

BROADWAY LAND USE PLANNING

October 7th Open House + Online Survey

142
Survey
Responses

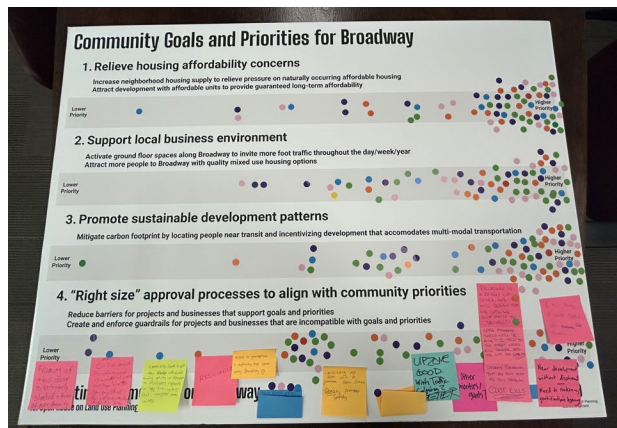
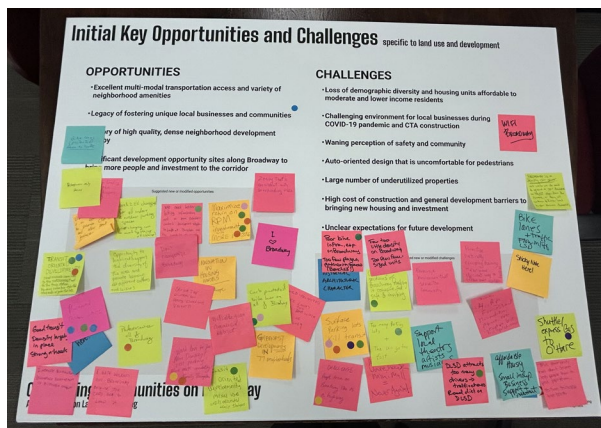
Approx. 150
Open House
Participants

Topics covered: project scope & objectives, community priorities, existing conditions analysis, key challenges & opportunities, and potential ground floor uses

Outreach Summary

October 7, 2024 Open House

Staff and community members discussed [Open House Boards](#) in small group settings and requested feedback through structured and open-ended questions. 58 open ended comment cards were filled out after event.



Online Survey

Survey questions mirrored the topics and type of feedback requested at the open house. The online survey provided an opportunity for interested community members who did not attend the in-person open house to review the same information and provide structured and unstructured feedback on the topics discussed.

Key Takeaways

New Development

Feedback leaned overwhelmingly in favor of new investment and development along Broadway, especially for vacant and underutilized properties. Many participants advocated for allowing significant height and density, like what is found closer to the lakefront, to accommodate more housing units near transit, and to support a stronger commercial corridor on Broadway. There was some isolated feedback advocating for lower height limits in select locations, particularly on the west side of Broadway in Edgewater.

Businesses on Broadway

Supporting retail/service businesses of a variety of types and sizes on this corridor was a strong theme in feedback received. Rather than commercial vacancies, most participants expressed that they want a resilient mix of business types, including businesses that are open later to activate the street for a longer period of the day. Overwhelmingly, community members advocated for a more pleasant, walkable Broadway that included active shopfronts along Broadway rather than large parking lots for strip malls, large box stores, or drive-thrus.

Housing

Improving housing affordability was a very high priority, with this feedback being near full consensus among participants. Increasing housing availability--of all types for all people--is also seen as a strong need for the neighborhood, particularly in a transit-served location like this.

Ground Floor Land Uses

Most participants expressed they would like most or all ground floor spaces to be occupied with active commercial use along Broadway, and specifically that commercial nodes around CTA stations should be preserved/strengthened. There was generally openness to considering ground floor residential units in select locations, especially along side streets and in place of commercial vacancies. Most participants expressed they felt that more density could support more demand and therefore more commercial frontage along Broadway, and that would be a worthwhile trade-off.

Honoring Neighborhood Architectural Character

Participants generally expressed interest and mixed feedback on the preservation of neighborhood architectural character. The existing conditions analysis identified several buildings as "neighborhood character buildings," which are typically good quality, older buildings that neighbors may be fond of, especially as a collection that makes up the overall corridor character. While some of these buildings have some significant historical value and/or legal protections in place, not all do. Some community members saw the lower-scale neighborhood character buildings as an impediment to a denser, more vibrant, and more equitable neighborhood. Others felt preservation should be a key consideration when planning the corridor's future.

Transit-Oriented Development

There was recognition that CTA has invested significantly in the stations in the study area, and many participants felt that it's important to capitalize on this investment by constructing new housing in the area, which will in turn support use of the CTA. There was also interest in improving bus infrastructure in the area to increase the capacity.

Parking

There was overwhelming support for redeveloping surface parking lots on Broadway. There was also substantial feedback about not requiring parking in new residential development due to proximity to the CTA stations. This contrasted with some limited feedback from participants worried about parking availability in the neighborhood.

Traffic Safety + Streetscape Improvements

Feedback received reflected significant interest in improvements to the public realm (i.e.: street and sidewalks) to promote pedestrian safety and active transportation. Popular ideas included narrowing the street, more street trees, bike lanes, bus priority measures, pedestrian bump outs at intersections, and opportunities for open space. Traffic safety and streetscape improvements are not specifically within the scope of this land use and development plan, but feedback is being shared and strategies are being coordinated with the Chicago Department of Transportation (CDOT). CDOT will begin public outreach about potential public way improvements along Broadway in the near future.

