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# Broadway Land Use Framework

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**Edgewater and Uptown, Devon to Montrose**



**January 16, 2025**

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Edgewater and Uptown, Devon to Montrose

## Purpose

To support consistent, intentional, and transparent development decisions along Broadway, the Department of Planning and Development (DPD) and partners collaborated to create this draft land use framework. The framework translates community priorities into clear expectations for land uses, density, zoning districts, and other development parameters.

## Process

### Partners

The following organizations worked together to develop and execute this planning process:

- Department of Planning and Development (DPD)
- Department of Housing (DOH)
- 46<sup>th</sup> Ward, Ald. Angela Clay
- 47<sup>th</sup> Ward, Ald. Matt Martin
- 48<sup>th</sup> Ward, Ald. Leni Manaa-Hoppenworth
- Edgewater Chamber of Commerce
- Uptown United

### Past Studies

This planning process builds upon recent visioning efforts along the Broadway corridor in Edgewater and Uptown. This process identified the elements relating to property development to refine and create a plan for implementation.

Some of the key examples that were referenced and built upon include:

[2023 Uptown eTOD Site Study](#) by Uptown United

[2021 Broadway Community Vision](#) by the 48<sup>th</sup> Ward

[2021 Development Guide for Central Uptown](#) by Uptown United

[2018 Red and Purple Modernization Transit-Oriented Development Plan](#) by Chicago Transit Authority (CTA)

[2014 Uptown Corridor Development Initiative](#) by Metropolitan Planning Council

[2008 Discover Asia on Argyle](#) by the Urban Land Institute and Metropolitan Planning Council

## Key Analysis Findings

Current public investment into the Red and Purple Line Modernization project along the Broadway corridor provides once-in-a-generation opportunities for improved transit service, infrastructure upgrades, and new transit-oriented development in Uptown and Edgewater. CTA construction is projected to be complete by late 2026 or early 2027. Ridership for stations within the study area is still only about half what it was in 2015, even after post-pandemic rebound.

Uptown and Edgewater are both below their historic populations, with Edgewater at about 90% of its prior peak population and Uptown less than 70% of its peak. At the same time, troubling demographic trends have manifested with median incomes in both areas rising significantly faster than inflation since 2010 and the share of non-white residents declining since 2000. With significant unmet housing demand, the neighborhood has seen rising housing costs, which can contribute to these demographic changes.

Throughout the corridor, properties are currently vacant or function as low-activation uses such as parking, auto lots, and storage facilities. These sites create gaps between more vibrant areas of the corridor and can discourage foot traffic that local businesses depend on. Business owners and advocates also describe challenges in opening or expanding businesses due to restrictive zoning requirements. These regulations likely play a role in the lack of investment for certain areas along the corridor in addition to impacts from the pandemic and CTA construction.

For more on existing conditions and analysis, see the [October open house materials](#).

## Timeline

### Summer 2024:

Initiated coordination with project partners and began focused research and analysis, including past planning work, demographics, existing conditions, history, and relevant regulations.

### Fall 2024:

Shared [summary of analysis as well as the initial challenges and opportunities with the larger community for feedback](#) and began to evaluate potential strategies and their trade-offs based on that feedback.

### Winter 2024/2025:

Shared [draft recommendations for feedback](#) with the larger community and began targeted outreach with local businesses and others.

### Next Steps:

Properties currently in use for CTA's Red and Purple Modernization construction are projected to be solicited for development in early 2025, with projected future building construction beginning in 2026/2027.

Rezoning ordinances, including the Pedestrian Street extensions, are projected to begin the legislative process in early 2025, which could mean that portions or all proposed properties may be rezoned before the end of 2025.

## Engagement

### Partners Working Group:

DPD, DOH, Wards 46/47/48, Edgewater Chamber of Commerce, and Uptown United met every other week for several months to share feedback and coordinate outreach to the larger community.

### Project Website:

[Chicago.gov/Broadway](https://chicago.gov/Broadway) includes project information, an email sign-up, information about future ways to get involved, materials and summaries from past events, and [answers to frequently asked questions](#).

### Open Houses:

Two in-person open house meetings took place at Furama Restaurant at 4936 N Broadway on October 7<sup>th</sup> and December 16<sup>th</sup> in 2024. Each meeting had estimated attendance of over 150 participants and included several opportunities for attendees to learn more about Broadway, share ideas, discuss concerns, and ask questions.

### Online Feedback Forms:

Opportunities for feedback online mirrored the types of questions and activities from the in-person open houses but made available for people who preferred to type their feedback or were unable to attend the events. The first survey had 142 responses and the second is still accepting submissions until February 6<sup>th</sup>, 2025. Results from the first meeting and set of survey responses are summarized [here](#).

### Information Session:

An [online information session is going to be held on January 30<sup>th</sup>, 2025 at 6pm](#) to review the goals, recommendations, and expected impacts that resulted from the planning process. The project partners will be present to answer questions from participants.

### Targeted Business Outreach:

Once draft recommendations began to come together, project partners met with businesses along the corridor to share information, collect feedback, and answer questions. Handouts were translated into several languages to provide information in common languages used along the corridor.

### Future Opportunities:

Many recommendations require additional public processes beyond adoption of the framework plan itself. For example, any future zoning changes will involve public noticing via mail as well as public hearings with the Committee on Zoning and City Council. For certain future development projects, there are also expected to be approvals from the Chicago Plan Commission, City Council, the Zoning Board of Appeals, and/or the Commission on Chicago Landmarks. These processes all provide opportunities for feedback at public hearings.

## Community Goals and Priorities

The following goals and priorities were initially gleaned from past visioning work and refined through this planning process with input from the community. They are specific to planning and development topics.

1. **Improve neighborhood housing affordability**
  - Create and preserve a variety of housing types and for a variety of income levels
  - Allow development dense enough to meet demand for housing units
2. **Support local business environment**
  - Create more opportunities for people to live on Broadway, supporting businesses along the corridor
  - Promote a more active and walkable corridor to attract more foot traffic
  - Activate storefronts along Broadway throughout the day/week/year
3. **Create a more livable neighborhood**
  - Celebrate the unique history and culture of the corridor and surrounding neighborhoods
  - Foster a transit- and pedestrian-oriented environment by encouraging housing near transit and robust multi-modal transportation options
  - Encourage new active uses along the sidewalk
  - Mitigate the neighborhood's carbon footprint by promoting more sustainable development patterns
4. **"Right size" approval processes to align with community priorities**
  - Provide greater transparency and consistency in expectations for development
  - Reduce barriers for businesses to get licenses and activate underutilized storefronts and sites
  - Reduce barriers for projects that support community goals, needs, and priorities
  - Prohibit or discourage projects that are incompatible with community goals, needs, and priorities
  - Maintain opportunities for community feedback for large or impactful projects

## How to Use this Framework

When proposing or evaluating development projects or initiatives within the study area, please refer to this document as a tool to guide decisions.

### Land Use Framework Map

This map outlines land uses, density levels, and zoning districts that might be appropriate for different areas along the corridor. The segments blur one into the next, so if a site is in between multiple segment types, consider the development parameters from both.

### Zoning

Determine the current zoning of the property in question by visiting the [Chicago Zoning Map](#) and reviewing the [Chicago Zoning Ordinance](#) to see what regulations apply based on that location. For specific questions about what could be possible based on the existing zoning, reach out to the local ward office or [email DPD zoning staff](#) for feedback.

Note that in 2025, it is anticipated that properties in the study area may undergo rezoning, so also refer to the proposed zoning map to determine what the future zoning district may be. A side-by-side of the existing and proposed zoning recommendations are included in the [December 16<sup>th</sup> open house materials](#).

### **Development Opportunity Analysis Map**

This map describes the physical characteristics of each property to determine sites that may be redeveloped in the future because the sites are either underutilized or the current design is incompatible with a pedestrian friendly, mixed-use built environment. Tier 1 sites are the most underutilized and incompatible, and therefore provide the most opportunity for positive transformation. Tier 2 sites are low density, 1-2 story buildings that are generally low to moderate quality architecture. Tier 3 sites are also low density 1-2 story buildings but possess greater architectural quality and are also considered to be neighborhood character buildings. Development is anticipated in all three tiers of opportunity sites, but tier 1 sites are the highest priority and present the most transformational opportunity for the neighborhood.

### **Architectural Character and Historic Resources Map**

This map identifies historic resources and buildings with unique architectural character, and can help identify additional restrictions, approvals, or other considerations for those properties. If the map identifies a property within a Chicago Landmark District or as an individual Chicago Landmark, there is oversight by the Commission on Chicago Landmarks and potential approval required based on the designation report for that property. Orange Rated buildings were identified to be potentially historically significant and are therefore subject to a 90-day demolition delay for DPD to explore options, as appropriate, to preserve the building, including but not limited to landmark designation. Finally, neighborhood character buildings, as a group, demonstrate the scale and design style unique to the corridor's history. These buildings may not have any of their own restrictions for demolition or development, but they may present good opportunities for adaptive re-use and/or preservation of key building features during redevelopment of the site.

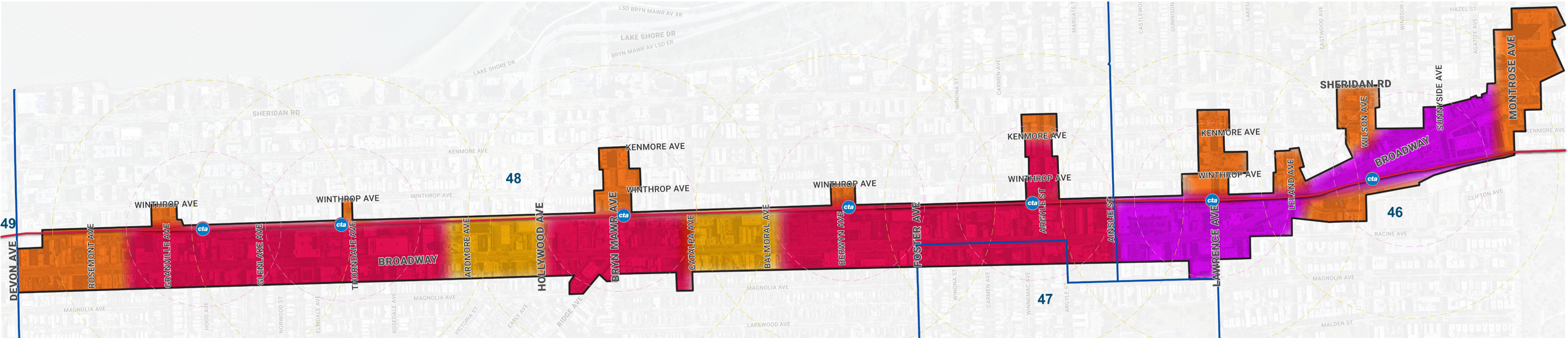
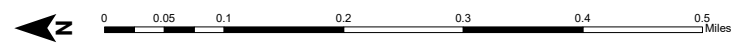
### **Urban Design Guidelines**

When designing a new project or making any external improvements to an existing building, please refer to the [Neighborhood Design Guidelines](#), which are user-friendly urban design guidelines to shape development along neighborhood commercial corridors such as Broadway. The guidelines are adaptable to the unique context of individual neighborhoods, corridors, and blocks. There are further guidelines to explore inspiration and best practices for projects that include [ground floor housing](#) or [commercial spaces](#) as well. Note that projects subject to the Commission on Chicago Landmarks review have separate design requirements specific to the Landmark building or district.

# Land Use Framework

Ward boundary

1/4 mi (~5 min walk) and 1/8 mi radii from CTA station



## Mid-Density, Mixed Ground Floor

- Recommended Uses:**
- Prioritize active ground floor uses along the sidewalk
  - Primarily housing units on upper floors
  - When more active uses are not viable, limited ground floor housing may be considered if designed in a pedestrian-friendly way (see design guidelines)

**Recommended Density:** Minimum 4 stories, 3+ FAR

**Recommended Primary Zoning Districts:**  
B3-5, B2-5



## Higher Density, Mixed Ground Floor

- Recommended Uses:**
- Prioritize active ground floor uses along the sidewalk
  - Primarily housing units on upper floors
  - When more active uses are not viable, limited ground floor housing may be considered if designed in a pedestrian-friendly way (see design guidelines)

**Recommended Density:** Minimum 5 stories, 4+ FAR

**Recommended Primary Zoning Districts:**  
B3-5, B2-5



## Higher Density, Most Active Ground Floor

- Recommended Uses:**
- Active ground floor uses along the sidewalk
  - Primarily housing units on upper floors

**Recommended Density:** Minimum 5 stories, 4+ FAR

**Recommended Primary Zoning Districts:**  
B3-5, B2-5, C1-5\*

\*C1 only for projects that are designed in a pedestrian friendly way



## Highest Density, Most Active Ground Floor

- Recommended Uses:**
- Active ground floor uses along the sidewalk
  - Primarily housing units on upper floors

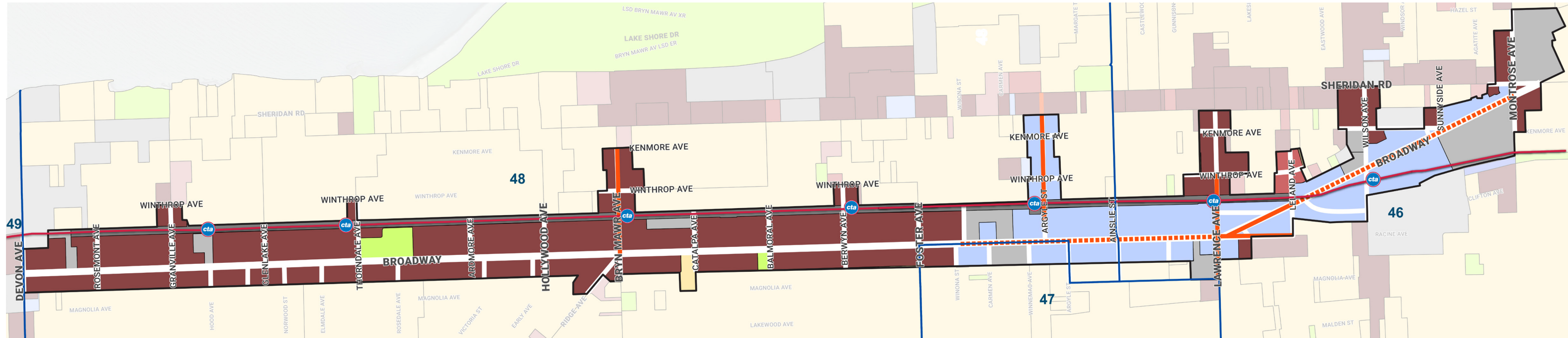
**Recommended Density:** Minimum 6 stories, 5+ FAR

**Recommended Primary Zoning Districts:**  
B3-5, B2-5, C1-5\*

\*C1 only when paired with Pedestrian Street designation



# Zoning Recommendations



## Purpose:

These zoning recommendations were developed based on the land use framework map and have not been implemented as of January 2025. Zoning Map Amendments require noticing of surrounding property owners via mail and City Council adoption.

The land use framework includes a range of land uses, density levels, and potential districts per corridor segment, which means there is some flexibility in future zoning decisions. Even after zoning recommendations have been implemented, some proposed projects may still require rezoning or other approvals such as Planned Developments from Chicago Plan Commission and City Council or Special Use approval from the Zoning Board of Appeals.

## Zoning Districts Within Study Area:

- C1-5:** Proposed in Uptown portion of study area to support additional nightlife and personal services uses. The proposal also includes extending the Pedestrian Street designation along Broadway with this district to ensure new development continues to be walkable and pedestrian-oriented.
- B3-5:** Most common district proposed for the study area to support transit-oriented, mixed-use development. This district supports a variety of business types that support an active and vibrant commercial district.
- B2-5:** This district is only proposed along Leland, where there is already a mix of commercial and residential ground floor uses. This district allows ground floor housing by right as well as a limited number of business types.
- PD, Planned Development:** There are several existing Planned Developments along the corridor that are not impacted by these zoning recommendations.
- POS-2:** This district is for existing public open space or park facilities.
- RS-3:** This district only exists within the study area where there is an existing church at 5512 N Broadway zoned RS-3. If this lot were to be rezoned along Broadway to align with the surrounding zoning recommendations, it would split the property into multiple zoning districts, which is not best practice.
- T:** This district is only for transportation uses and is used for property that includes only the CTA tracks, stations, and other transportation infrastructure.

## Allowed Uses:

Most common districts included in zoning recommendations

	B1	B2	B3	C1	C2
<b>Housing Units</b>					
Ground Floor	S	✓	S	S	S
Upper Floors	✓	✓	✓	✓	✓
<b>Miscellaneous Commercial Uses</b>					
Retail	✓	✓	✓	✓	✓
Bank	✓	✓	✓	✓	✓
Dry Cleaner	✓	✓	✓	✓	✓
Laundromat	-	-	✓	✓	✓
Salon	✓/S	✓/S	✓/S	✓	✓
Wholesale	-	-	-	✓	✓
Arcade	-	-	-	✓	✓
Veterinarian	-	-	✓	✓	✓
Animal Boarding	-	-	S	✓	✓
Restaurant, Limited	✓	✓	✓	✓	✓
Restaurant, General	-	-	✓	✓	✓
Outdoor Patio (Roof)	-	-	S	S	S
Bar (Tavern)	-	-	-	✓	✓
Liquor Store	-	-	-	✓	✓
Tattoo Parlor	-	-	S	✓	✓
Massage	-	-	S	✓	✓
Cannabis Dispensary	-	-	-	S	S
Adult Use	-	-	-	S	S
<b>Vehicle-Oriented Uses*</b>					
Drive-Through Facility	S	S	S	S	S
Gas Station	-	-	S	S	S
Car Wash	-	-	-	✓	✓
Auto Body Shop	-	-	-	✓	✓
Auto Sales (Outdoor)	-	-	-	-	✓
Auto Sales (Indoor)	-	-	✓	✓	✓
Auto Repair Shop	-	-	✓	✓	✓
Auto Parts Retail	-	-	✓	✓	✓
Residential Storage Facility	-	-	✓	✓	✓

✓ allowed  
- not allowed  
S requires a special use approval from the Zoning Board of Appeals

\* Strip centers and the most vehicle-oriented uses in this table are prohibited along Pedestrian Streets. This table does not include all land uses addressed in the Chicago Zoning Ordinance.

## Design Restrictions:

	Pedestrian Street	Transit-Served Locations
Façade along sidewalk	✓	✓
Primary entry from street	✓	✓
Transparent glass along ground floor	✓	Commercial uses only
Parking must be hidden	✓	✓
No driveway curb cuts allowed	✓	✓

See 17-3-0308 and 17-3-0504 for more detailed information on requirements

## Transit-Served Locations

The design restrictions above apply to all B and C zoned properties with 1/2 mile of train stations, which includes nearly every property within the study area.

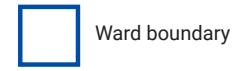
## Pedestrian Streets

Pedestrian streets are designated in the zoning code and have special design and use restrictions intended to preserve and enhance pedestrian-oriented shopping districts. The above design restrictions apply for properties on designated Pedestrian Streets and certain auto-oriented uses are prohibited.

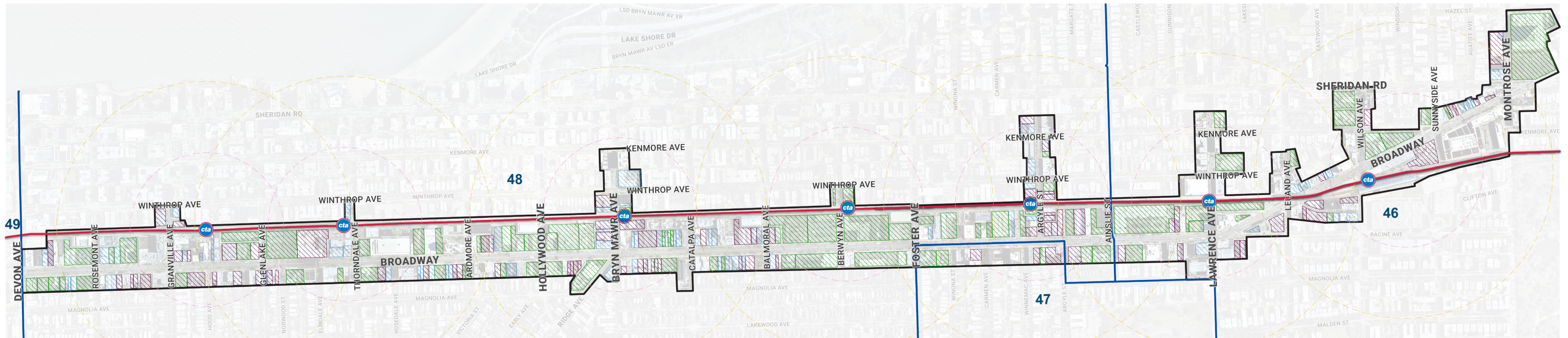
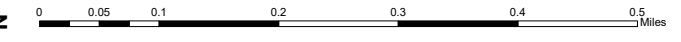
- Existing Pedestrian Street
- - - - - Proposed Pedestrian Street Extension



# Development Opportunity Analysis



1/4 mi (~5 min walk) and 1/8 mi radii from CTA station



## Purpose:

Identifying sites that may be redeveloped in the future based on the below criteria. Redevelopment is anticipated within all tiers, with tier 1 sites holding the most transformational potential for the corridor.

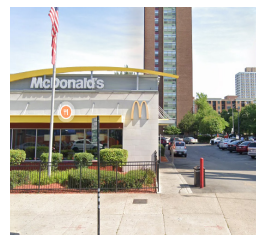
### Criteria:

1. Current property configuration or development is incompatible with the long-term vision for a pedestrian friendly, mixed-use corridor
2. Site is underutilized

### Tier 1 Site Examples



5326 N. Broadway (photo from Google Street View)



1004 W. Wilson Ave. (photo from Google Street View)



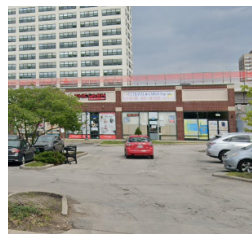
6019 N. Broadway (photo from Google Street View)



5439 N. Sheridan Rd. (photo from Google Street View)



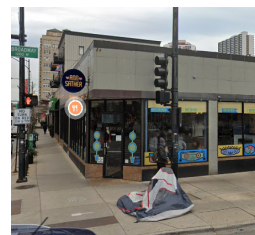
6350 N. Broadway (photo from Google Street View)



4849 N. Broadway (photo from Google Street View)

 **Tier 1 Sites: Most Underutilized and Incompatible**  
Vacant sites, large surface parking lots, or single story buildings that do have an active face along the sidewalk

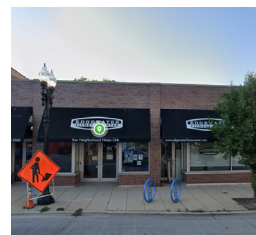
### Tier 2 Site Examples



6179 N. Broadway (photo from Google Street View)



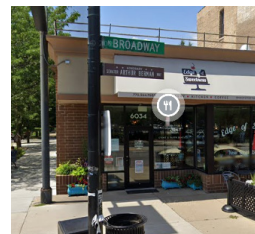
4878 N. Broadway (photo from Google Street View)



1106 W. Bryn Mawr Ave. (photo from Google Street View)




1118 W. Wilson Ave. (photo from Google Street View)



6034 N. Broadway (photo from Google Street View)



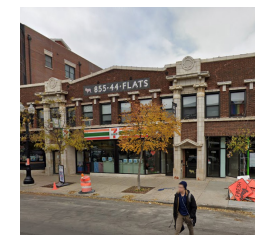
1114 W. Argyle St. (photo from Google Street View)

 **Tier 2 Sites: Underutilized and Lower Quality Construction**  
1-2 story buildings that have an active face along the sidewalk but are low-moderate architectural quality

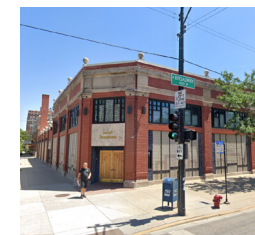
### Tier 3 Site Examples



5937 N. Broadway (photo from Google Street View)



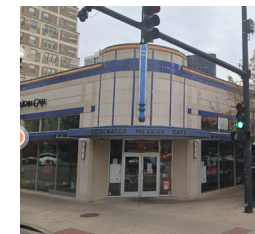
1132 W. Wilson Ave. (photo from Google Street View)



6259 N. Broadway (photo from Google Street View)




4431 N. Broadway (photo from Google Street View)



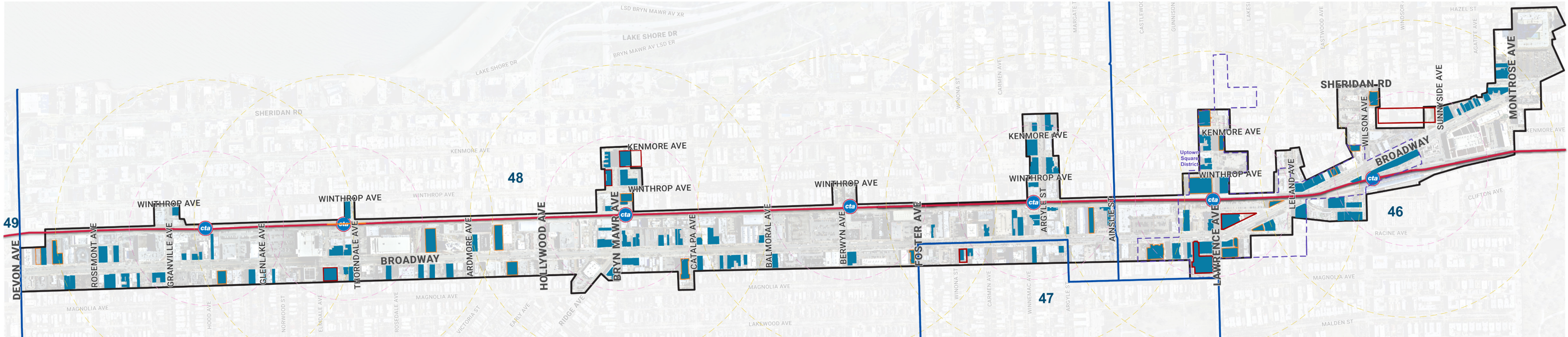
1055 W. Bryn Mawr Ave. (photo from Google Street View)



4401 N. Sheridan Rd. (photo from Google Street View)

 **Tier 3 Sites: Underutilized and Higher Quality Construction**  
1-2 story buildings that have an active face along the sidewalk and are higher architectural quality (also are neighborhood character buildings)

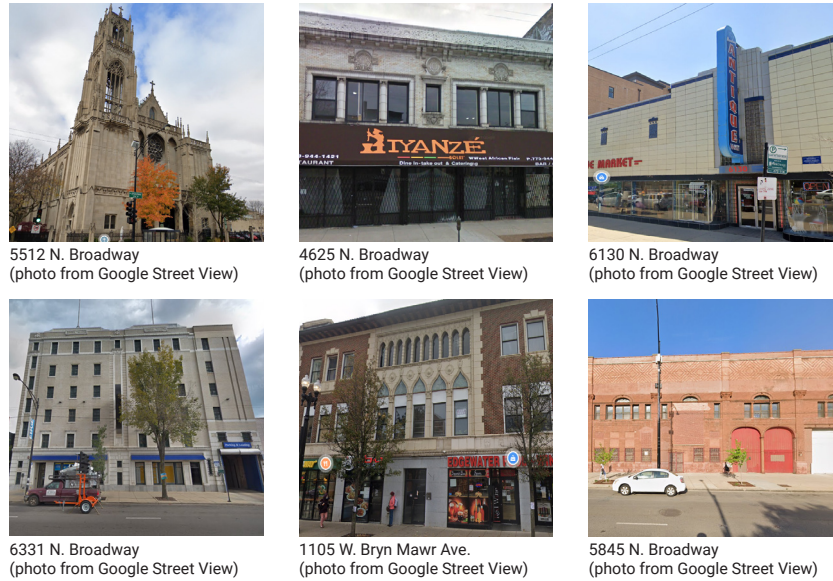
# Architectural Character and Historic Resources



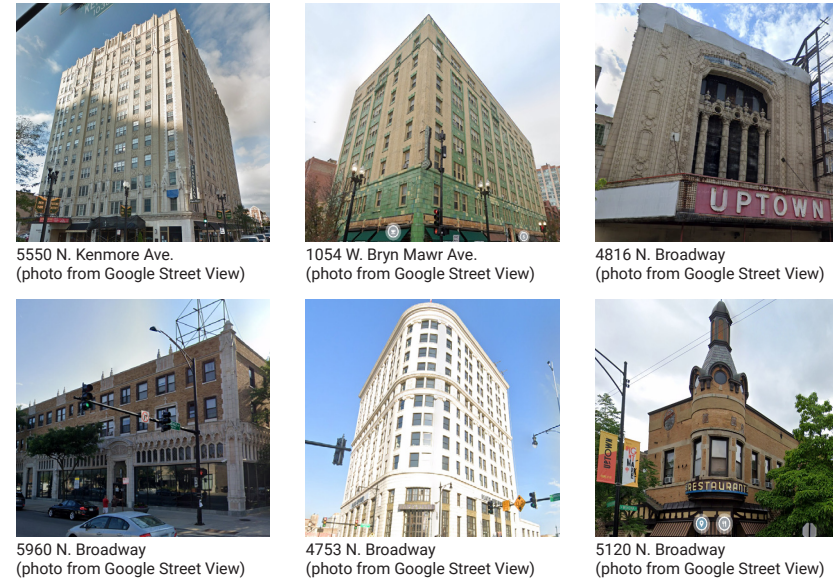
## Neighborhood Character Building Examples



## Orange Rated Building Examples



## Chicago Landmark Examples



**Neighborhood Character Building:**  
 Quality structures that as a group demonstrate the scale and design style unique to the corridor's history  
 May not have any additional legal restrictions on demolition or redevelopment  
 Potential opportunities for adaptive re-use and rehabilitating key building features

**Orange Rated Building:**  
 Defined in the 1995 Chicago Historic Resources Survey as properties that possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community. They are subject to a 90-day demolition delay so the Department of Planning and Development can explore options, as appropriate, to preserve the building, including but not limited to landmark designation.

**Chicago Landmark:**  
 Properties with demonstrated historic value that are required to comply with the Chicago Landmarks Ordinance, which means all permitted work on significant historical and architectural features as defined in designation report must be approved by the Commission on Chicago Landmarks  
 Designation requires meeting two of the following seven criteria:

- Value as an example of City, State, or National heritage
- Location or site of a significant historic event
- Identification with a significant person
- Exemplary architecture
- Work of a significant architect or designer
- Representation of a significant theme
- Unique or distinctive visual feature

**Chicago Landmark District:**  
 Collection of properties and buildings with protections and requirements as outlined in the district's designation report