Lakeview.
- Fight the massive gentrification seen in Lincoln Square and Andersonville - avoid bulldozing vintage buildings for McMansions, maintain and encourage affordable housing stock, maintain and encourage racial and class diversity, support independent businesses over chains.
- Greater affordability, greater race, culture, economic diversity. I think we really need to have opportunities for a ward- wide plan. I appreciate being brought in on individual development projects, but this is insufficient. Ravenswood ought be a community for all people and we should have a plan to get there.
- More tacos, more affordable rent, more community-building and more art.