

The Comprehensive Plan for the Village of Broadview

Broadview, Illinois

Adopted by Broadview Village Board:
May 3, 2004

Public Hearing by Planning and Zoning Commission:
April 21, 2004

2004 Update

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INTRODUCTION

The foundation of any community is rooted in its people, its economic base, and its foresight for the future. The citizens of Broadview, in their decision to implement a Comprehensive Plan, have acknowledged that no community remains static over time. Concern for future development has prompted the need for a Comprehensive Plan to direct growth and redevelopment patterns.

The Comprehensive Plan is a key element in formulating the approach that a municipality will take in addressing the issues of land use, public policies toward development, and infrastructure requirements. The purpose of the Comprehensive Plan is to provide a framework for the governing body to ensure that a course, focused on a common goal, is maintained.

This Comprehensive Plan is divided into seven principle sections. The first, Community Assessment, deals with the history and trends of the Village. The Policy Framework section provides the foundation for land use and redevelopment decision-making. Section Three, Future Land Use Plan, outlines future land uses for the community and describes how these land uses fit into the overall plan for the community. The Housing section, discusses the existing housing situation in Broadview and identifies methods of maintaining and enhancing the quality of that housing. Section Five, Transportation, identifies improvements to the network of roadways and railroads that serve the community. Community Facilities, Section Six discusses the development of parks and public facilities. The final section, Implementation identifies priorities for redevelopment and

suggests methods for applying the Comprehensive Plan.

BROADVIEW'S VISION:

The Village of Broadview will continue to be an economically vibrant community where residents can enjoy safe, culturally diverse, community-spirited, and well maintained neighborhoods. Broadview will pro-actively plan for the future, seeking to maintain a balance between the needs of residents, businesses, industries, and government while striving for continued economic prosperity. Broadview provides a stable environment for raising families and enrichment opportunities for youth, while ensuring that seniors remain a part of the community.

COMMUNITY ASSESSMENT

To properly plan for Broadview's future, it is important to begin with an analysis of what is currently happening in the community and where it has been in the past. This community assessment documents some of the findings of this analysis.

HISTORY

In 1914, the residents of western Cook County voted to incorporate the Village of Broadview. Since incorporation, the Village has been constantly changing.

The Village was generally developed from north to south, with the Beverly and Harvester neighborhoods along Cermak Road developed last. In 1921, the Hine's Veterans Hospital, built on the site of a former auto-speedway, opened its doors for business and brought both jobs and home-buyers to the Village. Throughout the 1920s, Broadview continued to grow and like many communities, struggled through the 1930s and the Great Depression. The Village rebounded as an industrial center to support World War II in the 1940s and after the construction of the Eisenhower (Congress) Expressway (I-290) in the 1950s, established itself as a balanced community.

Throughout the 1980s and 1990s, Broadview experienced fluctuations in its industrial base. Major corporations like Ceco Steel, Allied Van Lines, and Amphenol left the Village, while companies like R.L. Perlow Corp., Porter Athletic Equipment, and Dyna Group International moved in. When the 1.2-million-square-foot Kumatsu- Dresser plant (formerly International Harvester), located at Cermak Road and 17th Avenue, was vacated, the Village took the opportunity

to redevelop the site by creating a tax increment finance (TIF) district.

As one of the most successful TIF districts in the state, the district established the framework to build the \$65 million Broadview Village Square Shopping Center. The 700,000 square feet of available retail space makes the Village Square the largest commercial development in the Village.

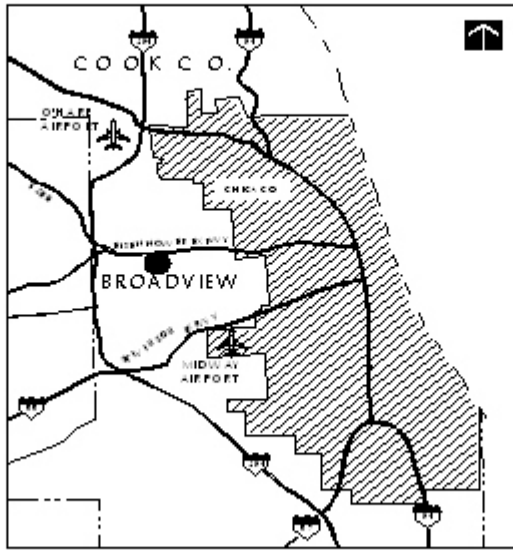
It was the vision of long-time Mayor Merritt Braga that has shaped much of modern day Broadview. As mayor (1937-80), Braga believed that if the Village could attract and retain industry, along with the jobs and the tax base that it brings, the Village would also attract and retain families, keep housing costs low and provide affordable public services. This vision has also been shared by past Mayors Parks and Rodgers, and current Mayor Vicenik.

The Village has a long-standing motto: "A Balanced Community - Residential, Commercial, Industrial." The result of this motto is reflected in the Village's current mix of land-uses.

REGIONAL LOCATION

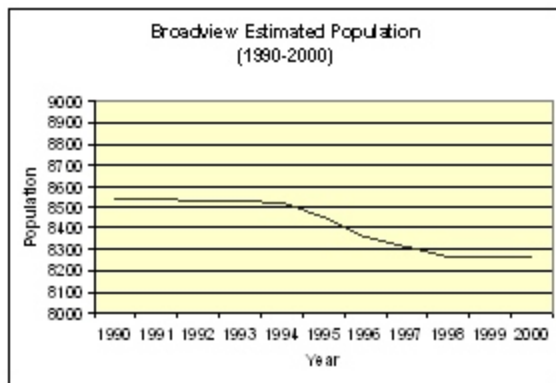
Broadview's location is its primary economic asset. As outlined in the Transportation section of this plan, the community is conveniently served on the north by I-290 and to the south by Cermak Road, a regional arterial that extends from Oak Brook Terrace to Chicago. Broadview is located approximately equal distance between Midway Airport and O'Hare Airport.

REGIONAL MAP



POPULATION TRENDS

The population of Broadview has remained relatively stable over the past twenty years. Between 1980 and 1990 Broadview declined from 8,618 to 8,538, a decline of about one percent. During the 1990s, estimates show a decline in the population. By 2000, Broadview's population is estimated to have declined by 275 people from 1990 levels, or a decrease of approximately three percent.

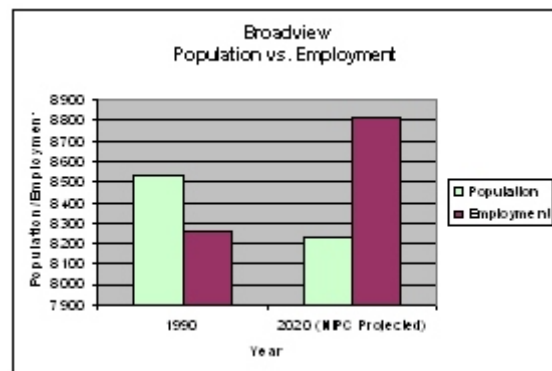


This trend is not expected to continue. Instead, the population of Broadview is expected to remain stable over the next twenty years. Population projections by the

Northeastern Illinois Planning Commission (NIPC) place Broadview's 2020 population between 8,081 and 8,228.

EMPLOYMENT TRENDS

The Village of Broadview has traditionally possessed a very strong industrial base. Broadview has been successful at retaining the jobs it has, and replacing the jobs it loses. The industrial sector of Broadview, along with the Roosevelt Road commercial corridor and new Village Square commercial development employ a large number of people.



The Village of Broadview has a high level of employment relative to the population. NIPC forecasts indicate that the number of jobs in Broadview will increase over the next 20 years to 8,810 if a South Suburban Airport is developed and 9,585 if there is instead an expansion of O'Hare International Airport. At that time, the number of available jobs in Broadview will exceed the population.

BUSINESS TRENDS

Retail sales data indicates that Broadview's commercial business climate is very healthy. As noted in the 1996 Situation Audit of the Roosevelt Road Corridor, total sales increased dramatically during the 1990s. The level of

sales in Broadview far outpaces the level of sales in adjacent communities.

However, there are some competitive factors which may be of concern to the community. Industries located in Broadview may eventually outgrow their current facilities. When that happens, Broadview does not have the industrial sites available to accommodate expansion or relocation. Industries may eventually leave Broadview for communities with more available land, larger development sites, and lower tax rates. Broadview can work to counter this by stressing its excellent location and transportation network.

Also an issue is the competition between the Roosevelt Road Corridor and the Village Square development. These two commercial centers offer similar services to the community. In order to compete, the establishments along Roosevelt Road should work to differentiate themselves from the larger retail stores. They can accomplish this by offering better selection and service and stressing their convenience and quickness. The Roosevelt Road Corridor can also differentiate itself by offering a variety of professional services such as dentist and doctor's offices, particularly on upper levels of multi-story structures.

COMMUNITY INPUT

An early step in the development of the Comprehensive Plan was to hear what the community had to say about planning for Broadview's future. To obtain this input, a survey was sent out to all residents in the community via the Broadview Bulletin, the Village's newsletter. This survey gave residents a chance to voice their opinions on how to make the community a better place to live. Residents were also asked to give some

demographic information to help evaluate the degree to which survey respondents were representative of the community. The following is a summary of these results:

Demographics:

- 68% of those who responded to the survey have lived in Broadview more than 15 years.
- The great majority (58%) of residents responding to the survey were between the ages of 19 and 59.
- 22% of the residents surveyed were over 60 and 20% were under 18.

Safety and Health:

- Safety was the highest reason why residents live in Broadview.
- Good housing value was second.
- 31% of those who responded to the survey disagree to strongly disagree that the Village does an excellent job of code enforcement.

Community Facilities:

- Only 45% of those who responded to the survey agree that the park district facilities in Broadview are excellent.

Commerce:

- Grocery stores, restaurants, and fast food chains were the most requested uses.
- Clothing stores such as Carson, Pierre & Scott and Pier One were also frequently requested.

- Other requests include Barnes and Noble, Starbucks, TCF Bank, Blockbuster, local shoe repair and a bike shop.

Economic Development:

- 88% of those who responded agree to strongly agree that the Village provides a good level of service in relationship to the taxes.
- 73% of those who responded strongly agree that the Village should do all it can to attract business to Broadview.
- 67% of those who responded strongly agree that the Village should do more to enhance the appearance of the Roosevelt Road Corridor.

POLICY FRAMEWORK

The Planning Process is based on a continuum of personal and collective decision making. The identification of overall goals and the formulation of objectives in support of these goals is the first step in this process. These goals and objectives are based on the overall vision for the Village.

Vision - The overall ideal of the future which sets the tone for all activities.

Goal - The stated ends which form the vision.

Objective - A specific target established to achieve a goal.

BROADVIEW'S VISION:

The Village of Broadview will continue to be an economically vibrant community where residents can enjoy safe, culturally diverse, community-spirited, and well maintained neighborhoods. Broadview will pro-actively plan for the future, seeking to maintain a balance between the needs of residents, businesses, industries, and government while striving for continued economic prosperity. Broadview provides a stable environment for raising families and enrichment opportunities for youth, while ensuring that seniors remain a part of the community.

COMMUNITY FORM AND CHARACTER

Goal: *Maintain strong residential neighborhoods.*

Objectives:

- Protect and enhance residential neighborhoods through elimination of incompatible uses.
- Continue and expand program to recognize residents who exhibit pride in their community through attractive gardens, exterior renovations, or interesting holiday displays.
- Enhance landscape buffering between industrial or commercial and residential areas.

Goal: *Enhance usefulness and quality of retail in the Roosevelt Road Corridor.*

Objectives:

- Create distinctive streetscape features for each primary retail area to enhance identity.
- Maintain on-street parking and provide additional off-street parking on the north side of Roosevelt Road near 17th Avenue.
- Pro-actively recruit desirable businesses.
- Provide trash containers along Roosevelt Road with covers to better contain trash.

- Utilize tax increment financing incentives to promote new or expanded existing retail businesses.
- Consider establishing a special service area to maintain and enhance the corridor.
- Enhance usefulness and quality of retail at 17th and Cermak.
- Pursue rezoning of selected properties in this area to aid business establishment and redevelopment.

Goal: *Establish effective policies for industrial retention and recruitment.*

Objectives:

- Create simple industrial streetscapes to enhance the identity of these areas.
- Consider development of a small park within the core industrial area west of 17th Avenue.

COMMUNITY SERVICES AND FACILITIES

Goal: *Provide effective outlets for services which are convenient for all residents of the community.*

Objectives:

- Replace street light fixtures along Roosevelt Road.
- Coordinate water main replacement along Roosevelt Road with streetscape enhancement outlined in the Roosevelt Road Corridor Plan.

- Target vacant properties for new parks in areas which are currently under served.
- Work with the library to expand or develop new facilities to better serve the community.
- Maintain excellent reputation of Police and Fire Departments.

TRANSPORTATION

Goal: *To maintain and enhance the high quality transportation opportunities which are available to Broadview residents.*

Objectives:

- Improve intersection of 17th Avenue and Roosevelt Road.
- Pursue potential train station on the proposed inner belt transit line (Indiana Harbor Belt railroad).
- Work with Illinois Department of Transportation to maintain on-street parking along Roosevelt Road.

ECONOMIC DEVELOPMENT

Goal: *To retain existing and attract new businesses to Broadview.*

Objectives:

- Redevelop or re-tenant vacant industrial properties in west Broadview.

- Attract retail uses which are currently under-represented in the Village such as restaurants or a grocery store.
- Consider hiring a full or part-time economic development director to promote Broadview and work with businesses through the development process.
- Consider establishing an Economic Development Commission to aid in the marketing of Broadview and business development.
- Build relationships with area banks to provide financing packages for area businesses.
- Work closely with Broadview Village Square shopping center owner and major tenants to maintain high occupancy and appropriate uses.
- Provide a variety of housing options to Village residents, including development of new condominium and/or townhome projects.
- Consider relocating existing residential structures of unique quality and character when such relocation would facilitate a larger redevelopment project.

HOUSING

Goal: *To encourage a wide range of high quality housing.*

Objectives:

- Continue and strengthen effort to enforce the building and maintenance codes and to provide loans for building improvements.
- Encourage future residential redevelopment to follow the Future Land Use Plan in order to make residential areas more congruous and to regulate density.
- Establish housing programs to ensure a good housing stock.

FUTURE LAND USE PLAN

Broadview is a developed community. As such, all land use planning must be keenly sensitive to existing development patterns. In Broadview, the purpose of a future land use plan is to focus attention on areas appropriate for redevelopment.

Land use within Broadview has been divided into eight categories as outlined below:

LOW DENSITY RESIDENTIAL

This land use category is predominately comprised of single family, detached homes. The low density areas in Broadview are: the Beverly Park area just south of Cermak Road and west of the Addison Creek; the small pocket of residential north of Cermak Road and just east of the Broadview Village Square; the area between the Canadian National Railroad and Roosevelt Road, east of 25th Avenue; the area north of Roosevelt Road between 25th Avenue and 17th Avenue; and the immediate area surrounding Roosevelt Junior High School. Some duplex and multiple family homes may currently exist within these five areas shown as low density residential, but generally these areas are best suited for single family with a density ranging from 2 to 7 dwelling units per acre.

MEDIUM DENSITY RESIDENTIAL

The medium density residential category is primarily mixed residential. It is composed mainly of duplex homes, with some single family dwellings and small scale apartments (4-6 units) scattered throughout these areas. Townhomes would also fall into this land use category, however, there are currently no townhomes in the Village. The overall density is in the range of 7 to 10 dwelling

units per acre. Medium density residential is generally considered a transitional land use between single family residential and more intense development such as apartments or business uses. Areas developed within this medium density classification include:

- Areas south of Cermak Road between the single family residential and the industrial land use;
- Areas adjacent to the single family residential surrounding Roosevelt School;
- The area adjacent to the public works building; and
- An area behind the Village Square Shopping Center south of the Canadian National Railroad.

It is not the goal of this use category to eliminate existing single family homes from any area of the community. The only areas suggested for medium density residential which are currently not residential include the area adjacent to the Public Works building and the area behind the Village Square.

HIGH DENSITY RESIDENTIAL

This land use category is mainly comprised of apartment buildings and condominiums. There may be some existing single family homes in these areas, but generally, high density residential is the most appropriate use for these areas. High density residential areas should generally have a density of between 10 and 24 dwelling units per acre or higher. The two major areas in the Village shown as

high density residential are the apartment complexes located east of the Village Square Shopping Center and along the north end of 17th Avenue.

MIXED USE

This land use category consists of a mix of professional offices, retail establishments, and multiple family housing. Mixed use is shown along portions of the Roosevelt Road Corridor and along 17th Avenue north of Roosevelt Road. This category provides opportunities for creating redevelopment projects which respond to changing market conditions.

COMMERCIAL

The majority of the commercial land use found in the Village is the Village Square Shopping Center. This shopping center includes a Target, Old Navy, Super K-Mart, Home Depot, and other retail stores and has created a strong economic base for the Village. The commercial category also includes portions of the Roosevelt Road commercial corridor. This area includes retail and service uses such as Walgreens, several banks, Hildebrand's Sporting Goods, and several professional offices. In addition, the Village has some commercial uses along 17th Avenue. The Future Land Use Plan encourages additional commercial development along the south end of 17th Avenue and expanded commercial development at the intersection of 17th Avenue and the Eisenhower Expressway.

INDUSTRIAL

Industrial development in Broadview accounts for nearly one third of the land area in the Village. Industrial land uses include both "light" and "heavy" industry ranging

from Downey Metal USA to Replogle Globes, Inc. Industrial land use is found to the north of the Canadian National Railroad between Gardner Road and 25th Avenue, and to the south of the Canadian National Railroad between Gardner Road and 17th Avenue. While no new areas are shown for industrial use, there are some opportunities for redevelopment of underutilized or vacant properties within the area shown for industrial use.

PUBLIC/INSTITUTIONAL

The Municipal Building, the Fire Department, Menorah Gardens Cemetery, and the Beverly Community Center are all examples of land uses classified as public/institutional. This category also includes public and private schools and churches. The only new public/institutional shown on the future land use plan is the planned relocation of the Broadview Baptist Church from 17th Avenue to the northwest corner of Roosevelt Road and 25th Avenue. To maintain the integrity of existing shopping districts, additional storefront churches are strongly discouraged. Although no specific location is shown on the map, a new full service post office with on site parking should be established in Broadview.

PARKS/OPEN SPACE

Within Broadview, this land use category identifies properties owned and operated by the Broadview Park District. Currently, there are five parks in the Village. Several new parks are recommended, as shown on the Community Facilities Plan. These parks include: a new neighborhood park located at the existing industrial site south of the railroad tracks, between 12th and 13th Avenues and a small pocket park offering seating and other limited amenities within the

industrial park. In addition, a trail system extending along Addison Creek, with access points at the intersection of 19th Street and 21st Avenue and the Parkes Drive creek crossing, as well as an expansion of the existing Playdale Park are also recommended.

retail uses with some high and medium density housing. Behind the uses fronting on Cermak Road there is primarily low and medium density residential. If the Village of Broadview annexes this land, a similar pattern of development should be followed. Commercial and retail uses should be located along Cermak Road to take advantage of its high level of visibility and accessibility. The remaining land should be developed as residential uses to minimize conflicts with existing Village neighborhoods.

FUTURE LAND USE ACREAGE

Land Use	Acres	Percent
Low Density Residential	300.7	26.1%
Medium Density Residential	27.1	2.3%
High Density Residential	12.0	1.0%
Mixed Use	30.2	2.6%
Commercial	81.2	7.0%
Industrial	309.2	26.8%
Public/Institutional	42.7	3.7%
Parks/Open Space	32.1	2.8%
ROW	319.5	27.7%
Total	1154.7	100.0%

ANNEXATION ISSUES

The Edward Hines Veteran’s Affairs Hospital is located along Broadview’s eastern boarder. The hospital, and the accompanying Army Reserve Center on Cermak Road, is not incorporated by any adjacent community. While there are no immediate plans to close these facilities, it would be to Broadview’s advantage to consider annexation of this property. This property offers Broadview, which has few available building sites, an opportunity to grow and encourage new development.

Any change in the use of this land could have significant impacts on the existing community due to its proximity to the Village. Therefore, it is important to consider the potential future use of this property. The Cermak Road corridor currently consists of commercial and

(INSERT FUTURE LAND USE PLAN)

HOUSING

The quality of a community's housing stock is a critical component of viability and livability for residents. Housing affects the position of the Village as a desirable location for keeping existing residents and attracting new residents. This section briefly examines the current condition of housing in Broadview, and offers recommendations to address the concerns which are identified.

Broadview contains a diverse housing stock. As of 1990, there were 3,581 dwelling units in the Village, made up of a variety of single family homes, duplexes, apartments and condominiums. According to the 1990 Census, the proportion of occupied residential units which are owner occupied is 67%, while 33% of units are rented.

The majority of the dwelling units in Broadview, both owner occupied and rented, are old, and little new development is currently taking place to add new units. As housing ages, deterioration tends to occur as a result of normal and continuous use and the impacts of time, temperature, and moisture. These effects have become apparent in Broadview, as described below.

EXISTING NEIGHBORHOOD CONDITIONS

While older, much of Broadview's housing stock appears well maintained. A detailed housing inventory is recommended to better evaluate housing conditions. Such an inventory would evaluate the exterior appearance of residential structures, identifying problems ranging from lack of maintenance to more serious structural problems.

One particular area of concern raised by residents is the neighborhood north of Roosevelt Road and east of 17th Avenue. This neighborhood contains a wide range of housing types, including many small apartment complexes mixed with more traditional single family homes.

RECOMMENDATIONS

The recognition of deterioration within the housing stock must be followed by actions to improve such conditions. A variety of strategies can be used to improve the quality of homes.

Owner Occupation

The single most important step to improving the quality of housing is to increase home ownership. A neighborhood with a high renter population tends to lack stability. Tenants stay only a few years, are less active in community affairs, and do not gain in a financial sense by improving their living space. One example in Broadview of a change in ownership status effecting property maintenance is the twin multi-family building complexes on the north and south side of the Canadian National Railroad between 18th Avenue and 19th Avenue. The complex on the north side of the railroad has been converted to condominium ownership, while the complex on the south side of the railroad remains as a rental complex. Exterior building and property maintenance on the complex which has been converted to condominiums is much better than the comparable rental facility.

Owners have a long term stake in their community. Because of this stake, owners are more likely to participate in community affairs. Improvements to their living space increases the value of their investment. An increase in the number of owners helps to stabilize the population, as families remain rather than moving after short term stays. In addition, the school district benefits from an increase in ownership, since the number of transient students is reduced.

Despite the emphasis noted here on the importance of owner occupied units on neighborhood stability, it is also important for Broadview to maintain availability of rental units to meet demand in the community for this housing option. Many people prefer to live in apartments for economic or life style reasons. For example, historically, many of Broadview's rental units have been occupied by students at nearby Loyola Medical Center. These students will only be in the area for a short time and need housing opportunities that are convenient to the hospital.

Programs which encourage seniors to remain in their homes can also provide stability in the neighborhood. Examples of such programs include low interest loans for home repair and for improvements to handicapped access.

Community Efforts

A combination of educational/training programs, rehabilitation projects, and loan programs could improve the quality of the residential base and energize the community at the same time. These efforts can be managed or organized by an established or new community organization. Such an organization would form partnerships with local banks, trade organizations, Realtors,

and the Village to help rehabilitate Broadview's housing stock.

The Village can also pursue stricter code enforcement practices. Unfortunately, the legal issues connected with code enforcement require everyone involved to be patient to provide the property owner a fair amount of time to make repairs. Neighbors living next to a home which has come into disrepair often do not understand the Village's legal constraints regarding proper notification of code violations. Often, help from neighbors can lead to faster action than is possible strictly under Village enforcement. The establishment of a "Home Court" may also assist in expediting the enforcement process.

Finally, local utilities and fire departments could be encouraged to provide assistance with weather proofing of homes and reducing the risk of electrical fires to both owners and renters.

Outside Sources of Funding

Financial assistance is imperative to encourage maintenance and rehabilitation of residential structures. There are several potential sources, both public and private.

The Village of Broadview does not currently administer any housing rehabilitation programs. This has occurred in part because the Village prefers to secure outside funding rather than increase internal expenditures, and because such funds have historically been difficult to secure.

The Illinois Department of Commerce and Community Affairs (DCCA) is one potential funding source. The Community Development Assistance Program (CDAP) is

a federally-funded program administered by DCCA. CDAP provides grants to local governments to assist them in financing economic development projects, public facilities, and housing rehabilitation. Local governments may request funds up to \$400,000 to provide safe and sanitary living conditions for low to moderate income residents. The grants can be used to upgrade and expand upon the housing stock.

In this light, the Village should begin to actively seek state funding, including a combination of such sources. CDAP funds require that 25% of program costs be matched by local sources. The Illinois Housing Development Authority (IHDA) administers the Housing Trust Fund, which could be used as part or all of the 25% local contribution.

In order to effectively compete for these funding sources, the Village must begin preparing application materials. Door to door surveys are required to determine those locations which are characterized by homes in need of rehabilitation, which are owned by persons of low or moderate income. This demonstration of need must be supplemented by a presentation of project readiness, meaning that all administrative and technical issues are considered in advance of the application process.

The Federal Block Grant Program is another program used by many communities to assist in rehabilitation of housing units. Larger communities receive funds directly from the federal government to provide improvements and programs for low to moderate income areas. For smaller communities such as Broadview, the federal funds are distributed to the County. The County then uses these funds to administer their own programs and

to assist in funding other programs sponsored by local governments and non-profit organizations. The Village should explore Cook County guidelines for funding assistance for housing rehabilitation through the Block grant and other HUD programs.

Private sources of funding should also be explored. Local banks must commit money to their community in order to fulfill Community Reinvestment Act requirements. The Village should encourage the banks to channel some of these funds into programs to improve housing. Banks could provide rehabilitation loans to apartment owners and homeowners. A Community Development Commission (CDC) created by a consortium of local banks could acquire residential structures which are currently being rented. Such structures could be turned into condominiums and sold back to the tenants, or other local renters. Banks should also be encouraged to run first time home buyer programs, providing both technical assistance and low interest loans.

The West Suburban Neighborhood Preservation Agency is another source of funding for housing rehabilitation efforts.

REDEVELOPMENT

In some cases, existing housing may be deteriorated beyond reasonable repair, and redevelopment may be an appropriate strategy. Initially, if particularly problematic housing is identified, the Village and community groups can educate and encourage owners about rehabilitation and the local programs which are available to assist in this process. If no action is taken by the property owners, either the Village or a community agency may consider acquiring the property. This can be accomplished

through tax liens if taxes are delinquent, or through condemnation where appropriate.

Once a problematic property is acquired, an appropriate use should be determined based on the Future Land Use Plan. Decayed structures can be demolished, and community agencies can be tapped to build new housing. Effective marketing of these new homes is particularly critical. Alternatively, where properties are adjacent to owner-occupied housing units, vacant lots may be made available for below-market purchase by the owners of those adjacent properties.

A combination of these efforts by government and community groups, supported by a variety of funding sources, can begin to bring about the successful rehabilitation of the housing stock in Broadview.

TRANSPORTATION

Access to multiple modes of transportation is clearly one of Broadview's major strengths. Key elements of this transportation system are discussed below.

ROADWAYS

Broadview is bordered on the north by Interstate 290 (Eisenhower Expressway). Interstate 294 (Tri-State Tollway) is located approximately 3 miles west of Broadview. These two expressways provide access to the Chicagoland Metropolitan Area and ultimately to the rest of North America.

Broadview's local road system has been in place for many years. Illinois State Route 38 (Roosevelt Road) runs through the north half of the community. This street has historically been the major commercial corridor through the community. Although improvements are underway or planned in neighboring communities, the Illinois Department of Transportation (IDOT) has no plans to widen or improve Roosevelt Road within Broadview. Traffic counts collected by IDOT show that traffic along Roosevelt Road decreased from 33,700 vehicles per day to 29,900 vehicles between 1994 and 1998. The decreasing number of vehicles traveling down Roosevelt Road would normally be a concern since significant existing commercial development is located along this corridor. However, use of Roosevelt Road as an alternate route during construction on the Eisenhower Expressway has likely returned traffic counts to 1994 levels or more.

Cermak Road is considered by IDOT to be a Strategic Regional Arterial (SRA). This road travels east-west through the southern

portion of the community. Cermak Road provides access to the Village Square Shopping Center and many of Broadview's industrial sites. Traffic counts on Cermak Road have increased substantially between 1994 and 1998, going from 34,700 to 41,600 vehicles per day. A portion of this increased traffic may be due to the Village Square development.

The major north-south roadways through town are 17th Avenue and 25th Avenue. Counts on 25th Avenue increased by 15% between 1994 and 1998 to 14,400 vehicles per day.

In order to improve access to the interstate and to enhance movement along 17th Avenue, the Village of Broadview has applied for and received funding to improve this roadway. Construction is anticipated to begin in 2001, with completion by 2004.

The intersection of Roosevelt Road and 17th Avenue is considered by Village Officials to be the most dangerous intersection in the community. A major intersection improvement is planned for this intersection as part of the 17th Avenue improvements. The preferred new intersection alignment will widen the intersection to provide left turn lanes and improve the turning radii for trucks. The improvements will also include new curbs and gutters, traffic signals, and sidewalks. These improvements will require the removal of on street parking and the acquisition of right-of-way adjacent to the existing roadway.

The improvement of 17th Avenue and the Roosevelt Road intersections should allow more convenient and safe movement through

the heart of Broadview. It will also improve the movement of trucks from the industrial sections of town to I-290.

Streetscape improvements suggested in the Roosevelt Road Corridor Plan should be implemented with the intersection improvements to 17th Avenue and Roosevelt Road. These improvements include enhanced paving, lighting, and landscaping to reflect the importance of this intersection as the heart of the Roosevelt Road shopping district.

RAILWAYS

The Village of Broadview is served by two railways, the Canadian National Railroad and the Indiana Harbor Belt Railroad (I.H.B.R.R.). These railways provide freight access to the industrial areas of Broadview.

METRA is considering providing commuter rail service through Broadview. This rail service would provide a connection between O'Hare Airport to the north and Midway Airport to the south along the I.H.B.R.R. tracks. The establishment of commuter rail would require the installation of two new sets of tracks which would most likely be located on the east side of the existing I.H. B.R.R. tracks.

The Village of Broadview is supportive of this new commuter rail service. It would be very advantageous to the community if a station for this new service were located within Broadview. One potential location for a station is just south of Roosevelt Road and west of 25th Avenue. This location would provide convenient access to the Village's industrial areas, offer convenient access to local roadways for access via bus and automobile, and minimize land use conflicts. A second location had previously been considered north of Roosevelt Road.

However, plans are now proceeding to construct a church on this site. Since these two uses will have different peak hours, there is a potential for shared parking between the planned church and the proposed commuter rail stop.

In the long term there is also the potential to establish mixed-use retail around the potential train station. This type of mixed use development is not currently illustrated on the Future Land Use Plan. This is due to the uncertainty of a specific station location.

BUS SERVICE

PACE, the suburban bus division of the Regional Transportation Authority (RTA), provides bus service to Broadview. Three bus routes currently serve the community. These routes are 301, 322, and 325. The first travels along Roosevelt Road. 322 follows Cermak Road with a loop that runs through Broadview Village Square shopping center. The third route travels along 25th Avenue and also has a loop that serves Broadview Village Square. These bus lines connect Broadview to adjacent communities, O'Hare International Airport, and other RTA transit options, including METRA and the CTA Blue Line trains.

Broadview is considering the addition of bus stop shelters along the bus routes which serve the Village. Commuters working in Broadview's industrial areas would benefit from bus stop shelters along 25th Avenue. Shelters may also be beneficial in Broadview Village Square. Any bus stop shelters should be attractive structures and should be well maintained and kept free of graffiti.

(INSERT TRANSPORTATION PLAN)

COMMUNITY FACILITIES

Community Facilities are essential to provide support for the quality of life desired by residents and businesses. Public community facilities include parks, schools, Village Hall and the library. Private community facilities primarily include churches.

MUNICIPAL FACILITIES

Village Hall, located on 25th Avenue just south of Roosevelt Road, is a relatively new facility completed in 1990. This building also serves as the Village police station. These facilities appear to be adequately sized and well located to serve Broadview for the foreseeable future.

The Village also operates a public works facility on 9th Avenue on the north side of the Illinois Central Railroad. This facility serves the community well, and there are no current plans to either relocate or expand this facility.

The public works facility is currently surrounded by commercial facilities such as an auto body shop and a lumber yard. However, the Future Land Use Plan suggests eventual redevelopment of these properties to residential use. As this occurs, the Village should also consider relocating the public works facility, perhaps to a location on the west side of town in or near an area designated for industrial use.

The Fire Station, located just south of Village Hall on 25th Avenue, is also well located to provide service to the community. This facility is in good condition, and should continue to serve Village needs in the future.

TELECOMMUNICATIONS

Given the competitive nature of economic development in the Chicago region, communities offering high-quality and easily accessible telecommunication services are in the position to stand out as the most sought-after places to establish businesses. The Brookings Institute, a public policy research institution, has found that company executives rank the existence and quality of information technology as deciding factors in choosing where to locate new offices. A similar study by Jones Lang LaSalle, a global real estate firm, found leaders in the technology field rank the availability of Internet infrastructure as an important variable in deciding where to locate their businesses. Assuring that digital infrastructure is in place and easily accessible is important to both the residents and businesses of Broadview and should be part of the Village's long-term economic development plan.

The role local government played in telecommunications changed with the passage of the Federal Telecommunications Act of 1996. One intention of the Act was to create more competition, innovation, and consumer choice in communication. Communities must now work with multiple players in the private sector to make certain that the necessary infrastructure is in place, not only to serve existing businesses and residents, but also to attract future economic development. To help meet the goals of the Telecommunications Act, the American Planning Association (APA) -- through its Growing Smart Legislative Handbook --

recommends that communities develop a technology assessment and action plan that includes:

- Surveys and assessments of future telecommunication needs on a local and/or regional basis;
- Assessment of existing private telecommunications infrastructure;
- Inventory of existing telecommunications facilities and potential locations;
- Assessment of local ordinances, regulations and permitting procedures that affect private telecommunications;
- Provisions for construction or installation of, or improvements to, the telecommunications and computer networks of local governments;
- Public education efforts to market the telecommunications potential in the community and region;
- Agreements between private firms and local governments for the use of technology capacity by local agencies, departments and service providers; and
- Establishment of incentives and removal of barriers for increased technology infrastructure investment by the private sector.

Recent changes to the Illinois Telecommunications Law enable the State to provide assistance in establishing high-speed telecommunications services to underserved areas. Additionally, solutions to implementing digital infrastructure are being undertaken at the regional level. Cook County recently completed a four-year overhaul of its computing operations to consolidate and standardize information

technology for over 150 county departments. Many Broadview residents and businesses have broadband high speed internet service available to them through the local SBC carrier. The Village can further explore cooperative efforts with the Illinois Century Network (a state program to link schools, colleges, libraries, and municipalities to one network connection), the Digital Divide Elimination Fund, and other public/private partnerships to ensure unified access to telecommunication services.

PARKS

The Village of Broadview has six existing parks ranging in size from 6.2 acre Schroeder Park to .25 acre Playdale Park.

While these parks generally serve the community well, there are two areas of the community which appear to be under served by convenient neighborhood parks. The Village and the Broadview Park District should consider establishment of two new parks to provide all residents with nearby park facilities.

Given the high concentration of people in the area surrounding Roosevelt School, the Park District should consider expansion of the existing Playdale Park adjacent to the school. This location is central to the area's population and will provide needed open space for this area.

The area bounded by the Canadian National Railroad, 9th Avenue, Cermak Road, and 13th Avenue does not currently have any park space. A new neighborhood park should be established in this area. One alternative would be to develop a new park as a part of a larger redevelopment of the existing industrial area on the east side of the Village

Square Shopping Center and south of the railroad tracks. Other alternatives should also be explored as individual properties become available within this neighborhood.

In addition to development of new facilities, improvements are needed within many of the existing parks within the Village. The Park District is currently developing plans to address these needs and improve overall facilities to better serve community residents.

SCHOOLS

The Village of Broadview is one of seven towns that are part of Proviso High School District 209. Portions of the Village fall within four elementary school districts: District 88, District 89, District 92, and District 94. There are also a large number of private schools surrounding Broadview. Broadview also falls in the area served by Triton Community College District 411. The existing schools are adequate to accommodate the existing population of Broadview.

In 2002, Lindop School District 92 received State matching funds to renovate and expand their facilities. Funded by the Illinois FIRST program, the construction grants are intended to help alleviate overcrowded classrooms and replace older, deteriorating buildings. Following a public referendum approving the renovation and expansion of the school, a new addition was completed in February of 2004 that houses Lindop's middle school students and administration offices. The renovation and remodeling of the older facilities is scheduled to be completed in October of 2004.

Since the overall population is projected to remain stable over the next twenty years, school facilities would appear to also remain adequate. However, as neighborhoods age there are typically demographic cycles which occur. In a new neighborhood, many residents purchase homes to raise their family. This process creates pressure on the school system to build and operate facilities for a growing population. As the neighborhood ages, children move away, leaving behind "empty nesters" with no school-aged children at home. As these empty nesters get older, they may choose to move, freeing up space for a new family. These cycles should be watched closely by local school districts to insure adequate facilities and staff to meet these changing needs.

LIBRARY

The Broadview Public Library houses 57,000 books, magazines, recordings, and video cassettes. The library is also part of the Suburban Library System, allowing patrons to borrow books from other libraries throughout Cook County. The community survey indicated that the citizens feel the Broadview Library provides excellent services.

The existing library is undersized to meet the needs of the community. The Library Board is currently exploring expansion or relocation alternatives to better meet the needs of Broadview residents and businesses. The Village should work closely with the Library Board to obtain a site for a new facility.

(INSERT COMMUNITY FACILITIES)

IMPLEMENTATION

This section outlines actions needed to implement the community vision outlined in this Comprehensive Plan. It is divided into three sections, including general recommendations, redevelopment sites, and public facilities.

GENERAL RECOMMENDATIONS

- Refine the Zoning Ordinance text, as needed, to provide a sound tool for implementing the Comprehensive Plan which incorporates modern zoning practices and addresses community concerns.
- Annually update and adopt the Zoning Map to reflect current conditions.
- Consider expansion of the Roosevelt Road Tax Increment Financing District (TIF) north along 17th Avenue to aid in redevelopment of selected sites between Roosevelt Road and the Eisenhower Expressway.
- Review the Comprehensive Plan annually, and update as needed to reflect current community values and needs.
- Conduct a detailed housing survey and create a housing plan.
- Consider hiring a Village Manager to assist with daily operations and economic development activities.

REDEVELOPMENT SITES

Since Broadview is a fully developed community, a common assumption would be that existing land uses would remain. While this is generally true, there are some areas of the community where a different land use would be more appropriate to reinforce the overall community vision or to enhance compatibility with surrounding properties. The following maps and table highlight locations within Broadview where the use proposed on the Future Land Use Plan is different than the existing land use.

It is important to keep in mind when viewing the maps and table that the Comprehensive Plan is a long range document, with a planning horizon of 20 years. While it may be appropriate for some of the proposed changes in land use to occur quickly, other changes will occur closer to the end of the 20 year time frame if at all. To assist in understanding this concept, sites have been given a simple a, b, or c priority based on the following system:

Priority

- A. High priority - redevelopment of these sites are encouraged to occur within the next 5 years. Property owners are encouraged to apply for rezoning where needed. If no action is taken by the private property owners, the Village may seek to rezone the property for a more appropriate use.
- B. Mid-range priority - redevelopment should occur at the discretion of the private property owner. Continuation of existing uses is permissible.

However, if existing facilities become outdated or need to be replaced, property owners are encouraged to seek rezoning and redevelopment for those uses identified in this Comprehensive Plan. As priority A sites are redeveloped, some priority B sites should shift to a higher priority and may be appropriate for more active Village involvement. The goal would be to see these sites redeveloped within a 5 to 15 year time frame.

- C. Low priority - redevelopment should occur at the discretion of the private property owner. Continuation of existing uses is permissible. However, if existing facilities become outdated or need to be replaced, property owners are encouraged to seek rezoning and redevelopment for those uses identified in this Comprehensive Plan. The goal would be to see these sites redeveloped within a 15 to 20 year time frame.

REDEVELOPMENT SITES

Site Number	Proposed Land Use	Existing Zoning	Number of Parcels	Total Acreage	Priority
1	Industrial	Single Family Residential	1	0.27	C
2	Industrial	Single Family Residential	3	0.31	C
3	Low Density Residential	Multiple Family Dwellings	1	0.33	B
4	Low Density Residential	Multiple Family Dwellings	1	0.21	B
5	Commercial	Industrial	1	0.31	B
6	Commercial	Industrial	1	3.66	B
7	Commercial	Industrial	2	2.62	B
8	Commercial	Multiple Family Dwellings	5	0.38	C
9	Single Family	Multiple Family Dwellings	2	.33	B
10	Industrial	Multiple Family Dwellings	2	0.22	B
11	Medium Density Residential	Industrial	1	2.35	C

Site Number	Proposed Land Use	Existing Zoning	Number of Parcels	Total Acreage	Priority
12	Medium Density Residential	Industrial/Single Family Residential	3	3.23	C
13	Medium Density Residential	Industrial	9	3.68	C
14	Medium Density Residential	Industrial	2	0.22	A
15	Low Density Residential	Industrial	1	0.72	A
16	Low Density Residential	Industrial	1	0.18	A
17	Low Density Residential	Multiple Family Dwellings	1	0.29	C
18	Low Density Residential	Industrial	1	0.52	A
19	Low Density Residential	Industrial	1	0.12	A
20	Commercial	Single Family Residential/ Multiple Family Residential	13	0.96	B
21	Medium Density Residential	Commercial	4	0.40	A
22	Medium Density Residential	Commercial	4	0.33	C
23	Medium Density Residential	Single Family Residential	10	0.95	A
24	Commercial	Commercial	10	0.80	B
25	Commercial	Commercial	1	0.73	B
26	Commercial	Commercial	4	0.90	B
27	Commercial	Commercial	1	0.73	B
28	Commercial	Commercial	1	0.73	A
29	Parks/Open Space	Single Family Residential	2	0.18	B
30	High Density Residential	Single Family Residential	36	3.63	C
31	Medium Density Residential	Single Family Residential/ Multiple Family Dwellings	171	16.40	C
32	Low Density Residential	Multiple Family Dwellings	38	3.08	C
33	Mixed Use	Single Family Residential/ Multiple Family Dwellings	17	1.83	C

PUBLIC FACILITIES

The following list summarizes key actions needed to implement the community facilities recommendations identified in the Comprehensive Plan. This table specifically excludes any public works project needed to maintain infrastructure facilities such as water and sewer lines or streets.

Priority

- A. Highest priority, facilities should be in place by 2005
- B. Mid-range priority, facilities which should be provided as funding permits
- C. Low priority, facilities which are needed and which should be pursued after completing priorities A and B.

PUBLIC FACILITIES PRIORITY SITES

Priority	Item	Steps	Responsibility
B	Acquire and develop new neighborhood park east of The Village Square shopping center	<ol style="list-style-type: none"> 1. Work with Park District to determine park location and size requirements 2. Raise local funds and seek grants to acquire site 3. Work with residents to design park 4. Raise local funds and seek grant to develop park 	Park District
A	Expand park south of Roosevelt School	<ol style="list-style-type: none"> 1. Raise local funds and seek grants to acquire parcels 2. Assist existing home owners with relocation and demolish existing structures 3. Work with residents to design expanded park facilities 4. Raise local funds and seek grant to develop park 	Park District with Village assistance
A	Expand or develop a new, larger library	<ol style="list-style-type: none"> 1. Determine space needs and evaluate cost/benefits of expansion vs. relocation 2. Work with private property owners and Village to acquire appropriate land 3. Raise additional funds as needed and construct facility 	Library Board with Village assistance
C	Develop pocket park in industrial area	<ol style="list-style-type: none"> 1. Work with businesses within industrial area to determine appropriate location and facilities for park 2. Raise funds from a combination of private donations, City funds, and grants to acquire and develop park 	Village, with assistance from businesses and the Park District
A	Reconstruct 17 th Avenue between the Canadian National Railroad and the Eisenhower Expressway, providing turn lanes and other measures to enhance traffic flow.	<ol style="list-style-type: none"> 1. Complete engineering work and coordinate with federal and state officials to obtain plan approval 2. Develop streetscape plans for the 17th/Roosevelt intersection to be installed at the time of roadway improvements 3. Acquire additional right-of-way 4. Construct improvements 	IDOT and Village

SOURCES OF FUNDING

Numerous external funding sources exist to assist the community with capital improvement needs.

Illinois Transportation Enhancement Program (ITEP). This program, administered by the Illinois Department of Transportation, is funded through the federal Transportation Equity Act for the 21st Century (TEA-21). The program helps communities finance projects that enhance the transportation system by serving a transportation need or providing a transportation use, or both. Project sponsors must secure matching funds from another source. The following ten types of projects are eligible:

1. provision of facilities for pedestrians and bicycles
2. scenic or historic highway programs
3. landscaping and other scenic beautification
4. historic preservation
5. rehabilitation of historic transportation buildings, structures, or facilities
6. provision of safety and educational activities for pedestrians and bicyclists
7. acquisition of scenic easements and scenic or historic sites
8. preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails
9. control and removal of outdoor advertising

Tax Increment Financing. Tax Increment Financing (TIF) enables a community to finance public investments in the TIF district using revenue from increased property taxes within the area. Rising property values occur as a result of private investment that would not come about without the public improvements. To date, the Village of Broadview has established three TIF districts. They are Roosevelt Road, Broadview Village Square, and Headly Manufacturing. Funds from these or additional districts may be used to finance improvements in the respective districts.

Open Space Land Acquisition and Development (OSLAD) Program. This grant program assists communities with financing for land acquisition and development costs of parks and other open space areas.

Affordable Financing of Public Infrastructure Program. This loan program, administered by the Illinois Department of Commerce and Community Affairs (DCCA), provides funds for infrastructure improvements that address health, safety and economic development needs, and which support economic and community development. Program funds may be used for acquisition, construction and improvements of local public facilities and sites and associated equipment. The maximum amount of funds invested in any one project is \$100,000.

Business Development Public Infrastructure Program. This DCCA loan program helps local governments finance public infrastructure needed to support economic development and private sector job creation and retention. Funding is available only for infrastructure projects which lead directly to private sector expansion or retention activities. General infrastructure construction and renovation activities -- those which lead only indirectly to

job creation and retention -- are not eligible for consideration. Funds may be used for a wide variety of public infrastructure improvements needed to induce job creation and retention. For this program, at least one private sector job must be created or retained for every \$10,000 awarded by the department. Typically, DCCA will limit its assistance to \$500,000 or less.

Community Development Assistance Program (CDAP). CDAP is a federally-funded grant program that provides grants to local governments for economic development projects, public facilities and housing rehabilitation. The program is targeted to assist low-to-moderate income people by creating job opportunities and improving the quality of their living environment. Several types of grants are available, including:

1. **Economic Development:** Grant funds of up to \$500,000 may be available for loan by a local government to businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation, and improvements to public infrastructure that directly support this development.
2. **Housing:** To provide safe and sanitary living conditions for low-to-moderate income residents of their communities, local governments may request grant funds up to \$400,000. These grants are used to upgrade and expand housing stock in communities.
3. **Public Facilities Construction and Design Engineering:** Local governments needing to improve public infrastructure and eliminate conditions detrimental to public health, safety and public welfare may request

grants up to \$100,000 for Design Engineering and \$400,000 for Public Facilities to undertake projects designed to alleviate these conditions.

4. **Removal of Architectural Barriers:** Grant funds up to \$150,000 are available to assist local governments in the removal of architectural barriers that restrict accessibility to publicly-owned buildings for people with disabilities.

The above sources should be pursued by the Village of Broadview. Individually or in combination, these sources can help provide the funds to turn the recommendations of the Comprehensive Plan into reality.

(INSERT REDEVELOPMENT SITES EXHIBITS)