

BROADVIEW, ILLINOIS

Comprehensive Plan

Approved on April 21, 2025 by Ordinance # CO-2025-7

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BETTER TOGETHER

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IN THE PLAN

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CHAPTER 1

Introduction

CHAPTER 1

Introduction

Plan Purpose & Use

The Comprehensive Plan is a strategic blueprint for the Village of Broadview to use to define and achieve the shared vision and goals for the future of the Village. This essential tool can help guide the Village in making day-to-day decisions, identifying development opportunities and capital improvement programs across various aspects of community life, and guide Village officials and decision-makers towards this shared vision of the Village of Broadview. By offering context-based policies and actionable strategies, this plan directs community growth and development for the next 10-20 years.

The Village's current Comprehensive Plan, originally adopted in 2000 and updated in 2004 and 2006, set forth a limited vision for the Village, focusing primarily on land use and land use related issues and strategies. It outlined development goals and objectives in areas such as community form and character, public services and facilities, transportation, economic development, sustainability, and housing. This Comprehensive Plan aims to provide a more complete vision for the future, including a wider focus on issues such as technology, health and wellness, and environmental sustainability.

Broadview Strong



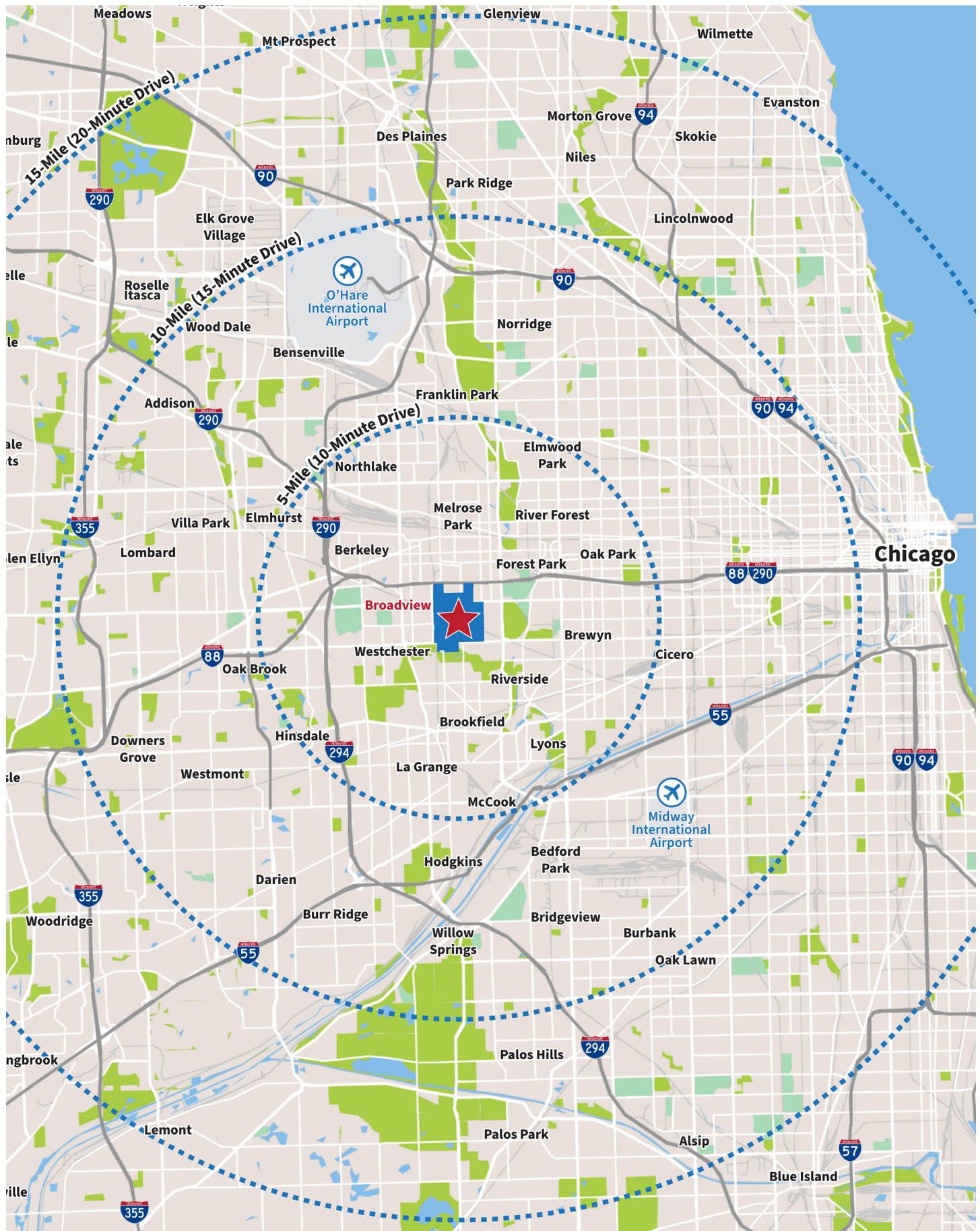


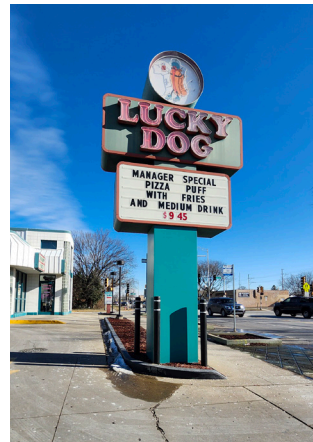
Figure 1.1 Regional Access Map of Broadview

Broadview At-A-Glance

Broadview is a historic suburban community located in the western ring of Chicago, within Cook County. As a mature and fully developed Village, its boundaries are defined by the neighboring municipalities of Westchester, Bellwood, Maywood, and North Riverside, as well as the Edward Hines Jr. Veterans Administration (VA) Hospital/Loyola University Medical Center, the Illinois National Guard North Riverside Training Facility and Maintenance Center, and the Salt Creek Forest Preserve.

Broadview enjoys a prime location with excellent transportation infrastructure, offering easy access to the national highway system via Interstate 290 with access at 17th Avenue and 25th Avenue. Cermak Road and Roosevelt Road, key regional arterial roads that connect Broadview to other suburban communities in the region, run through the Village as part of its grid-shaped road network. The Village is also close to other major regional corridors like US Route 45 and IL Route 171.

Thanks to this convenient transportation access, Broadview is just a 30-minute drive from both international airports (O'Hare and Midway) and downtown Chicago, making it a convenient place to live and an attractive location for commercial and industrial development.



A Short History of Broadview

Historically, the Broadview area was home to a large lake teeming with fish and migratory birds, surrounded by swamps and forests filled with elm trees. The land served as hunting grounds for the Native American tribes of the Pottawatomie, Chippewa, and Ottawa Nations. Before significant development took place, the area was inhabited by both European settlers and Native Americans.

Broadview's development began in 1835 when Frederick Bronson purchased 200 acres of land from the U.S. government. In 1893, the real estate firm Foreman and Cummins subdivided the land into residential lots, but the area remained a small



farming community, affectionately known as “80 Acres,” until 1914.

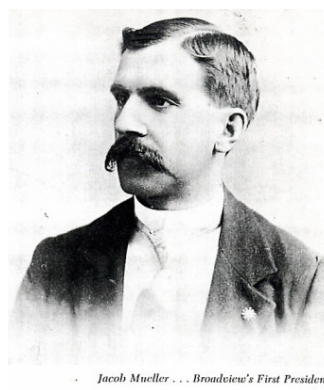
On December 6, 1914, Broadview was officially incorporated as a Village, establishing its boundaries and electing its first Village President, Jacob Mueller. The Village was named by Mueller’s daughter, Elizabeth Cote, who drew inspiration from the name of the Illinois Central Railroad depot. Major residential development began around 1940, featuring Cape Cod, Georgian, bungalow, and raised ranch-style homes. Broadview’s population peaked at over 9,600 residents in 1970.

Throughout the 1980s and 1990s, Broadview experienced fluctuations in its industrial base due to shifts in the economy. However, the Village has since rebounded, thanks in part to the establishment of a TIF district that spurred commercial growth. Today, Broadview is home to 8,000 residents. While fully integrated into the dynamic fabric of the Chicago metropolitan area, the community preserves its “small-town” charm, offering a diverse array of lifestyle, employment, and retail options for everyone.

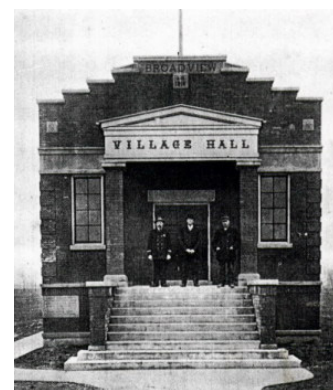
As Broadview moves into the 2020s, the Village is poised to continue its trajectory of growth and development. With a forward-looking approach, Broadview is embracing new opportunities for innovation and expansion, ensuring that it remains a vibrant and thriving community for generations to come. (Sources: FranzosenbuschHeritageProject, Village of Broadview, Encyclopedia of Chicago)

Planning Process

This update to Broadview’s Comprehensive Plan began in January 2024, marking the start of a roughly year-long effort that culminated in its adoption by the Village Board in March 2025. The process was structured into four (4) distinct stages, each serving as a crucial building block for creating a well-informed and community-centered plan.



*Jacob Mueller, the First President of Broadview
(Image Credit: Broadview Golden Jubilee)*



The First Village Hall of Broadview (Image Credit: Broadview Golden Jubilee)



The First Drug Store in Broadview (Image Credit: Broadview Golden Jubilee)

How Did Broadview Get It's Name

“At the time the Village of Broadview was to be incorporated, my grandfather, Jacob Mueller ... asked his family to choose a name for the village.

“My mother, Elizabeth (Mueller) Coté suggested they adapt the name of BROADVIEW after the name of the Illinois Central Railroad depot, because in those days maps carried the names of only large cities and all railroad depots. Therefore, it would put ‘BROADVIEW’ on the map.”

*- James G. Coté Sr.
(from Broadview’s Golden Jubilee book)*

Stage 1: Assessing Existing Conditions

This first stage laid the groundwork by conducting an in-depth analysis of Broadview’s current conditions and character. Key areas of focus included demographics, economic development, housing, land use, infrastructure, and public amenities. Additionally, past planning efforts, such as zoning updates, economic development (TIF and enterprise zone) plans, and other previous planning documents, were reviewed. This retrospective examination identified the Village’s past achievements and areas requiring future attention and provided a foundation for crafting new strategies. The insights gained from this analysis are woven throughout this Comprehensive Plan, ensuring that all recommendations provided are firmly rooted in evidence and local context.

Stage 2: Engaging the Community

Community engagement was important to the planning process, emphasizing transparency and collaboration and input from residents of the community. Recognizing that a successful plan reflects the voices of its residents, the consulting team conducted a series of interactive events to gather community input. These included a Steering Committee Workshop with Village officials and decision-makers, a Pop-Up Event at the Village’s extremely popular annual Juneteenth celebration, and a public open house. Each event provided an opportunity for residents, Village staff, and appointed officials to share their perspectives and priorities. The insights gathered during these sessions fostered a sense of collective ownership among stakeholders. A detailed summary of these public engagement efforts is summarized in this chapter.

Stage 3: Developing Recommendations

Building on the feedback from the community, a series of preliminary strategy recommendations were developed. These recommendations aimed to address identified challenges while leveraging Broadview’s strengths and opportunities. These initial ideas were refined into actionable and detailed strategies, aligning with the Village’s overarching



goals and vision. These refined recommendations form the backbone of this Comprehensive Plan.

Stage 4: Drafting and Finalizing the Comprehensive Plan

The final stage involved compiling all of the feedback, data, and strategies into a cohesive and actionable document. This phase required meticulous attention to detail, as the Comprehensive Plan needs to clearly articulate Broadview's vision while addressing practical implementation strategies. Once drafted, the plan was reviewed by Village staff and the Plan Commission, And finally adopted by the Village Board, marking the culmination of an inclusive and comprehensive planning process.

Engagement

Throughout the process, a Steering Committee was established to maintain regular communication with the project consultants, review progress, and consider proposed recommendations as new topics and ideas emerged. Additionally, community engagement tapped into the collective wisdom of Broadview's residents, helping to identify past challenges and opportunities while shaping a shared vision for a brighter future. Proactive outreach to the public, stakeholders, and various sectors ensured that the actions outlined in this Comprehensive Plan align with the community's desires and aspirations.

Steering Committee

The Comprehensive Plan Update Steering Committee is composed of the Mayor of Broadview and directors from each department within the Village government. This committee provided crucial feedback to the consultant team. To gain a deep understanding of the Village's challenges, the consultant team conducted interviews with each department. In April 2024, an in-person workshop was held to present the existing conditions to the Steering Committee. The workshop also included an S.W.O.T. (Strengths, Weaknesses, Opportunities, and Threats) analysis and open-ended discussions



Comprehensive Plan Steering Committee



Comprehensive Plan Retreat Workshop



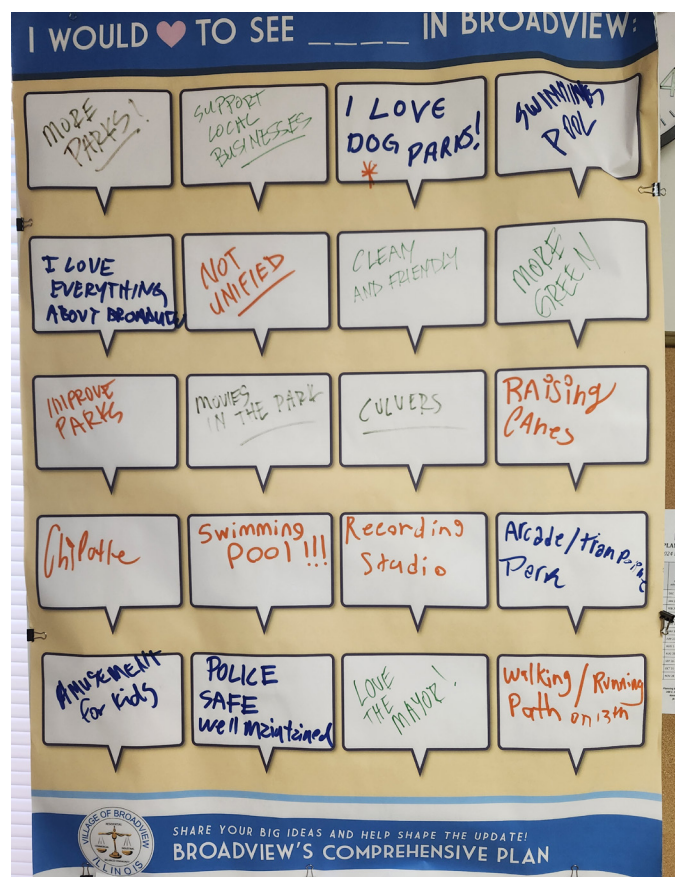
Juneteenth Pop-Up Event

on these topics. The consulting team also provides regular general planning support to the Village and attends all Safety Committee (development review) meetings where updates on the comprehensive planning process were provided.

Public Engagement

Engaging directly with residents provides valuable insights into their needs and perceptions of their community, and its opportunities and challenges. In June of 2024, the consulting team set up a booth at Broadview's highly popular annual Juneteenth celebration, creating an opportunity for face-to-face dialogue with local residents. By displaying informational boards and asking participants their vision for Broadview's future, the project team gathered a wealth of input on public services, economic development, recreational facilities, and community safety. This direct interaction has been instrumental in capturing the community's voice and ensuring that the Comprehensive Plan reflects the aspirations of Broadview's residents.

In December of 2024, the consulting team hosted an in-person open house and workshop at the Broadview Municipal Building to gather public input on key aspects of the Comprehensive Plan, including placemaking, transportation and corridor design, sustainability and infrastructure, and development and site design. Attendees participated in interactive activities, such as voting on visual concepts using sticker boards and sharing ideas on a large village map. The event also provided an opportunity for residents to engage directly with the consulting team and Village officials, fostering meaningful dialogue about the Village's future. The feedback collected was instrumental in shaping the consultant team's recommendations for implementation strategies and policies.



Juneteenth Public Input



Community Open House Event

Top 3 Concepts Resonating Most for Broadview's Future

(For the complete voting results, please refer to Appendix)

Placemaking

Outdoor Spaces to Sit, Gather & Dine
(Private & Public)



Parking Lot Activations & Beautification
(Pop-Up Events, Pilot Projects with Paint)



Engaging Streetscape / Shopping Environment



Transportation and Corridor Design

Corridor Lighting / Visibility



Integration of Smart Technology



Signal & Crossing Improvements



Sustainability and Infrastructure

Safe Walking & Biking



Stormwater Management
(Bioswales, Raingardens, etc.)



Alternative Energy



Development and Site Design

Quiet, Connected & Attractive
Neighborhoods



Green Infrastructure (Stormwater
Runoff, Green Roofs, Native Plantings)



Destination-Style Uses (Restaurants,
Rooftop Dining, Entertainment)



Past Planning Efforts

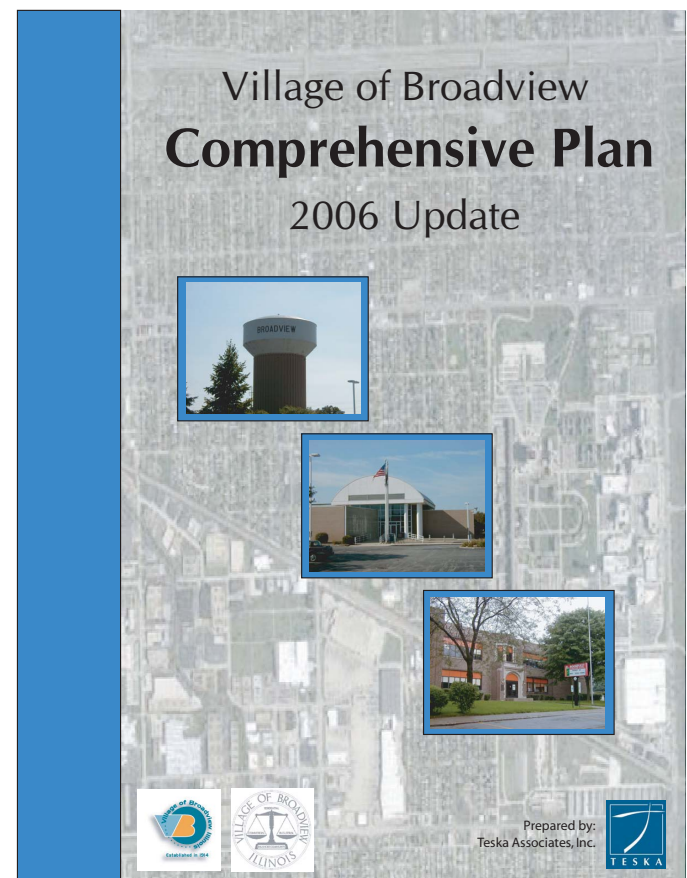
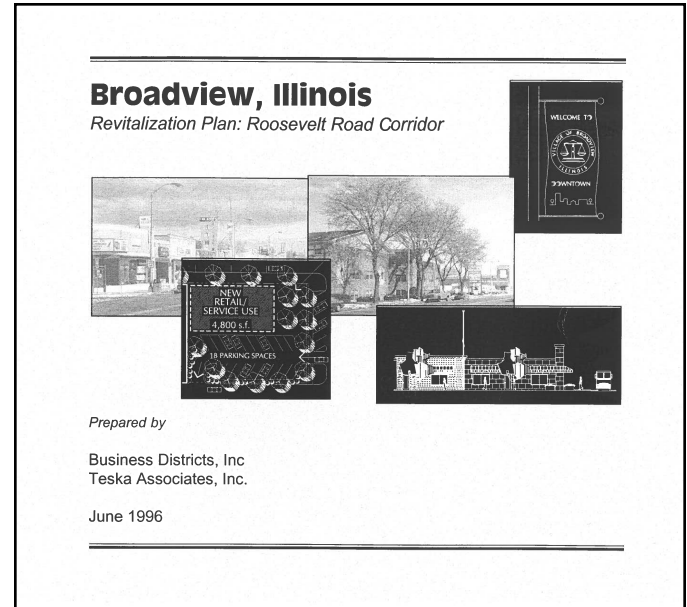
Over the years, Broadview has initiated numerous planning initiatives aimed at guiding its growth and development. These efforts reflect the Village's commitment to enhancing its community character, economic vitality, and infrastructure. Below is an overview of key past planning efforts that have shaped Broadview's development trajectory, and influenced the recommendations in this Comprehensive Plan.

1996 Roosevelt Corridor Plan

In 1996, the Roosevelt Corridor Plan was created to guide development on Roosevelt Road, the primary commercial corridor within the Village. This plan examined land use, transportation infrastructure, business operations, urban design, and marketing strategies to identify challenges and opportunities on the corridor. The recommendations included a future land use plan, redevelopment concepts, and a streetscape design to enhance the corridor's visual and functional appeal. Practical development goals and implementation strategies were incorporated to ensure feasibility and long-term impact.

2006 Comprehensive Plan

The 2006 Comprehensive Plan is the current guiding document for land use within the Village. Designed as a targeted update to the 1999 Comprehensive Plan, it addresses key areas such as land use, community character, public services, transportation, economic development, and housing. The plan includes a robust policy framework and detailed recommendations divided into three (3) sections: general strategies, redevelopment site concepts, and public facility improvements. While effective at the time of its adoption it is limited in scope, and Broadview has experienced significant changes over the past two (2) decades highlighting the need for a new vision for the community to address emerging challenges and opportunities.



2013 Roosevelt Road Streetscape Improvements

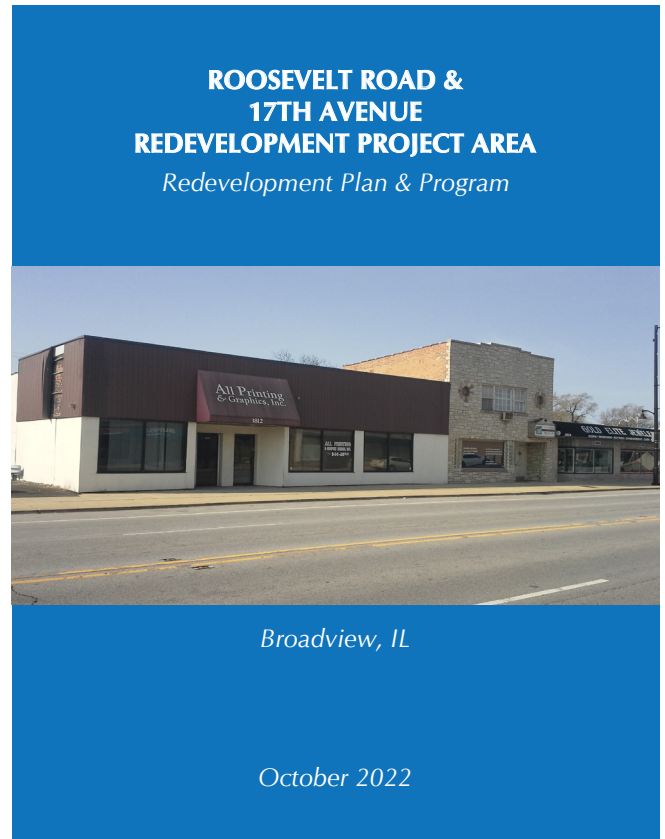
The Roosevelt Road Streetscape initiative represented a significant step toward realizing the goals of the 1996 Roosevelt Corridor Plan. This streetscape project provided a template for pedestrian improvements to the corridor and encouraged enhanced walkability, pedestrian safety, and the overall visual experience along Roosevelt Road. The first phase of the improvements, focusing on the section of the corridor between 25th Avenue and 17th Avenue, included new street furniture such as benches, planters, and decorative lighting. An upgraded wayfinding system provided consistent and visually appealing signage, further improving the corridor's functionality and aesthetic appeal. Improvements to the east of 17th Avenue have not yet been implemented.



Tax Increment Financing (TIF) Plans

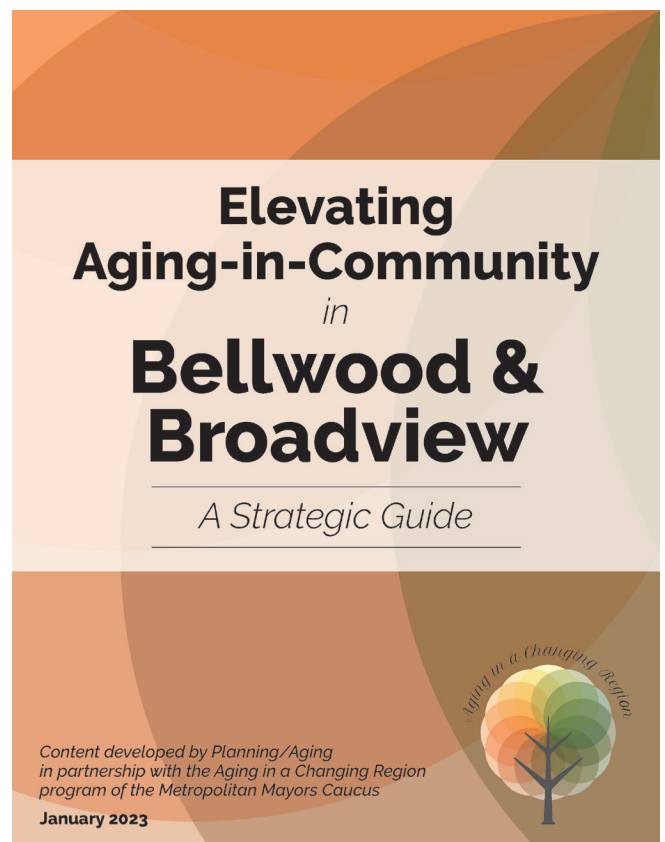
Tax Increment Financing is an economic development tool used to encourage and incentivize economic development in a designated qualified area. The Village has successfully utilized multiple TIF districts to spur economic development within the Broadview Village Square shopping center, and along the Roosevelt Road and 17th Avenue corridors. The Village currently has three (3) active TIF districts including the Headley TIF established in 2008, the Roosevelt Road TIF established in 1999, and the Roosevelt Road/17th Avenue TIF established in 2023.

Tax increment financing has been an important tool in promoting redevelopment within the Village. TIF has been utilized to develop the Village Square shopping center, streetscape improvements along Roosevelt Road, development of the strip center on 19th Avenue including the Chase Bank and Starbucks, and infrastructure improvements and upgrades along Roosevelt Road and 17th Avenue.



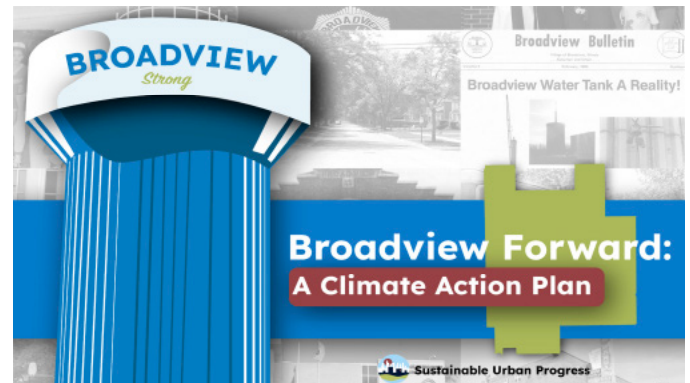
Elevating Aging-In-Community Bellwood and Broadview (2023)

This effort was led by the Metropolitan Mayor's Caucus and funded by the RRF Foundation on Aging. The Plan focuses on Aging-In-Community, which aims to support older residents and provide housing options and strategies to allow aging populations to remain in their homes and provide support for aging residents within the community.



UIC Climate Action Plan (2024)

The Village of Broadview partnered with students specializing in Urban Planning and Public Affairs at the University of Illinois at Chicago to develop innovative policy and strategy opportunities aimed at addressing climate resiliency and sustainability for future generations. This collaboration involved a thorough assessment of the Village's current conditions, focusing on key areas such as demographics, land use, infrastructure, natural resources, and public health. The resulting plans identify critical challenges faced by Broadview and offers a comprehensive set of recommendations designed to promote a more sustainable and resilient future. Key actions outlined in the plan include initiatives to enhance community health and wellness, support economic prosperity, increase forestry coverage, mitigate flooding risks, and reduce greenhouse gas emissions. These strategies reflect the Village's proactive approach to creating a healthier, more sustainable environment for its residents while addressing pressing climate challenges.



West Cook Bicycle and Pedestrian Plan (in progress)

This plan is being developed in cooperation with the Chicago Metropolitan Agency for Planning (CMAP) and the neighboring communities of Bellwood, Berkeley, Hillside and Westchester, with the goal of creating a complete and connected network of bikeways and sidewalks in order to provide access to the greater West Cook region. The plan will identify challenges and opportunities for walking and biking in and between the five (5) Villages, focusing on safe and accessible bicycle and pedestrian networks, and recommending streetscape improvements that can be implemented to promote these objectives.



Community 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.



People

Broadview continues to welcome and celebrate residents of a wide diversity of age, race, ethnicity and income. The Village encourages civic engagement, attracting new families, professionals, and business owners who share a commitment to these values.



Economic Development

Broadview will continue to attract good paying jobs to its industrial sector, and a wide range of businesses and services to its commercial centers. The Roosevelt Road corridor will remain the heart of the Village, and the Village Square shopping center will become a regional destination for shopping in the Western Suburbs.



Transportation

Broadview will continue to capitalize on its regional accessibility, while improving its nonmotorized transportation system focusing on pedestrian and bicycle access and safety. Technology advances in freight and logistics will provide opportunities to capitalize on the Village's excellent infrastructure and regional location.



Community Services

Broadview will continue to provide excellent community services including municipal, educational and recreational. The Village will strengthen its reputation as a safe, beautiful and well-administered community through support of local police, fire, housing, business development, youth and senior programs and initiatives.



Environmental Sustainability

Broadview will continue to be a leader in environmental sustainability, building on past initiatives to protect the local environment and prepare for an uncertain future. Broadview will provide a safe and healthy environment for all its residents, businesses and visitors alike.



Intelligent Technology

Broadview envisions a smart, inclusive, and sustainable community that leverages artificial intelligence-driven insights to enhance urban planning, mobility, housing affordability, and public engagement for a thriving future.



CHAPTER 2

Demographics & Trends

CHAPTER 2

Demographics & Trends

Demographics

Population

Broadview is a well-established community, characterized by its compact size and fully developed landscape. Despite being one of the smaller municipalities in the west-suburban region, Broadview's population has remained steady over the past 30 years, with only a modest decrease of 9.5%—from just over 8,700 to slightly under 8,000 residents. This gradual shift mirrors broader trends in the area, where many neighboring communities have experienced similar slowdowns or declines in population growth. The stability in Broadview's population speaks to the community's enduring appeal, even as regional dynamics evolve.

Age

Age is a crucial factor in planning for a community's future. Broadview's population has been gradually aging, with the median age rising from 34.7 in 1990 to 39.3 in 2022. This figure is notably higher than the median ages for both Cook County and Illinois, reflecting a broader trend of aging within the Village. Historically, Broadview has always had an older population compared to these larger regions. When compared to neighboring communities, Broadview's median age is largely in line with similar municipalities comparable, although it underscores a critical shift: the share of residents under 60 has been declining, particularly among the youth and

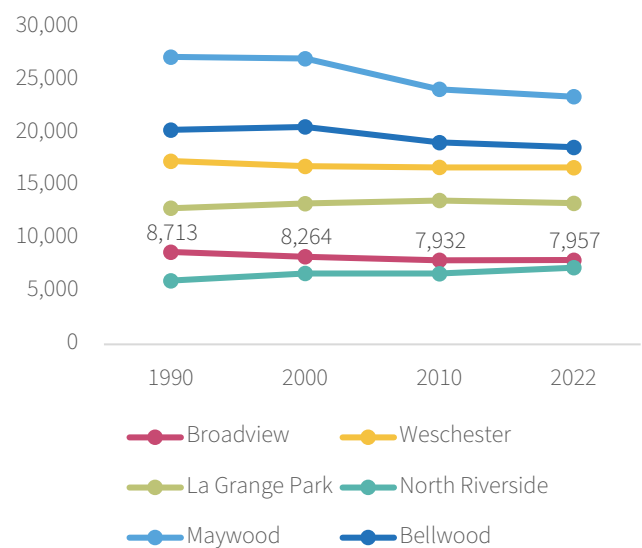


Figure 2.1 Population Growth Trends

younger working-age groups. The 40-59 age bracket, for example, has seen a significant drop, from over 2,400 individuals to under 2,000. Meanwhile, the senior population (60 and older) has surged by 30% since 2010. This demographic shift highlights the importance of planning for a future that supports an aging population while also finding ways to attract and retain younger residents.

| | Broadview | Westchester | La Grange Park | North Riverside | Maywood | Bellwood |
|------------|-----------|-------------|----------------|-----------------|---------|----------|
| Population | 7,957 | 16,694 | 13,332 | 7,425 | 23,385 | 18,611 |
| Median Age | 39.3 | 51.7 | 41.6 | 39.7 | 37.0 | 36.5 |

Figure 2.2 Population and Median Age Comparison

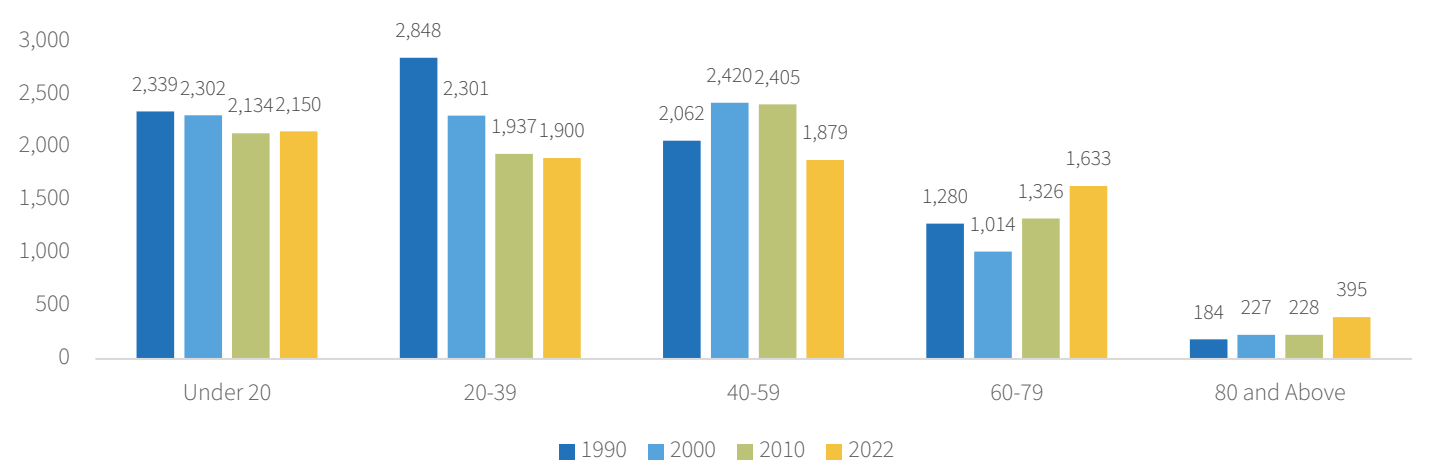


Figure 2.3 Broadview Age Group Distribution

Race and Ethnicity

Broadview has become increasingly diverse over the past few decades, reflecting broader national trends. Since the 1990s, African Americans have formed the majority of the Village’s population, peaking at 76% in 2010 before settling at 69% in 2022. During the same period, the Caucasian population has seen a sharp decline, dropping from 43.6% in 1990 to 14.3% in 2022. However, this shift has coincided with the arrival of new residents

from various ethnic backgrounds, enriching the community's cultural background. The Hispanic population, now the second-largest ethnic group in Broadview, has grown significantly, making up 15% of the population. Additionally, the Asian population and other racial groups have expanded, together comprising 12% of Broadview's residents. This increasing diversity reflects changing demographics and can present challenges to the community, but it also presents an opportunity for Broadview to embrace and celebrate its multicultural identity.

| | 1990 | | 2000 | | 2010 | | 2022 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Black | 4,667 | 53.6% | 6,043 | 73.1% | 6,047 | 76.2% | 5,461 | 68.6% |
| White | 3,799 | 43.6% | 1,815 | 22% | 1,352 | 17% | 1,135 | 14.3% |
| Asian | 167 | 1.9% | 110 | 1.3% | 108 | 1.4% | 248 | 3.1% |
| Other Races | 80 | 0.9% | 139 | 1.7% | 276 | 3.4% | 700 | 8.8% |
| Two or More Races | N/A | N/A | 157 | 1.9% | 149 | 1.9% | 413 | 5.2% |
| Hispanic (Of Any Race) | 187 | 2.1% | 325 | 5.6% | 682 | 8.6% | 1,202 | 15.1% |

Figure 2.4 Broadview Race and Ethnic Group Distribution

Education Attainment

Broadview's educational landscape has seen a mix of progress and challenges. High school completion rates have improved, indicating a stronger foundation for the community's youth. However, the percentage of residents pursuing higher education—except for those attaining graduate or professional degrees—has slightly declined since 2010. Understanding these trends is essential for developing strategies to encourage educational advancement, which in turn can drive economic development and improve the overall quality of life in Broadview.

| | 2000 | 2010 | 2022 |
|-----------------------------------|-------|-------|-------|
| Less than High School Diploma | 17% | 13.2% | 12.2% |
| High School Diploma or Equivalent | 28.6% | 32.4% | 41.0% |
| Some College, No Degree | 32.8% | 29.5% | 24.5% |
| Associate's Degree | 5.1% | 8.2% | 6.9% |
| Bachelor's Degree | 11.8% | 10.8% | 9.4% |
| Graduate or Professional Degree | 4.8% | 5.9% | 5.9% |

Figure 2.5 Broadview Education Attainment Distribution

Employment

Over the past two (2) decades, Broadview has seen a marked improvement in employment conditions. The Village faced substantial economic difficulties during the 2000s, which resulted in nearly double the unemployment rate as today. However, recent economic recovery has reversed this trend, bringing the unemployment rate back to the levels observed at the beginning of the millennium, even after the challenges of the recent pandemic in 2020. Broadview's industrial sector remains a cornerstone of its employment landscape, supported by extensive land designated for industrial use. Concurrently, the expansion of commercial sectors—such as retail, services, and dining—has further augmented job opportunities within the Village. Although not within the Village boundaries, the Edward Hines Jr. VA Hospital/ Loyola University Medical Center's proximity has also contributed to local employment stability. Broadview's job market is diverse, with over 7,300 workers commuting from neighboring areas to work in the Village. The principal residence locations for these commuters include Chicago, Cicero, and Berwyn. In terms of industry, Broadview's key sectors are manufacturing, wholesale trade, and retail. This employment scenario almost doubles the number of residents who commute outside Broadview for work. The primary destinations

| Industry Sector | Percent |
|--------------------------------|---------|
| Manufacturing | 42.5% |
| Wholesale Trade | 13.5% |
| Retail Trade | 12.8% |
| Construction | 9.8% |
| Transportation and Warehousing | 5.0% |

Figure 2.6 Top 5 Industry Sectors of Employment in Broadview

| Industry Sector | Percent |
|--|---------|
| Health Care and Social Assistance | 18.2% |
| Administration & Support, Waste Management and Remediation | 11.6% |
| Retail Trade | 10.0% |
| Transportation and Warehousing | 9.6% |
| Manufacturing | 9.2% |

Figure 2.7 Top 5 Industry Sectors of Residents' Occupations in Broadview

for Broadview residents who work elsewhere are Chicago and Maywood, supported by residents who live and work within the Village with over 120 residents employed locally. Within Broadview, the predominant industry sectors include healthcare, transportation, and retail.

Income

Broadview's median income level of \$59,261 has increased over the previous two (2) decades but has lagged behind income levels in Cook County (\$76,632) and the State of Illinois (\$76,708). Roughly 50% of Broadview households earn less than the Village median income, and roughly 65% of Broadview households earn less than the County and State median income. Lower median income levels presents challenges for residents keeping up with inflation, and limits economic development opportunities for the Village. However, roughly 35% of Broadview households earn \$75,000 or more, with 22% earning over \$100,000. This broad income distribution presents challenges and opportunities for the Village in the coming decades.

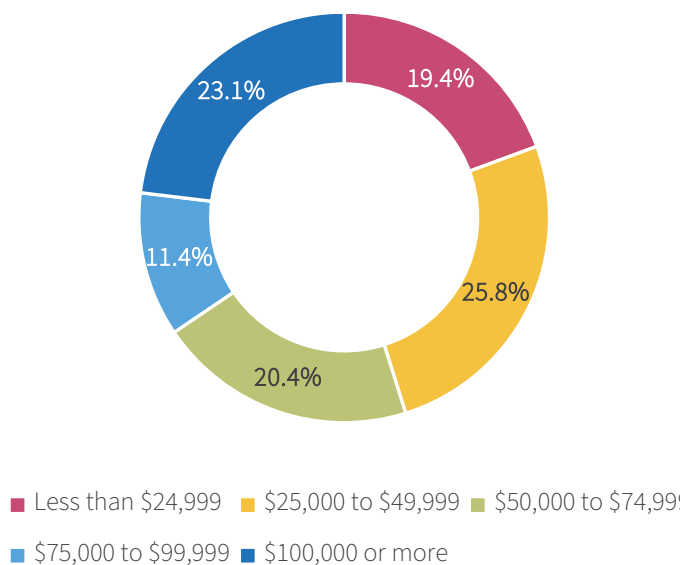


Figure 2.8 Broadview Income Distribution (2022)

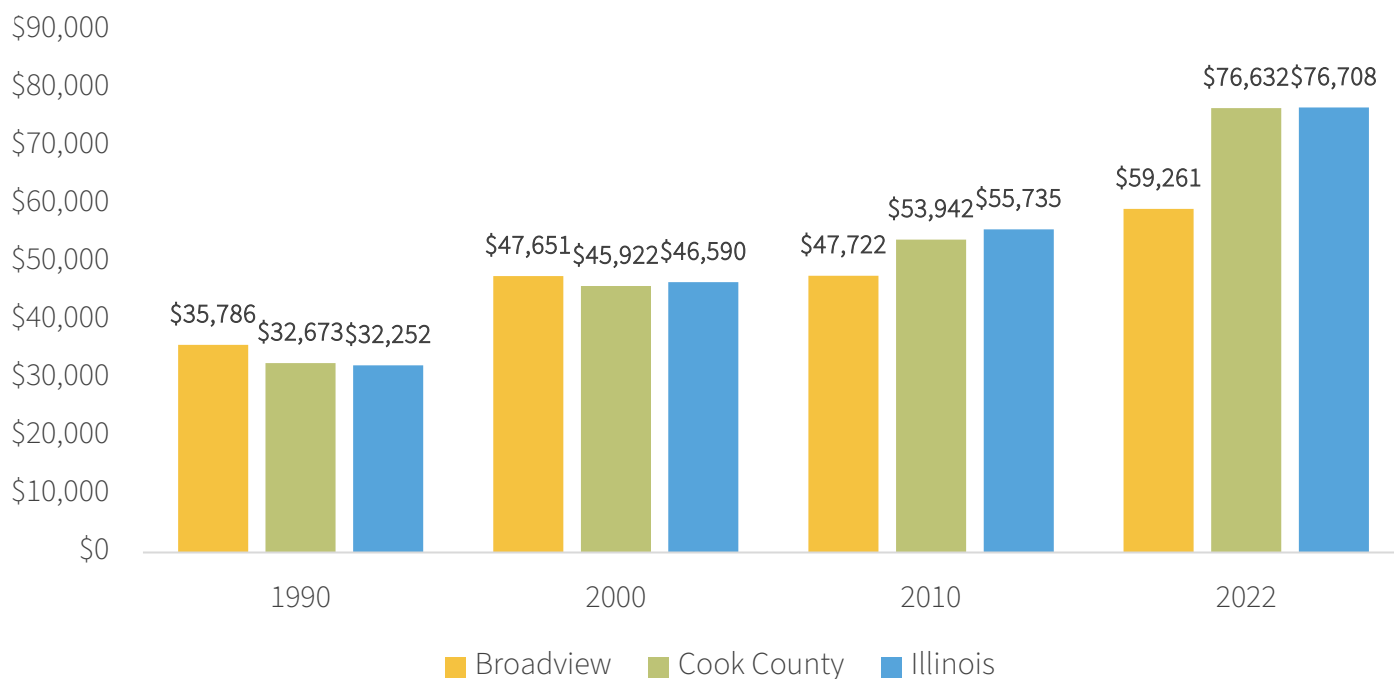


Figure 2.9 Broadview Median Household Income

Commuting

In line with typical suburban dynamics, driving is the predominant mode of transportation for Broadview residents, with over 80% either driving alone or carpooling. Although the Village benefits from convenient access to two (2) Metra commuter rail lines (BNSF in Brookfield to the south, and UPW in Bellwood and Maywood to the north), a CTA rail line within a 15-minute drive, and a PACE bus route along Roosevelt Road, only 9% of commuters utilize public transit options. Despite this, the average commute time for Broadview residents is 28 minutes, a statistic that reflects the impact of peak-hour traffic, particularly for those commuting to Chicago, which remains the primary employment destination for Broadview’s workforce.

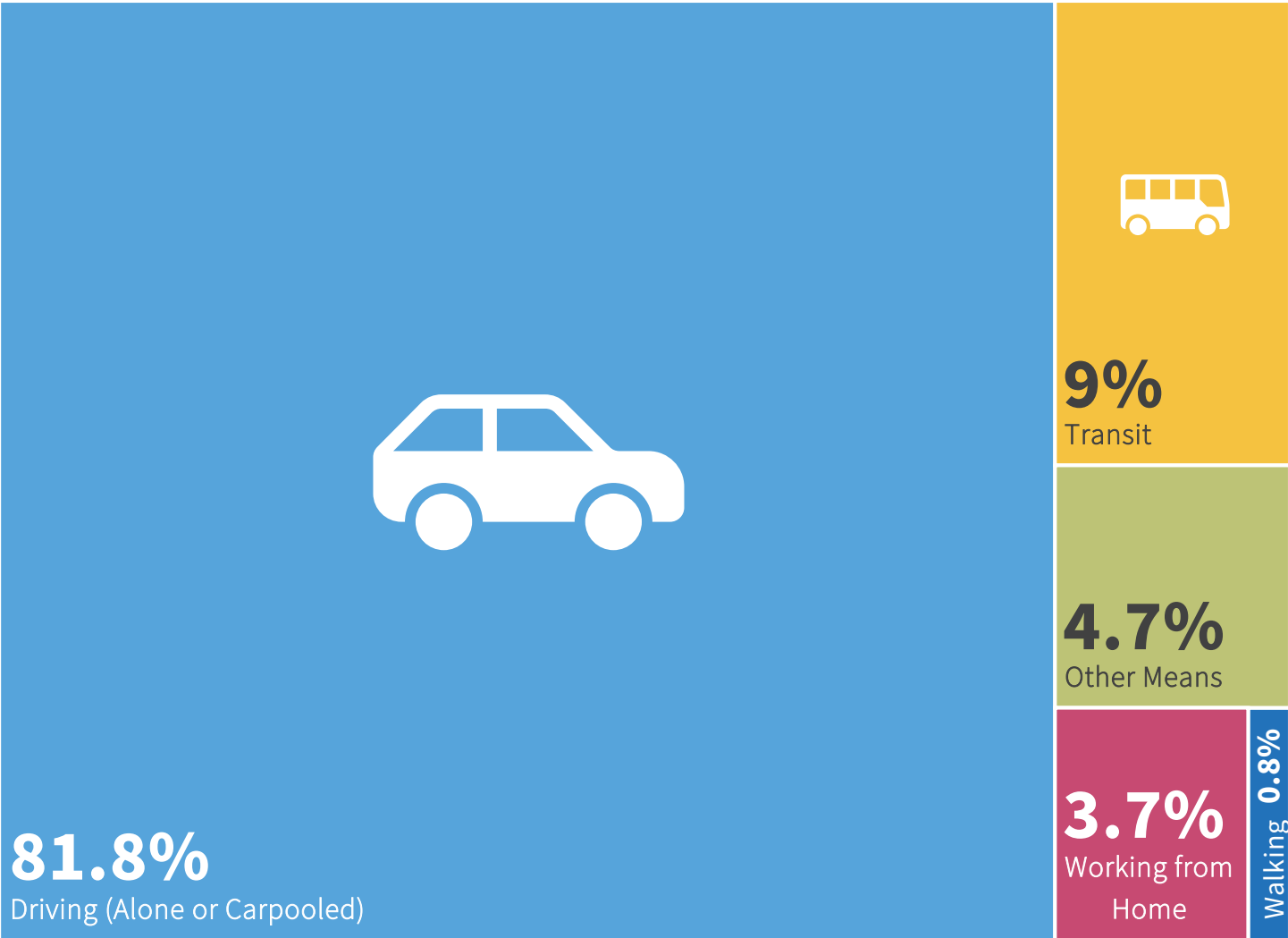


Figure 2.10 Commute Means in Broadview (2022)

Demographic Highlights

Stability

Broadview has a stable population of just under 8,000 residents. The population is not expected to change significantly in the coming decade.

Aging Population

Broadview has an aging population, with an increasing senior (over 55) population and a higher median age (39.3) than neighboring communities in the region.

Diversity

Broadview is a diverse community, with majority African American residents (68.6%) alongside decreasing Caucasian (14.3%) and increasing Hispanic minorities (15.1%).

Education

Over 87% of the population has graduated high school, with roughly 46% of the population having some level of college and 22% having completed a college degree.

Income

The \$59,261 median income of Broadview residents lags behind the County (\$76,632) and the State (\$76,708).



CHAPTER 3

Land Use

CHAPTER 3

Land Use

Broadview's land use plan includes a mix of residential, commercial, industrial, municipal and recreational areas that meet the needs of its residents and local businesses. With clearly defined districts shaped by existing transportation networks and neighborhood layouts, Broadview has organized its land use patterns efficiently and effectively. This chapter explores the different existing land use categories within the Village and how each area contributes to Broadview's development and function, and establishes recommendations for future land use patterns.

Existing Land Use

As a mature community, Broadview's land use patterns have become well-established, with minimal vacant land available for development. The existing transportation infrastructure has clearly defined the boundaries for different land use categories and neighborhoods, creating an efficient and clearly designated land use pattern throughout the Village. Residential neighborhoods are separated from commercial and industrial zones, minimizing any potential impacts on local residents and businesses. Commercial areas are strategically located along major transportation corridors and intersections, forming a bustling commercial corridor along Roosevelt Road and a highly successful retail center (Village Square Shopping Center) that attracts both local and regional

| Land Use | Area (Acre) | Percent |
|--|--------------|-------------|
| Single-Family Residential | 315.4 | 35.5% |
| Multi-Family Residential | 31.2 | 3.5% |
| Commercial | 91.5 | 10.3% |
| Mixed Use | 3.5 | 0.4% |
| Industrial | 334.6 | 37.6% |
| Institutional | 43.6 | 4.9% |
| Transportation/ Utilities/ Communication | 42.9 | 4.8% |
| Open Space | 23.7 | 2.7% |
| Vacant | 2.2 | 0.2% |
| Total | 888.9 | 100% |

Figure 3.1 Existing Land Use Distribution

patrons . With easy access to two (2) railroads and the interstate highway system, Broadview's industrial areas thrive with successful businesses, significantly contributing to the Village's tax revenue base. Additionally, Broadview boasts a range of community institutions and recreational spaces, providing residents with access to public services, cultural resources, and recreational opportunities.

Single-Family Residential

The Single-Family Residential use category encompasses all single-family dwellings, both detached and attached dwelling unit structures that offer direct outdoor access without a shared entryway. Broadview is primarily composed of single-family residential neighborhoods. The community features traditional Chicago bungalow-style homes, typically on lots smaller than 7,000 square feet, creating cozy, tightly-knit neighborhoods. Most of Broadview's residential areas are bordered by 25th Avenue and the Canadian National Railroad right-of-way, which neatly separates them from the Village's industrial, office, and retail zones. Other residential neighborhoods are situated between 19th Street and Cermak Road, and between Cermak Road and Terry Lane.

Multi-Family Residential

The Multi-Family Residential use category consists of multi-unit, multi-story buildings that share common entryways. In Broadview, these buildings have a relatively low density in terms of size and number of units. Typically, they are up to three (3) stories high, with ground-floor units often partially below ground level. These buildings usually contain up to 12 units, making them less prominent but still an integral part of Broadview's housing landscape. While not the predominant type of housing in the Village, multi-family residences are mostly located in the northeast part of the community along Roosevelt Road and 17th Avenue, with a few scattered throughout the southern areas of the Village. These housing options make efficient use of land, accommodating more residents per lot and potentially increasing demand for local businesses, services and employment opportunities.



Commercial

The commercial use category includes areas designated for retail, dining, leisure, personal services, and offices. These areas range from local businesses that cater to the immediate needs of Broadview's residents to regional merchants attracting customers from the West Suburban region and beyond. Broadview offers a variety of commercial opportunities. The Roosevelt Road Corridor is the historic heart of Broadview, providing a mix of small businesses that contribute to the area's unique charm and cater to everyday needs of Broadview residents. In contrast, larger retailers and chain stores are concentrated in the Village Square Shopping Center located at 17th Avenue and Cermak Road, featuring big-box stores, quick-service restaurants, and national chains. This shopping area serves as a commercial hub for the community and surrounding municipalities, drawing visitors from nearby communities and providing a diverse range of shopping and dining experiences. With its strategic location and accessibility, Broadview's commercial sector continues to thrive, offering both residents and visitors a wide variety of convenience and variety, from mom-and-pop shops to major retail outlets.

Mixed Use

The Mixed-Use use category features multi-story buildings combining ground-level commercial and/or office spaces with residential units above. This type of development aims to promote efficient and sustainable land use by integrating housing, retail, leisure, and other activities in key areas such as along traffic corridors, near transit hubs, and within planned developments. In Broadview, mixed-use establishments are currently rare and mostly can be spotted along Roosevelt Road and South 17th Avenue. Broadview has a strong potential for future mixed-use projects to transform underutilized properties into dynamic focal points in the community. As Broadview looks toward the future, there will be opportunities to promote mixed-use developments, fostering a more walkable, vibrant community that attracts businesses, residents, and visitors alike.



Industrial

The Industrial use category is dedicated to manufacturing, warehousing, logistics, operations, and research facilities. While industrial uses are key drivers of economic growth and job creation, they can sometimes raise concerns about their impact on quality of life due to noise, traffic, and environmental factors. Fortunately, Broadview's industrial zone is strategically located along 25th Avenue, Cermak Road, and the CN Railroad, effectively minimizing any negative impacts on residential neighborhoods within the Village. This separation allows the Village to reap the economic benefits of industrial activity while maintaining a high quality of life for its residents. The well-defined industrial area supports Broadview's economic vitality by attracting businesses that contribute to the local and regional economy, and providing stable high paying jobs for Village residents.



Institutional

The Institutional use category encompasses properties used for educational facilities, religious establishments, cemeteries, public health care facilities, government offices, and other public services. While these sites may not be major contributors to tax revenue, they play a crucial role in building a well-rounded and vibrant community. Both public and private institutions can enhance residents' quality of life by providing essential services, fostering educational opportunities, and serving as gathering places for community activities and events.



Transportation/Utilities/Communication

The Transportation/Utilities/Communication use category includes properties used for transportation infrastructure, municipal parking lots, public utilities, and telecommunications. Broadview is served by two (2) railroads: the CN Railroad, which runs east to northwest, and the Indiana Harbor Belt (IHB) Railroad, which runs north to south. Both railroads are dedicated to freight transportation, highlighting the Village's role in regional logistics and commerce. Additionally, four (4) municipal parking lots along Roosevelt Road provide convenient

access for visitors and patrons of businesses along the corridor, supporting local businesses. This infrastructure network is crucial for maintaining efficient transportation and communication within Broadview, enhancing connectivity, and supporting the community's growth and development.

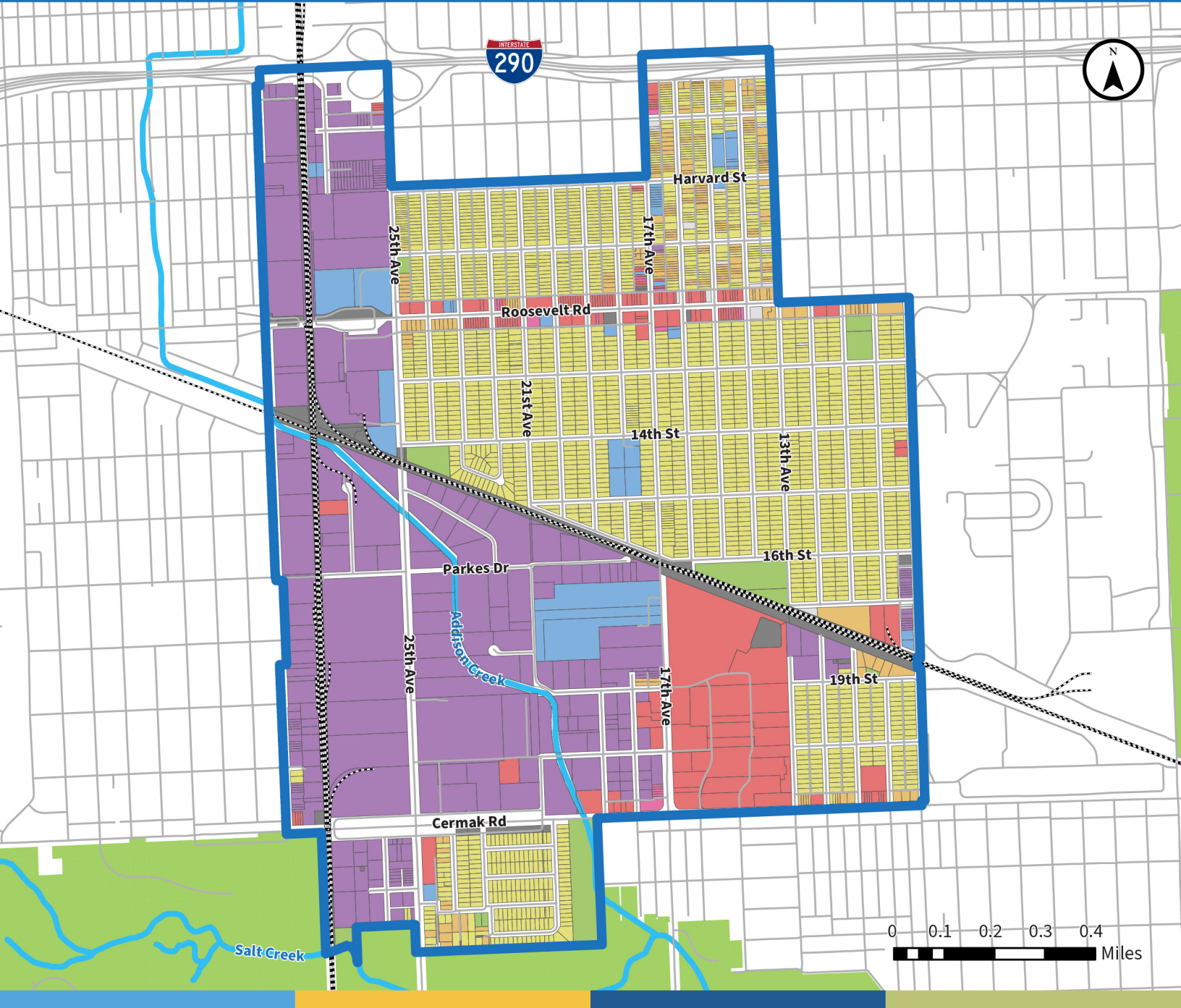
Open Space

The Open Space use category includes Village parks, green spaces, forest preserves, and playgrounds that cater to the community's leisure and recreational needs. Broadview is home to five (5) parks maintained by the Broadview Park District, offering residents various recreational opportunities. Although the Village has a low level of parks and open space for a Village of its size, many nearby forest preserves and biking/walking trails along the Salt Creek provide convenient access to natural landscapes immediately outside the Village. These open spaces are vital in creating a livable and sustainable community, offering places for exercise, relaxation, and social interaction. By enhancing physical and mental well-being, open spaces also contribute to the cohesiveness and resilience of the community.



Image Credit: Google Maps

Existing Land Use Map



Land Use Category

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Mixed Use
- Industrial

- Institutional
- Open Space
- Transportation/Utilities/Communication
- Vacant

- Village of Broadview Boundary
- Water
- Forest Preserve
- Tax Parcels
- Railroads
- Streets

Future Land Use

Broadview continues looking towards the future, even as a fully developed and land-locked community. Over the past two (2) decades, the Village has prioritized revitalizing the Roosevelt Road commercial corridor and the Village Square Shopping Center, along with the recent senior housing development on 17th Avenue and a number of large-scale industrial projects such as Amazon. By focusing on economic development and incorporating more diverse housing options, Broadview aims to create a more vibrant and dynamic community. Mixed-use developments play a crucial role in this strategy, acting as catalysts for economic growth by enriching the local economy, increasing the population, attracting visitors from the region, and creating pedestrian-friendly streetscapes.

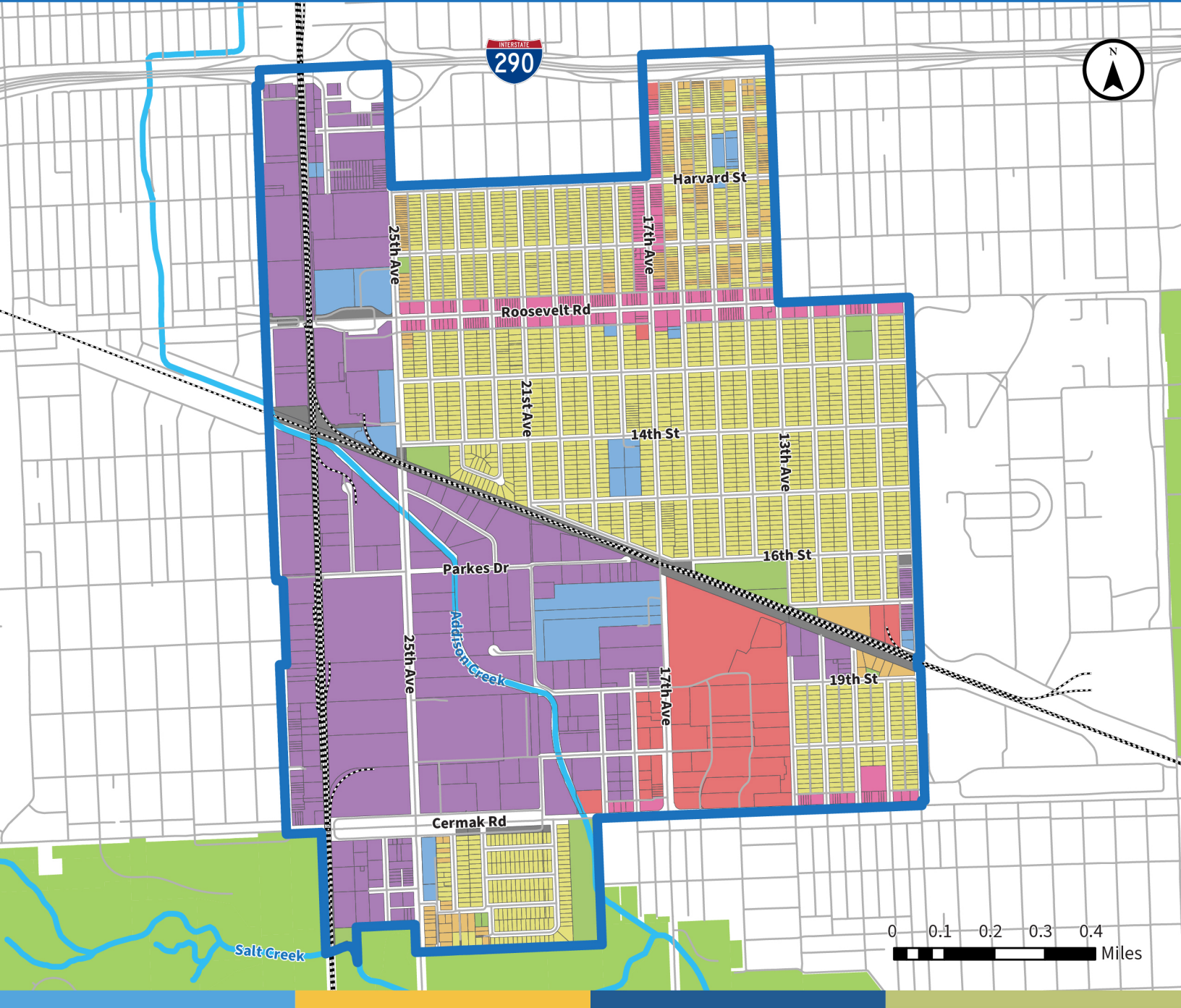
Thanks to its prime location with easy access to the interstate 290 highway and other major routes, the section of 17th Avenue north of Roosevelt Road has significant potential for future commercial expansion. This area is ideal for serving both highway travelers and local residents, making it a strong candidate for further development without displacing existing neighborhoods. By thoughtfully integrating residential, commercial, and recreational spaces, Broadview can encourage growth and diversify its economic base.

The Roosevelt Road Corridor, a key regional arterial running east/west through the center of the Village, has been designated for mixed-use development to strengthen its role as the Village's primary corridor. By attracting new developments that offer a mix of housing and destination-oriented businesses like restaurants, entertainment venues, and services, the corridor seeks to increase its appeal as a lively commercial corridor. This approach not only diversifies housing options but also draws businesses that contribute to a vibrant and engaging environment, reinforcing Roosevelt Road's status as a focal point for residents and visitors alike.

| Land Use | Area (Acre) | Percent |
|--|--------------|-------------|
| Single-Family Residential | 311.9 | 35.1% |
| Multi-Family Residential | 24.8 | 2.8% |
| Commercial | 34.6 | 3.9% |
| Mixed Use | 72.1 | 8.1% |
| Industrial | 338.7 | 38.1% |
| Institutional | 42.7 | 4.8% |
| Transportation/ Utilities/ Communication | 40.4 | 4.5% |
| Open Space | 23.7 | 2.7% |
| Vacant | 0.0 | 0.0% |
| Total | 888.9 | 100% |

Figure 3.2 Future Land Use Distribution

Future Land Use Map



Land Use Category

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Mixed Use
- Industrial

- Institutional
- Open Space
- Transportation/Utilities/Communication

- Village of Broadview Boundary
- Water
- Forest Preserve
- Tax Parcels
- Railroads
- Streets

Land Use Policies & Recommendations

Policy: Preserve the Village's historic balanced land use pattern.

1. *Maintain balance of land uses (residential, commercial and industrial) to provide a wide range of housing options, a diversity of commercial retail and service options, and well-paying industrial employment opportunities.*
2. *Encourage mixed-use style developments (residential over ground floor commercial) along Roosevelt Road and north of Roosevelt Road on 17th Avenue to allow for increased density and a diversity of housing options.*
3. *Discourage encroachment of commercial uses into the established industrial areas west of 25th Avenue and west of 17th Avenue/south of the Canadian National railroad ROW.*

Policy: Protect and enhance the visual appeal and physical environment of the Village.

1. *Explore opportunities for infill pocket parks and dog parks to serve local residents.*
2. *Encourage increased landscape buffering between industrial/commercial areas and residential neighborhoods.*
3. *Protect and enhance the residential neighborhoods through elimination of incompatible uses.*

Policy: Update Village codes and ordinances to implement the comprehensive plan.

1. *Consider specific zoning changes to allow for increased density where appropriate, including increased building height and reduced parking requirements.*
2. *Perform comprehensive review of Zoning Ordinance and initiate update/rewrite of zoning code to reflect changes in State/Federal law and to promote the recommendations of this Comprehensive Plan.*
3. *Update the zoning application form to ensure all required information is provided, and to be easier for applicants to understand.*
4. *Review the Broadview Square Planned Unit Development (PUD) to ensure permitted tenants/uses meet current market demand.*
5. *Pursue rezoning of selected properties along 17th Avenue and Roosevelt Road to aid in business establishment and redevelopment along these corridors.*



CHAPTER 4

Economic Development

CHAPTER 4

Economic Development

A strong economy is crucial for Broadview to cultivate a sustainable, thriving community for residents and businesses alike, while achieving its long-term development and redevelopment goals. As a fully developed community with clear land-use patterns and accessible transportation infrastructure, Broadview enjoys a diverse mix of businesses and industries that contribute to the local tax base and support essential public services. Despite economic fluctuations over previous decades, the Village remains well-positioned for future opportunities and growth. It is vitally important to assess current Village assets, identify new opportunities, and set clear, attainable goals to further strengthen Broadview's economic foundation. By attracting sustainable, innovative businesses and industries to the Village, Broadview can continue to thrive, creating a stronger, more vibrant community for its residents.

Trade Area

Broadview benefits from its direct access to the national highway system, with access to Interstate 290 at 17th Avenue and 25th Avenue, industrial access to several regional freight railway lines, proximity to two (2) international airports (O'Hare and Midway), and downtown Chicago—all within a 30-minute drive. The Village's location provides a strategic advantage for future economic development opportunities. The 10-minute



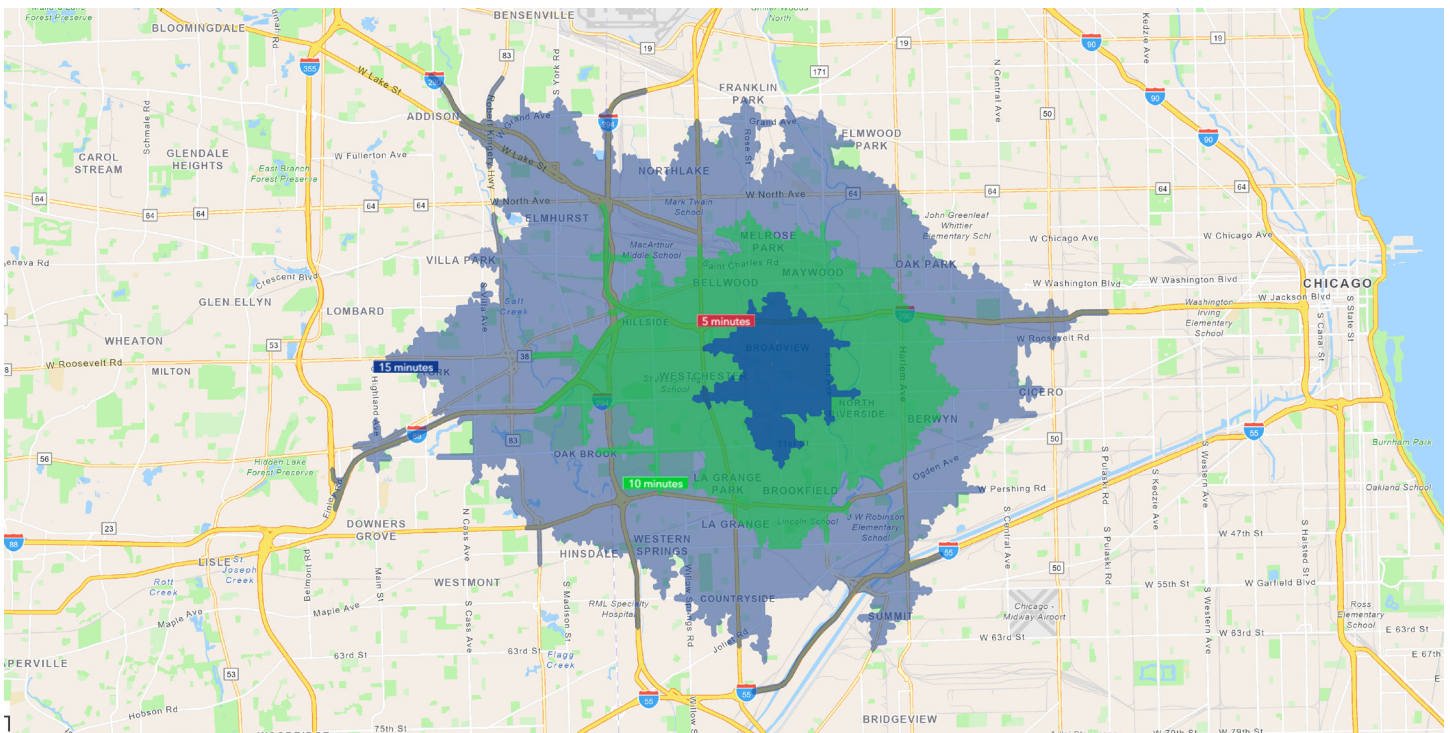
regional drive-time radius captures a population of 170,245 residents, 64,892 households, and 69,742 housing units across 14 municipalities. Within this area, 5,826 businesses employ 89,226 workers, with more than 61% in white-collar jobs and 22% in blue-collar jobs. The Edward Hines Jr. VA Hospital and Loyola University Medical Center, two (2) of the largest employers, contribute to the 15.4% of the workforce employed in healthcare. Manufacturing is the second-largest industry, comprising 10.9% of the labor force. Retail trade also plays a significant role, employing 9.2% of the workforce, and serving both Broadview and surrounding communities.

Broadview's proximity to convenient transportation networks has led to a thriving industrial sector, which has attracted a wide range of businesses to the Village, including food manufacturing, trucking and distribution. This, in turn, has boosted the local employment market, especially in sectors like manufacturing and logistics. However, there is room for further strategic expansion by capitalizing on the potential for more advanced industries, such as green technologies and high-tech manufacturing, which could serve to modernize the local economy and ensure its sustainability in the long term.

| | 5-Minute Drive | 10-Minute Drive | 15-Minute Drive |
|-------------------------|----------------|-----------------|-----------------|
| Population | 27,230 | 170,245 | 489,999 |
| Households | 10,250 | 64,892 | 180,704 |
| Housing Units | 10,893 | 69,742 | 194,644 |
| Median Household Income | \$70,536 | \$77,670 | \$79,483 |
| Median Age | 43.0 | 40.2 | 38.6 |

Figure 4.1 Market Demographic Information Within 5-, 10-, and 15-Minute Drive Circles

Figure 4.2 Trade Area Map of Broadview Based on 5-, 10-, and 15-Minute Drive Circles



Retail Market

Retail plays a central role in Broadview’s economic environment, not just in terms of its contribution to tax revenues but also in fostering a sense of place and community identity. Broadview’s retail sector is predominantly concentrated along Roosevelt Road and within the Village Square Shopping Center at Cermak Rd. And 17th Avenue, catering to the day-to-day needs of local as well as regional residents.

A closer look at the retail mix reveals that “Eating and Drinking Places” lead the way, with 24 businesses, followed by “Miscellaneous Retail” (23 businesses), including clothing, jewelry, and pet supply stores. The diversity of retail offerings generally meets local needs, but there is potential for growth by introducing more destination-oriented retail experiences that can attract consumers from a wider geographic area.

In terms of local employment, “Home Improvement” and “General Merchandise Stores” dominate, accounting for more than half of Broadview’s retail workforce. This suggests that Broadview’s retail sector primarily services local needs rather than attracting external investment or tourism. By utilizing the established TIF districts, the Village should strive to enhance the appeal of its commercial sector by continuing to recruit a diverse selection of businesses to better serve the community’s needs, and encourage physical improvements to enhance the visual appeal of commercial and industrial areas alike. Also, by improving the appearance of the Roosevelt Avenue corridor such as streetscape and aging buildings, tackling vacancy issues, and attracting businesses that will benefit the surrounding residents, improved retail will help the Village to become a regional destination for local residents and visitors.

Broadview’s retail market has demonstrated steady growth over the past five (5) years, despite the disruptive impact of the recent COVID-19 pandemic, which speaks to its resilience and adaptability. Hosting 69 retail properties across approximately 1,088,745 square feet, the village’s retail infrastructure is a mix of historic and newer

| Types of Retail | Number of Businesses |
|------------------------------|----------------------|
| Home Improvement | 8 |
| General Merchandise Stores | 7 |
| Food Stores | 5 |
| Auto Dealers & Gas Stations | 13 |
| Apparel & Accessory Stores | 1 |
| Furniture & Home Furnishings | 7 |
| Eating & Drinking Places | 24 |
| Miscellaneous Retail | 23 |

Figure 4.3 Distribution of Retail Business Categories in Broadview

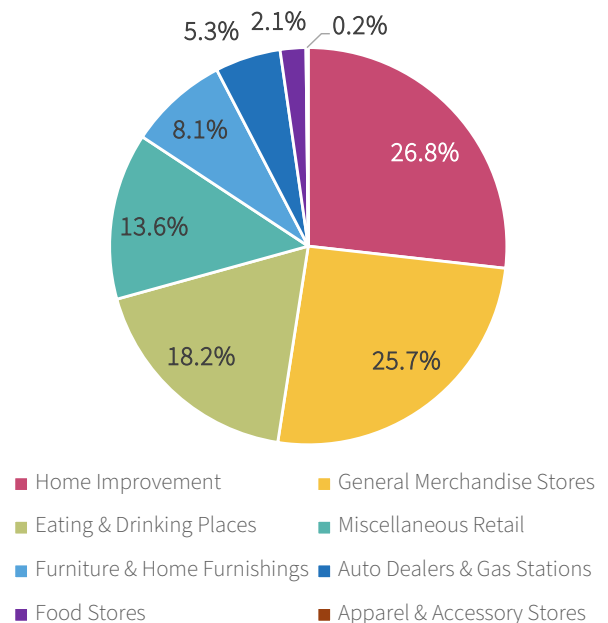


Figure 4.4 Retail Employment in Broadview

developments, each contributing to the area's economic and cultural identity.

Most of Broadview's retail buildings were constructed before 1970 along Roosevelt Road. These properties, featuring small locally-owned businesses and personal services, are not merely functional; they play a critical role in maintaining the village's mid-century aesthetic and community charm. The compact, walkable design, with zero-foot front setbacks and on-street parking, promotes pedestrian access and sustains a local, community-oriented feel that encourages repeat visitation from residents. However, while these historic spaces contribute to the village's character, they also face challenges, particularly in adapting to modern retail trends. Retail environments today are shifting toward larger, multi-functional spaces that integrate digital infrastructure, flexible layouts, and sustainability features—areas where Broadview's older buildings may lag. In addition, the lack of available parking and high traffic counts on Roosevelt Road limit the types of businesses that are feasible and present challenges for pedestrian safety and access.

In contrast, newer retail developments, built roughly after 1990 (primarily within the Village Square Shopping Center), better reflect modern commercial trends. These structures are auto-oriented, with larger parking lots and drive-through services to cater to national chains and fast-food

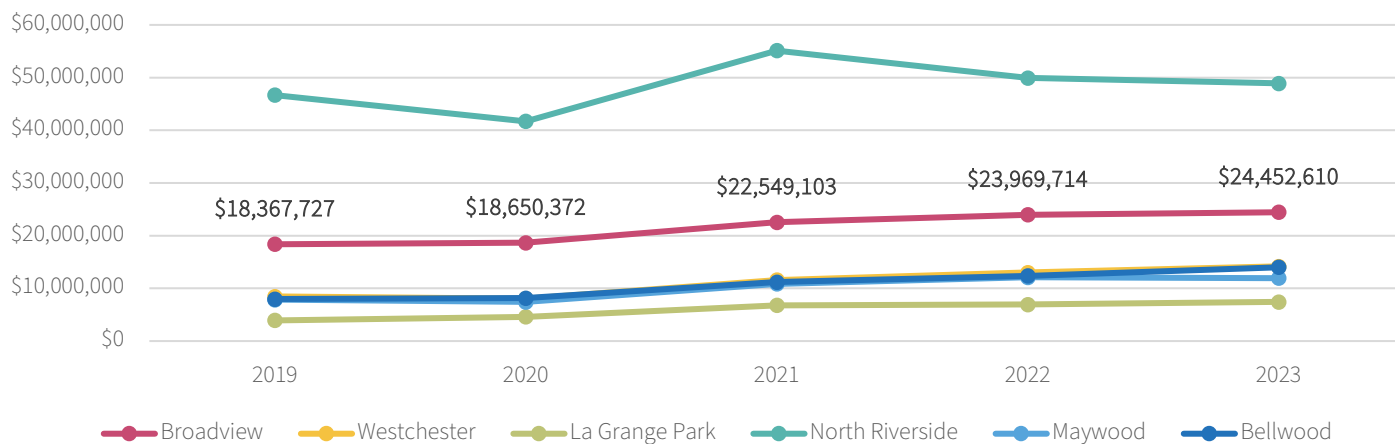


Figure 4.5 Comparison of Total Sales Tax Revenue Trends

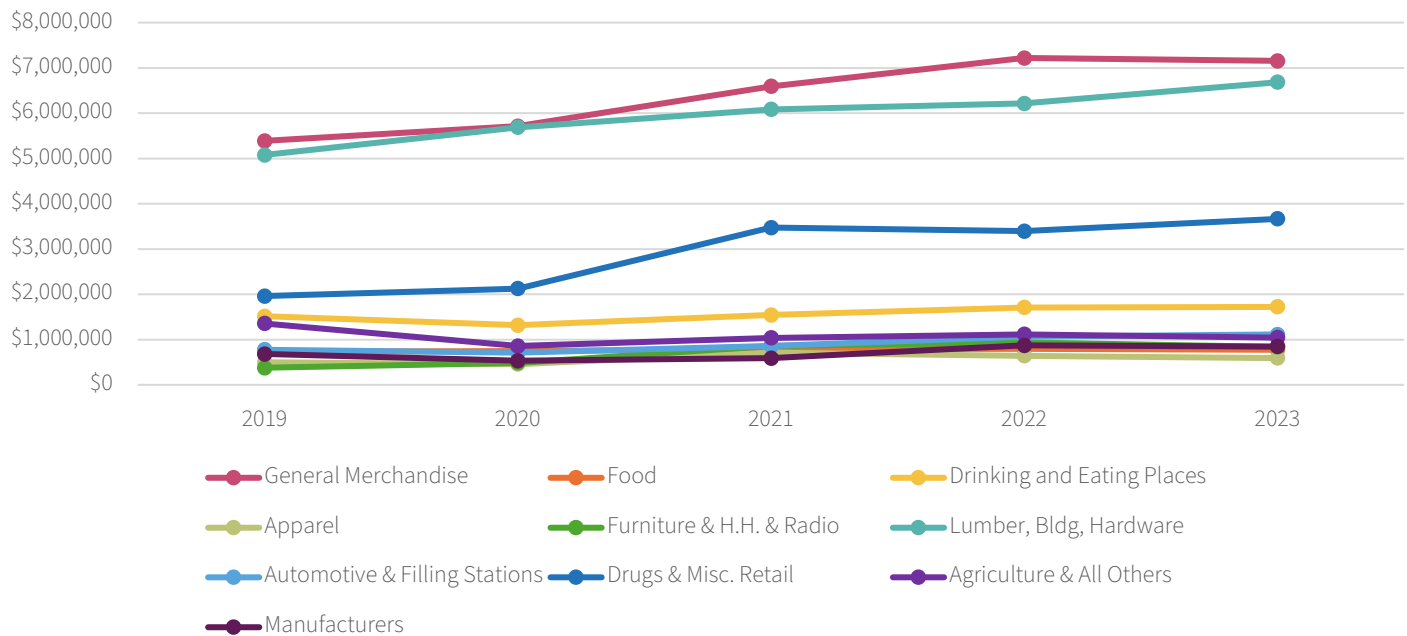


Figure 4.6 Comparison of Total Sales Tax Revenues Trends

establishments. While these developments provide convenience for consumers, they also highlight a potential shift toward a more car-dependent retail model, which may conflict with Broadview’s efforts to encourage a walkable, community-centric environment. The Village Square Shopping Center presents additional opportunities to convert largely unused parking areas to future commercial development within the center. In addition, integration of retail and industrial spaces on major corridors may present an opportunity for Broadview to explore mixed-use developments, which could offer flexible spaces that cater to both local businesses and larger enterprises seeking distribution hubs with retail outlets.

Broadview’s ability to generate \$24.45 million in sales tax revenue in 2023—a \$6 million increase since 2020—reflects the strength of its economic foundation. This growth, driven by the “General Merchandise” and “Lumber, Building, and Hardware” sectors, underscores the importance of essential goods and home improvement in the village’s retail economy. These sectors have proven to be resilient during times of economic uncertainty, such as during the pandemic when demand for home



improvement surged as people spent more time at home. However, the decline in the “Agriculture & All Others” category points to shifts in consumer demand and potentially shrinking markets for niche or specialized retail sectors. Broadview could benefit from continuing its efforts at diversifying its retail mix to ensure it is well-positioned to respond to changing consumer behaviors and economic conditions.

While Broadview’s retail market has performed relatively well, the surrounding regional submarket—encompassing 4.2 million square feet of land—continues to struggle with high vacancy rates. In 2023, the retail vacancy rate reached 13.6%, its highest point in the past decade and above the metro Chicago average of 12.5%. This trend is concerning, as high vacancy rates can lead to declining property values, a loss of tax revenue, and a diminished commercial environment that disincentivizes new investment.



Industrial Market

The industrial sector forms a crucial pillar of Broadview’s economy, thanks to its prime location within the Chicagoland logistics corridor. With access to key transportation routes and freight systems, Broadview serves as a vital link in regional and national supply chains. Broadview’s industrial landscape is characterized by warehouses, distribution centers, and food manufacturing. Most industrial buildings were constructed before 1970, and the majority are under 50,000 square feet; larger industrial facilities are mainly concentrated along 25th Avenue near Roosevelt Road. Due to its strategic proximity to major transportation infrastructure, warehouses are the predominant industrial facilities in Broadview, often integrated with distribution centers and office spaces to support efficient logistics operations.

As part of the greater Chicagoland logistics hub, Broadview has been a desirable location for industrial development. Since 2010, the regional vacancy rate for industrial properties has steadily declined from 11.7% to only 3.4% in 2023, lower than

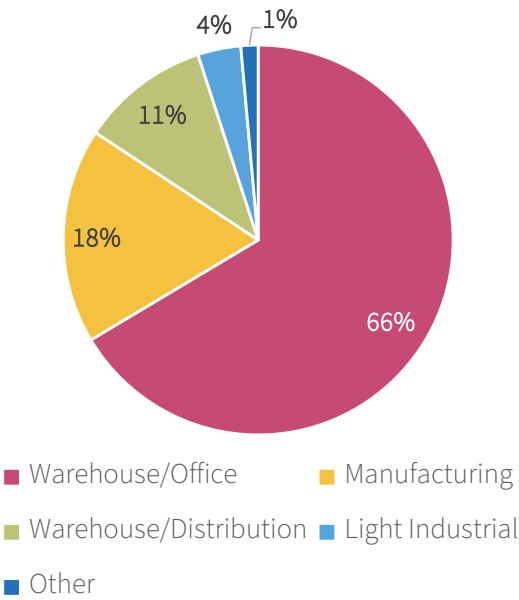


Figure 4.7 Industrial Businesses in Broadview

the Midwestern regional rate of 4.3%. Responding to increased demand, industrial rental rates have surged, from \$4 per square foot in 2010 to \$6.24 per square foot in 2023, outpacing the Midwestern regional rate of \$6.08 per square foot. While the industrial vacancy rate remains low, the growth of new industrial inventory has slowed. In 2023, the growth rate of industrial space in metro Chicago was just 0.9%, down from the decade-long average of 1.6%. This trend suggests a period of industrial market stability, with continued strong performance expected over the next five (5) years.

While the industrial sector in Broadview has outperformed the Midwestern region, several challenges and opportunities require careful consideration. Many older facilities, while historically effective, struggle to meet the demands of modern logistics, which increasingly prioritize automation and sustainability. To remain competitive, it is essential to invest in retrofitting these spaces with smart technologies and energy-efficient systems, which can attract new tenants and enhance industrial property values. The current low vacancy rate indicates high demand for industrial space, highlighting the urgency of these upgrades. Additionally, as tenants increasingly seek eco-friendly operations and automated logistics solutions, Broadview must strategically align its industrial sector with these trends. By adopting green technologies and automation, the village can improve operational efficiency and position itself as a forward-thinking industrial hub that meets evolving industry standards.



Enterprise Zone (EZ)

The Enterprise Zone Program is a financial incentive program established by the State of Illinois in 1982. The Program is administered at the state level by the Illinois Department of Commerce and Economic Opportunity (IDCEO). Through state and local tax incentives and exemptions, regulatory relief, and supportive governmental services, the program aims at stimulating economic growth and neighborhood revitalization in economically disadvantaged industrial areas designated by the program.



In 2020, Broadview, along with Bellwood, Maywood, Melrose Park, and parts of unincorporated Cook County, jointly established the West Regional Enterprise Zone (WREZ). The enterprise zone provides tax credits and tax exemptions for qualified projects that provide employment opportunities within the zone, including investment tax credits, jobs tax credits, sales tax exemptions for construction materials and business equipment, and utility tax credits.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) districts are areas where local governments can designate increased property tax revenues to incentivize improvements and redevelopment within the district. The goal of TIF is to encourage economic development and job creation in areas that are declining, underperforming, or blighted. TIF districts typically last up to 23 years, and can be used to fund redevelopment activities such as acquisition of property, demolition of structures, infrastructure improvements, rehabilitation and repair of existing structures, and environmental remediation.

Currently Broadview has three (3) active TIF districts: the recently adopted Roosevelt Road/17th Avenue TIF district established in 2023, the 19th Street (Headley) TIF district established in 2008, and the Roosevelt Road TIF district established in 1999. The oldest, the Roosevelt Road TIF district covers the parcels along Roosevelt Road roughly east of 17th Avenue, and has generated revenues in excess of \$13 million since its adoption. The Headley TIF district is located just off of 15th Avenue south of Cermak Rd and was targeted for a single development. The newest, the Roosevelt Road/17th Avenue TIF district was recently created through the consolidation of the previous 17th Avenue TIF District and the western half of the Roosevelt Road TIF district, with the intention of completing improvements along those two (2) important corridors. The establishments of the TIF districts in Broadview has helped the Village tremendously in improving visual appearance and boosting economic development including repairing and improving municipal infrastructure, redeveloping blighted properties, and attracting new businesses and investments to the Village.



Economic Development Policies & Recommendations

Policy: Utilize available incentives and resources to support and recruit local businesses.

1. Perform regular review of all active TIF districts to analyze performance and effectiveness and to ensure they are accomplishing their objectives.
2. Re-establish a facade grant program for the reconfigured Roosevelt Road/17th Avenue TIF to encourage property owners to enhance the appearance of their buildings.
3. Continue to utilize the existing TIF district on Roosevelt Road/17th Avenue to incentivize new redevelopment along the corridors.
4. Consider establishment of a Special Service Area (SSA) or Business Improvement District (BD) to maintain and service businesses along the Roosevelt Road Corridor.
5. Consider creation of an economic development commission to aid in the marketing and business development of the Village.
6. Consider hiring a dedicated full-time or part-time economic development director to promote Broadview, recruit desirable new businesses, and maintain relationships with existing businesses.
7. Create a marketing program to publicize the benefits of the TIF and EZ programs for local Broadview property owners and businesses.
2. Evaluate existing separation requirements for like-type business uses within the Village.
3. Target commercial retail uses that are under-represented or can compliment existing businesses within the Village.
4. Formalize and codify the Village policy of Safety Committee meetings for all new developments in the Village.
5. Maintain relationships with local business owners, particularly the owner of the Village Square shopping center to eliminate vacancies and encourage desirable future tenants in the center. Consider a reduction of existing parking areas to allow for additional outlot commercial developments within the existing shopping center parking areas where feasible.

Policy: Maintain relationships with neighboring communities and regional organizations.

1. Continue regional collaboration efforts through relationships with Proviso Municipal League, Illinois Municipal League, Cook County Land Bank, Metropolitan Mayor's Caucus, and other regional organizations.
2. Coordinate regularly with the multi-jurisdiction West Regional Enterprise Zone administrator to capitalize on available incentives for local development projects.

Policy: Maintain Broadview's business-friendly environment.

1. Continue to proactively recruit desirable business along the Roosevelt Road Corridor and within the Village Square shopping center.



CHAPTER 5

Housing

CHAPTER 5

Housing

The quality of a community's housing stock is a cornerstone of its livability and appeal. A diverse range of housing options not only enhances a community's attractiveness but also fosters a vibrant, inclusive environment where residents from all walks of life can coexist and thrive. This chapter explores the current housing conditions in Broadview to better understand the issues relating to housing and identify opportunities for policy recommendations.

Housing Type

Broadview's housing landscape reflects typical inner-ring suburban development, with 59% of homes being detached single-family residences. This dominance of single-family homes aligns with broader suburban norms, where such housing typologies are preferred.

However, Broadview stands out by offering a relatively diverse range of housing options. Multi-unit apartments make up 29% of the housing stock, indicating the demand and openness to more varied residential forms. Notably, small apartment buildings with 5 to 9 units, accounting for 14.6% of the total, represent a mid-density option that is crucial for accommodating diverse household types—young professionals, small families, and retirees looking to downsize. These options, alongside the prevalence of 2-3 bedroom homes



(79% of total housing stock), suggest that Broadview's housing stock primarily caters to small and medium-sized households, reinforcing its appeal to a broad demographic.

Despite the availability of mid-density housing, a significant gap remains in “missing middle” housing. This includes both attached single-family homes (e.g., duplexes and townhouses) and small-scale multi-family dwellings. For instance, only 1.3% of Broadview's housing stock consists of attached single-family units, and 5.4% consists of 3-4-unit multi-family dwellings. These types of housing options are critical to bridging the gap between detached homes and larger apartment complexes. Moreover, housing forms such as cottage courts, courtyard buildings, and live-work spaces are notably absent from the local market. The absence of these options highlights a structural imbalance in the housing market.

In light of increasing housing affordability challenges and evolving demographics, this lack of diversity becomes particularly pressing. The recent sharp rise in home prices, coupled with shifting preferences among younger buyers and downsizing seniors, demands more flexible housing solutions. Missing Middle Housing, which includes smaller-scale, multi-unit structures typically 2-2.5 stories in height, offers a way to introduce density without disrupting the suburban character of the Village. Introducing these housing types would enhance affordability, provide more rental options, and accommodate a wider range of household needs for a wider demographic of residents. By rethinking its housing strategy to encourage these options, Broadview could position itself as a leader in suburban housing innovation, offering solutions to both affordability concerns and shifting demographic trends.

Housing Occupancy

Broadview boasts a low housing vacancy rate of 3%, a clear indication of its desirability and stability as a residential community. The 67% owner-occupancy rate highlights a market geared toward long-term residents, which can foster community stability and investment. However, the 33% share of rental housing points to





an important gap in housing flexibility. A more balanced housing market typically has a stronger rental segment, particularly in communities seeking to attract younger residents, transient workers, or those unable to afford homeownership.

This imbalance presents an opportunity for Broadview to reassess its housing goals. Expanding rental options, particularly those within the “missing middle” segment, would not only meet the needs of current residents but also attract new ones, helping to stabilize long-term growth. Affordable rental housing, paired with the right infrastructure (such as proximity to transit, green spaces, and job centers), could make Broadview a more inclusive and vibrant community. Moreover, increasing rental opportunities can support population retention, especially as demographic trends shift and fewer people seek traditional homeownership as their primary housing option.

Housing Age

Broadview’s housing stock is predominantly older, with 92% of homes built before 1980. The median construction year of 1954 reflects a community

that experienced its most significant growth in the post-World War II era, a period characterized by a boom in suburban development across the United States. The peak construction period during the 1950s, when 903 homes were built, underscores Broadview’s rapid development during this time. However, the sharp decline in new housing construction after 1979, with only 8% of homes built after 1980 and no new homes since 2010, signals a stagnation in housing development. This lack of new construction could present challenges for the community, such as a potential mismatch between the aging housing stock and the needs of modern households. The dominance of classic Chicago bungalow-style homes is a cultural asset, yet it may also necessitate updates or renovations to meet contemporary standards and attract younger, more diverse residents. The data suggests a need for targeted housing policies that encourage the development of new housing types and the revitalization of existing ones.

Affordability

Housing affordability is a critical issue that impacts the sustainability and inclusivity of a community. Broadview’s median household income of \$59,261 is significantly lower than that of Cook County (\$78,304). This income disparity is further highlighted by the fact that nearly half of Broadview’s households fall into the \$35,000 to \$74,999 income range. With less than 35% of households aligning with Cook County median income, there is a clear economic divide that could limit the housing choices available to lower-income residents.

Housing affordability is generally measured by whether households spend more than 30% of their income on housing costs. In Broadview, owner-occupied households earning less than \$20,000 annually represent the largest group (14%) spending more than 30% of their income on housing. Compared to 2010, when the largest burdened group fell within the \$50,000 to \$74,999 income range (13%), this shift highlights the growing challenges faced by the lower-income residents.



| | Broadview | Cook County |
|--|-----------|-------------|
| Median Household Income | \$59,261 | \$78,304 |
| Median Home Value | \$216,000 | \$293,700 |
| Median Monthly Cost with a Mortgage | \$1,812 | \$2,184 |
| Median Monthly Cost without a Mortgage | \$610 | \$856 |
| Median Monthly Housing Cost as % of Household Income | 19.4% | 19.7% |
| Owner-occupied housing units: housing costs 30 percent or more of household income | 31.8% | 27.9% |

Figure 5.1 Owner-Occupied Household Affordability in Broadview versus Cook County

Overall, 32% of owner-occupied households in Broadview currently spend at least 30% of their income on housing. While this is higher than that of Cook County (28%), this is an improvement from 44% in 2010. However, these figures still suggest that a significant portion of the population, particularly among lower-income households, remains at risk of housing insecurity.

The situation is even more pronounced for renters, with 44% of renting households paying more than 30% of their income on rent, lower than that of Cook County (48%). While this percentage remains high, it has improved significantly from 69% in 2010. Nonetheless, the persistent high rent burden indicates substantial financial strain on nearly half of the community’s renters, underscoring the ongoing need for affordable housing options and support for lower-income residents.

Transition Housing

The Village has been striving to collaborate with organizations in order to seek affordable housing opportunities for its residents. In 2024, Housing Forward, which is a nonprofit organization specializing on helping homelessness, opened a housing development called Broadview Legacy Apartments on Roosevelt Road by 11th Avenue. The apartment building provides residences for individuals or families who are experiencing or at risk of homelessness and have a long-term disabling condition, including Veterans and youth aging out of DCFS care. There are 12 one-bedroom units and four (4) two-bedroom units, housing up to 22 people. Within the building, onsite support for living and healthcare assistance to the residents is available. Also, there are communal and office spaces for HousingForward in the building. This \$7.1 million project and its operation costs are funded by a mix of state, federal, and private funding awarded from the Illinois Housing Development Authority, the Cook County Department of Planning, and the Housing Authority of Cook County. The project is also funded by a pre-development loan from the Jewish Council on Urban Affairs and a capital loan from IFF.

| | Broadview | Cook County |
|---|-----------|-------------|
| Median Household Income | \$59,261 | \$78,304 |
| Median Gross Rent | \$1,130 | \$1,318 |
| Median Monthly Cost | \$1,209 | \$1,468 |
| Median Monthly Rent Cost as % of Household Income | 29.4% | 29.2% |
| % Paying > 30% of Household Income | 45.8% | 48.2% |

Figure 5.2 Renter-Occupied Household Affordability in Broadview versus Cook County



Image Credit: Village Free Press



Image Credit: Housing Forward

Housing Policies & Recommendations

Policy: Preserve and enhance Broadview's high quality and diverse housing stock.

1. *Maintain and protect Broadview's stable, high quality single-family residential neighborhoods.*
2. *Continue strong code enforcement program to maintain attractive and stable residential neighborhoods.*
3. *Encourage market rate housing options.*
4. *Continue and strengthen efforts to enforce the building and maintenance code.*
5. *Encourage future residential development to follow the future land use plan in order to make residential areas more congruous and to regulate density.*
6. *Promote residential infill development at compatible densities to surrounding properties.*
7. *Maintain strong police presence and explore community policing strategies to preserve Broadview's safe neighborhoods.*

Policy: Support Aging-in-Place policies to support Broadview's aging population.

1. *Continue collaborative efforts with Broadview's neighbors to evaluate strategies to support aging populations.*
2. *Promote and implement the recommendations of the "Elevating Aging-in-Community in Bellwood and Broadview - A Strategic Guide."*

Policy: Provide high-quality housing options for residents of all age groups and income levels.

1. *Promote a wider diversity of housing options for residents, including "missing-middle" and senior housing options. Create incentives through the TIF, EZ and other programs to incentivize these types of housing options.*
2. *Support the public sector's efforts to meet changing housing demands and special housing needs.*
3. *Update Broadview's zoning code to allow for expanded housing options.*
4. *Promote housing options that respond to the special needs of students, young adults, veterans, female headed households and the elderly.*
5. *Promote new affordable senior housing for aging population.*
6. *Develop programs that allow seniors to stay in their homes as long as possible (home maintenance and repair, home healthcare, meal programs, etc.).*
7. *Explore opportunities to expand the range of housing types for seniors, such as accessory dwelling units (ADUs), multi-generational living, 55+ targeted housing.*



Image Credit: Google Maps

CHAPTER 6

Transportation

CHAPTER 6

Transportation

Transportation infrastructure is a vital component of a well-functioning community, providing the accessibility and connectivity necessary for economic growth and development. As a mature suburb west of Chicago, Broadview benefits from its strategic location, offering residents and businesses convenient access to a variety of transportation modes, from interstate highways to public transit. This chapter examines the existing transportation infrastructure and services in Broadview, highlighting their role in shaping the community's development.

Roadways

Broadview's roadway infrastructure is anchored by its proximity to major interstate highways. The village is bordered by the I-290 (Eisenhower Expressway) corridor, with a full access on 25th Avenue and 17th Avenue, providing easy access to the broader Chicagoland area. This connection also allows drivers to easily reach I-294 (Tri-State Tollway), a major north-south interstate that links Broadview to regional and national destinations. These highways are crucial for connecting the village to economic hubs within the Chicago metropolitan area and beyond, facilitating the flow of goods and services.

The local roadway network in Broadview follows a traditional grid pattern, which ensures consistent



connectivity with adjacent municipalities, promoting efficient traffic flow. Of the 42.4 miles of streets within the village, 34.7 miles are managed by the village itself, encompassing the majority of public roads. The remaining 7.7 miles are under the jurisdiction of the Illinois Department of Transportation (IDOT), including interstate highways, state routes, and regional corridors. Not having local control of the major commercial corridors in the Village (Roosevelt Road and Cermak Road) present challenges for development on those corridors, and makes coordination with regional transportation agencies essential.

Key arterial streets in Broadview, such as 25th Avenue, 17th Avenue, Roosevelt Road, and Cermak Road, serve as critical links both within the Village and to surrounding communities. Roosevelt Road, the village's traditional commercial corridor and the starting point of IL Route 38, plays a significant role in local commerce. In 2021, the annual average daily traffic (AADT) on Roosevelt Road ranged from 24,400 to 26,800 vehicles, underscoring its importance as a major thoroughfare. Similarly, Cermak Road, with an AADT of 27,100 to 31,100 vehicles, is a bustling east-west corridor that connects Broadview to key regional retail and commercial areas. The main north-south routes, 17th Avenue and 25th Avenue, also see significant traffic, with AADT figures ranging from 8,550 to 17,000 vehicles, reflecting their role in local and regional mobility.



Arterial Street
Image Credit: Google Maps



Local Street
Image Credit: Google Maps

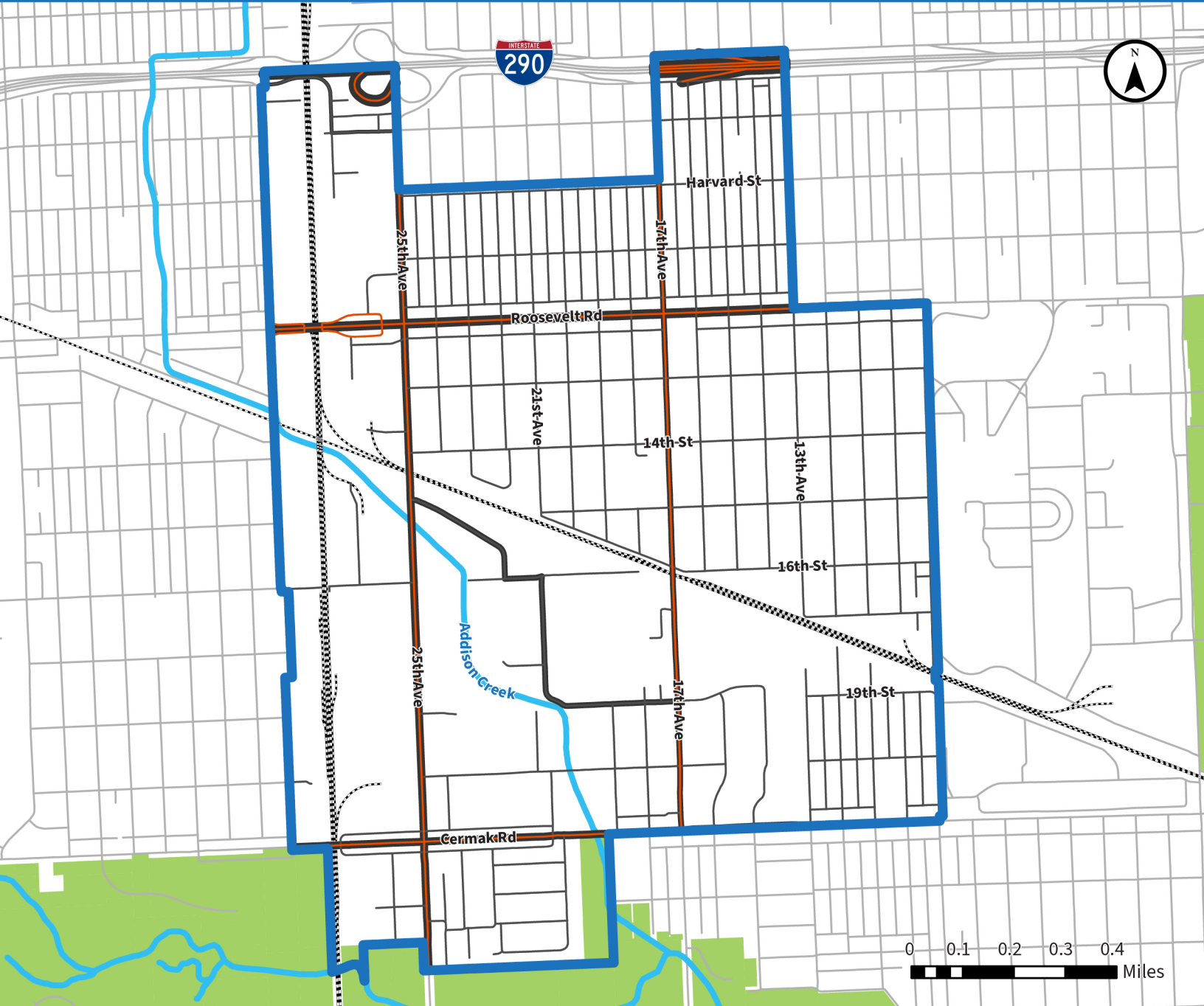
Truck Routes

Industrial activity is primarily concentrated in the western and southern areas, strategically bordered by streets and railroad tracks. In addition to the rail network, freight traffic heavily relies on the Village's local streets for transportation. To ensure the safe and efficient movement of goods, reduce road maintenance costs, and minimize disruptions to residents, the Illinois Department of Transportation (IDOT) has designated specific truck routes with varying service levels and design standards.



I-290 Interchange
Image Credit: Google Maps

Street Network Map



Functional Class

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Jurisdiction

- IDOT
- Village of Broadview

- Village of Broadview Boundary
- Water
- Forest Preserve
- Railroads
- Streets

The nearest truck routes serving Broadview include I-290, classified as a Class I DTR (Designated Truck Route) State-Maintained route, and U.S. Route 45, a Class II DTR State-Maintained route. Truck traffic volume on I-290 averages between 9,100 and 10,900 vehicles daily. Despite the absence of direct truck routes within Broadview itself, industrial traffic frequently uses major local streets—such as Roosevelt Road, Cermak Road, 17th Avenue, and 25th Avenue—to access the interstate highways and other designated truck corridors, which presents potential conflicts with residents and local businesses.

The impact of this freight traffic on local streets is significant. Residents face increased noise, air pollution, and safety risks, while the Village government bears the financial burden of higher street maintenance costs. These challenges highlight the need for careful management of freight routes and infrastructure investments to balance industrial growth with the quality of life for Broadview's residents.

Railways

Broadview is served by two (2) major freight rail lines: the Canadian National Railroad and the Indiana Harbor Belt Railroad (I.H.B.R.R.). These railways are essential for supporting the village's industrial sectors, providing critical freight access that integrates Broadview into the national rail network. However, despite the presence of these rail lines, the village lacks direct passenger rail services. Residents must travel to neighboring communities such as Maywood or Brookfield to access Metra trains. Although there were once preliminary discussions about establishing a commuter rail connection between O'Hare and Midway airports, these plans have been shelved due to concerns over cost and ridership feasibility. Currently, Metra has no plans to expand its service network to include Broadview, limiting the village's access to regional commuter rail options.



Active Transportation

Broadview's dedication to active transportation is evident in its pedestrian infrastructure, which spans 33 miles of sidewalks along both sides of most streets. This network provides residents with safe and convenient walking routes to key local destinations. However, despite this foundational infrastructure, significant improvements are necessary to address safety concerns, especially on high-traffic streets. These streets, which serve as major corridors, present challenges for pedestrians due to heavy traffic volumes and speeding vehicles. Enhancing pedestrian safety in these areas is crucial and can be achieved through measures such as improved crossings, pedestrian sensors and beacons, and traffic-calming interventions. Additionally, investing in streetscape aesthetics can create a more inviting environment for pedestrians, further encouraging active transportation.

In contrast, Broadview's bicycle infrastructure is notably underdeveloped. The Village lacks designated on-street bicycle lanes or shared lane markings ("sharrows"), which forces cyclists to either share busy roads with motor vehicles or use sidewalks not designed for mixed traffic. This absence of dedicated cycling infrastructure creates safety risks and limits the potential for cycling as a practical mode of transportation. As Broadview is a mature community with limited space for new developments, constructing extensive off-street multi-use paths, like those seen in newer suburban areas, is likely not feasible.

Despite the lack of internal bicycle lanes, Broadview is situated near several regional trail systems. To the north, the Illinois Prairie Path offers a 61-mile network of multi-use trails, extending through Cook, DuPage, and Kane counties. This path, repurposed from the former Chicago Aurora and Elgin Railroad, connects Broadview to a broader trail system, with the nearest access point being a 15-mile stretch between Maywood and Wheaton. To the south, the Salt Creek Trail System winds through forest preserves along the Des Plaines River, Salt Creek, and the Brookfield Zoo, offering 16.4 miles of multi-use paths. This network, which spans ten

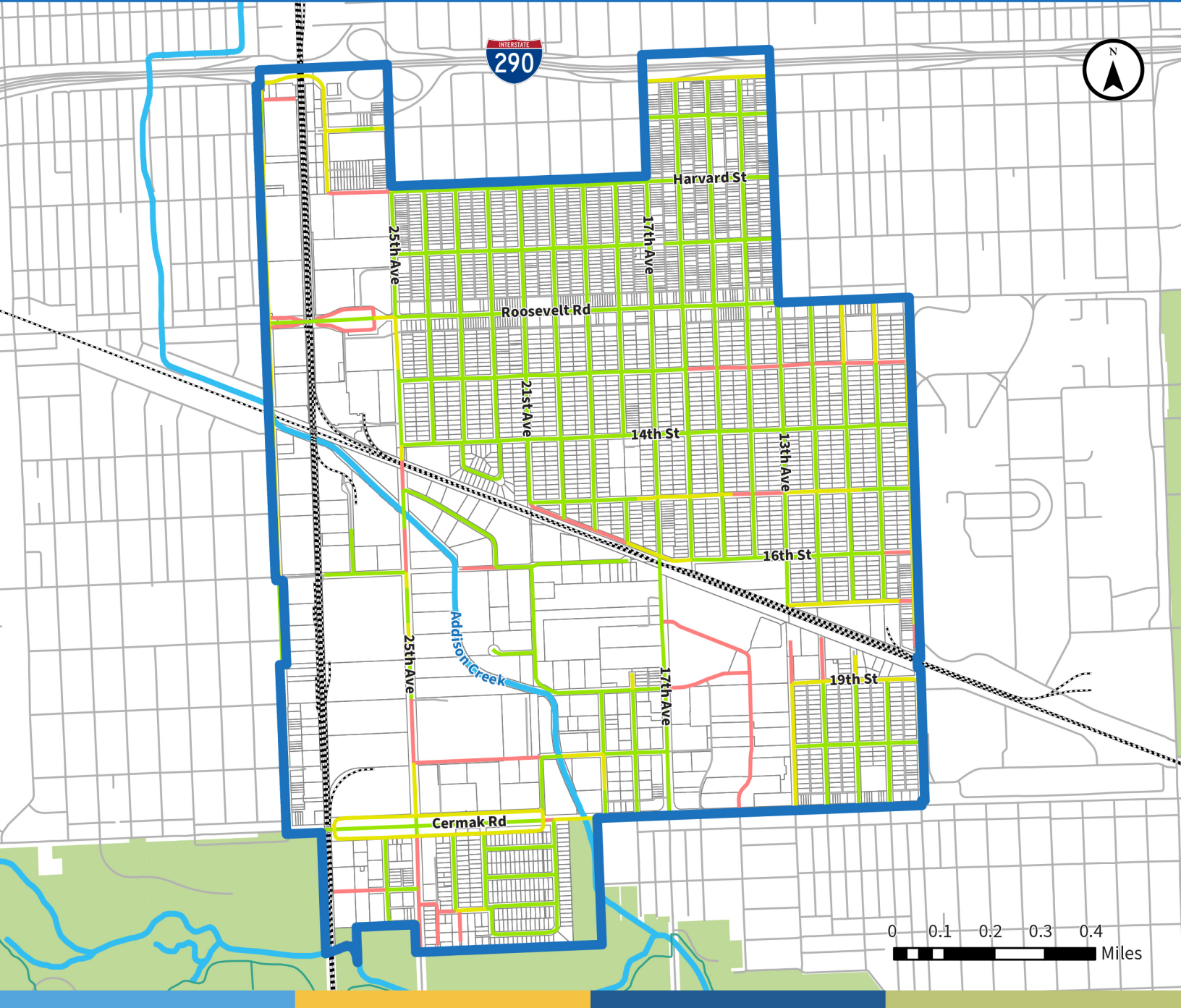


Image Credit: Katrina Thompson



Image Credit: Katrina Thompson

Walkability Map



Sidewalk Availability

- No Complete Sidewalks
- Complete Sidewalk on One Side
- Complete Sidewalks on Both Sides
- Off-Street Multi-Use Paths

- Village of Broadview Boundary
- Water
- Forest Preserve
- Tax Parcels
- - - Railroads
- Streets

(10) communities, provides access to both paved and unpaved sections and enhances recreational opportunities for residents of Broadview.

Given Broadview's proximity to these two (2) major regional trail systems, the Village is well-positioned to explore opportunities for developing its own bicycle network to be part of the regional bike network. Currently, the 2023 Cook County Bike Plan recommends that the section of South 9th Avenue in between the Illinois Prairie Path and the Salt Creek Trail upgrades with on-street bicycle lanes. The potential 2.3-mile bicycle lanes are the only bicycle path covering Broadview in the Plan. The recommended bicycle lanes would start near West Adam Street in Maywood, go through the east boundary of Broadview adjacent to the Edward Hines Jr. VA Hospital and Loyola University Medical Center, and end at 26th Street in North Riverside.

In addition to the adopted Cook County Bike Plan, in 2024 several municipalities in the western part of Cook County including Broadview, Bellwood, Berkeley, Hillside, and Westchester partnered with the Chicago Metropolitan Agency for Planning (CMAP) to collaborate on the West Cook Bicycle and Pedestrian Plan. The Plan aims to create a connected and complete network for walking and bicycling for people to access destinations in the West Cook region.

By participating in these regional efforts that strive to create a coherent and connected regional walking and biking network, Broadview can improve access to this planned active transportation infrastructure, improving accessibility and safety for local pedestrians and bicyclists and attracting more visitors to patronize the local businesses in the community. This strategic approach would not only expand transportation options but also promote active, eco-friendly mobility within the community.



Public Transit

Broadview is well-integrated into the greater Chicago public transit network, despite not having a rail station within its boundaries. The village lies

within a 3-mile radius (or about a 15-minute drive) of two (2) Metra commuter rail lines and one (1) CTA rail line. The Metra Union Pacific/West (UPW) Line, located north of Broadview, provides service between Elburn and Chicago, with the nearest station being Melrose Park. To the south, the Metra BNSF Line connects Aurora to Chicago, with the closest stations being Congress Park and Brookfield. Additionally, the terminus of the CTA Blue Line in Forest Park is also within close proximity, offering further transit options for Broadview residents.

Regular Bus Service

Bus services provide additional public transit options within Broadview. The Village is served by two (2) Pace Suburban Bus routes. Route 301 operates along Roosevelt Road, connecting the CTA Blue Line Forest Park Transit Center with the Metra UPW Line Wheaton Station, providing essential weekday service. Route 322 runs along Cermak Road, offering daily service between the CTA Pink Line 54th/Cermak Station in Cicero and Yorktown Center in Lombard. These bus routes link Broadview residents to key destinations, including transit hubs, commercial centers, medical facilities, and recreational sites. Additionally, nearby Pace bus routes (308 and 331) provide access to the Edward Hines Jr. VA Hospital and Loyola University Medical Center, further enhancing local connectivity and providing transit access for patients and medical staff.

Rapid Bus Service

In addition to the regular bus service provided by Pace, Pace has established a project that will add BRT express service along Cermak Road called the Pulse Cermak Line. The Pulse Cermak Line will run 14 miles along Cermak Road, 22nd Street, and Butterfield Road, providing corridor transit services in Cook and DuPage Counties and their ten (10) municipalities (from east to west): Cicero, Berwyn, Forest Park, North Riverside, Broadview, Westchester, Hillside, Oak Brook, Oakbrook Terrace, and Lombard. Cermak Road is currently served by regular Pace Route 322 and CTA Route 21, and the future Pulse Cermak Line will also intersect the



Image Credit: Pace Bus



Image Credit: Pace Bus

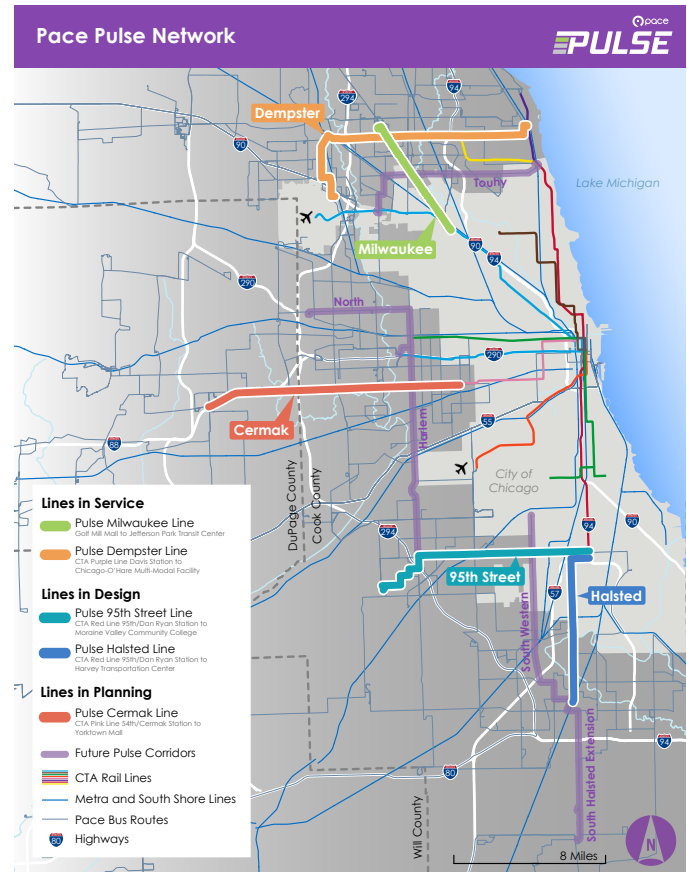
planned Pulse Harlem Line at the border of Berwyn and North Riverside. There is a planned Pulse Cermak Line stop on Cermak Road near 17th Avenue adjacent to the Village Square shopping center.

The Pulse Cermak Line project was launched in 2023 and is not expected to be completed until 2030. Five (5) phases are designed throughout the project timeframe: Project Definitions (2024-2024), Environmental Review (2024-2025), Design (2026-2027), Construction (2028-2029), and Completion in 2030. Currently, Pace has completed the Project Definition phase, which allowed Pace and project stakeholders to determine the corridor limits and preliminary station locations. The project advisory group is comprised of roadway and transit agency partners, local municipalities, nonprofit organizations, school districts, adjacent property owners, and others community and transit user representatives. In 2025, the project team plans to start the second phase, which is an in-depth review of environmental impacts. This phase aims to assess potential environmental and socioeconomic impacts of the project based on the procedures outlined in the National Environmental Policy Act (NEPA).

The upcoming Pace Cermak Line will provide multiple connections to local bus lines as well as rail transit lines such as CTA Pink Line. Also, this BRT Line will cover major destinations in the region including transit stations, schools, and shopping centers. Furthermore, the residents living near the Line will not only be able to visit popular destinations along the BRT Line, but also benefit from more convenient access to other municipalities in the west part of suburban Chicagoland such as Elmhurst, Downers Grove, Wheaton and more, by utilizing the Cermak Line and connecting to other transit services.

Paratransit Service

For residents requiring accessible transit options, Pace Suburban Bus Company offers ADA Paratransit Service, which is available by reservation. In a bid to improve accessibility, Pace introduced the Rideshare Access Program (RAP) on March 11, 2024. This program offers ADA-eligible riders subsidies



*Pace Pulse Network Map
Image Credit: Pace Bus*



Image Credit: Pace Bus

for using taxi and rideshare services like Uber and UZURV within the ADA service area, expanding transit accessibility for those with mobility challenges.

Traffic and Pedestrian Safety

Traffic safety is a critical factor in measuring how safe it is to live in a community and can significantly impact quality of life. It does not only refer to vehicular traffic, but also covers pedestrian and bicyclist safety. According to National Highway Traffic Safety Administration (NHTSA), In 2023, 40,990 people died in motor vehicle crashes in the U.S. In Illinois, this number is 1,269 people. Other than loss of lives, the data from NHTSA shows that the economic cost of motor vehicle crashes in the U.S. is estimated at \$340 billion annually.

In Broadview, the traffic safety situation has been worsened over the past five (5) years. According to the data from IDOT, the total number of traffic accidents has increased from 689 in 2019 to 759 in 2022. Specifically, the accidents involved pedestrians and cyclists rose almost 50% since 2019. Considering the high traffic counts and relative lack of public transit options, accessing the Village’s primary commercial corridors presents challenges for public safety. The Village provides public parking lots on Roosevelt Road with limited safe pedestrian crossing locations.

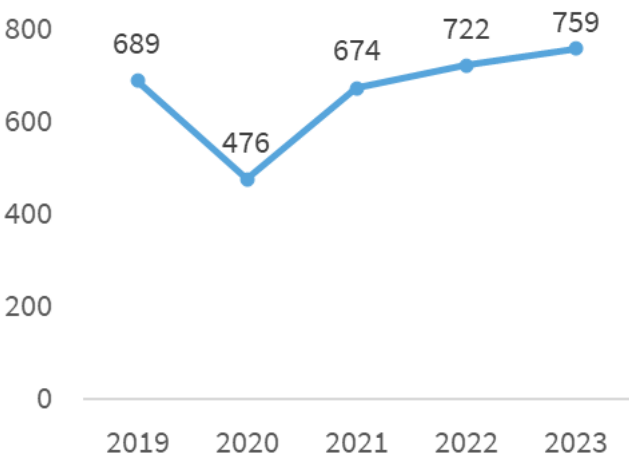


Figure 6.1 Total Traffic Accidents in Broadview

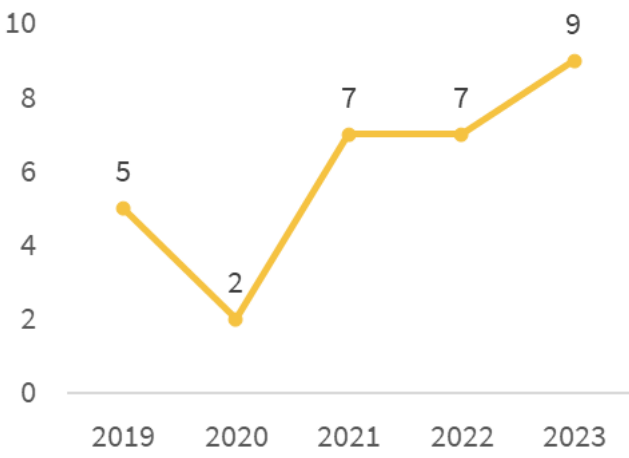


Figure 6.2 Traffic Accidents in Broadview Involved Pedecyclists



Image Credit: Google Maps

Parking Facility

Public parking facilities in Broadview are comprised of off-street parking lots and on-street parking stalls. Currently, there are five (5) off-street parking lots with 161 parking stalls in total.

Public parking lots are primarily located along or near Roosevelt Road, the Village’s main commercial corridor and they are owned and maintained by the Village of Broadview. Parking in the Village’s parking lots have historically been free of charge, but are currently in the process of transitioning to metered parking in all public Village-owned lots in order to increase parking turnover and limit long-term occupation of limited available parking resources for local businesses. On May 21, 2024, the Village Board voted unanimously to include parking meter enforcement for the municipal parking lots and on-street parking spaces along Roosevelt Road. Previously, the Village has contracted with Total Parking Solutions Inc. (TPS) to install metered parking kiosks in December 2022.

These off-street parking lots that utilize the vacant lots along Roosevelt Road ease the shortage of available parking options for businesses on Roosevelt Road , but present pedestrian safety issues due to limited safe pedestrian crossing points to access businesses across busy Roosevelt Road. Additional parallel on-street parking stalls are also available along Roosevelt Road, providing drivers with short-term parking options that are adjacent to their destinations.



| | Public Parking Lot Locations | Number of Parking Spaces |
|---|------------------------------|--------------------------|
| 1 | SWC of Roosevelt and 18th | 38 regular + 2 ADA |
| 2 | 17th, south of Roosevelt | 37 regular + 3 ADA |
| 3 | NEC of Roosevelt and 17th | 14 regular +2 ADA |
| 4 | NWC of Roosevelt and 15th | 22 regular + 1 ADA |
| 5 | SWC of Roosevelt and 14th | 40 regular + 2 ADA |

Figure 6.3 Public Parking Lot Locations

Transportation Policies & Recommendations

Policy: Support multi-modal transportation on arterial and connector roadways.

1. *Advocate for new and efficient public transit access and connections (rail, bus, etc.)*
2. *Evaluate existing PACE bus service using Pace's "Transit Supportive Guidelines" to identify and prioritize necessary roadway improvements.*
3. *Continue to collaborate with CCDOT and IDOT on corridor/intersection improvement studies and plan implementation.*

Policy: Promote active transportation (walking and biking) as a safe and viable means of transportation.

1. *Evaluate Roosevelt Road for opportunities for safe pedestrian crossing points from Village Parking lots.*
2. *Update the Village wayfinding program to provide signage directing residents and visitors to prominent locations (municipal building, library, parks, schools, etc.).*
3. *Work with neighboring communities, Cook County and the Forest Preserve District to link Broadview neighborhoods, industrial employments centers and the Village Square shopping center to regional bicycle trail systems.*
4. *Adopt a complete streets program for arterial and connector roadways.*
5. *Replace broken streetscape fixtures (lighting, benches, trash containers) along Roosevelt Road.*
6. *Coordinate with local schools on Safe Routes to School programs.*

Policy: Support the policies and recommendations of the West Cook Bicycle and Pedestrian Plan.

1. *Actively participate in the formation of bicycle and pedestrian safety and access policies in cooperation with CMAP and neighboring communities.*
2. *Implement the policies and recommendations of the West Cook Bicycle and Pedestrian Plan.*

Policy: Improve the visual appeal of commercial corridors and industrial areas.

1. *Utilize the Roosevelt Road/17th Avenue TIF district to complete the Roosevelt Road Streetscape improvements east of 17th Avenue and west of 9th Avenue.*
2. *Create distinctive streetscape features for each primary retail area (Roosevelt Road Corridor and Village Square shopping center) to distinguish and promote the individual identity of these areas.*
3. *Develop an industrial streetscape template to improve the visual appeal of industrial areas west of 25th Avenue and lessen the impact of industrial uses on the residential areas immediately west of 25th Avenue in Westchester.*

Transportation Policies & Recommendations

Policy: Support the installation of alternative fuel infrastructure and supportive uses.

1. *Play an active role in supporting alternative fuel corridors (AFCs) by encouraging the installation of public charging infrastructure within 1-mile of the highway interchanges.*
2. *Modify Village codes and ordinances to support access to, and encourage the installation of =, electric vehicle charging infrastructure.*
3. *Install public electric vehicle charging stations in Village-owned facilities and parking lots which support a range of charging capacities.*

Policy: Facilitate innovation in transport.

1. *Actively participate in local corridor studies to advocate for roadway modernization.*
2. *Continue to build relationships with local businesses to ensure open communication relating to traffic and parking needs.*
3. *Engage regularly with local transport businesses to better understand opportunities for support, and impacts on residents.*

Policy: Provide safe and convenient parking to support local businesses.

1. *Conduct a parking study along Roosevelt Road to determine actual parking needs along the corridor.*
2. *Evaluate parking at the Village Square shopping center to allow for additional commercial development.*
3. *Monitor effectiveness of the Village's recent conversion of public parking lots to metered parking.*
4. *Work with the Illinois Department of Transportation (IDOT) to maintain on-street parking along Roosevelt Road to support local businesses.*



CHAPTER 7

Community Character & Public Services

CHAPTER 7

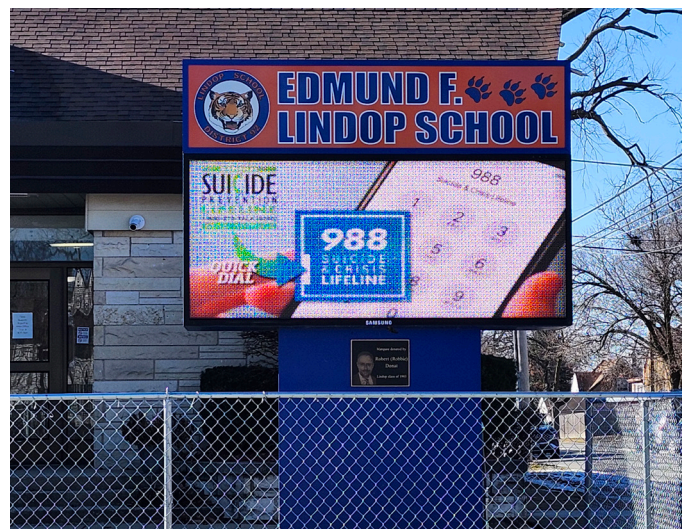
Community Character & Public Services

Community character and culture is a cornerstone of any community, shaping its identity, values, and the social fabric that unites its people. A community with a rich and vibrant culture, actively nurtured by its residents, becomes a more dynamic and thriving place. It not only enriches lives and fosters connections among residents but also drives economic growth by attracting visitors and new businesses to the Village. This chapter delves into Broadview's cultural elements, public services, and community facilities, highlighting how these aspects contribute to fostering a healthy, vibrant, and growing community.



Education

Education is a foundational pillar of Broadview's community, serving as a critical element in the development and growth of its residents. Broadview is served by several school districts, from elementary to college levels. The public school district boundaries do not precisely align with the Village boundary, resulting in multiple districts co-serving the community. Broadview is encompassed by four (4) elementary school districts, two (2) high school districts, and is also within the boundaries of Triton Community College District. These schools provide a broad spectrum of educational experiences and services, from kindergarten through high school and college. This array of educational institutions ensures that residents have access to a quality education close to home.



| School District | School | Grade | Address |
|---|----------------------------------|-------|--------------------------------------|
| Bellwood School District 88 | Lincoln Elementary School | K-6 | 3420 Jackson, Bellwood |
| Bellwood School District 88 | Roosevelt Junior High School | 7-8 | 25th & Oak Street, Bellwood |
| Maywood-Melrose Park-Broadview School District 89 | Roosevelt Elementary School | K-5 | 1927 S. 15th Avenue, Broadview |
| Maywood-Melrose Park-Broadview School District 89 | Irving Middle School | 6-8 | 805 S. 17th Avenue, Maywood, IL |
| Lindop School District 92 | Edmund F. Lindop School | K-8 | 2400 S. 18th Avenue, Broadview |
| Komarek School District 94 | Komarek School | K-8 | 8940 W. 24th Street, North Riverside |
| Riverside Brookfield Township School District 208 | Riverside-Brookfield High School | 9-12 | 1st & Ridgewood, Riverside |
| Proviso Township High School District 209 | Proviso East High School | 9-12 | 807 S. 1st Avenue, Maywood |
| Proviso Township High School District 209 | Proviso West High School | 9-12 | 4701 Harrison Street, Hillside |
| Proviso Township High School District 209 | Proviso Math and Science Academy | 9-12 | 8601 W. Roosevelt Road, Forest Park |
| Community College District 504 | Triton College | / | 2000 5th Avenue, River Grove |

Figure 7.1 List of Public Schools Serving Broadview

Public Library

The Broadview Public Library serves as a beacon of knowledge and meeting space for community engagement, covering the entire village and conveniently located near the southwest corner of 16th Avenue and Roosevelt Road. The library underwent a significant transformation, reopening in 2020 after a comprehensive renovation that spanned two (2) years. This renovation project included updating 17,000 square feet of interior space, constructing a 3,000-square-foot expansion, and installing a new building facade. These improvements brought the library up to modern

standards as well as earned the 2021 “Distinguished Buildings over \$5M” award from the American Institute of Architects.

Today, the Broadview Public Library is a hub of activity and learning, offering a wide range of services, programs, and resources. With over 3,300 cardholders, the library provides access to a wealth of educational and cultural materials, technology resources, and community programs. The library has truly become an important asset to the community, fostering a love of reading and learning while serving as a vital gathering space for residents.



Image Credit: The Vertex Company

Municipal Building

The Village of Broadview Municipal Building, located at the intersection of 25th Avenue and 13th Street, serves as the administrative heart of the community. This building is home to several key departments, including Administration, the Mayor’s office, Building and Zoning, Finance, and the Police Department. It not only provides essential municipal services to residents but also functions as a space for civic gatherings and community events.

In 2019, the Municipal Building underwent a significant renovation and expansion project, which included a 14,000-square-foot addition to the existing police station, village hall, and 911 communications center, as well as an 18,000-square-foot renovation of the existing police facilities, village offices, conference rooms, and staff areas. These enhancements were recognized with the 2019 GLCA Project of the Year Apex Award, highlighting the project’s impact on improving community services and facilities.

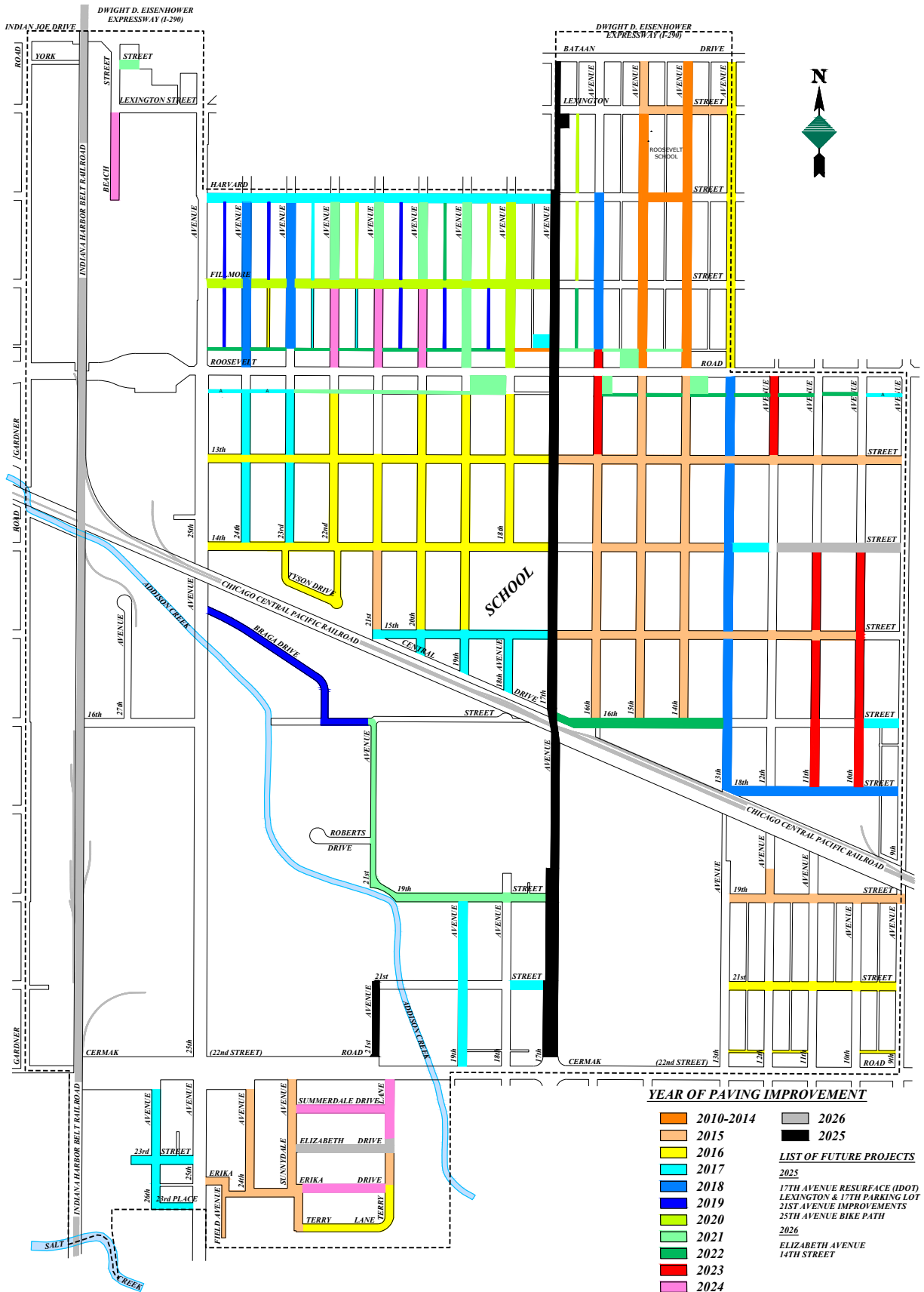


Public Works

The Public Works Department services include street, parking lot, traffic sign maintenance; tree trimming and care; street sweeping and snow plowing; branch pick-up and sewer maintenance; and repair and maintenance of water mains. Other responsibilities include repair and maintenance of



Capital Improvements Plan



Village vehicles, equipment, and Village buildings and grounds.

The Capital Improvements Plan designates streets and alleys and public infrastructure improvements that have been improved and are scheduled for future improvements.

Police

The Broadview Police Department, housed within the Municipal Building, is a full-service law enforcement agency dedicated to serving and protecting the community. The department is organized into two (2) main divisions: Operations Division and Administrative Services Division.

The Operations Division is responsible for responding to emergency and non-emergency calls for service, handling special assignments, and proactively addressing community concerns. It is comprised of the Patrol Bureau and Detective Bureau and is supervised by the Operations Lieutenant. This division ensures the safety and security of Broadview residents through a range of law enforcement activities, from routine patrols to criminal investigations.

The Administrative Services Division includes the Records Division and the Community Oriented Policing Services (COPS) Bureau. The Records Division handles public requests for information, maintains local court files, processes village ordinance violations, and manages fines, including traffic and storage fines. The COPS Bureau coordinates police participation in community events and ensures that police personnel are actively engaged with the community, embracing the philosophy of community policing. Programs organized by the COPS Bureau include increased presence at local schools, bike and foot patrols, Special Olympics, Operation Santa, National Night Out, Coffee with a Cop, and various community outreach initiatives. These efforts help build trust and foster strong relationships between the police and the community they serve.



Image Credit: Broadview Police Department

Fire Protection

The Broadview Fire Department, located across Village Drive from the Municipal Building, operates a single fire station that provides a wide range of services, including fire suppression, medical emergency response, and fire safety education. The department is staffed with 25 Paramedics, with a minimum crew of six (6) personnel every day, who are ready to respond to emergencies at a moment's notice.

The Fire Department has mutual aid agreements with several key institutions in the area, including the Edward Hines Jr. VA Hospital, Loyola University Medical Center, and J.J. Madden Mental Health Center. In addition to emergency response, the department offers a variety of community services and programs, such as CPR registration, the MyID program, residential Knox Box installations, and fire prevention education. These initiatives are essential for promoting public safety and preparedness, ensuring that Broadview firefighters are well-equipped to handle emergencies.



Broadview Fire Department



Parks and Recreation

Parks and recreation play a vital role in defining a quality community, offering spaces for physical activity, social interaction, and environmental conservation. Broadview is home to five (5) public parks, a community recreational center, and several playgrounds, all owned and maintained by the Broadview Park District. These facilities provide residents with opportunities for outdoor recreation, relaxation, and community engagement.

The Beverly Center

The Beverly Recreational Center is Broadview's main community gathering hub, offering a range of recreational, leisure, and healthy lifestyle programs. The center underwent significant renovations in 2014, which improved its facilities and interior appearance, as well as enhanced the building's accessibility for all residents. The Beverly Center continues to serve as a vital space for socialization and community-building activities.



The Beverly Center

Public Parks

Parks are vital assets for fostering healthy, vibrant communities by offering safe, well-equipped spaces for leisure and recreation. Broadview is home to five (5) public parks, each serving the surrounding neighborhoods. These parks have been improved with amenities such as playgrounds, sports fields, and picnic tables. Figure 7.2 provides detailed information on each park, including their names, locations, sizes, and key features.

To ensure the quality of its parks and recreational services, the Broadview Park District participates in benchmarking activities through the National Recreation and Park Association (NRPA). This benchmarking allows the district to compare its performance against national standards and strive for continuous improvement. By analyzing these metrics, Broadview can better understand its strengths and areas for growth, ensuring that its parks and recreational offerings meet the needs of all residents. This data provides valuable insights into how Broadview’s parks and recreational facilities compare to those in other communities, guiding efforts to enhance the quality of life for all who live, work, and play in Broadview.



| Park | Address | Acreage | Feature |
|----------------|-----------------------------------|---------|---|
| Playhaven Park | 25th Avenue and Fillmore Street | 0.47 | Playground |
| Playdale Park | 14th Avenue and Harvard Street | 0.25 | Playground |
| Beverly Park | Erika Drive and Sunnysdale Avenue | 0.47 | Playground |
| Pioneer Park | 24th Avenue and 14th Street | 2.53 | Playground, Softball Field, Tennis Courts |
| Schroeder Park | 2600 S. 13th Avenue | 6.46 | Playground, Softball Field, Outdoor Swimming Pool, Batting Cages, Sand Volleyball Court, and Community Center |

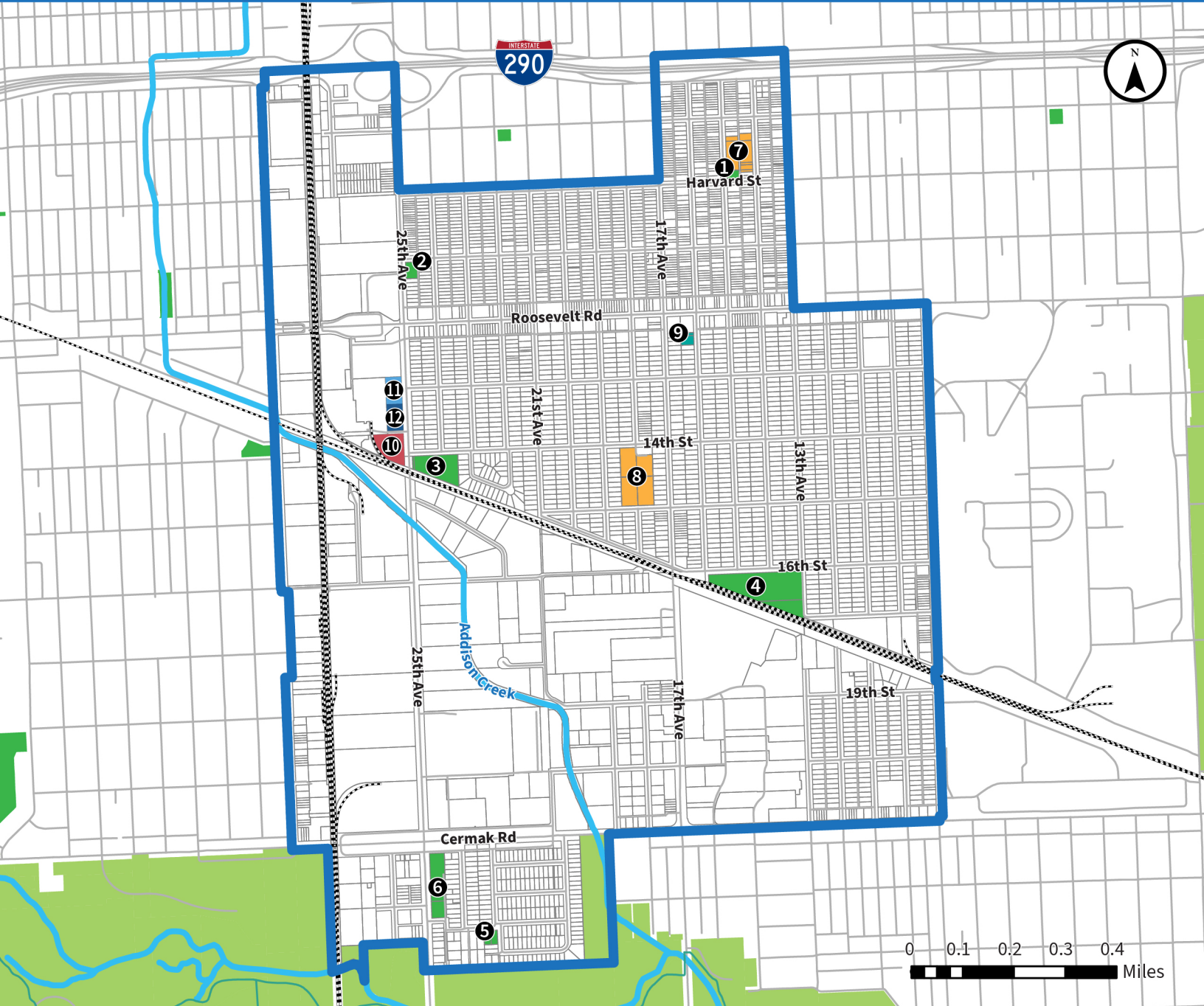
Figure 7.2 List of Public Parks in Broadview

| | Broadview | National Median |
|---|-----------|-----------------|
| Residents per park | 1,591.4 | 2,386 |
| Acres of parkland per 1,000 residents | 10.2 | 10.6 |
| Full-time equivalent (FTE) employees per 10,000 residents | | 8.9 |
| Operating expenditures per capita | | \$99.47 |
| Percentage of full-time staff dedicated to operations/maintenance | | 46% |
| Revenue to operating expenditures (cost recovery) | | 25.2% |

Figure 7.3 Comparison with the NRPA Performance Review



Community Facility Map



Public Parks and Community Center

- ① Playdale Park
- ② Playhaven Park
- ③ Pioneer Park
- ④ Schroeder Park
- ⑤ Beverly Park
- ⑥ Beverly Center

Public Schools

- ⑦ Roosevelt Elementary School
- ⑧ Lindop Elementary School

Public Library

- ⑨ Broadview Public Library District

Fire Protection

- ⑩ Broadview Fire Department

Security

- ⑪ Broadview Police Department
- ⑫ Village of Broadview

Village of Broadview Boundary

Water

Forest Preserve

Tax Parcels

Railroads

Streets

Community Character & Public Services Policies & Recommendations

Policy: Continue to invest in facility, infrastructure and service improvements, maintenance and upgrades.

1. Conduct a comprehensive assessment of Broadview's infrastructure including roadways, bridges, water systems, wastewater systems, and stormwater management.
2. Update and annually adopt a capital improvements plan.
3. Coordinate water/sewer line replacement on Roosevelt Road east of 17th Avenue with planned streetscape improvements.

Policy: Foster civic engagement and education.

1. Support initiatives documenting and celebrating the diverse cultural history of Broadview.
2. Promote and publicize the annual Juneteenth celebration as a regional cultural and entertainment event.
3. Explore youth focused programs to engage and empower younger generations in community engagement.
4. Create a program to recognize residents who exhibit extraordinary pride in the community through attractive landscaping, exterior home renovations and creative holiday displays.

Policy: Provide senior-centric services.

1. Explore senior services such as lawn maintenance and snow removal.
2. Conduct outreach initiatives to seniors, particularly the Broadview Senior Living facility to understand the specific needs, preferences and challenges faced by Broadview seniors.

Policy: Maintain relationships with other Broadview agencies and organizations.

1. Coordinate with the Broadview Library to ensure programming meets the needs of Broadview residents.
2. Coordinate with the Broadview Park District to ensure programming meets the needs of Broadview residents.
3. Work with the Park District to encourage the reopening of the swimming pool at Schroeder Park.
4. Continue outreach programs by public safety agencies (police/fire) including National Night Out, CPR training, etc.
5. Support and promote the excellent reputation of the Broadview Police and Fire Departments.

Community Character & Public Services Policies & Recommendations

Policy: Support the recommendations of the “Elevating Aging-in-Community in Bellwood and Broadview, A Strategic Guide.

1. *Elevate and promote Broadview’s commitments to Aging-in Community.*
2. *Designate a Village departmental staff as Aging-in-Community point-person.*
3. *Work with the Broadview Library to provide Aging-in-Community resources with information on existing older adult services and programming.*
4. *Incorporate older adults as resource providers in inter-generational mutual support initiatives.*
5. *Practice anti-ageism in all municipal communications and behavior.*
6. *Commit to taking a ‘whole of government’ approach to supporting Aging-in Community.*
7. *Investigate including “Missing Middle Housing” options in your existing housing stocks.*
8. *Investigate home-sharing as an option to support older adult homeowners.*
9. *Review municipal operations and programs for their Aging-in-Community consistency.*
10. *Better incorporate the faith community in overall Aging-in-Community efforts.*
11. *Help establish and support a new subregional Aging-in-Community collaboration.*
12. *Attend the MMC’s Age-Friendly Communities Collaborative and other regional Aging-in-Community activities.*



Image Credit: Loyola Medicine

CHAPTER 8

Health & Wellness

CHAPTER 8

Health & Wellness

Health and wellness are essential to a community because it ensures the well-being and productivity of its residents. By promoting access to healthy food, clean air, physical activity, and healthcare, communities can reduce health disparities and prevent chronic diseases. Prioritizing health also strengthens the local economy by lowering healthcare costs and enhancing workforce productivity, while fostering social equity and long-term sustainability. This chapter evaluates the factors influencing Broadview's local health conditions and explores potential recommendations for improvements.



Health Care

Broadview is fortunate to have access to premier healthcare resources as it is located adjacent to the 234-acre medical campus for Edward Hines Jr. VA Hospital and Loyal University Medical Center in unincorporated Cook County (Hines). This medical campus is shared by the two (2) medical institutions and is critically important for the healthcare needs of the region.

Pandemic Preparedness

Pandemics refer to epidemics of influenza or other viruses that spread across a large region, infecting a large proportion of the population including H1N1, COVID-19, and SARS. They require multi-sectoral solutions over months or even years. As the



world moves on from the recent COVID pandemic of 2020, it is critical for all levels of government to collaborate to develop preventive plans and strategies for responding to future pandemics. Pandemic preparation is a complex and continuous procedure which comprises planning, training, revising plans, and implementing action plans. The preparation plan should be utilized and reviewed periodically, and should be revised upon any updates or revisions to global guidance or evolving data.

Healthcare Facilities

The Edward Hines Jr. Veterans Administration Hospital is a prominent second-generation Veterans Health Administration facility, encompassing 174 acres (excluding the land for Loyola University Medical Center). As the largest VA hospital in Illinois, it offers 483 beds and collaborates with six (6) outpatient clinics located in Aurora, Hoffman Estates, Joliet, Bourbonnais, Peru, and Oak Lawn. The hospital is part of the Veterans Integrated Service Network 12 (VISN 12), which includes eight (8) VA medical centers and over 40 clinics across Illinois, the Upper Peninsula of Michigan, Wisconsin, and northwestern Indiana. The Edward Hines Jr. VA Hospital provides a comprehensive range of services for veterans, including primary care, mental health care, specialty care, and various social programs. Annually, the hospital completes over 830,000 patient visits, catering to more than 56,000 veterans.

On the same campus, Loyola University Medical Center occupies 60 acres and is designated as a Level III Perinatal Center by the Illinois Department of Public Health. This facility offers comprehensive medical services, including 547 licensed beds, a Level I Trauma Center, a Burn Center, a Transplant Center, and a 20-bed unit dedicated to stem cell transplants. The medical campus encompasses a full range of specialties, including orthopedics, nephrology, cardiology, oncology, ophthalmology, and surgery. Together, the Hines VA and Loyola University Medical Centers are vital resources for Broadview residents, ensuring accessible and high-quality healthcare.



While Broadview is well-supported by these high-quality medical institutions, the distribution of services does not adequately cover all neighborhoods, particularly in the western and southern areas of the community. Expanding access to medical services would significantly enhance the quality of life for more residents. Smaller-scale medical services, such as dental and physical therapy practices that could benefit from close proximity and relationships with the VA and Loyola centers, should be encouraged along Roosevelt Road and Cermak Road. By planning for a more diverse array of medical services at various locations, more residents will benefit from the healthcare resources available in Broadview.

Mental Health

Mental health is a fundamental pillar of well-being, shaping how individuals lead fulfilling lives, form relationships, make decisions, and cope with stress. Given its deep influence on quality of life, mental health care must be prioritized alongside physical health. In a thriving, sustainable community, people are at the heart of everything. Strong social connections—whether through friendships, work, or daily interactions—are vital for emotional well-being, providing support and resilience during life's challenges.

In the United States, one (1) in five (5) adults experience mental illness annually, and nearly half the population is expected to face it at some point in their lives. These figures highlight the critical need for accessible mental health services. Broadview has taken steps in this direction, offering mental and behavioral health support through three (3) local clinics, with additional comprehensive services available at the Hines medical campus. In Lindop School District 92, mental health services are embedded within the educational framework, with two (2) full-time social workers, a psychologist, and a student advocate supporting Pre-K through eighth-grade students. These services, alongside social-emotional learning materials for faculty, demonstrate a commitment to addressing mental health needs at the school level.



However, as our society faces increasing pressures and unforeseen challenges, expanding and adapting mental health services should remain a priority. While Broadview's efforts are commendable, ongoing evaluation is crucial to ensure these services meet the evolving needs of the community. By continuing to prioritize mental health, Broadview can strengthen its community, fostering not only individual resilience but also collective well-being, ensuring that residents are not only surviving but thriving.

Disability

Disability is a vital factor in evaluating a community's health, as it directly influences accessibility, inclusivity, and overall quality of life. A truly healthy community ensures that its public spaces, infrastructure, and services are accessible to all, providing equal access to healthcare, education, employment, and social opportunities for residents with disabilities. In Broadview, 14.2% of the population lives with at least one (1) disability, exceeding the 11.6% in Cook County. Broadview also has notably higher rates of cognitive and ambulatory difficulties, which severely impact daily living and independence.

A closer look at the data reveals that seniors aged 65 and older are particularly affected by challenges related to cognition, mobility, and independent living, while hearing and vision issues are more prevalent among adults aged 18 to 64. These statistics highlight the need for targeted solutions to address the unique needs of both age groups. For seniors with disabilities, daily care from family members or caregivers may not always be feasible, making it critical to develop more 24-hour care options, such as assisted living facilities, that provide safe and supportive environments for older adults.

In addition to expanding care facilities, Broadview must focus on improving its existing infrastructure to enhance accessibility across the community. Upgrading sidewalk ramps to meet ADA standards, ensuring building entrances are universally accessible, and adding auditory and visual signals



at pedestrian crossings would significantly improve mobility for individuals with disabilities. Enforcing accessible parking standards and integrating visual alarms for hearing-impaired individuals in public spaces are also essential steps. Additionally, public facilities should include Braille signage, tactile characters, and sufficient lighting, while assistive listening systems in public areas can improve engagement for people with hearing difficulties.

By proactively eliminating physical and systemic barriers, Broadview can foster a more inclusive and equitable community, allowing residents with disabilities to fully participate in and enjoy all aspects of community life.

| | Broadview | | Cook County | |
|---------------------------------------|-----------|------------------------------|-------------|------------------------------|
| | Number | Percentage with a Disability | Number | Percentage with a Disability |
| Total Population | 7,957 | 14.2% | 5,066,018 | 11.6% |
| With a hearing difficulty | 147 | 1.8% | 125,597 | 2.5% |
| With a vision difficulty | 153 | 1.9% | 115,975 | 2.3% |
| With a cognitive difficulty | 527 | 7.1% | 221,042 | 4.6% |
| With an ambulatory difficulty | 569 | 7.6% | 298,939 | 6.2% |
| With a self-care difficulty | 363 | 4.9% | 118,894 | 2.5% |
| With an independent living difficulty | 456 | 7.7% | 234,410 | 5.9% |

Figure 7.1 People with Disability in Broadview versus Cook County

Health Insurance

Health insurance coverage is a critical indicator of a community's ability to manage healthcare costs and access essential medical services. It directly impacts residents' ability to seek both routine and preventive care, which in turn affects overall public health outcomes.

While a significant portion of Broadview's population is insured, 8.7% remain uninsured, with notable disparities across income levels. Interestingly, households earning between \$50,000 and \$99,999 have the highest uninsured rate at 29.2%, suggesting that middle-income households are more likely to struggle with obtaining affordable coverage, despite not qualifying for low-income assistance programs.

Income distribution also reveals important insights into health insurance coverage. Among households with incomes below 138% of the federal poverty level (FPL)—those often eligible for Medicaid—96% are insured, leaving only 4% uninsured. However, for households between 138% and 399% of the poverty threshold, the uninsured rate rises to 6.9%, indicating that even with some eligibility for subsidized healthcare, a gap remains in coverage. Notably, households at or above 400% of the poverty threshold, typically higher-income earners, show an uninsured rate of 14.2%. This suggests that, for some, health insurance may be viewed as prohibitively expensive, or not a high priority, even among those not considered low-income.

These findings point to a coverage gap that disproportionately affects middle and upper income households, indicating that affordability remains a challenge for many in Broadview. Addressing this issue requires targeted interventions, such as promoting awareness of available insurance options, exploring municipal subsidies, or working with local employers to encourage wider health insurance offerings. Given that nearly 7% of households in the 138-399% poverty range are uninsured, despite potential access to subsidized plans, efforts must also focus on increasing enrollment outreach and education. Reducing the uninsured population,



| | Broadview | | Cook County | |
|----------------------------|--------------------|----------------------|--------------------|----------------------|
| | Insured Percentage | Uninsured Percentage | Insured Percentage | Uninsured Percentage |
| Under \$25,000 | 94.5% | 5.5% | 87.6% | 12.4% |
| \$25,000 to \$49,999 | 100.0% | 0.0% | 85.9% | 14.1% |
| \$50,000 to \$74,999 | 86.3% | 13.7% | 87.2% | 12.8% |
| \$75,000 to \$99,999 | 84.5% | 15.5% | 90.3% | 9.7% |
| \$100,000 and over | 92.1% | 7.9% | 94.7% | 5.3% |
| Total Household Population | 91.3% | 8.7% | 91.0% | 9.0% |

Figure 7.2 Household Income (In 2022 Inflation-Adjusted Dollars)

| | Broadview | | | Cook County | | |
|--|-----------------------------|--------------------|----------------------|-----------------------------|--------------------|----------------------|
| | Total Population Percentage | Insured Percentage | Uninsured Percentage | Total Population Percentage | Insured Percentage | Uninsured Percentage |
| Below 138 percent of the poverty threshold | 14.8% | 96.0% | 4.0% | 19.2% | 85.3% | 9.0% |
| 138 to 399 percent of the poverty threshold | 54.8% | 93.1% | 6.9% | 37.4% | 87.9% | 14.7% |
| At or above 400 percent of the poverty threshold | 30.5% | 85.8% | 14.2% | 43.5% | 96.2% | 12.1% |
| Below 100 percent of the poverty threshold | 13.6% | 95.7% | 4.3% | 13.4% | 85.6% | 3.8% |

Figure 7.3 Ratio of Income to Poverty Level in The Past 12 Months

particularly among middle-income and higher-income groups, will be crucial in ensuring broader access to healthcare and improving overall health outcomes in the community.

Senior Living Facilities

With an increasing aging population seeking to downsize or relocate, providing diverse and affordable senior living options has become essential for maintaining quality living conditions for all community members. Unlike traditional housing, senior living facilities encompass communities specifically designed to offer housing and care for seniors. These options may include independent living, assisted living, and nursing homes. For many older adults, senior living facilities foster a fulfilling lifestyle and mitigate social isolation. Well-managed facilities enable seniors to connect and socialize with others who share similar interests, promote healthy lifestyles through amenities and programs, ensure safe living environments, and support independence in daily activities.

In 2022, Broadview welcomed its first dedicated senior living facility, Broadview Senior Apartments, which offers 70 age-restricted units (53 one-bedroom and 17 two-bedroom) for individuals aged 55 and older. The income limits for residents must not exceed the extremely low-income threshold, set at \$19,600 for a one-person household, \$22,400 for a two-person household, \$25,200 for a three-person household, and \$27,950 for a four-person household. Broadview Senior Apartments is part of the Project-Based Voucher (PBV) Program, a rental assistance initiative under the Housing Choice Voucher (HCV) program funded by the Department of Housing and Urban Development (HUD) and administered by the local public housing agency (PHA). In Cook County, the Housing Authority of Cook County (HACC) oversees this program, which aims to help low-income individuals afford quality rental housing. Qualified residents pay 30% of their income toward rent, while HACC subsidizes the remainder.



While the establishment of the Broadview Senior Apartments is a commendable step forward, the growing senior population in both the community and the region indicates a pressing need for additional senior living options. Currently, Broadview has only one (1) senior living facility compared to neighboring communities, which offer a greater variety of options. Figure 7.4 illustrates the disparity.

The data indicates that one-third (1/3) of Broadview's population is aged 55 or older, making it one of the most aging communities in the region. However, the number of senior living facilities and available beds in Broadview falls short compared to many neighboring communities, some of which have a lower percentage of seniors. Expanding senior living options in Broadview would provide local seniors with closer alternatives and improved access to medical resources. Furthermore, new facilities should consider local income levels to ensure that a portion of the units qualifies as affordable, potentially in collaboration with the Illinois Housing Development Authority (IHDA).

| | Population 55 Years Old or Above | Percentage of Elder Population | Number of Senior Living Facilities | Number of Beds |
|-----------------|-------------------------------------|-----------------------------------|---------------------------------------|----------------|
| Broadview | 2,615 | 33% | 1 | 87 |
| Westchester | 7,682 | 46% | 1 | 120 |
| La Grange Park | 3,985 | 30% | 3 | 281 |
| North Riverside | 2,409 | 33% | 1 | 36 |
| Maywood | 5,949 | 25% | 1 | 110 |
| Bellwood | 5,190 | 28% | 3 | 275 |

Figure 7.4 Senior Population and Living Facilities in the Area

Day Care Facilities

Day care facilities are essential for providing childcare services to children from six (6) weeks to thirteen (13) years old. These facilities typically offer care for more than eight (8) children in a family home or over three (3) children in non-residential settings, including senior citizen buildings, while excluding schools. Day care services encompass basic childcare, early education, physical activities, peer socialization, and nutritional support. By providing diverse options for daycare services, communities can support working families, particularly those with dual incomes, while promoting early childhood development, social skills, and cognitive growth—factors that contribute to long-term academic success. Additionally, an abundance of daycare services can stimulate the local economy by creating jobs and attracting new residents, especially younger families.

In Broadview, there are currently ten (10) day care facilities, eight (8) of which are locally owned and operated from residential homes, while two (2) are situated in commercial buildings. This variety of options reflects the community's commitment to supporting families with young children. Additionally, the Lindop District 92 public school operates a pre-kindergarten program for children aged three (3) to five (5) within the district, further enhancing early childhood education opportunities in Broadview.

The presence of ample daycare services also contributes to community vibrancy and economic resilience. By investing in quality childcare options, Broadview can foster an environment that supports young families and enhances the overall quality of life in the community.



Health and Wellness Policies & Recommendations

Policy: Promote active and healthy lifestyles for residents of Broadview.

1. Prepare a pandemic action plan to guide the Village on potential impacts and strategies to combat future health related disasters.
2. Mitigate health hazards of existing infrastructure, including replacement of all lead pipes.
3. Conduct an audit of municipal facilities to ensure ADA compliance.
4. Create an outreach program to provide information on health insurance options available to Village residents.
5. Work with the VA Hospital/Loyola Medical Center to assess the needs of staff and patrons that can be supported within Broadview.

Policy: Create a Broadview Wellness Incentive Program.

1. Establish a wellness incentive program for Village employees to promote healthy living.
2. Offer competitive prizes for employees who participate by completing annual physical exams, cancer screenings, flu-shots, mammograms, colonoscopies, smoking cessation, etc.

Policy: Protect the community from preventable injury.

1. Regularly inspect properties to enforce regulations for fences and safety barriers for swimming pools.
2. Coordinate with CDOT and IDOT to review speed limits, review intersections such as Roosevelt Road/17th Avenue and Roosevelt Road/25th Avenue for vehicle and pedestrian safety.

Policy: Encourage physical activity.

1. Implement programs and services that encourage and increase participation in physical activity.
2. Maintain/upgrade Village infrastructure, facilities and parks to be safe and inclusive for the needs of the community.
3. Investigate policies or programs to encourage physical activity elements into all internal Village organized events for Village staff.

Policy: Provide effective and efficient management of community impacts of disasters and public health emergencies.

1. Coordinate with Cook County and Broadview public safety departments to create and implement a Village Emergency Management Plan.
2. Partner with relevant agencies (neighboring communities, Public Safety, Cook County Health Department, etc.) regarding emergency management arrangements.

Policy: Implement the goals and the recommendations of the Active People, Healthy Illinois Action Plan for Broadview.

1. Implement up to seven new crosswalks near Lindop School.
2. Transform Roosevelt Road into a vibrant, safe and accessible corridor through implementation of the Roosevelt Road Corridor Plan.
3. Collaborate with IDOT to install new crosswalks and bike lanes along 17th Avenue and 15th Street.
4. Enhance the Move with the Mayor initiative as a way of building community engagement, awareness, buy-in, and excitement around physical activity opportunities, built environment, and destinations within the Village.



CHAPTER 9

Nature & Sustainability

CHAPTER 9

Nature & Sustainability

Broadview's natural environment is a valuable and cherished asset, significantly contributing to the overall quality of life for its residents. The Village offers a variety of recreational resources, including Village parks, nearby forest preserves, and trails, which provide residents with opportunities to engage with nature. However, beyond recreation, Broadview's natural environment plays a crucial role in supporting local ecosystems by providing habitats for wildlife, enhancing environmental health, and helping the community become more resilient in the face of severe weather. As we face growing environmental challenges, such as climate change and ecological degradation, it is more important than ever for Broadview to prioritize the preservation of its natural assets to ensure a sustainable and resilient future. This chapter examines Broadview's existing environmental resources, identifies potential challenges, and introduces strategies and initiatives aimed at promoting sustainability.

Air Quality

Broadview's proximity to Chicago and its location within a mature suburban ring present unique challenges when it comes to air quality. The Village's position near industrial areas and major transportation networks exposes it to significant air pollution, which is one of the most critical environmental concerns affecting residents.



Pollutants such as Nitrous Oxides (NO_x) and Particulate Matter (PM), which are primarily emitted by vehicles, pose serious risks to public health. Other pollutants, including ground-level ozone, carbon monoxide, sulfur dioxide, and lead, also contribute to the air quality issue, which is exacerbated by Broadview's heavy reliance on transportation and proximity to industrial activities.

In 2023, Broadview's Air Quality Index (AQI) was recorded at 120, a figure considerably worse than the national average of 73. This elevated level of air pollution not only impacts the overall quality of life for residents but also puts vulnerable populations, such as children and the elderly, at greater risk. Addressing these air quality concerns is essential for protecting public health while maintaining the Village's economic vitality. Initiatives that promote cleaner transportation options, such as encouraging the use of electric and hybrid vehicles and expanding active transportation options like biking and walking, could help alleviate some of the environmental burdens caused by air pollution. In addition, as the Village has relatively low coverage of trees- expanding green spaces and planting more trees will also help improve air quality and reduce greenhouse gas emissions.



Clean Energy

As energy demands continue to grow, ensuring reliable and sustainable energy sources has become a priority for Broadview. A stable energy supply not only enhances residents' daily lives but also boosts the Village's attractiveness as a place to live and do business. With advancements in technology and growing awareness of climate issues, Broadview is well-positioned to explore cleaner energy solutions without disrupting daily life.

Solar Power

In recent years, renewable energy—particularly solar power—has gained significant traction within the community, becoming a key element of Broadview's sustainability initiatives. Solar panels, which convert sunlight into electricity through photovoltaic



Image Credit: Scott Webb

(PV) cells, are now a common feature on homes, businesses, and public buildings. The adoption of solar power not only reduces utility costs but also offers long-term energy independence, benefiting both residents and the local economy.

The Village of Broadview has taken proactive steps to promote solar energy, including incorporating a solar energy ordinance into its zoning code. This ordinance introduces standards that encourage the use of local renewable energy resources and promote sustainable building design and management. Additionally, Broadview is a member of SolSmart, a national program that recognizes communities for their efforts in promoting solar energy and addressing local barriers to its adoption.

In 2022, the Village further advanced its sustainability goals by launching the Broadview Alliance for Sustainability. This initiative actively promotes solar power by connecting residents with state-run incentives such as Illinois Shines and Illinois Solar For All, which offer financial support to make solar energy more affordable and accessible. Recognizing the importance of energy equity, local business and municipal leaders also established the Broadview Renewable Energy Business Collective as a first step toward creating a comprehensive renewable energy network. This collective focuses on addressing energy equity and the social determinants of health, helping connect local businesses with industry consultants and experts to guide them in adopting renewable energy solutions.

These programs have been instrumental in making solar energy more accessible, particularly for lower-income households, positioning Broadview to take meaningful steps toward a greener and more sustainable future.

Wind Power

Wind power is a leading source of renewable energy, utilizing wind turbines to convert the motion of blades, driven by air movement, into electricity. It has become the largest source of renewable energy in the United States, supplying over 10% of the nation's total electricity. In Illinois, wind

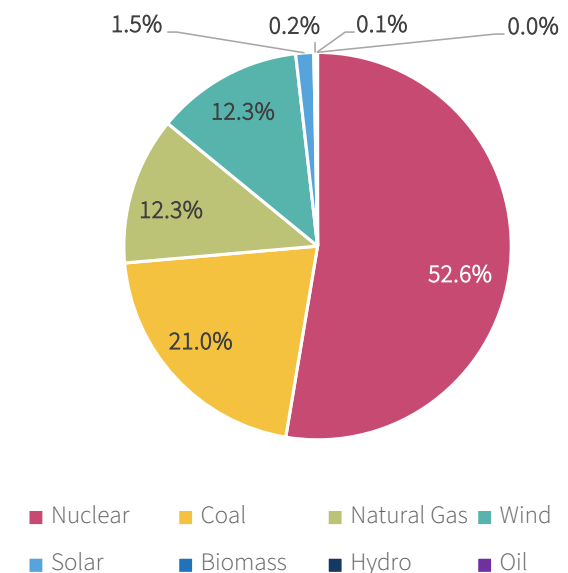


Figure 9.1 Electric Grid Mix in Illinois
Source: U.S. Energy Information Administration, 2022

energy contributes more than 12% of the state's total electricity and accounts for a remarkable 85% of its renewable energy generation (Source: U.S. Department of Energy). As of August 2024, Illinois boasts a total wind energy capacity of 7,915 MW, generated by 3,719 turbines across 79 projects (Source: U.S. Wind Turbine Database by USGS). This places Illinois fifth in the nation for wind power capacity as of 2023. Looking ahead, an additional 1,200 MW of wind power is slated to be added by 2026.

Wind turbines are typically installed in open, flat areas with low development density, where strong and consistent winds prevail. In Illinois, windmills are concentrated in the rural regions of the west and central-north parts of the state, covering roughly one-third of the land area. These regions offer ideal conditions for large-scale wind farms due to their expansive open spaces and wind patterns.

In contrast, the densely developed Chicago metropolitan area, including Cook County, is less suited for large wind turbines. The limited availability of open space and the density of buildings make large-scale wind energy infrastructure impractical. However, there are three (3) individual wind turbines located in Cook County, serving more localized energy needs.

For Broadview, known for its industrial development, the village is well-positioned to integrate wind energy and other green industries into its future growth strategy. While large-scale wind farms are not feasible within its urbanized environment, Broadview could explore opportunities in wind energy support industries, such as manufacturing components for turbines. By collaborating with regional wind power projects and investing in renewable energy technologies, Broadview could strengthen its industrial base while contributing to a more sustainable energy grid. Additionally, pursuing wind energy-related businesses, such as logistics support for wind farm development, can create synergy between Broadview's industrial strengths and the state's growing wind energy sector. This approach would not only foster economic growth but also align Broadview with



Image Credit: Brady Bellini



broader environmental goals, making the village a leader in sustainable industry practices.

Electric Vehicles (EVs)

As the use of electric vehicles (EVs) is on a rapid rise across the United States, and Illinois is no exception. The environmental benefits of electric vehicles are becoming increasingly apparent. EVs play a significant role in reducing greenhouse gas emissions, particularly carbon dioxide (CO₂) and other harmful pollutants, like nitrogen oxides (NO_x) and particulate matter. These emissions are major contributors to air pollution and climate change, and by decreasing them, EVs offer a cleaner, healthier environment for Illinois residents.

Moreover, the transition to EVs is not only an environmental necessity but also an economic and energy efficiency strategy. Unlike traditional gasoline-powered vehicles, electric vehicles convert a higher percentage of energy from their batteries into motion, making them more efficient and cost-effective to operate. Additionally, by promoting the use of EVs, Illinois can reduce its reliance on oil, enhancing energy independence and contributing to national energy security.

However, as EV adoption continues to grow, so too does the need for adequate infrastructure to support this shift. For Illinois to maintain its leadership in clean transportation, planning for widespread and accessible EV charging stations must become a top priority. Coordinated efforts at all levels of government, including local, state, and federal, are essential to ensuring the necessary infrastructure is in place to meet the increasing demand for EVs and to encourage further adoption.

In the Village of Broadview, the development of EV infrastructure is still in its early stages. As of now, only two (2) charging stations are available at 2800 19th Avenue, leaving much of the area underserved. The nearest additional charging facilities are located at 10345 West Roosevelt Road in Westchester, a short distance outside the village. This limited availability highlights a critical gap in Broadview's capacity to support the growing



Image Credit: Haberdoodas



Image Credit: Sophie Jonas

number of EV users. Expanding the number of EV charging stations in Broadview is crucial not only to meet current needs but also to prepare for the future. By investing in EV infrastructure now, Broadview can align itself with state and national trends, contribute to environmental sustainability, and attract businesses and residents who are committed to a greener future.

Moving forward, strategic placement of EV charging stations in key locations, such as shopping centers, public parking lots, workplaces, and residential areas, will be essential. Collaborating with private investors, utility companies, and government grants can help alleviate the financial burden and accelerate the expansion of this infrastructure. Encouraging local businesses to install charging stations on their premises will also promote EV adoption and bring Broadview closer to becoming an eco-friendly community.

Hydrology

Broadview's water resources are integral to its natural landscape, with two (2) significant creeks—Salt Creek and Addison Creek—flowing through sections of the Village. Salt Creek, a 43.4-mile-long stream that passes through both Cook and DuPage counties before emptying into the Des Plaines River, touches the southern edge of Broadview. While only 400 feet of Salt Creek fall within the Village's borders, its adjacent forest preserves serve as vital natural habitats for local wildlife and offer recreational opportunities for residents, such as hiking, birdwatching, and picnicking. These green spaces also contribute to the area's flood management and water filtration systems, helping maintain the environmental health of the region. Addison Creek, a 10.7-mile-long tributary of Salt Creek, runs through the southwestern part of Broadview, adding another valuable waterway to the community. Both creeks play a key role in stormwater management, helping to reduce the risk of flooding during heavy rainfalls by channeling excess water away from developed areas.



Preserving and enhancing these water resources are priorities for Broadview's long-term environmental planning. Efforts to protect the creeks and their surrounding environments not only promote biodiversity but also help mitigate the effects of urban runoff and pollution.

Flooding

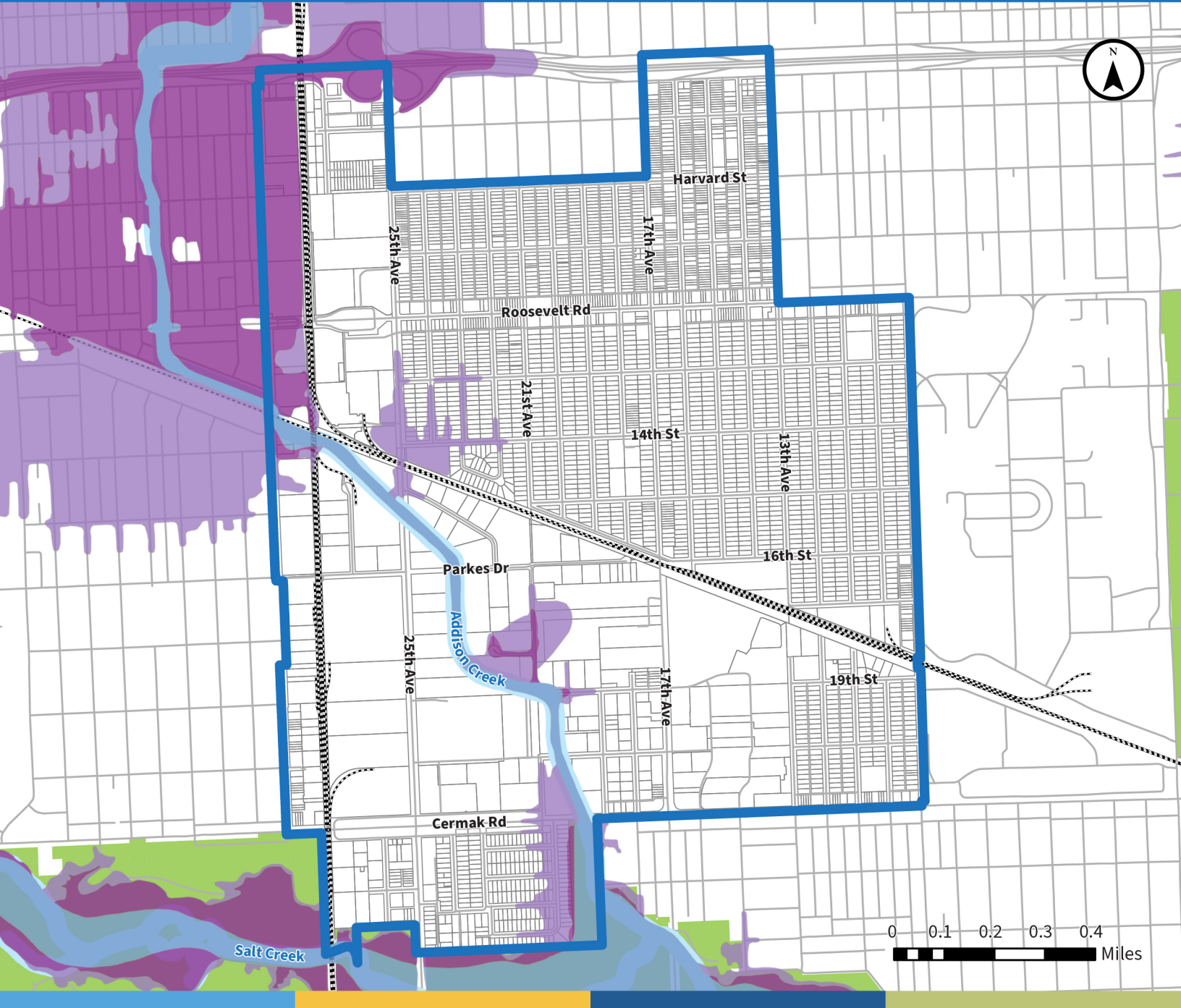
Flooding poses a significant risk to Broadview, with the potential to cause widespread damage to both property and infrastructure. When floodwaters rise, they can interrupt access to essential services, such as utilities and emergency response, while imposing steep financial costs for recovery efforts. It is crucial for communities like Broadview to be aware of flood hazard areas so they can better prepare and respond to potential disasters. The Federal Emergency Management Agency (FEMA) produces Flood Insurance Rate Maps (FIRM), which identify high-risk areas and provide critical information for floodplain management, insurance, and disaster planning.

In Broadview, flood hazard zones are primarily located near Salt Creek and Addison Creek, both of which have been designated as regulatory floodways. This designation restricts development in these areas to ensure that floodwaters can flow freely and minimize damage. Additionally, parts of Broadview's industrial areas near the Indiana Harbor Belt (IHB) railroad and certain residential properties near Cermak Road fall within the 1% (100-year) floodplain. For residents living in flood-prone areas, it is essential to be aware of these risks and take preventive measures.

Because Broadview operates on a combined sewer system that handles both sewage and stormwater, intense rainfall events can lead to backflow issues, with sewage backing up into residential basements. To help homeowners protect against these situations, the Village offers a Flood Control Assistance Program, which provides financial aid to cover up to \$9,000 of the costs for installing backflow prevention measures.



Flood Hazard Map



Flood Hazard

- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway

- Village of Broadview Boundary
- Water
- Forest Preserve
- Tax Parcels
- Railroads
- Streets

Tree Coverage

Trees are an indispensable part of Broadview's environmental framework, contributing to both the ecological health and aesthetic appeal of the community. Tree canopies provide numerous benefits, such as reducing stormwater runoff, lowering temperatures in urban areas by providing shade, and improving air quality by absorbing pollutants. Trees also play an important role in fostering a sense of community, offering recreational spaces, and enhancing residents' mental and physical well-being.

Despite these benefits, Broadview's tree canopy coverage is currently 18%, significantly lower than the Cook County average of 28%. This figure is also lower than neighboring communities like La Grange Park (41%), North Riverside (27%), Westchester (26%), and Maywood (24%).



Image Credit: Google Maps

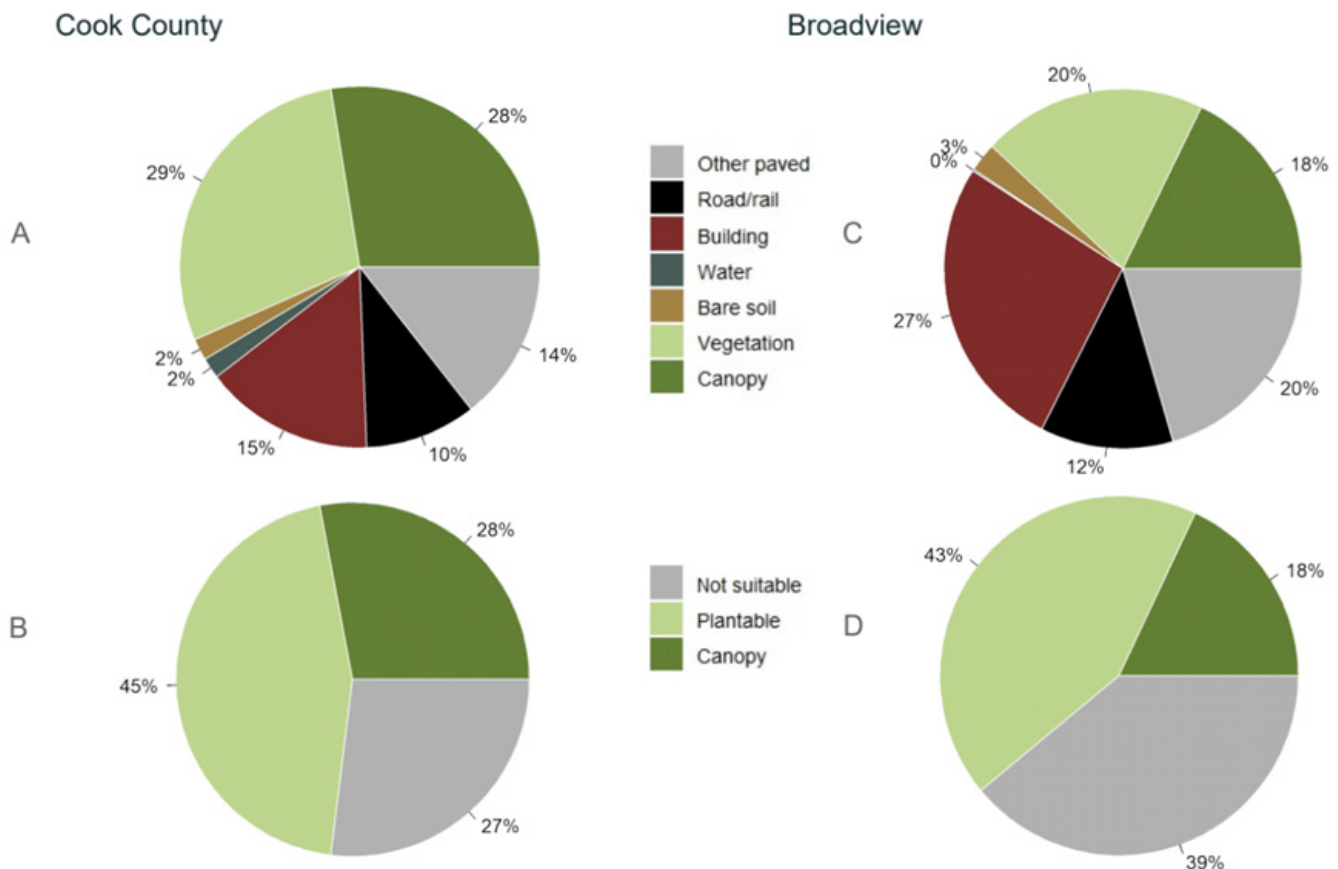
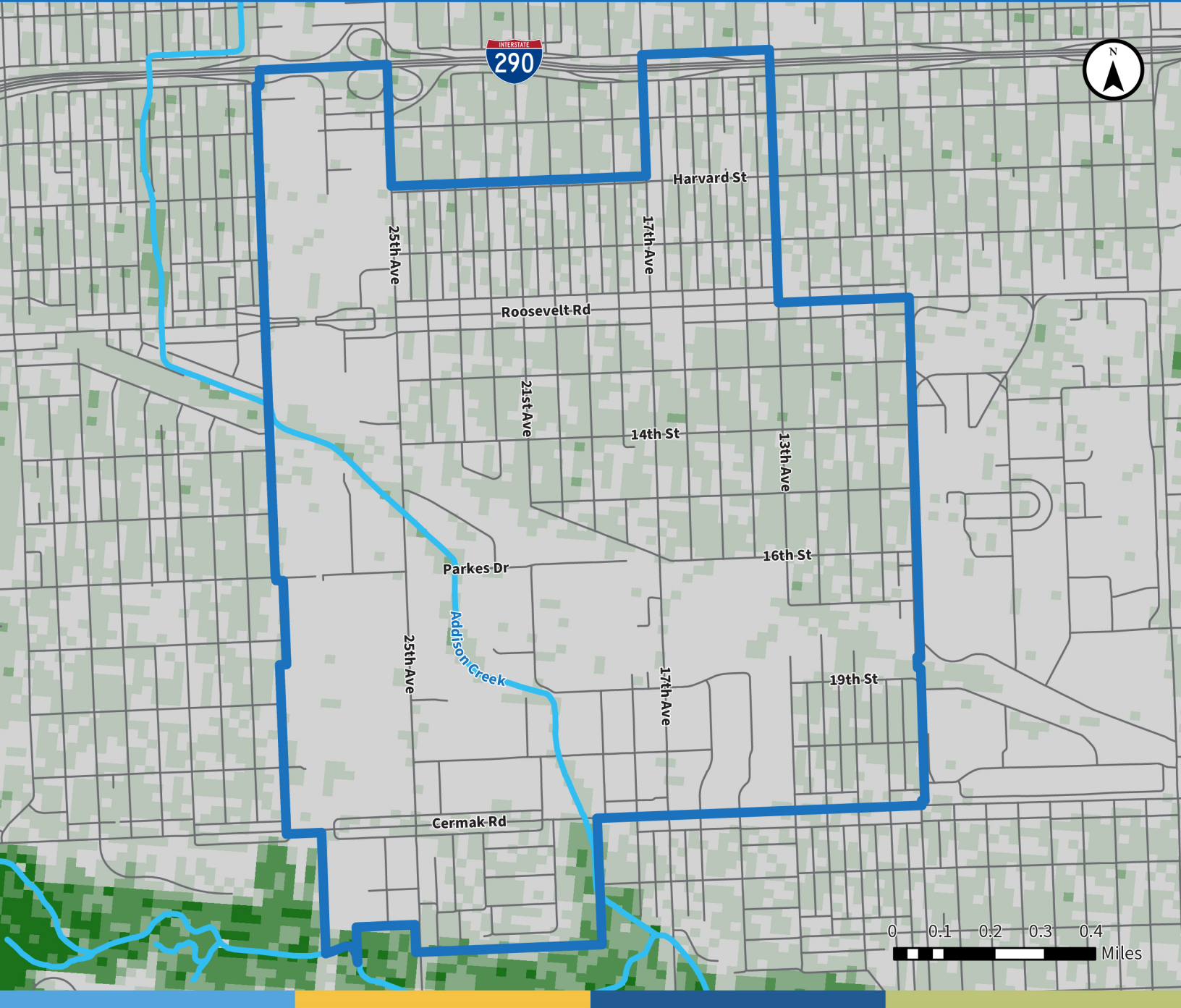
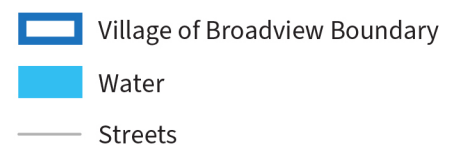
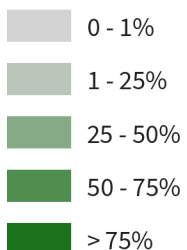


Figure 9.2 Land Cover Distribution and Plantable Space in Cook County and in Broadview
Source: The Morton Arboretum, 2020

Tree Canopy Survey Map



Canopy Coverage



Much of Broadview’s existing tree canopy is concentrated along Salt Creek, where forest preserves contribute to the green spaces that line the creek’s watershed. Although Broadview is largely built out, limiting opportunities for new green spaces, the Village can still promote sustainable development by encouraging landscaping requirements and street tree planting in future projects.

In 2023, Broadview took an important step toward improving its tree canopy by partnering with Davey Resource Group, Inc., to conduct a comprehensive tree inventory. The survey documented the number of trees, their sizes, conditions, and species, providing valuable recommendations for future public tree maintenance efforts. This initiative will help the Village better manage its green infrastructure and plan for additional tree planting in the years ahead.

| | Canopy Coverage | Impervious Coverage |
|-----------------|-----------------|---------------------|
| Broadview | 18% | 59% |
| Westchester | 26% | 38% |
| Bellwood | 18% | 56% |
| Maywood | 24% | 50% |
| North Riverside | 27% | 43% |
| La Grange Park | 41% | 35% |

Figure 9.3 Tree Coverage and Impervious Surface Coverage in the Area
Source: The Morton Arboretum, 2020

Waste Management

Managing waste in an environmentally responsible manner is another critical component of Broadview's sustainability efforts. The Village partners with SBC Waste Solutions to provide weekly waste and recycling collection services, ensuring that residents have access to reliable disposal options. Each household receives a 95-gallon waste toter and a 65-gallon recycling toter, with additional services available for bulk items, construction debris, electronics, yard waste, and Christmas trees.

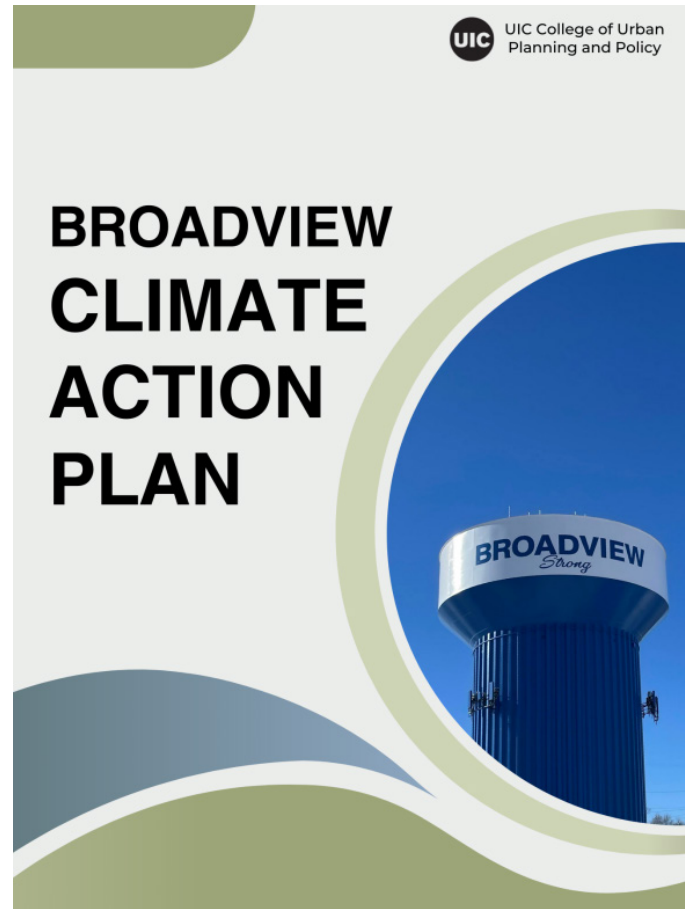
This waste management program supports not only the practical need for keeping the community clean but also the broader goal of reducing the environmental footprint of waste. By encouraging recycling and offering options for the responsible disposal of items like electronics and construction debris, Broadview is actively diverting significant amounts of material from landfills, reducing greenhouse gas emissions associated with waste, and conserving resources through material reuse.

In addition to recycling program, the Village is active in promoting composting and food waste reduction. Composting is a natural process of recycling organic matter by breaking it down into a nutrient-rich soil amendment. Broadview is the only community in Illinois being part of the federal Compost and Food Waste Reduction Initiative. In 2023, the Village started collaboration with the Cross Community Climate Collaborative Composting Initiative on a residential curbside food scrap diversion program. Also, the Village has been participating in the Seven Generations Ahead Zero Waste Schools program, which intends to incorporate food scrap diversion system in schools. The program will foster food recovery protocols toward reducing food waste and returning finished compost back into the communities for uses in school and community landscapes. The active role the Village has been playing is crucial in protecting the community environment by reducing greenhouse gases, reducing waste, improving soil health, and ultimately building a resilient community that has a strong food system and recovery network.

[illegible]

UIC Climate Action Plan

In 2024, the Village of Broadview teamed with the University of Illinois at Chicago to formulate a Climate Action Plan. This effort resulted in two (2) long-range planning documents: “The Broadview Climate Action Plan” and “Broadview Forward: A Climate Action Plan.” These plans offer various strategies to achieve the overarching goals of boosting health and wellness within the Village of Broadview, fostering economic prosperity through mitigation of the effect of climate change, and reducing overall greenhouse gas emissions. The Village should refer to these plans when contemplating infrastructure improvements or new developments within the Village, and implement the recommendations of the plans when feasible.



Nature and Sustainability Policies & Recommendations

Policy: Promote energy efficiency and renewable energy.

1. Support the installation of alternative energy systems (wind/solar).
2. Implement Climate Action Plan recommendations from the recent partnership with the University of Illinois at Chicago (UIC).
3. Install EV charging stations at public parking lots, Village Hall, and other municipal facilities.
4. Utilize technical assistance provided by SolSmart (silver designation awarded in 2022) to implement climate related initiatives.
5. Partner with the Broadview Library to offer informational programming about community solar energy.
6. Pass resolution to join the Greenest Region Compact.

Policy: Utilize green infrastructure to mitigate environmental impacts.

1. Coordinate with the Metropolitan Water Reclamation District on the current Addison Creek Channel Improvements Project and future maintenance of the creek.
2. Encourage green infrastructure and natural landscape solutions which enhance permeability and water filtration.
3. Encourage the use of native plants, salt resistant plants, permaculture, and rain gardens.
4. Develop guidelines for landscaping in commercial and industrial areas.
5. Promote resources to help the community identify invasive species and employ mitigation techniques.
6. Pursue Tree City USA designation (www.arboday.org).

Policy: Implement the recommendations of the UIC Climate Action Plan (group 1).

1. Implement street tree planting and maintenance programming in order to mitigate impacts of flooding, extreme heat and poor air quality.
2. Enhance street infrastructure elements to reduce and mitigate flooding impacts.
3. Integrate sustainability into Broadview civic identity through community engagement and programming.
4. Expand access to environmental education and public green space by constructing an environmental education center and natural play space with community garden plots.
5. Improve the efficiency and sustainability of the large industrial and commercial facilities, including chain retail stores using incentives and building code updates.
6. Retrofit Broadview's existing housing stock to improve energy efficiency.
7. Implement freight idling regulation to reduce greenhouse gas emissions and pollution.
8. Create a freight corridor and vegetative barrier to reduce freight pollution in residential areas.
9. Build an alternative fuel station to promote the transition to low or no emission trucking.

Policy: Implement the recommendations of the UIC Climate Action Plan (Group 2).

1. Adopt a reforestry program.
2. Install permeable pavement.
3. Embrace solar transition.
4. Introduce community air monitoring.
5. Establish a community connection program.



CHAPTER 10

Technology

CHAPTER 10

Technology

Technology is no longer a novelty in today's world; it permeates every aspect of our lives. From smartphones to complex databases, whether in the palm of our hands or operating behind the scenes, technology has become indispensable. Its significance extends to community development, where it drives economic growth, provides easier access to public information and services, connects residents to education, healthcare, and job opportunities, and fosters community engagement and connectivity. For Broadview, ensuring comprehensive technology infrastructure is essential to building a reliable, connected society, improving quality of life, and promoting sustainable economic development.

Internet Access

Broadview boasts comprehensive high-speed Internet coverage, with 98% of households enjoying access to at least 100 Mbps download and 20 Mbps upload speeds. This benchmark is recognized as the standard for broadband internet, as defined by the Federal Communications Commission (FCC) on June 30, 2024. The predominant type of Internet service available in the community is cable broadband, which utilizes coaxial cables to connect homes to local fiber cabinets. This service is widely accessible and meets the needs of most households.

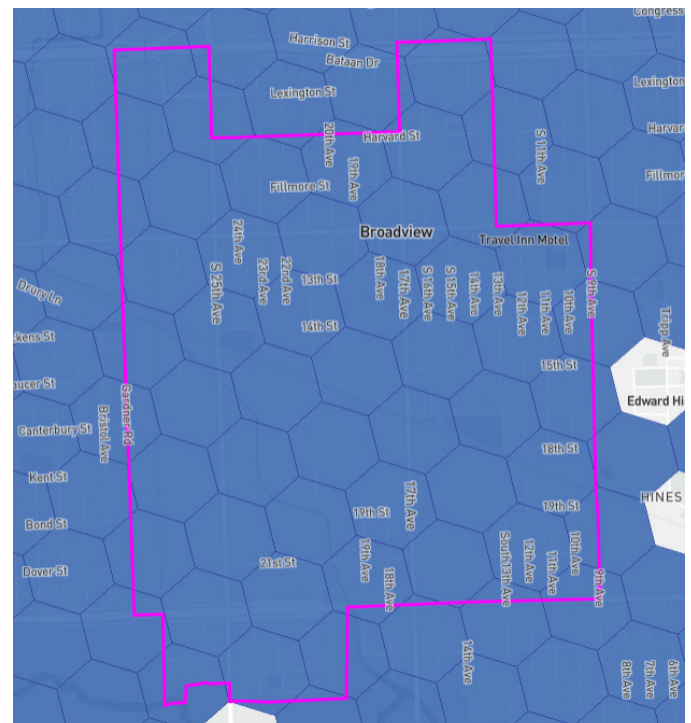


Figure 10.1 Fixed Residential Broadband (Cable/Fiber) Coverage in Broadview

Source: Federal Communications Commission, 2024

While cable broadband is prevalent, fiber broadband is emerging as a superior option. This high-speed service uses fiber-optic cables to transmit data, achieving speeds of up to 25 gigabits per second (Gbps). Fiber broadband offers enhanced reliability and can carry more data over longer distances than traditional cable Internet. However, as a developing technology, fiber broadband coverage in Broadview is still limited, reaching just over 50% of the area.

Cellular Access

Broadview is fully covered by cellular services from major providers, including Verizon, AT&T, and T-Mobile. Both 4G LTE and 5G networks offer coverage to 100% of homes, ensuring residents have access to reliable mobile connectivity. The new 5G technology significantly enhances performance, delivering speeds of up to 20 Gbps, lower latency, and the capacity to support up to a million devices per square kilometer.

This advanced 5G network in Broadview provides not only high-speed data but also excellent voice quality throughout the village. T-Mobile and Verizon stand out for their expansive 5G and 4G coverage, while AT&T, although covering a slightly smaller area, still provides competitive speeds and reliable service.

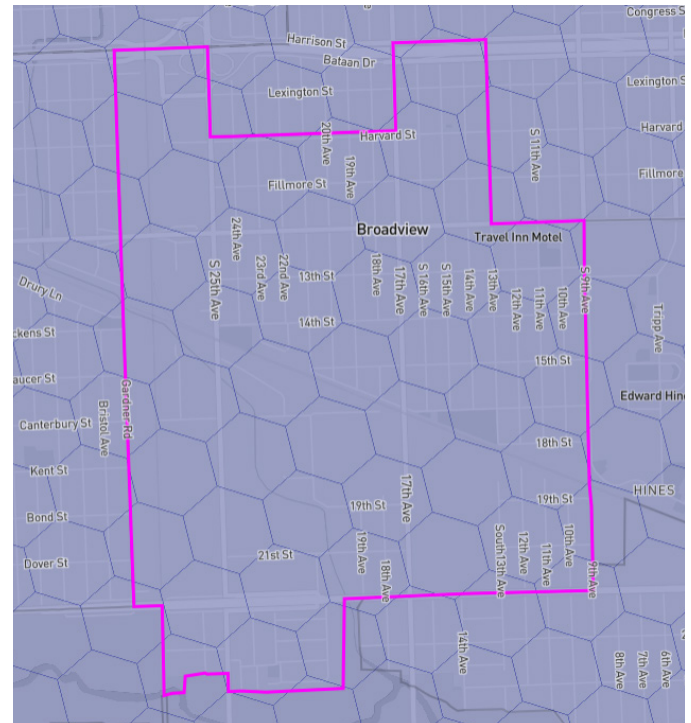


Figure 10.2 Mobile Broadband (4G) Coverage in Broadview

Source: Federal Communications Commission, 2024

Workforce

As technology improves and transforms, new ways of working with new technologies and resources become available. Particularly since the recent pandemic, increased workloads and access to technology have made it possible for employees to work efficiently from home or outside the office environment. Although most Village employees will be required to work at Village Hall to provide service to residents and businesses, some employees may benefit from a more flexible working environment.



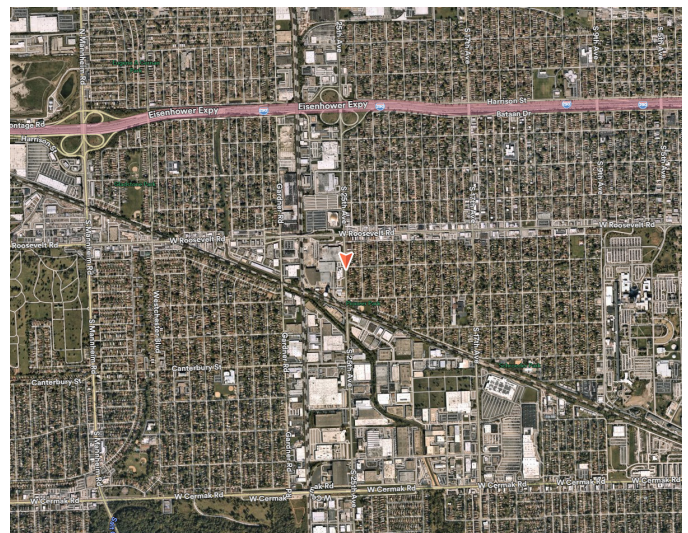
Information Technology (IT) Staffing & Support

The Village should evaluate its current IT staffing and needs. The Village should assess the role of IT and departmental capabilities and communication, and formalize lines of responsibilities to ensure clear responsibilities and reduce redundant workloads. The Village should evaluate existing IT support services for cost and efficacy, and consider designating a full or part-time IT staff person to coordinate all technology and communications between departments. The Village should also consider digitizing older files and development plans and transitioning to a cloud-based system to protect vital Village data from loss due to cyber crime and/or natural disaster.



Data Analytics

The Village should strive to incorporate the use of data and analytics to improve the efficiency of Village operations and services, and improve the quality of life for Village residents. The Village should assess current capabilities and establish a plan to determine how data can be effectively utilized and delivered across all Village departments. Data sharing on the Village's new website can be expanded to make available more information and data to residents and business such as integrating a GIS portal to highlight available redevelopment opportunities or provide an opportunity for residents to identify issues and opportunities within the Village. The Village should also promote data sharing between all departments including the police and fire departments to integrate all available information to where it can be effectively incorporated. Incorporating data and data-driven solutions will allow the Village to provide more efficient services that more closely relate to the evolving conditions and technological challenges facing the Village.



Equity & Accessibility

The goals of equity can be supported and accelerated when the benefits of technology are achieved for all

residents of all demographics and income levels. With improved awareness and communication, digital technologies can provide increased access to public services and greater participation of residents in community activities and events. Lower income residents tend to rely on cell phone accessibility to the Internet as opposed to more expensive desktop computers, which should be taken into consideration when incorporating Internet based data access and public outreach initiatives.

The Village should initiate a public outreach to residents to determine appropriate metrics to provide equitable access to technology based solutions provided by the Village. The Village's aging population and evolving demographics also provide challenges to accessibility. Older residents tend to ask the necessary skills to utilize constantly changing and evolving technologies, and the Village's growing Hispanic population may face language barriers to Village outreach efforts and data sharing initiatives.

Artificial Intelligence (AI)

Applications for utilization of artificial intelligence are rapidly developing and improving, and offer opportunities and challenges for the Village. Online AI applications are being released to the public and advancing at a brisk pace. Natural language processing (NLP) has been adapted to read, write, and communicate in human language form. AI can also be utilized to process data and “learn” from inputs, allowing for faster computation and providing insights that may provide benefits for analyzing data relevant to Village operations and services.

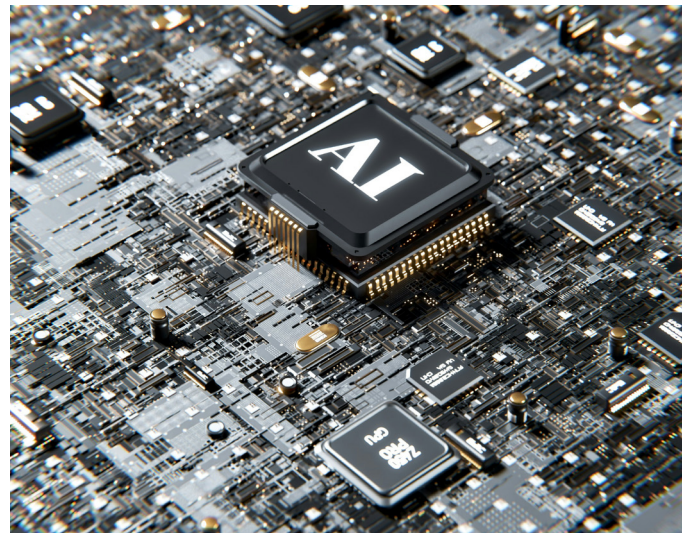


Image Credit: Igor Omilaev

Technology Policies & Recommendations

Policy: Utilize all available technologies to better serve the community.

1. *Encourage the co-location of future telecommunications antennas (cell towers).*
2. *Expand upon the newly updated Village website to promote government transparency and encourage civic participation.*
3. *Integrate geographic information systems (GIS) into the Village's website.*
4. *Evaluate municipal technology and software needs and upgrade systems to meet local resident and business demands.*
5. *Develop a Village cellphone app to provide Village news and alerts, and to reach younger, more technologically savvy residents who do not utilize traditional public outreach platforms.*
6. *Create a technology assessment and action plan that will survey existing telecommunications infrastructure, identify locations for new infrastructure, review Village codes and ordinances related to telecommunications, and remove barriers to increased investment in telecommunications.*

Policy: Reimagine Village workforce & Processes.

1. *Establish a working group to provide guidance on prioritization of IT initiatives.*
2. *Evaluate current IT support systems and review of IT consulting services.*
3. *Appoint a staff point-person to be responsible for IT related support and initiatives.*
4. *Review staffing responsibilities and potential for remote work where feasible, to help Broadview provide efficient services and attract talented Village employees.*

Policy: Leverage data to provide more efficient Village services and spur innovation.

1. *Develop a formal cross-department stat-sharing strategy and policy to improve Village operations and provide more efficient services to residents.*
2. *Provide training for Village employees on relevant new technologies that could benefit their departments.*
3. *Develop standards and tools for designing and implementing public services delivered through digital channels.*

Policy: Ensure equity and accessibility to all Village employees, residents and businesses.

1. *Conduct a public outreach effort/survey of Village residents and businesses to determine technology needs and barriers to access.*
2. *Continue to improve and expand on the capabilities of the Village's website.*
3. *Strive to provide increased multi-lingual Spanish translation on Village digital services and outreach efforts to address the needs of Broadview's growing Hispanic population.*
4. *Work with the Broadview Public Library to provide access and training to older residents who lack sophisticated computer skills.*

Policy: Investigate potential opportunities for AI to assist in Village operations.

1. *Conduct a task force or appoint a designated point-person for research into potential benefits of AI..*
2. *Work with the Police department to investigate and prepare for potential issues relating to widespread AI implementation.*



CHAPTER 11

Implementation

CHAPTER 11

Implementation

This chapter describes the next steps and actions to take to implement the recommendation in this Comprehensive Plan. Implementation is a mix of policy, programming and planning efforts to be undertaken by the Village. These efforts may be prioritized for the short, medium, or long term and may require securing funding and working closely with partner organizations and governments to accomplish tasks.

Periodically updating this Comprehensive Plan is important in order to reflect the impacts of significant demographic changes or changes to the economic environment. Prior to this planning effort, the Village last updated the Comprehensive Plan in 2006 (19 years ago). This plan should be reviewed annually to monitor progress towards goals and recommendations provided in the plan and updated periodically when the document no longer reflects current conditions or political policy objectives.

Funding Resources

1. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Federally funded program administered through IDOT to fund surface transportation improvements. Eligible projects include pedestrian and bicycle facility projects, as well as transit improvements and traffic flow projects.

<https://www.cmpa.illinois.gov/mobility/strategic-investment.cmaq>

2. Illinois Transportation Enhancement Program (ITEP)

Federally funded program administered by IDOT to fund surface transportation improvements available to local taxing authorities.

<https://www.idot.illinois.gov/transportation-system/local-transportation-partners.county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

3. Federal RAISE Grants (formerly Tiger Grants)

Federal program to fund projects to modernize infrastructure. Projects are assessed for design and accessibility for travelers and to increase mobility for freight and supply chain efficiency.

<https://www.transportation.gov/RAISEgrants>

4. Surface Transportation Program (STP)

Funding allocated through Councils of Mayors who oversee planning and programming of funds. Funds can be used for bicycle and pedestrian projects.

<https://www.cmap.illinois.gov/committees/advisory/council-of-mayors/stp>

5. IDNR Recreational Trails Program (RTP) and Illinois Bicycle Path Grant (BPG) Program

This program helps with acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. The program can provide up to 80% federal funding and requires a minimum of 20% local matching funds.

<https://www2.illinois.gov/dnr/grants/Pages/IllinoisTrailsGrantPrograms.aspx>

6. Federal Recreational Trails Program (RTP)

Created through the National Recreational Trail Fund Act (NRTFA) as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU). Provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails.

<https://www2.illinois.gov/dnr/AEG/Pages/FederalRecreationalTrailsProgram.aspx>

7. RTA Access to Transit Program

Launched in 2012 to support small scale capital projects that improve pedestrian and bicycle access to public transportation. Open to municipalities that have completed or are in the process of implementing a project through the RTA Community Planning Program or the CMAP LTA Program, or other community planning efforts.

<https://www.rtachicago.org/plans-programs/access-transit-program>

8. RTA Community Planning Program

Offers technical assistance and funding for plan implementation activities to local governments to address local planning needs that include public transportation and land use.

<https://www.rtachicago.org/plans-programs/grants-projects/community-planning>

9. PeopleForBikes

Supports bicycle and infrastructure projects relating to bicycle safety. Priority given for low-income communities and communities of color.

<https://peopleforbikes.org/grants>

10. AARP Livable Communities

Small grants are provided for quick action projects that can support residents over age 50 and communities to become more livable for residents of all ages.

<https://communitychallenge.aarp.org/2023/organizations/aarp/home>

11. IDOT Safe Routes to School

Funding for both infrastructure and non-infrastructure projects to encourage children to walk and bike to school in a safe environment.

<https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-agencies/safe-routes-to-school/index>

12. Business Districts

Business districts can be established by municipalities to support development in targeted areas similar to the Village's existing TIF districts and Enterprise Zone. These districts utilize sales taxes as opposed to property taxes, and can compliment the Villages existing TIF and EZ by funding expenses to support local businesses that are not eligible to be funded through TIF or EZ districts.

<https://www.ilcma.org/wp-content/uploads/2019/02/What-are-Opportunity-Zones-and-Business-Improvement-Districts/Heniff.pdf>



Implementation Action Guide

High = 1 to 5 years; Medium = 5 to 10 years; Low = over 10 years

| Task | Lead Group | Partners | Priority |
|--|----------------------------------|------------------|----------|
| <i>Maintain balance of land uses (residential, commercial and industrial) to provide a wide range of housing options, a diversity of commercial retail and service options, and well-paying industrial employment opportunities.</i> | Plan Commission Village Board | | Low |
| <i>Encourage mixed-use style developments (residential over ground floor commercial) along Roosevelt Road and north of Roosevelt Road on 17th Avenue to allow for increased density and a diversity of housing options.</i> | Plan Commission Village Board | Safety Committee | Low |
| <i>Discourage encroachment of commercial uses into the established industrial areas west of 25th Avenue and west of 17th Avenue/south of the Canadian National railroad ROW.</i> | Plan Commission Village Board | Safety Committee | Low |
| <i>Explore opportunities for infill pocket parks and dog parks to serve local residents.</i> | Plan Commission Village Board | | Low |
| <i>Encourage increased landscape buffering between industrial/commercial areas and residential neighborhoods.</i> | Safety Committee | Safety Committee | High |
| <i>Protect and enhance the residential neighborhoods through elimination of incompatible uses.</i> | Plan Commission Village Board | | Low |
| <i>Consider specific zoning changes to allow for increased density where appropriate, including increased building height and reduced parking requirements.</i> | Plan Commission Village Board | | Low |
| <i>Perform comprehensive review of Zoning Ordinance and initiate update/rewrite of zoning code to reflect changes in State/Federal law and to promote the recommendations of this Comprehensive Plan.</i> | Plan Commission Village Board | | Medium |
| <i>Update the zoning application form to ensure all required information is provided, and to be easier for applicants to understand.</i> | Staff | Safety Committee | High |
| <i>Review the Broadview Square Planned Unit Development (PUD) to ensure permitted tenants/uses meet current market demand.</i> | Staff | | Medium |
| <i>Pursue rezoning of selected properties along 17th Avenue and Roosevelt Road to aid in business establishment and redevelopment along these corridors.</i> | Plan Commission Village Board | | Medium |

| Task | Lead Group | Partners | Priority |
|---|------------------------|---|----------|
| <i>Re-establish a facade grant program for the reconfigured Roosevelt Road/17th Avenue TIF to encourage property owners to enhance the appearance of their buildings.</i> | Village Board | Property Owners | High |
| <i>Continue to utilize the existing TIF district on Roosevelt Road/17th Avenue to incentivize new redevelopment along the corridors.</i> | Village Board | | Low |
| <i>Consider establishment of a Special Service Area (SSA) or Business Improvement District (BD) to maintain and service businesses along the Roosevelt Road Corridor.</i> | Village Board | | Medium |
| <i>Consider creation of an economic development commission to aid in the marketing and business development of the Village.</i> | Village Board | | Medium |
| <i>Consider hiring a dedicated full-time or part-time economic development director to promote Broadview, recruit desirable new businesses, and maintain relationships with existing businesses.</i> | Village Board | | Medium |
| <i>Create a marketing program to publicize the benefits of the TIF and EZ programs for local Broadview property owners and businesses.</i> | Staff | Enterprise Zone | High |
| <i>Continue to proactively recruit desirable business along the Roosevelt Road Corridor and within the Village Square shopping center.</i> | Staff | Safety Committee | Medium |
| <i>Evaluate existing separation requirements for like-type business uses within the Village.</i> | Staff | | High |
| <i>Target commercial retail uses that are under-represented or can compliment existing businesses within the Village.</i> | Staff | Safety Committee | Medium |
| <i>Formalize and codify the Village policy of Safety Committee meetings for all new developments in the Village.</i> | Staff | Safety Committee | High |
| <i>Maintain relationships with local business owners, particularly the owner of the Village Square shopping center to eliminate vacancies and encourage desirable future tenants in the center. Consider a reduction of existing parking areas to allow for additional outlot commercial developments within the existing shopping center parking areas where feasible.</i> | Village Board Staff | Local Business owners | Medium |
| <i>Continue regional collaboration efforts through relationships with Proviso Municipal League, Illinois Municipal League, Cook County Land Bank, Metropolitan Mayor's Caucus, and other regional organizations.</i> | Staff | Municipal League, Land Bank, Mayor's Caucus | Medium |

| Task | Lead Group | Partners | Priority |
|---|----------------------------------|---------------------|----------|
| <i>Coordinate regularly with the multi-jurisdiction West Regional Enterprise Zone administrator to capitalize on available incentives for local development projects.</i> | Staff | Enterprise Zone | High |
| <i>Maintain and protect Broadview's stable, high quality single-family residential neighborhoods.</i> | Plan Commission Village Board | | Low |
| <i>Continue strong code enforcement program to maintain attractive and stable residential neighborhoods.</i> | Staff | Building Department | Medium |
| <i>Encourage market rate housing options.</i> | Village Board | | Low |
| <i>Continue and strengthen efforts to enforce the building and maintenance code.</i> | Staff | Building Department | Medium |
| <i>Encourage future residential development to follow the future land use plan in order to make residential areas more congruous and to regulate density.</i> | Plan Commission Village Board | | Medium |
| <i>Promote residential infill development at compatible densities to surrounding properties.</i> | Plan Commission Village Board | Safety Committee | Medium |
| <i>Maintain strong police presence and explore community policing strategies to preserve Broadview's safe neighborhoods.</i> | Police Department | | Medium |
| <i>Promote a wider diversity of housing options for residents, including "missing-middle" and senior housing options. Create incentives through the TIF, EZ and other programs to incentivize these types of housing options.</i> | Plan Commission Village Board | | Medium |
| <i>Support the public sector's efforts to meet changing housing demands and special housing needs.</i> | Village Board | | Low |
| <i>Update Broadview's zoning code to allow for expanded housing options.</i> | Plan Commission Staff | | High |
| <i>Promote housing options that respond to the special needs of students, young adults, veterans, female headed households and the elderly.</i> | Plan Commission Village Board | | Medium |
| <i>Promote new affordable senior housing for aging population.</i> | Plan Commission Village Board | | Medium |
| <i>Develop programs that allow seniors to stay in their homes as long as possible (home maintenance and repair, home healthcare, meal programs, etc.).</i> | Village Board | | Medium |

| Task | Lead Group | Partners | Priority |
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| <i>Explore opportunities to expand the range of housing types for seniors, such as accessory dwelling units (ADUs), multi-generational living, 55+ targeted housing.</i> | Plan Commission Village Board | | Low |
| <i>Advocate for new and efficient public transit access and connections (rail, bus, etc.)</i> | Village Board | CCDOT & IDOT | Low |
| <i>Evaluate existing PACE bus service using Pace’s “Transit Supportive Guidelines” to identify and prioritize necessary roadway improvements.</i> | Staff | PACE | High |
| <i>Continue to collaborate with CCDOT and IDOT on corridor/intersection improvement studies and plan implementation.</i> | Staff | CCDOT & IDOT | Medium |
| <i>Evaluate Roosevelt Road for opportunities for safe pedestrian crossing points from Village Parking lots.</i> | Staff | IDOT | Medium |
| <i>Update the Village wayfinding program to provide signage directing residents and visitors to prominent locations (municipal building, library, parks, schools, etc.).</i> | Village Board | | Medium |
| <i>Work with neighboring communities, Cook County and the Forest Preserve District to link Broadview neighborhoods, industrial employments centers and the Village Square shopping center to regional bicycle trail systems.</i> | Village Board | Cook County Forest Preserve | Medium |
| <i>Adopt a complete streets program for arterial and connector roadways.</i> | Village Board | | Low |
| <i>Replace broken streetscape fixtures (lighting, benches, trash containers) along Roosevelt Road.</i> | Staff | Public Works | High |
| <i>Coordinate with local schools on Safe Routes to School programs.</i> | Staff | Broadview Schools | Medium |
| <i>Utilize the Roosevelt Road/17th Avenue TIF district to complete the Roosevelt Road Streetscape improvements east of 17th Avenue to 9th Avenue.</i> | Village Board | Public Works | Medium |
| <i>Create distinctive streetscape features for each primary retail area (Roosevelt Road Corridor and Village Square shopping center) to distinguish and promote the individual identity of these areas.</i> | Staff | | Medium |
| <i>Conduct a parking study along Roosevelt Road to determine actual parking needs along the corridor.</i> | Staff | | Medium |

| Task | Lead Group | Partners | Priority |
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| <i>Develop an industrial streetscape template to improve the visual appeal of industrial areas west of 25th Avenue and lessen the impact of industrial uses on the residential areas immediately west of 25th Avenue in Westchester.</i> | Staff | | Medium |
| <i>Evaluate parking at the Village Square shopping center to allow for additional commercial development.</i> | Staff | | Medium |
| <i>Monitor effectiveness of the Village's recent conversion of public parking lots to metered parking.</i> | Staff | | Medium |
| <i>Work with the Illinois Department of Transportation (IDOT) to maintain on-street parking along Roosevelt Road to support local businesses.</i> | Staff | IDOT | Medium |
| <i>Conduct a comprehensive assessment of Broadview's infrastructure including roadways, bridges, water systems, wastewater systems, and stormwater management.</i> | Public Works | Public Works | Medium |
| <i>Update and annually adopt a capital improvements plan.</i> | Public Works Village Board | Public Works | Medium |
| <i>Coordinate water/sewer line replacement on Roosevelt Road east of 17th Avenue with planned streetscape improvements.</i> | Public Works Village Board | Public Works | Low |
| <i>Support initiatives documenting and celebrating the diverse cultural history of Broadview.</i> | Village Board | | Low |
| <i>Promote and publicize the annual Juneteenth celebration as a regional cultural and entertainment event.</i> | Village Board Staff | | Medium |
| <i>Explore youth focused programs to engage and empower younger generations in community engagement.</i> | Village Board Staff | | Low |
| <i>Create a program to recognize residents who exhibit extraordinary pride in the community through attractive landscaping, exterior home renovations and creative holiday displays.</i> | Village Board | | Low |
| <i>Explore senior services such as lawn maintenance and snow removal.</i> | Village Board | | Medium |
| <i>Conduct outreach initiatives to seniors, particularly the Broadview Senior Living facility to understand the specific needs, preferences and challenges faced by Broadview seniors.</i> | Staff | Broadview Senior Housing | Low |

| Task | Lead Group | Partners | Priority |
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| <i>Work with the Park District to encourage the reopening of the swimming pool at Schroeder Park.</i> | Village Board | Park District | Low |
| <i>Continue outreach programs by public safety agencies (police/fire) including National Night Out, CPR training, etc.</i> | Staff | Police Dept. Fire Dept. | Medium |
| <i>Support and promote the excellent reputation of the Broadview Police and Fire Departments.</i> | Village Board | Police Dept. Fire Dept. | Low |
| <i>Prepare a pandemic action plan to guide the Village on potential impacts and strategies to combat future health related disasters.</i> | Village Board | Cook County Health Dept. | Low |
| <i>Mitigate health hazards of existing infrastructure, including replacement of all lead pipes.</i> | Public Works | | Low |
| <i>Conduct an audit of municipal facilities to ensure ADA compliance.</i> | Staff | | Medium |
| <i>Create an outreach program to provide information on health insurance options available to Village residents.</i> | Staff | Broadview Library | Medium |
| <i>Work with the VA Hospital/Loyola Medical Center to assess the needs of staff and patrons that can be supported within Broadview.</i> | Staff | Hines V.A. Loyola Medical | Medium |
| <i>Support the installation of alternative energy systems (wind/solar).</i> | Village Board | | Low |
| <i>Implement Climate Action Plan recommendations from the recent partnership with the University of Illinois at Chicago (UIC).</i> | Village Board | | Low |
| <i>Install EV charging stations at public parking lots, Village Hall, and other municipal facilities.</i> | Village Board | Public Works | Medium |
| <i>Utilize technical assistance provided by SolSmart (silver designation awarded in 2022) to implement climate related initiatives.</i> | Staff | SolSmart | Medium |
| <i>Partner with the Broadview Library to offer informational programming about community solar energy.</i> | Staff | Broadview Library | Medium |
| <i>Pass resolution to join the Greenest Region Compact.</i> | Village Board | | Low |
| <i>Encourage green infrastructure and natural landscape solutions which enhance permeability and water filtration.</i> | Staff | Safety Committee | Medium |

| Task | Lead Group | Partners | Priority |
|---|---------------|------------------|----------|
| <i>Encourage the use of native plants, salt resistant plants, permaculture, and rain gardens.</i> | Staff | Safety Committee | Medium |
| <i>Develop guidelines for landscaping in commercial and industrial areas.</i> | Staff | | Medium |
| <i>Develop guidelines for landscaping in commercial and industrial areas.</i> | Staff | | Medium |
| <i>Promote resources to help the community identify invasive species and employ mitigation techniques.</i> | Staff | | Low |
| <i>Pursue Tree City USA designation (www.arborday.org).</i> | Village Board | Public Works | Low |
| <i>Encourage the co-location of future telecommunications antennas (cell towers).</i> | Village Board | Safety Committee | Low |
| <i>Expand upon the newly updated Village website to promote government transparency and encourage civic participation.</i> | Staff | | Low |
| <i>Integrate geographic information systems (GIS) into the Village's website.</i> | Staff | | Low |
| <i>Evaluate municipal technology and software needs and upgrade systems to meet local resident and business demands.</i> | Staff | | High |
| <i>Develop a Village cellphone app to provide Village news and alerts, and to reach younger, more technologically savvy residents who do not utilize traditional public outreach platforms.</i> | Staff | | Medium |
| <i>Create a technology assessment and action plan that will survey existing telecommunications infrastructure, identify locations for new infrastructure, review Village codes and ordinances related to telecommunications, and remove barriers to increased investment in telecommunications.</i> | Staff | | Low |

