



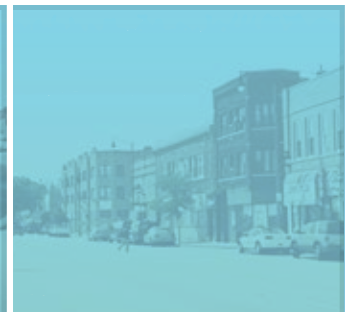
Village of Maywood

Comprehensive Plan

Adopted December 16, 2014



MAYWOOD RISING



ACKNOWLEDGMENTS

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INTRODUCTION

The Village of Maywood Comprehensive Plan is a guide for future growth and investment. It serves as a municipal and community tool kit to guide land use and development for the next 15–20 years. The Comprehensive Plan establishes a long-range vision for the community to maintain and enhance neighborhoods, improve the health of commercial and industrial corridors, and provide the transportation, infrastructure, and open space networks that contribute to a high quality of life.

Purpose of the Plan

The Comprehensive Plan is Maywood's official policy guide for land use and development. As an update to the 2008 Comprehensive Plan, it considers recent shifts in the economy, the community's current needs and issues, and short-term and long-term actions that will ensure local prosperity. Comprehensive in both scope and scale, the plan addresses a wide range of issues including land use, transportation and mobility, community facilities, and the environment. The Plan places additional emphasis on improving the Village's commercial corridors and industrial areas.

The Comprehensive Plan lays the policy groundwork for updates to zoning regulations, and presents direction and rationale for public improvements. It provides the Village Board, Plan Commission, and Village staff with tools to review and evaluate both public and private investment in the community. The Plan is designed to advance the vision established by the Maywood community.

The Comprehensive Plan Process

The Comprehensive Plan is the product of a multi-phased, community-driven process. The process consisted of: 1) community outreach; 2) existing conditions analysis; 3) community visioning; 4) plan and policy preparation for land use, transportation, community facilities, and parks and open space; 5) the development of recommendations aimed at implementing the plan, and 6) adoption of the plan by appointed and elected officials.

HUD Sustainable Communities Challenge Grant

The Village of Maywood is a member community of the West Cook County Housing Collaborative. The Collaborative includes Maywood, Oak Park, Berwyn, Bellwood, and Forest Park. Through its membership with the Housing Collaborative, Maywood applied for and received a Sustainable Communities Challenge Grant from the U.S. Department of Housing and Urban Development, which provided funding for the development of the Comprehensive Plan.

Requirements for Comprehensive Planning

As part of the requirements of the grant, the Comprehensive Plan must include recommendations that not only support the overall goals of Maywood, but also the Housing Collaborative. Recommendations are required to address the following: 1) existing land uses and development, including residential, commercial, parks and open space, and community facilities; 2) existing transportation and circulation, including traffic counts, bike trails, and transit amenities; 3) demographics and economic profiles; 4) current zoning codes; 5) review of past and current plans, studies and reports, and TIF districts design guidelines; and 6) existing infrastructure and utilities. Specifically, the Plan is also required to identify recommendations and strategies aimed at enhancing housing choice in Maywood, especially in areas with access to local and regional transit.

Past Plans & Studies

A number of previously prepared plans and studies have influenced and will continue to influence Village growth and development. This section summarizes these plans to provide an understanding of past policies that have shaped Village development.

Station Area Plan (2004)

Maywood's Station Area Plan was adopted in 2004 with the goal of revitalizing the Maywood Metra commuter rail station area over the next 20 years. The Plan consists of a "Vision for Downtown" and provides recommendations for future land use and development, transit and access, and urban design and aesthetic enhancements. It reflects the desire of the community to restore the area into a thriving commercial and cultural center through the principles of transit-oriented development (TOD). Key strategies to create a more pedestrian friendly environment with locally owned businesses include introducing new housing types to the area, adding more outdoor facilities and activities to entice citizens to Downtown, adopting uniform design standards, and establishing an identity that emphasizes the station area's assets.

2008 Maywood Comprehensive Plan

The planning process for the 2008 Maywood Comprehensive Plan began in 2002 with a series of studies on two business districts and the downtown station area followed by an extensive public participation process. The adopted Plan evaluates existing conditions, outlines a vision, and provides guidelines for future development over a 10-year period. It addresses land use and natural resources, transportation, community facilities, telecommunications infrastructure, housing, economic development, and natural resources.

The Plan presents several goals that include improving the efficiency of the transportation network, being recognized as a Green Community, creating unique neighborhoods and districts, and strengthening the open space system to enhance the quality of life in the community. Strategies for achieving the Plan's goals include maintaining a strong local economy and concentrating housing closer to the train station and downtown center through infill development.

Homes for a Changing Region Phase 3: Implementing Balanced Housing Plans at the Local Level (2012)

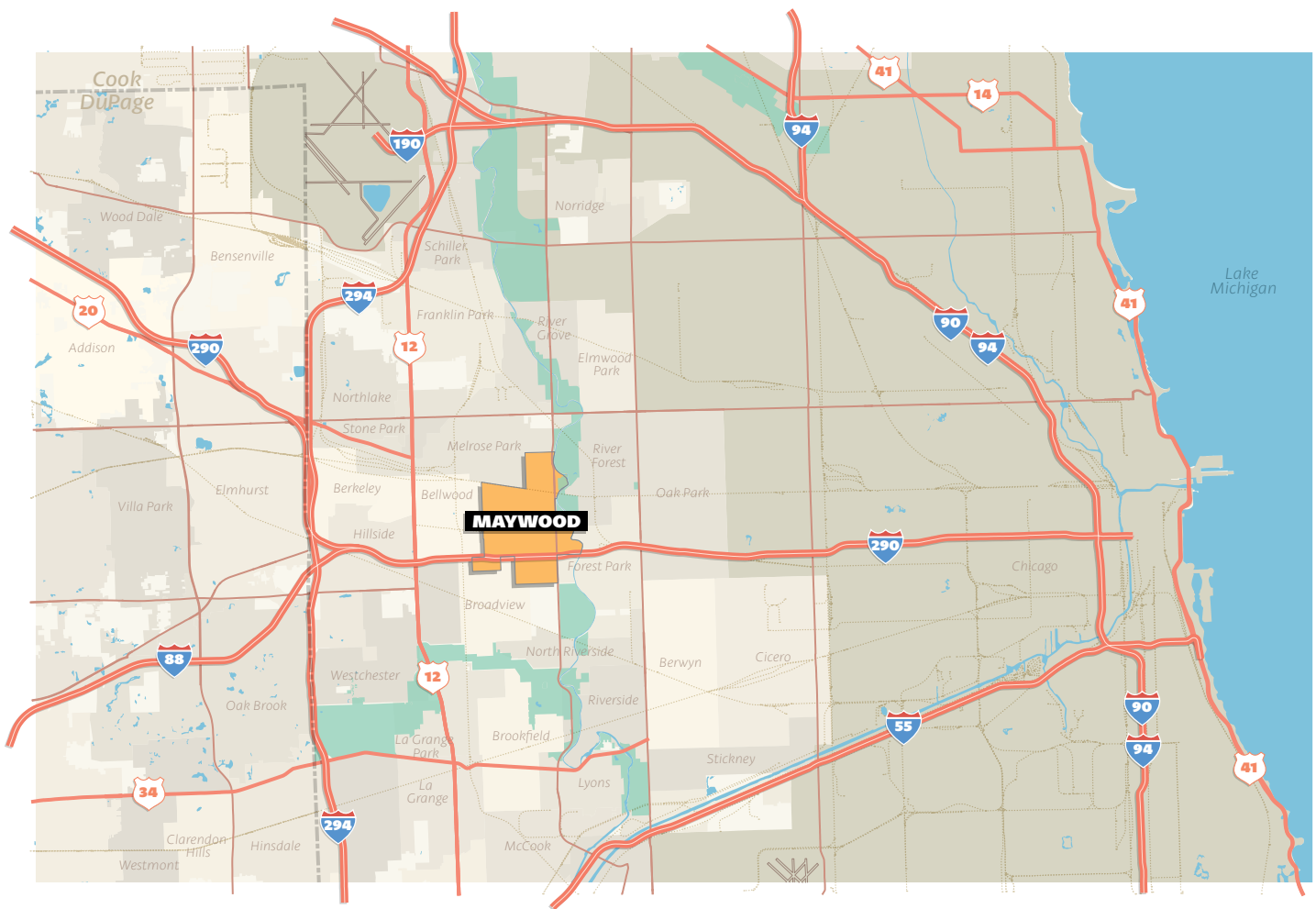
Homes for a Changing Region is a collaborative effort between the Metropolitan Mayors Caucus (MMC), the West Cook County Housing Collaborative, the Chicago Metropolitan Agency for Planning (CMAP), and the Metropolitan Planning Council (MPC). Together, these groups created housing plans for five West Cook County communities: Bellwood, Berwyn, Forest Park, Maywood, and Oak Park. The report includes housing policy action plans with recommendations for each of the five communities, aimed at addressing the recent foreclosure crisis through innovative housing policies and partnerships.



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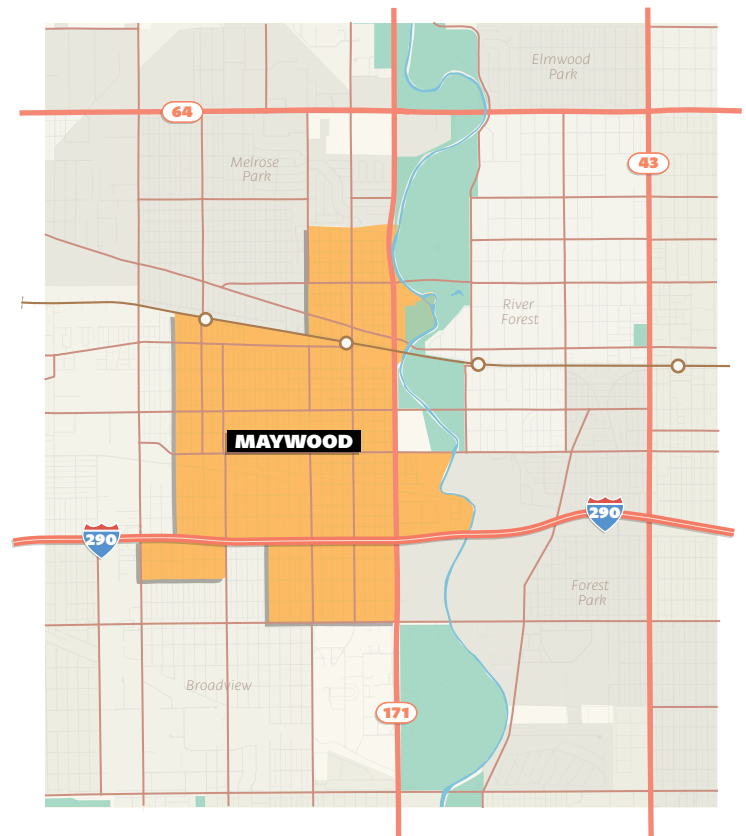
COMMUNITY PROFILE

A firm understanding of a community provides the base for defining and implementing the vision for the Comprehensive Plan. This section analyzes the Village's existing conditions, including a summary of Maywood's history, existing land use and development patterns, transportation network, community facilities, and environmental features. It also includes an assessment of the current demographics and market conditions, with a focus on the area's retail market potential. This analysis is intended to establish baseline parameters for future land use development.



Regional Setting

The Village of Maywood is located ten miles west of Chicago on the west bank of the Des Plaines River. It is bounded on the east by the Des Plaines River, on the north by the Village of Melrose Park, on the West by the Village of Bellwood, and on the south by the Village of Broadview and unincorporated Proviso Township. Maywood possesses a high level of regional access with its proximity to a robust transportation network of interstates, highways, commuter rail, and bus service. Interstate 290, locally referred to as the Eisenhower Expressway, provides east-west mobility along the southern portion of the Village, while the Metra Union Pacific-West line has two stations in Maywood—Maywood and Melrose Park—that provide commuter rail service to Downtown Chicago and the western suburbs.





History

The Village of Maywood began as a small prairie community along the Galena & Chicago Union Railroad. Colonel William T. Nichols, founder, State Representative, and Senator from Rutland County, Vermont, named the Village after his deceased daughter, May. The Village experienced a population boom after the Great Chicago Fire of 1871 and the construction of 100 houses by the Maywood Company in 1872, being officially incorporated in 1881.

The Village developed and grew as an industrial suburb of Chicago throughout the 19th and 20th centuries. It even had a military presence, serving as the home to the Illinois National Guard 33rd Tank Company (Company B). During World War II, 122 members of Company B fought with the 192nd Tank Battalion as part of the Bataan Death March in the Philippines. Only 41 returned to Maywood from battle. Company B is honored at the Veterans Memorial in Maywood Park.

Maywood's economic development and growth hinged on light industry, including the American Can Company, which covered 18 acres along St. Charles Road. However, after the closing of the plant and Canada Dry beverage soft-drink bottling plant in the 1970s, many other Maywood industries and retail stores moved from the region. Nevertheless, the economic health of the Village rebounded during the 1990s and the Village established a TIF district on the old can company site in an effort to attract new business.

Community Characteristics

The Comprehensive Plan process included an inventory and assessment of the Village's existing conditions. This section includes information about various functional aspects of the Maywood community including:

- Existing Land Use;
- Current Zoning;
- Transportation;
- Community Facilities;
- Community Character; and
- Open Space and Environmental Features.

Existing Land Use Data

Data collected June 2013

LAND USE CLASSIFICATION	AREA (ACRES)	% OF AREA
Single Family	779.7	63.6%
Single Family Attached/ Duplex	7.7	0.6%
Multi-Family	35.5	2.9%
Commercial	46.7	3.8%
Office	5.8	0.5%
Mixed-Use	5.1	0.4%
Light Industrial	66.0	5.4%
Heavy Industrial	49.6	4.1%
Public/Semi public	86.8	7.1%
Utilities/Infrastructure	29.3	2.4%
Parks/Open Space	70.2	5.8%
Vacant	38.8	3.2%
TOTAL	1221.1	100%

Existing Land Use

Maywood is composed of a diverse range of land uses and development types; however, single-family residential is the prevailing land use within the Village. While vacant land appears to be a predominant feature along Maywood's arterial roads and commercial corridors, only 3.2% of the Village's total area is vacant. Maywood has a robust industrial economy, with nearly 10% of the Village dedicated for light and heavy industrial uses. These areas are generally located along St. Charles and Maybrook Drive. Roosevelt Road, 5th Avenue, Madison Street, and Lake Street consists mainly of commercial uses, which comprise just under 47 total acres.

Land Use Characteristics

- Some local manufacturing uses impact residential and commercial areas.
- The lack of landscaping and screening of commercial parking areas impacts neighborhoods.
- There are several key vacant lots or blocks along prominent commercial corridors.
- There are some small isolated pockets of residential development that are "landlocked" by commercial or industrial uses.

Commercial Areas

The Village's commercial uses are mainly concentrated along major corridors, including Lake Street, Main Street, 5th Avenue, 1st Avenue, St. Charles Road, and Madison Street. Commercial businesses vary greatly, and building types range from larger auto-oriented design, to more traditional mixed-use structures.

Lake Street

- Auto service is the predominant use.
- Lake Street changes to traditional and mixed-use commercial where the corridor meets the more traditional 5th Avenue.
- Automotive uses continue from 5th Avenue to 1st Avenue where a large vacant opportunity site sits at the intersection of Lake and 1st Avenue.

Main Street

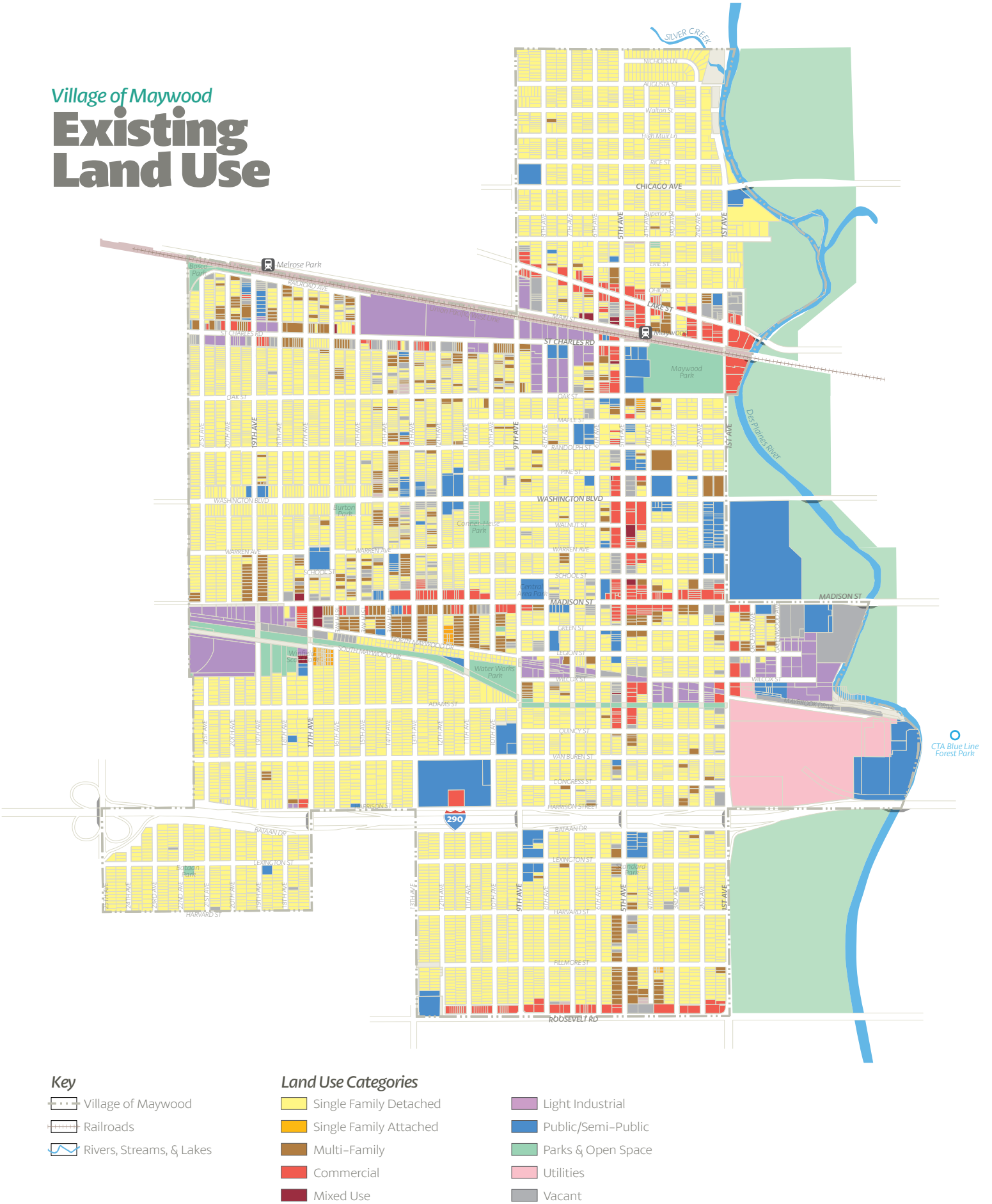
- Primarily a light industrial service corridor.
- The lack of adequate screening and buffering of industrial uses impacts adjacent residential uses.

5th Avenue

- The land use character of the corridor changes considerably traveling north to south through the Village.
- North of Erie Street, the corridor serves as a residential collector.
- South of Erie, to the Metra rail line, 5th Avenue serves as a commercial mixed-used center for the Village.
- 5th Avenue includes a large collection of civic uses between St. Charles Road and Washington Boulevard.
- From Maple to Quincy, the corridor is a mix of traditional and contemporary commercial uses.

Village of Maywood

Existing Land Use



1st Avenue

- 1st Avenue is primarily a residential roadway until it meets Lake Street. South of Maywood Park, only the west side of 1st Avenue lies within the Village boundary.
- The properties along the 1st Avenue Corridor are a mix of commercial, institutional, industrial, and residential properties.
- Vacant sites provide prime redevelopment opportunities for the Village's major intersection.
- The ComEd site occupies a large portion of 1st Avenue and is prominently located near one of Maywood's heavily used I-290 interchanges.

St. Charles Road

- This is primarily an industrial corridor west of 6th Street, including large companies like Cintas Facility Services and Aetna Plywood.
- Single family and multi-family residential exist on the corridor; however, poor housing conditions suggest that proximity to industry has impacted the adjacent residential area.

Madison Street

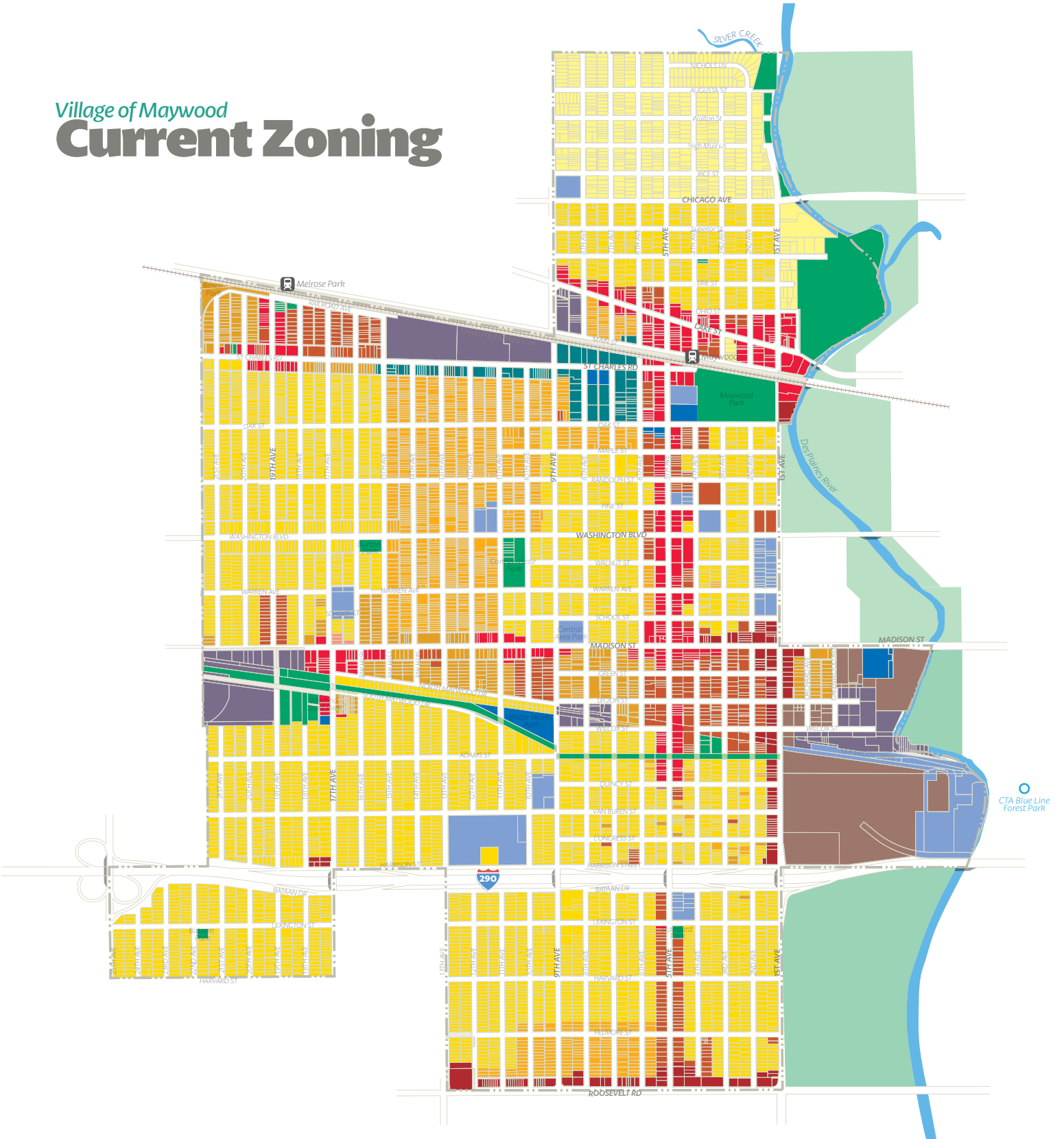
- Although primarily commercial, land uses vary along the corridor.
- The mix of uses, including single family, multi-family, commercial, religious, and institutions make the purpose of the corridor unclear.

Current Zoning

The Maywood Zoning Ordinance is a powerful tool that gives the Village the ability to manage the type and intensity of development within the community. Adopted in April of 2010, the ordinance seeks to protect the health and safety of its citizens, as well as protect the character and stability of the Village.

The zoning code contains 14 districts, including planned unit developments. It is a well-organized code with user-friendly land use, bulk, and setback tables. Parking standards are in line with current development practices. However, there is a high concentration of multi-family zoning between Madison Street and Wilcox, which is inconsistent with the existing single-family residential neighborhood. The current ComEd site is zoned with a Town Center designation based on previously adopted plans for this area. While the 46-acre site offers superb access from I-290 and has the land to accommodate major retailers, the likelihood that both ComEd relocates and market conditions favor a large retail development is low.

Village of Maywood Current Zoning



Key

- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Zoning Designations

- R-1 Single-Family Residential
- R-2 Single-Family Residential
- R-3 Two-Family Residential
- R-4 Multi-Family Residential
- R-5 Multi-Family Residential
- C-1 Local Commercial
- C-2 Pedestrian-Oriented Commercial
- C-3 General Commercial
- C-4 Town Center
- GL Governmental Lands
- I Institutional
- OS Open Space
- M-1 General Manufacturing
- BIP Business Industrial Park



Transportation & Mobility

Maywood is served by a robust multi-modal transportation system. The combined network of roadways, rail, and bicycle and pedestrian amenities provide a high level of local and regional access.

Roadways

- I-290 provides regional east-west access from Chicago to western suburbs and multiple interstates.
- The traditional street grid patterns allows for easy mobility and local access, including several crossings of the Des Plaines River and Eisenhower Expressway.

Public Transportation

- The Maywood and Melrose Park Metra stations serve the community with commuter rail service to Chicago and cities west along the Union Pacific-West Line.
- Pace Bus lines 301, 303, 310, 317, and 331 connect to the CTA Forest Park Blue Line stop and provide access throughout the Village and neighboring communities.

Bicycle and Pedestrian Facilities

- The Illinois Prairie Path is a 61-mile off-street trail that uses a former rail right-of-way, which begins just east of the Des Plaines River and travels west.
- A complete sidewalk network provides safe pedestrian access to all areas of the Village, though some major streets can be difficult to cross for cyclists and pedestrians.
- The Village does not have any on-street bicycle facilities (bike lanes, sharrows, etc).

Open Space & Environmental Features

Parks, open space, and environmental features have had an important influence on development in Maywood. The Village's eastern boundary is almost entirely open space, including Thatcher Woods, GAR Woods, Thomas Jefferson Woods, and the Des Plaines River. The Village's system of parks, combined with the Illinois Prairie Path, provide active and passive recreational opportunities.

Parks & Recreation

- The Maywood Parks and Recreation Department and Maywood Park District operate 11 parks within the Village, totaling 29.5 acres.
- The Fred Hampton Family Aquatic Center provides aquatic programs at a community pool.
- The Park District provides recreational programs and family events.
- The Village has 1.2 acres of parks and open space areas for every 1,000 residents.
- The majority of the Village is within a half-mile walk of a park or open space area.
- Maywood Park features the Veterans Memorial, which honors all veterans who have served in the U.S. Armed Forces. The memorial is supervised by the Maywood Bataan Day Organization.

Open Space & Environmental Features

- GAR Woods and Thomas Jefferson Woods are part of the 245-acre Thatcher Woods operated by the Cook County Forest Preserve District.
- The Des Plaines River floodplain is the principal floodplain in the region, but few properties in the Village are impacted by flooding.



Community Facilities

Maywood's community facilities and services are managed by a variety of organizations, including the Village of Maywood, the Maywood Park District, two school districts, key non-profit partners, and the Maywood Library District. These providers are responsible for the infrastructure, facilities, and programs that define quality of life in the Village.

Public Safety

- In 2012, the Maywood Police Department employed 54 full-time patrol and investigation officers, 15 part-time patrol and investigation officers, 16 part-time crossing guards, and 16 administrative and communications staff.
- Between 2010 and 2012, the Village showed a slight increase in overall crime rates.
- The Maywood Fire Department employs 40 firefighters and 2 civilians.
- The Fire Department includes 2 fire stations: Station 1 and 2.

Education

- District 89 provides K-8 education for the communities of Maywood, Melrose Park, and Broadview.
- Of District 89's ten total schools, six are located in Maywood with a 2012-2013 enrollment of 2,351 students.
- District 209 consists of three high schools drawing students from ten different communities, including Proviso East High School, which is located on the eastern side of the Village, in unincorporated Cook County.
- Proviso East High School serves Broadview, Forest Park, Maywood, and Melrose Park and reported a 2012-2013 enrollment of 1,770 students.
- Proviso Area For Exceptional Children (PAEC) provides general and special education for children, adults, and families ranging from 3-22 years old.

Maywood Public Library

- Originally built in 1905, the library has been remodeled and expanded four times, including its most recent expansion, which won the 1999 Extinguished Building Award from the American Institute of Architects Chicago.
- The library includes 90,000 books, a computer center, an adult reference section, and special children's facilities.

Additional Key Facilities

- Although not within official Village boundaries, the Loyola University Medical Center (LUMC) operates a 63-acre health-care campus just south of Roosevelt Road.
- Located adjacent to LUMC in unincorporated Cook County, the Edward Hines, Jr. VA Hospital is a medical campus with 471 beds and an annual budget of more than \$500 million.
- The large medical campus south of Roosevelt also includes the 35-acre John J. Madden Mental Health Center.
- Cook County operates a public safety complex, composed of a Sheriff's Department office and the 4th District Circuit Court, at 1500 Maybrook Avenue.

Arts & Culture

- The West Town Museum of Cultural History conducts research, showcases exhibits, and provides events that showcase the heritage of Chicago's West Suburban Community.
- Maywood Fine Arts provides affordable, quality arts and fitness education for children and families. It is supported by the Maywood Fine Arts Association, a nonprofit 501(c)3 corporation.
- Maywood is home to 19 historic sites, 16 of which are listed on the National Register of Historic Places

Demographic & Market Analysis

An analysis of the Village of Maywood's demographic and market conditions was conducted to guide the planning process and provide background information for developing "market-viable" policy recommendations. This section focuses on three areas: (1) population demographics, (2) employment, and (3) the housing market. Each topic area presents current trends, highlights important findings and implications, and wherever possible, notes future growth opportunities. Data utilized were obtained from several sources, including the 2010 U.S. Census, the State of Illinois, the 2008–2012 American Community Survey, and ESRI Business Analyst, a national provider of business and market data.

A separate retail market study, prepared by the Chicago Metropolitan Agency for Planning (CMAP), was also reviewed for this analysis.

Population

The Village's population is declining. The Village's 2014 population is estimated at 23,614. Between 2010 and 2019, the Village's population is projected to decrease by roughly 700 people (–3.0%). This slow decline in population has held relatively steady over the past few decades. Between 1990 and 2010, for example, the Village's population declined by about 3,000 people. While population is projected to decline over the next several years, CMAP 2040 projections call for this trend to reverse at some point. This will, however, be contingent on the Village implementing improvements to commercial areas, employment centers, housing, and an overall positioning as an attractive destination for new residents and businesses.

Demographic Summary (2010, 2014, 2019)

Maywood and Cook County

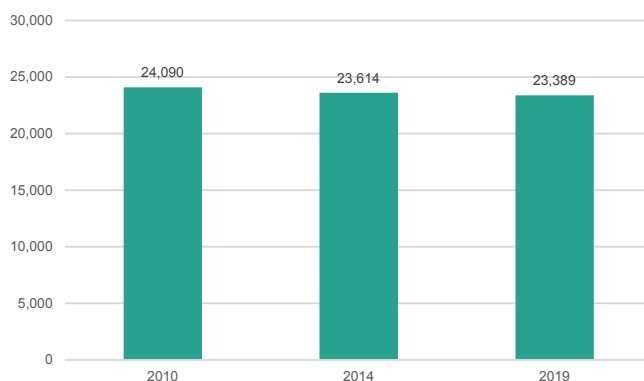
	2010	2014	2019	PROJECTED CHANGE (2010-2019)	
MAYWOOD					
Population	24,090	23,614	23,389	-701	-2.9%
Households	7,407	7,298	7,260	-147	-2.0%
Average Household Size	3.2	3.2	3.2	0.0	0.0%
Median Age	33.5	34.1	35.3	+1.8	+5.4%
Median Household Income	N/A	\$44,062	\$50,786	+\$6,724	+15.3%
COOK COUNTY					
Population	5,194,675	5,243,730	5,310,529	+115,854	+2.2%
Households	1,966,356	1,994,327	2,029,685	+63,329	+3.2%
Average Household Size	2.6	2.6	2.6	0.0	0.0%
Median Age	35.3	35.9	36.6	+1.3	+3.7%
Median Household Income	N/A	\$52,909	\$61,064	+\$8,155	+15.4%

*Projected Change (2014–2019)

Sources: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

Population (2010, 2014, 2019)

Maywood

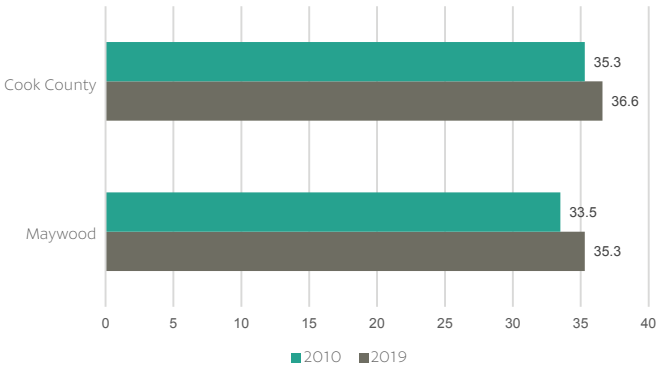


Age

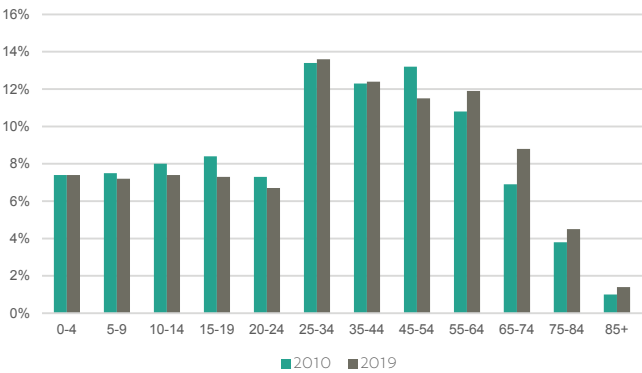
The Village's population is aging. The Village's 2014 median age is estimated to be 34.1 years. Between 2010 and 2019, the median age is projected to rise from 33.5 years to 35.3 years, an increase of almost 2 years. While the Village remains younger than Cook County, it is aging at a slightly quicker pace (5.4% vs. 3.7% increase between 2010 and 2019).

A comparison of the Village's 2010 and 2019 population distribution by age cohort reflects this age shift. Age cohorts gaining in share of the overall population are mostly found on the older end of the spectrum (>55 years), with losses occurring mostly in the younger end (<24 years). Slight increases in the middle adulthood cohorts (25 years–44 years) somewhat offset higher age growth in the older cohorts, tempering the increase in median age to only 2 years between 2010 and 2019.

Median Age (2010, 2019)
Maywood and Cook County



Age Distribution (2010, 2019)
Maywood



Income

Village incomes are increasing. The Village's 2014 median household income is estimated at \$44,062, roughly \$8,000 less than Cook County's. Between 2014 and 2019, the Village's median income is projected to rise to \$50,786, a growth of roughly \$6,700 but still less than Cook County's projected median income of \$61,064.

However, it is important to compare income growth against expected increases in inflation, which devalues the purchasing power of the dollar. The average annual rate of inflation between 2000 and 2010 was 2.4%. Using this historic inflation rate as a proxy for future inflation rates, the Village's estimated 2.9% annual income increase will slightly outpace future inflation.

A comparison of the Village's 2014 and 2019 population by household income depicts this projected increase in earnings. Households earning more than \$75,000 are expected to increase their share of the population, while households earning less than \$75,000 are estimated to decrease in share of the overall population.

Income Distribution (2014, 2019)
Maywood



Median Household Income (2014, 2019)
Maywood and Cook County



Race & Ethnicity

The Village is becoming more diverse. The Village is currently, and projected to remain, a largely Black community. Between 2010 and 2019, however, the percentage of the population defined as Black by the U.S. Census is projected to decline from 74.4% to 69.4%. Small increases are expected in nearly all other racial categories.

Similarly, the Hispanic population is expected to increase from 20.8% to 25.6%. For purposes of clarification, the U.S. Census considers Hispanic an ethnicity which is not mutually exclusive with racial categories. For example, a resident may identify as both Black AND Hispanic.

These trends are similar to what is occurring in Cook County as a whole.

Market Implications

By 2019, the Village is expected to be slightly smaller in population, older, wealthier, and more diverse. These demographic shifts may lead to a change in market potential for the Village:

- While incomes are rising, the collective consumer spending power of the Village is likely to be tempered by a simultaneous loss in population and households.
- A declining population may lead to an increase in vacancy, highlighting the need to prioritize neighborhood stability in planning efforts.
- An aging population and the growth in size of the senior population may require additional multi-family, senior housing, or other "aging in place" units.

Race & Ethnicity Summary (2010, 2014, 2019)

Maywood and Cook County

	2010	2014	2019	PROJECTED CHANGE IN SHARE (2010-2019)
MAYWOOD				
White	12.6%	13.3%	14.4%	+1.8%
Black	74.4%	72.3%	69.4%	-5.0%
American Indian	0.3%	0.4%	0.4%	+0.1%
Asian	0.5%	0.6%	0.7%	+0.2%
Pacific Islander	0.0%	0.0%	0.0%	0.0%
Some Other Race	10.3%	11.4%	12.8%	+2.5%
Two or More Races	1.8%	2.1%	2.3%	+0.5%
Hispanic Origin (Any Race)	20.8%	22.8%	25.6%	+4.8%
COOK COUNTY				
White	55.4%	55.0%	54.6%	-0.8%
Black	24.8%	23.9%	22.8%	-2.0%
American Indian	0.4%	0.4%	0.4%	0.0%
Asian	6.2%	6.7%	7.4%	+1.2%
Pacific Islander	0.0%	0.0%	0.0%	0.0%
Some Other Race	10.6%	11.2%	11.8%	+1.2%
Two or More Races	2.5%	2.7%	2.9%	+0.4%
Hispanic Origin (Any Race)	24.0%	25.2%	26.8%	+2.8%

Note: The US Census considers 'Hispanic' an ethnicity, not a race.

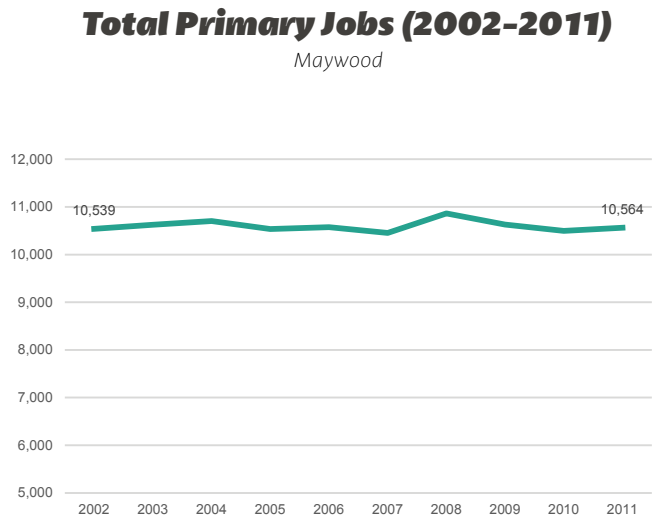
Sources: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

Employment

This section highlights key aspects of the Village's economy, including employment levels, industry sizes, employment density, and the inflow/outflow of workers into the Village. It is important to note that employment figures within this section include the Loyola University Medical Center and the federal Hines VA Hospital, both of which are not located within Maywood's jurisdictional limits but whose jobs are counted towards the Village's employment levels by the U.S. Census Bureau.

Total Employment

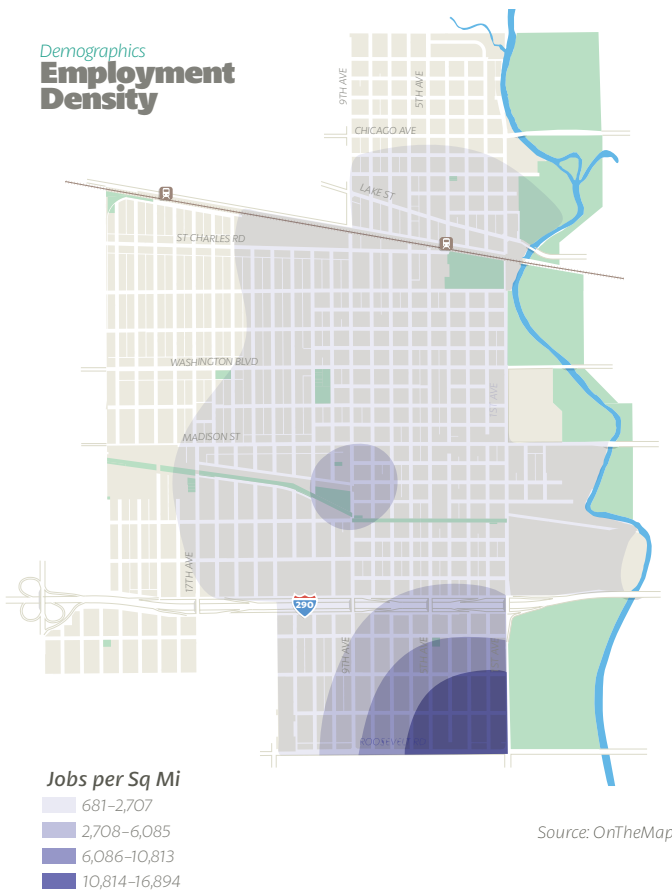
Employment levels are relatively stable. On the whole, Maywood's employment base has weathered the economic recession relatively well. Between 2002 and 2011, total primary employment remained relatively unchanged, ranging from a high of 10,762 jobs in 2008 to a low of 10,454 jobs in 2007 – a swing of only a few hundred jobs between the “best” and “worst” years.



The State of Illinois' Department of Economic Security (IDES) estimates that Local Workforce Investment Area (LWIA) #7, containing all of Cook County, will collectively gain 171,006 jobs between 2010 and 2020. Applying Maywood's 2010 share of LWIA jobs by industry to the anticipated economic expansion, the Village should be positioned to capture a proportionate share of regional job growth.

Employment Density

The highest concentrations of jobs are found around the middle and southeastern portions of the Village, which contain major



governmental, institutional, and private employers.

Employment by Industry

The Healthcare and Social Assistance industry is the Village's main employer, accounting for more than two-thirds of all jobs.

The dominance of this industry is attributable to the presence of Loyola University Medical Center and Edward Hines, Jr. VA Hospital, which are both major regional employers. Other important industries include Educational Services (953 jobs; 9.1%) and Manufacturing (516 jobs; 4.9%), among others.

Employment by Industry

Maywood (2010)

INDUSTRY (NAICS CODE)	EMPLOYEES	
Health Care & Social Assistance	6,764	64.4%
Educational Services	953	9.1%
Manufacturing	516	4.9%
Accommodation & Food Services	373	3.6%
Transportation & Warehousing	296	2.8%
Public Administration	288	2.7%
Admin. & Support, Waste Mgmt. & Remediation	280	2.7%
Other Services	256	2.4%
Utilities	180	1.7%
Retail Trade	145	1.4%
Wholesale Trade	138	1.3%
Finance & Insurance	122	1.2%
Professional, Scientific, & Technical Services	67	0.6%
Information	51	0.5%
Construction	37	0.4%
Real Estate, Rental, & Leasing	17	0.2%
Arts, Entertainment, & Recreation	11	0.1%
Management of Companies & Enterprises	3	0.0%
Agriculture, Forestry, Fishing, & Hunting	0	0.0%
Mining, Quarrying, Oil, & Gas Extraction	0	0.0%
TOTAL	10,497	100.0%

Source: U.S. Census "OnTheMap" Application; Houseal Lavigne Associates

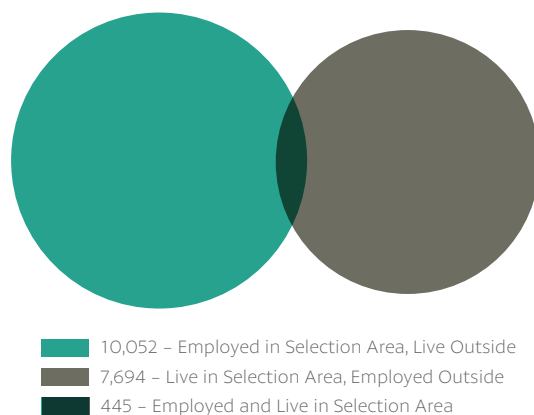
Based off of the State of Illinois' Department of Economic Security (IDES) employment projections, the industries expected to experience the most growth between 2010 and 2020 are: Healthcare and Social Assistance, Educational Services, Accommodation and Food Services, and Administration and Waste Management and Remediation.

Inflow & Outflow

Nearly all of the Village's residents and workers are commuters.

Each day, more than 10,000 non-residents commute into Maywood for work and more than 7,600 residents leave Maywood to work elsewhere. Only 445 people both live and work in Maywood.

Inflow/Outflow Job Counts(2010)



Market Implications

The presence of several large medical and educational institutions in the Maywood area have resulted in a relatively stable local economy in the aftermath of a significant recession. Similarly, the Village's two major industries – (1) Healthcare and Social Assistance and (2) Educational Services – are both projected to grow significantly within the region by the State of Illinois between 2010 and 2020. At the same time, however, the Village of Maywood contains very little employment within its jurisdictional boundaries, as most major employers are located just south of the Village border in unincorporated Cook County. If the Village is able to position land and resources properly, it could stand to gain additional retail, office, and housing investment based on juxtaposition to these important regional assets.

Housing

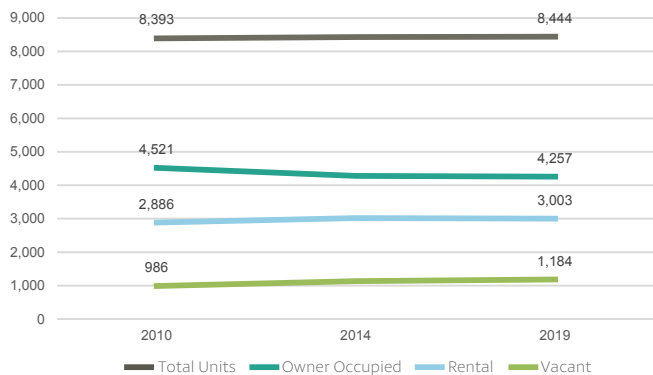
This section provides an overview of Maywood's housing market, including the number of units, type, tenure, age, value, and sales trends.

Total Units

The number of housing units in the Village is increasing slightly. Between 2010 and 2019, Maywood's housing stock is expected to increase by about 50 units, from 8,393 units to 8,444 units. Projections for 2019 indicate a decline in the total number of owner-occupied units with increases in both renter-occupied and vacant units.

**Total Housing Units
(2010, 2014, 2019)**

Maywood



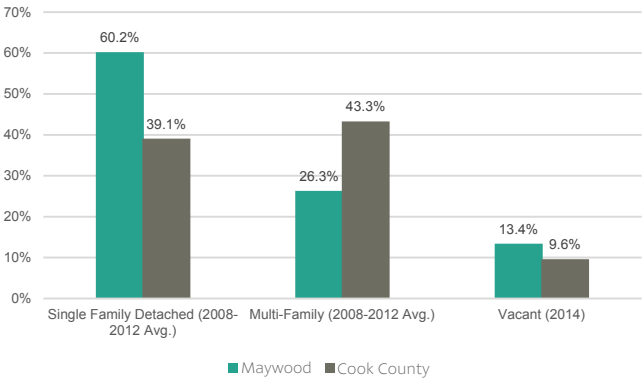
Tenure & Type

The typical Maywood home is an owner-occupied, single-family detached home. Maywood's housing stock is 50.8% owner-occupied, 35.8% renter-occupied, and 13.4% vacant.

The majority of the Village's housing units are single-family detached homes (60.2%), with the remainder either multi-family units (26.3%), duplexes (12.1%), or single-family attached homes (1.4%). Compared to Cook County, Maywood contains more traditional neighborhoods. The Village has a higher percentage of single-family detached homes (60.2% vs. 39.1%) and a lower percentage of multi-family homes (26.3% vs. 43.3%).

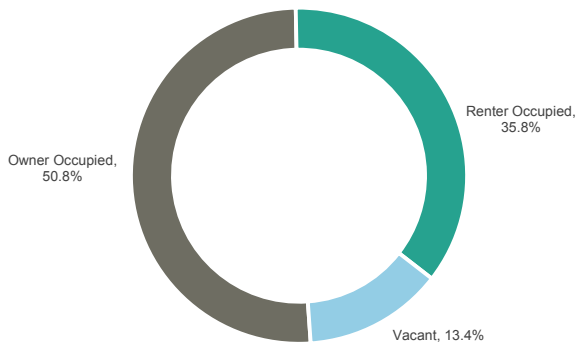
**Housing Comparison
(2008-2010 Average; 2014)**

Maywood and Cook County



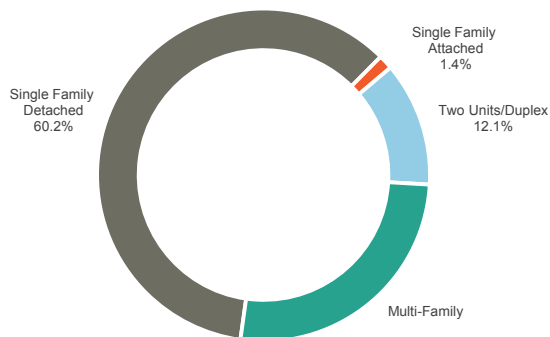
Housing Tenure (2014)

Maywood



Housing Type (2008-2012 Avg.)

Maywood

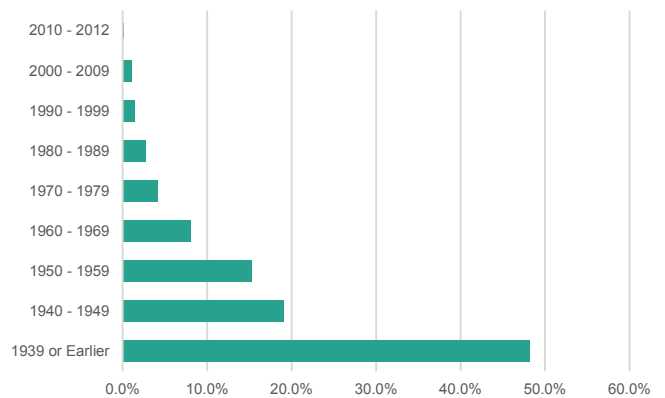


Age

The Village contains mostly older homes and has experienced minimal new construction over the past two decades. A plurality of the Village's homes were constructed prior to 1939 (48.2%) and greater than 8 in 10 homes were built prior to 1959 (82.5%). This historic construction pattern is fairly consistent with other first-ring Chicago suburbs. Accordingly, the Village has experienced very little new construction of late due to this "built-out" status. Between 2003 and 2013, construction permits for only 35 new units were issued.

Housing Units by Age (Pre-1939 to 2012)

Maywood



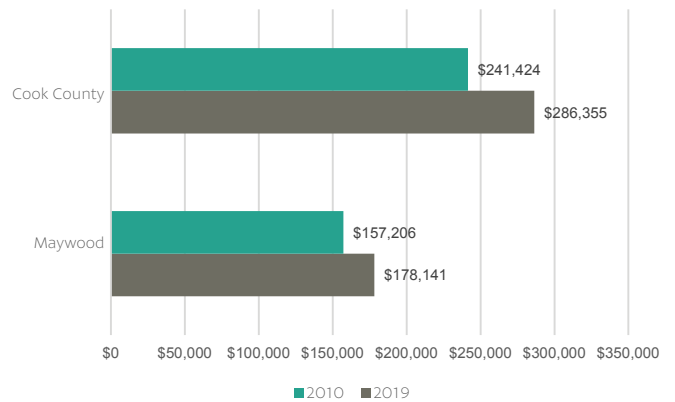
Value

Home values are increasing. The Village's current (2014) median home value is estimated at \$157,206. By 2019, the median value is expected to rise by nearly \$20,000 to \$178,141. Home values in the Village are noticeably lower than Cook County, as the County's housing values are influenced by the Chicago market and more affluent suburban municipalities.

A comparison of the Village's 2014 and 2019 home values reflects this increase in the median home value. Housing cohorts valued between \$150,000 and \$999,999 are projected to increase their share of total housing units, while units valued under \$150,000 and over \$1,000,000 are expected to decrease in share. The cohort experiencing the greatest increase in overall share is \$200,000–\$249,999, which is expected to grow by 6.5% by 2019.

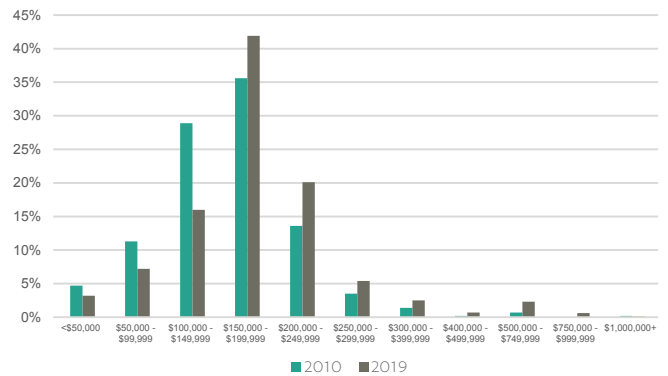
Median Home Value (2014, 2019)

Maywood and Cook County



Housing Distribution by Value (2014, 2019)

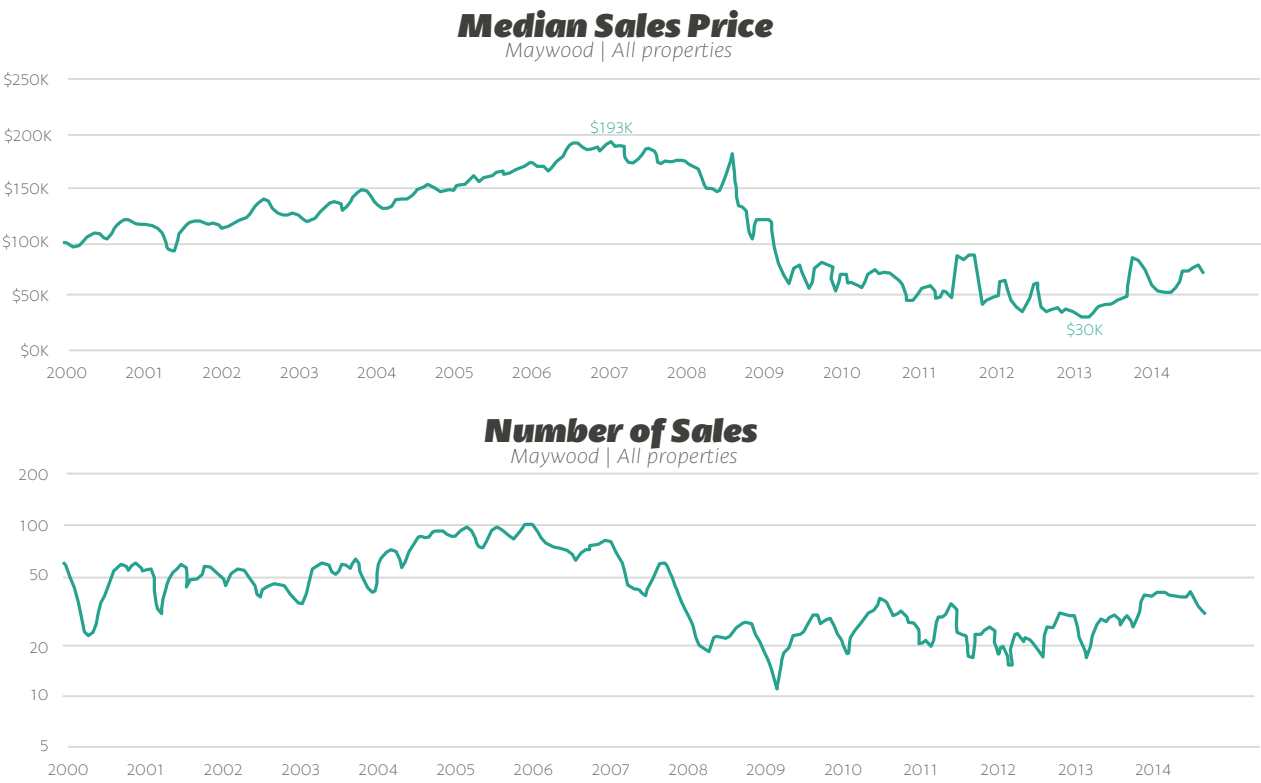
Maywood



Sales

Home sales are rebounding in quantity but not price. Between 2009 and 2014, the median sales price of homes in Maywood has hovered between \$50,000 and \$75,000 – a noticeable decline from the pre-2008 recession levels of between \$100,000 and \$200,000. Overall, the local housing market – based on sales price – has not recovered from the economic downturn and remained fairly flat over the past five years.

At the same time, however, the number of home sales is starting to tick upwards. For example, the first six months of 2014 saw the greatest level of sales since 2007.



Source: Trulia

Market Implications

The local housing market contains a healthy balance of tenures (e.g. owner-occupied and renter-occupied homes) as well as types (e.g. single-family, duplex, multi-family, etc.). The historic quality of homes helps contribute to the character and vibrancy of Maywood. At the same time, however, the market continues to be challenged on two fronts: high vacancy and stagnant home re-sale values. Foreclosures have played a significant role in both vacancies and home prices, although the Village has actually experienced a lesser increase in foreclosures than some neighboring communities. According to a CMAP Homes for a Changing Region report, which includes the Maywood area, the Village of Maywood experienced a 61% increase in foreclosure filings between 2006 and 2010 while the villages of Bellwood, Berwyn, Forest Park and Oak Park all experienced triple digit percentage increases. Policies and programs have been implemented to attempt to mitigate the foreclosure issue and stabilize housing village-wide. In particular, The West Cook County Housing Collaborative was established in 2009 to assist Maywood and surrounding communities in addressing housing issues.

Moving forward, growth in the healthcare and education sectors associated with the nearby medical institutions may present an opportunity to stabilize the housing market by attracting workers and students associated with these uses to Maywood. Additionally, an aging population may drive a shift in new demand for more compact “aging in place options” such as senior housing, town-homes, and apartments. According to the Homes for a Changing Region report, the Village will have the need and capacity over the next fifteen years to support new housing units, particularly in multi-family development.

Retail Market

A separate market study was recently prepared for the Village by CMAP. According to that analysis, given the Village's proximity to several large retail nodes, including three regional malls exceeding one million square feet of space, indications are that the market is fairly saturated. However, while this space is accessible to the Maywood market, it also serves a regional function. Therefore opportunities may still exist throughout the Village, particularly at a neighborhood level.

Key findings from the CMAP study that have an impact on larger planning issues include:

- The Village's trade area was defined as a fifteen minute drive from the center of the Village and extends to approximately 125 square miles and a population of over 860,000.
- Much of the existing retail development in the Village is suffering from neglect and disinvestment resulting in an inadequate supply of quality retail options for residents.
- Disposable income in the Village is much lower than that of the larger retail trade area.
- Maywood has between 90 and 120 existing retail establishments.
- The greatest sales volumes are along the Roosevelt Road and Lake Street corridors.
- Approximately 95% of the Village's retail establishments occupy spaces of less than 10,000 square feet.
- Approximately 50% of the Village's retail establishments occupy spaces of less than 2,500 square feet.
- Roosevelt Road and Lake Street should continue to support larger retail functions and development.
- Other commercial areas should continue to support more neighborhood targeted retailing.
- Mixed-use development should be encouraged.

The findings and recommendations of the CMAP study are generally consistent with those of the Comprehensive Plan.

Industrial and Office Market

The Chicago metropolitan area is the second largest industrial market in the country and the largest manufacturing market. Sitting at the convergence of all six Class 1 railroads as well as several major interstates, Chicago accounts for 70% of the nation's rail and intermodal activity. One-third of the country's population lives within a day's drive.

The greater market is showing signs of rebounding and is trending positive. Last year, net absorption totaled +11.3 million square feet, the second highest in the nation behind Dallas, Texas. The market has seen continuous positive absorption and declining vacancy, dropping to approximately 7% in the second quarter of 2014.

The Maywood industrial market straddles the I-290 North and I-290 South market areas. While both areas have experienced declining vacancies, the I-290 South market area realized the second highest net absorption of any Chicago market area during the second quarter of 2014. At 5.32%, the South market also has one of the lower vacancy rates. Both areas have also added new inventory in the past year.

The Village of Maywood should market its industrial areas to take advantage of positive trends in the market and leverage its locational advantages: access to Interstate 290, availability of public transit, proximity to the City of Chicago, and a readily available labor force. While large scale development is unlikely, Maywood is positioned to continue filling a niche, catering to small to mid size users that do not require the infrastructure, amenities, and larger sites found in the O'Hare market or I-55, I-294 or I-88 corridors. There is always a demand for these types of spaces and market area rents are relatively low. This creates opportunities for new businesses as well as jobs for area residents.

As it relates to the larger Chicago area office market, the Village of Maywood and its neighbors fall into somewhat of a gray area. Maywood is outside of the West Loop market, south of the O'Hare market and not quite close enough for the East-West Corridor and I-55 markets. Given the large concentrations of office space available in the market area, it is not anticipated that the Village of Maywood will experience any large scale office development in the foreseeable future. Future office development will likely be in the form of building to suit a specific end user or professional and medical office spaces integrated into a larger commercial development. In addition, office functions related to industrial and manufacturing related uses should be encouraged to locate within those designated areas.



3

COMMUNITY OUTREACH

Community outreach is a fundamental component of the Comprehensive Plan process. It ensures the Plan is reflective of the Village and is responsive to the issues and concerns facing the community. The planning process provided several in-person and web-based opportunities for public input, receiving a great deal of insight from various residents, business owners, and stakeholders. The input received throughout the Comprehensive Plan process was used concurrently with an analysis of existing conditions to create a vision for Maywood's desired future.



Traditional Outreach

The Comprehensive Plan process was design to incorporate input from residents, businesses, and key stakeholders in the Maywood community. This included the formation of a Comprehensive Plan Steering Committee as well as serveral outreach events to engage the community at large throughout the planning process.

Steering Committee Workshop/Project Initiation Meeting

On February 12, 2013, a meeting was held with the Comprehensive Plan Steering Committee to initiate the planning process. The Steering Committee included Village residents, business owners, and stakeholders who have unique insight into the Village. The intent of the meeting was to gain initial input from the Steering Committee and identify preliminary issues facing the community.

Community Workshop

On Monday, September 23rd, 2013, a community workshop was held at the Village of Maywood Council Chambers for residents of the Maywood community. The workshop was the first of many opportunities for residents to learn about the purpose of the comprehensive plan and provide feedback. A total of 15 members of the community attended the workshop and voiced their opinions and concerns regarding the Village.

Business Workshop

On Wednesday, November 20, 2013, a workshop was held at the 200 Building for business owners and managers in the Maywood community. The session provided an opportunity for the private sector to learn more about Maywood's comprehensive plan and to share their concerns, ideas, and aspirations with Village officials. A total of 16 people attended the workshop, contributing to a lively discussion regarding the Maywood business climate.

Visioning Workshop

The Visioning Workshop provided an opportunity for all community members to create a collective vision for Maywood. Thirty-two participants were broken into groups and drew on large maps of Maywood and its planning area. Each group then presented their vision for the Village's future. Participants brainstormed a wealth of ideas and projects regarding the things they like best about the community, and the changes they would like to see made in both the near- and long-term.



Primary Issues & Concerns

At each event, participants were asked to list their primary issues and concerns. While participants provided a wide range of responses, the majority of input revolved around a few resounding themes.

Economic Development

Participants cited a need to attract new businesses in order to grow employment, broaden the tax base, and offer quality services to Maywood residents. Comments indicated that Maywood has a lack of quality retail uses, citing restaurants and grocery stores as particularly lacking, compared to surrounding municipalities. Additionally, residents would like to see the Village's TIF areas and large, vacant opportunity sites, such as the property at 5th Avenue and Washington Boulevard, redevelop into economically viable assets for Maywood. One participant stated, "everyone is doing their own thing," referencing a lack of communication among the business community and local government. Respondents proposed developing partnerships between neighboring businesses, improving channels of communication through targeted outreach, and marketing local businesses to Maywood residents. The recently Economic Development Commission was also cited as a key partner with the Community Development Department in recruiting and retaining businesses.

Public Safety

The community feels that crime and the perception of crime are stifling economic investment and growth in Maywood. Comments included the need for increased safety on St. Charles Road and in parks, a more efficient police department, and reducing instances of vandalism. Additionally, some respondents registered concern over teenage loitering and the lack of children's activities and programs.

Government Services

With regard to government services, participants cited the need for small business support, better services, and community communication and cooperation. A point was made for the government to become a strong, unifying force for the Maywood community. One participant used the term "civic harmony" to describe how residents, businesses, and government should be working collectively to make Maywood stronger. Participants expressed displeasure with taxes, red tape, inefficient government, and the need for better Village services and economic development assistance.



Code Enforcement

Workshop participants frequently cited the need for code enforcement, with regard to residential properties and vacant businesses, as an issue within the community. Specific concerns for residential areas included the presence of late night music and “fortifying” fences that create a sense of defensiveness. Nevertheless, the overall appearance of residential homes and properties—whether due to neglect, lack of code enforcement, or foreclosure—was an overarching theme of resident responses. Concerns regarding business property maintenance included “garbage and weeds,” “empty lots,” “vacant key corridors,” and the need to “improve [the] image of main corridors.”

Image

Many participants discussed the poor community image and perception of Maywood. It was noted that outside perception of Maywood is negative despite many positive amenities. There is an increasing perception of gang activity and crime associated with Maywood, which obscures the great cultural amenities available to Maywood residents. Despite the many positive attributes of Maywood, business leaders consider the existing external perception of the Village to be unfairly negative. Responses such as “poor reputation,” “perception that Maywood is a difficult place,” and the “perception that Maywood is unsafe and undesirable” were common. Some respondents suggested better marketing of Maywood to external audiences and finding a new way to disseminate more positive information. Similarly, others expressed interest in implementing beautification initiatives throughout the Village.



Specific Projects or Actions

Participants were asked to identify specific project or actions the Village could take to improve the community. A complete list of responses, organized by topic, is shown below.

Economic Development

- Establish a business advocacy office in the Village government
- Draw in new companies that bring in more revenue and jobs
- Develop a clear vision for business corridors
- Work with the Maywood Chamber of Commerce to review regulations and create a welcome packet for new businesses
- Institute an aggressive marketing campaign of available sites
- Initiate job-training programs and incentives for businesses that hire locals
- Attract and support small incubators
- Provide economic development incentives
- Partner with the recently formed Economic Development Commission in recruiting and retaining businesses

Government & Services

- Have citizens and government work together
- More government transparency
- Hold periodic meetings between local businesses and Village officials
- Add more police and code enforcement personnel
- Ensure an efficient police department to address safety and drugs
- Ensure that the Village Board is on the same page with how they want to improve the business climate
- Reduce taxes

Land Use & Development

- Develop a solid plan for 1st Avenue from Roosevelt Road to Madison Street
- Develop a plan for redevelopment of 9th Avenue and St. Charles Road
- Develop 9th Avenue Building
- Stronger partnership with Loyola for development of 5th Ave from Roosevelt to Lexington
- Train station oriented revitalization/development
- Develop ComEd parcel
- Develop guidelines for signs and the caliber of businesses, especially in the business district.
- Develop property, housing, and vacant buildings
- Open a major grocery store

Image & Identity

- Improve Maywood's physical appearance
- Crack down on code enforcement
- Clean up lots and fix up existing businesses
- Advertise and market the advantages of Maywood: "Why Maywood?"
- Improve the physical appearance and landscaping of major corridors such as 5th, Madison, and Roosevelt
- Implement public relations/marketing similar to what is being done in Berwyn
- Provide major grant opportunities for residential beautification for current home owners



Community Assets

Participants were asked to identify Maywood's major strengths and assets they want to retain or build upon. Top responses included the Village's location, housing stock, history, people, and proximity to diverse modes of transportation, while the variety of responses demonstrated Maywood's bountiful strengths and diverse amenities.

Location

Workshop participants cited Maywood's central location as one of its greatest strengths. Close to Chicago and centrally situated within the Chicago suburbs, residents are able to enjoy both the amenities of the big city while also being able to escape to peaceful suburban living. They also discussed access to both O'Hare and Midway as key advantages in attracting business and industry.

Transportation Access

Maywood benefits from a variety of transportation options. Residents lauded access to the amenities of the big city via the Pace bus system, Metra commuter rail, and Eisenhower Expressway. Easy rail, air, and highway access are seen as great assets that can facilitate opportunities for economic growth.

Historic Character

Workshop participants are proud of Maywood's rich history and cited this as one of the community's greatest strengths. One participant cited a welcoming "hometown feel," with others highlighting the many local landmarks and historic buildings that could attract visitors, new businesses and residents, and contribute to a positive image.

Housing Stock

The Village's affordable housing stock, which includes both new and old homes, was named a key community asset. While single-family homes are the most prominent housing type in the Village, a variety of multi-family and duplex options also exists. Combined with Maywood's strategic Cook County location and proximity to medical institutions, the local housing market is ripe for recruiting new residents who work and study in the region.

Medical Institutions

Nearly half of respondents cited Maywood's proximity to numerous medical institutions as a central growth opportunity. In particular, developing initiatives tied to the nearby Loyola University Medical Center is perceived by business leaders as one of Maywood's greatest avenues for economic expansion.

Available Space

While participants listed blight and abandonment as a top concern, vacant land and available building space is also perceived to be an immense asset. Space can be repurposed into professional offices, new retail outlets, or spin-off industries tied to nearby medical institutions.

Diverse & Resilient Residents

One participant wrote that Maywood is "a village of potential strengthened by people willing to work hard at executing that potential." Residents are passionate, engaged, and diverse, sharing a "desire to build something better."



Online Outreach

In addition to traditional outreach events, residents, businesses, and Village stakeholders had an opportunity to participate in the outreach process via web-based outreach tools. Online outreach provided an alternative option for residents and business owners who may have been unable to attend the traditional outreach events. These included a project website, online questionnaires, and an interactive mapping tool.

Project Website

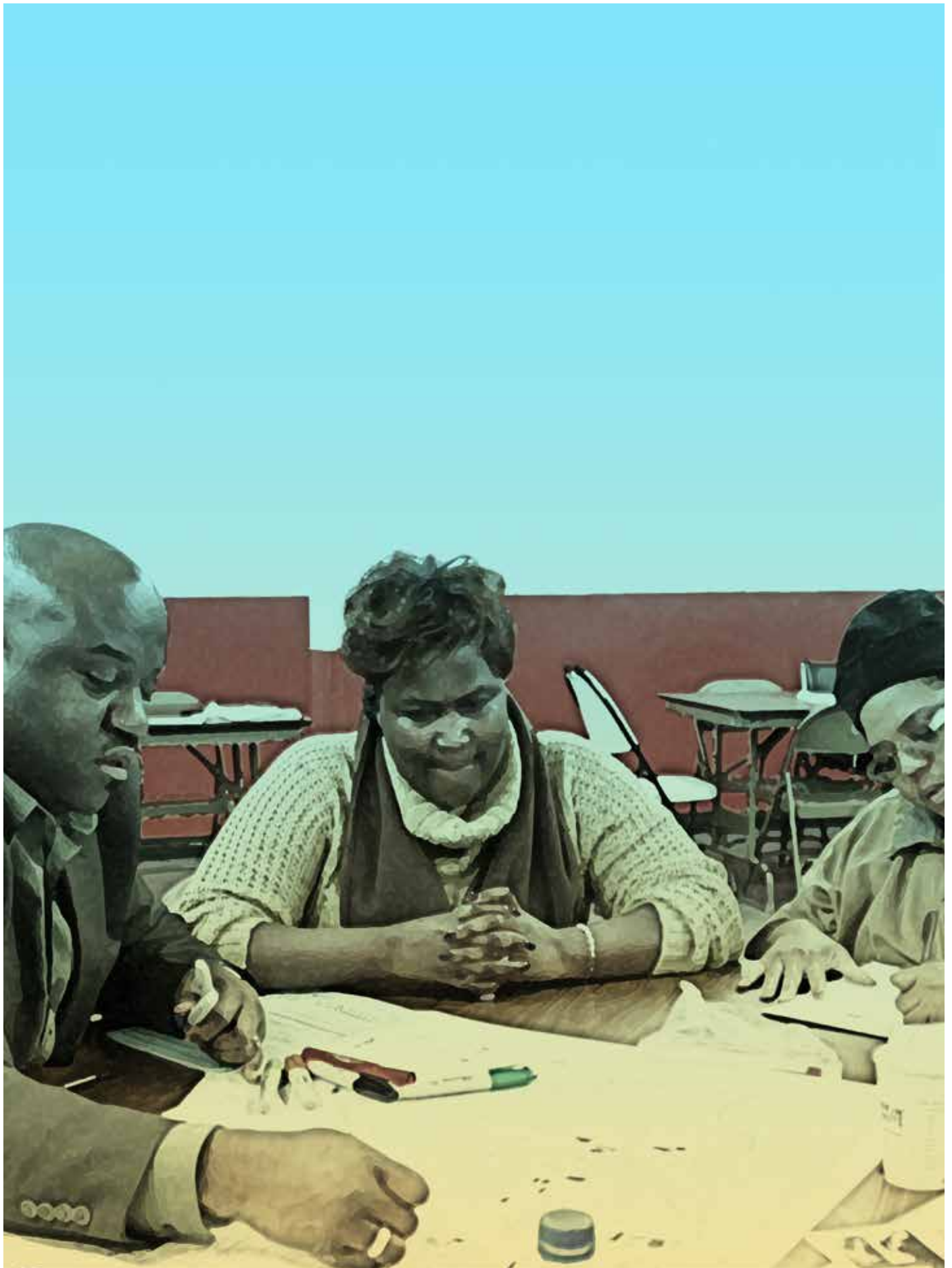
A project website was created to help inform members of the public about the Comprehensive Plan, its activities, and status. The website provided links to download material, as well as links to the resident and business questionnaires and the interactive mapping tool, sMap.

Resident & Business Questionnaires

Two online questionnaires were made available through the project website to allow for additional public input. Resident questionnaires asked about life in Maywood, including the condition of housing, education, transportation, and public facilities and services; what they would and would not like to see in Maywood in the future; and what the Village's greatest strengths and challenges are. The business questionnaire asked similar questions, but also additional ones directly related to the local business community. While participation was low, the feedback that was received from both questionnaires proved helpful to inform recommendations within the Comprehensive Plan.

sMap

sMap is an on-line community issues mapping tool that serves as an interactive, web-based application for public participation. The sMap application allowed residents to identify, map, and provide comments on specific, or general, areas of concern within the Village. Drawing from a legend of nine pre-defined point types, users were able to annotate and decorate maps with different points and icons representing what they see as opportunities, threats, or assets in the Village. Users identified Harrison and 9th Street as a dangerous pedestrian crossing, that 8th Street is becoming a thru-way for semi-trucks, and suggested to create open space areas as part of new development along 5th Avenue.



4

VISION, GOALS, & OBJECTIVES

The Vision serves as the “big picture” that articulates the collective hopes of the Maywood community. It describes the aspirational, long-term changes that would occur after the successful adoption and implementation of the Maywood Comprehensive Plan. The Vision is broad in scope, but also serves to focus attention on the outcomes of long-term community efforts. It is written as a retrospective narrative, describing Maywood as it would be 20 years in the future.



In the year 2034...

The Village of Maywood is on the rise. Since the adoption of the Comprehensive Plan, Maywood is a thriving community with strong neighborhoods, vibrant commercial areas, and safe roads, bike trails, and sidewalks. The village has made the most of its connections to the region. The Eisenhower Expressway, Metra UP–West line, Pace bus lines, and the Illinois Prairie Path let residents take advantage of nearby attractions and make Maywood a destination for visitors from other parts of the Chicago region.

Downtown Maywood

The area around the Maywood Metra station is the historic and symbolic heart of the community. Residents who live in and around the area enjoy bustling retail and restaurants that occupy historic and attractive buildings. Sidewalk cafes, the Maywood Public Library, Maywood Park and the Veteran's Memorial Park, West Town Museum of Cultural History, and other destinations have brought new life to the 5th Avenue area. The Fred Hampton Aquatic Center, located within Maywood Park, continues to provide quality recreational programming to residents through a strong partnership with the West Cook YMCA. This is just one example of how the Village has used partnerships with local groups to strengthen services for its residents.

North Maywood & Lake Street

The North Maywood neighborhood, which is bisected by Lake Street, will be a strong and stable neighborhood for decades to come thanks to the on-going preservation of its historic homes. Each year, additional homes are added to the local historic registry, and investment in maintenance is ensuring that the neighborhood will be a draw for those seeking the traditional 19th century character of the Maywood community. Lake Street provides local commercial services for residents of North Maywood and those passing through between Melrose Park and River Forest. The North Maywood neighborhood consists of single family homes featuring nearly a dozen historic buildings that date back to the late 19th century.

The Des Plaines River & Illinois Prairie Path

Maywood Grove provides a direct connection with nature for Maywood residents. The grove is part of the 245-acre Thatcher Woods natural area and Forest Preserve that straddles the Des Plaines River. The recreation areas, picnic shelters, and natural environment provide valuable education about and access to important environmental assets for the Maywood community and West Cook County suburbs. One of the most important additions in this area is the new leg of the Des Plaines River Trail. The trail has been extended south through Maywood to connect to the Illinois Prairie Path. Residents of West Cook County are now able to enjoy a day full of cycling, hiking, and exploring along the Des Plaines River. Businesses have developed along the River and Illinois Prairie Path, providing goods and services to both residents and visitors using the trails.

5th Avenue & Madison Street

5th Avenue and Madison Street have experienced a significant transformation in recent decades. Portions of these streets now support new and attractive housing, while more focused commercial areas are thriving. New townhouses and apartment buildings host a growing population that supports local businesses and reflects the character of surrounding neighborhoods. Streetscaping and landscaping enhancements to 5th Avenue and Madison Street corridors make residents proud as they welcome visitors who have had their eyes opened to the variety of choices offered by Maywood. This resurgence of investment in Maywood has reenergized several small pockets of commerce and retail. As a result, residents have easy access to basic goods and services that support their day-to-day needs and allow them to keep their money in the community.



The south end of 5th Avenue is home to the new Loyola–Maywood housing campus. This campus provides housing and small parks to students, interns, and young professionals that work at the Loyola University Medical Campus. By providing an attractive environment, the campus has allowed young professionals to come to know Maywood, and many have bought houses in nearby neighborhoods in the community as a result.

Roosevelt Road

5th Avenue ends at Roosevelt Road, where continued commercial development and the proximity the Loyola University Medical Campus are transforming the identity for the community. Streetscaping and commercial development have strengthened Roosevelt Road as a corridor that provides important services to Maywood residents and visitors from other portions of the region. Medical offices, supporting clinics, and labs related to Loyola have been made possible by the proactive actions of the Village to foster a partnership with the university. Rather than simply being a busy thoroughfare, Roosevelt Road is now an important element in Maywood's reputation as a center for innovation and young professionalism, and a key physical and economic link to Loyola University.

1st Avenue Corridor

The 1st Avenue Corridor serves as the gateway into the Maywood community. The inviting corridor has new streetscaping that features beautiful landscaping, lighting, and pedestrian amenities. The new 1st Avenue on- and off-ramps to I-290 provide better traffic flow and leads vehicles north to the new commercial district and south to the medical district. The homes that line 1st Avenue are well-maintained and serve the growing desire for housing near the Loyola medical district area.

Strong Neighborhoods

The collective benefits of the Village's evolution can be seen in other portions of the community. St. Charles Road continues to host industry of various shapes and sizes. However, its impacts – noise, air quality, truck traffic, etc. – no longer compromise nearby neighborhoods. Instead, these neighborhoods are being revitalized through increased maintenance, the removal of unsafe housing, and new "pocket parks" that provide local gathering places for residents. The overall result of these efforts is a neighborhood that provides quality housing with easy access to jobs for nearby residents. At the west end of St. Charles Road, new local commercial services anchor the revitalized West Village neighborhood. This neighborhood is emblematic of the Village as a whole; a strong foundation of traditional Maywood character that is now thriving under reinvestment in housing and commercial areas.

Community Partnerships

A key component to all of the progress in Maywood has been its partnerships with agencies and service providers. Local school districts continue to work with the Village, employers, and Loyola to provide a direct link between early childhood education, continuing life-long education, and professional employment. The Illinois Department of Transportation and ComEd have worked closely with the Village to enhance traffic flow and commercial development along 1st Avenue. The West Cook YMCA and other local not-for-profits are important players in providing social services, recreation, and activities that give Maywood youth a positive outlet for their time and energy.

Looking at Maywood in the year 2034, it is clear that much has changed, yet much has stayed the same. Residents continue to support one another and work with their communities. Maywood celebrates the diversity and history of the community at Village events. The streets are safe to visit with friends and neighbors and the community actively support its local businesses. Maywood is now seen as long-time residents have always seen it; a historic place that is on the rise.



Goals & Objectives

The goals and objectives establish the framework for the Comprehensive Plan and development within the community. They are based on input received from the community regarding its vision and aspirations, as well as technical analysis that identified areas of potential improvement.

The goals and objective serve two distinct purposes. Goals describe end situations toward which planning efforts should be directed. They support the overall vision of Maywood that can be achieved through implementation of the Comprehensive Plan. They are long-term and not necessarily tangible. Objectives are more specific short-term actions, and support the achievement of the related goal. Together, the goals and objectives serve as a guide for the evaluation of development proposals, land use alternatives, and Village policy.

The goals and objectives are organized under the following categories:

- Residential Areas
- Commercial Areas
- Industrial Areas
- Parks & Open Space
- Transportation & Mobility
- Community Facilities & Services
- Image & Identity

Residential Areas

Goal — Foster attractive, well-maintained residential areas that build upon and preserve Maywood's traditional character, provide a range of housing options, and enhance the safety and attractiveness of Maywood for potential future residents.

Objectives:

- Enhance the level of property maintenance through active code enforcement, Village-supported programs, and local volunteerism on behalf of the business community and residents.
- Ensure that the transition of commercial properties to multi-family or townhouse redevelopment expands local housing choice, increases accessibility to affordable housing, and is compatible with the adjacent neighborhood.
- Preserve and maximize the benefits of alleys to support local mobility, utilities, service operations, and the removal of curb cuts on public streets.
- Enhance and preserve the tree canopy through parkway tree planting and replacement, taking into account tree species that will be resilient to anticipated climate change and disease.
- Encourage housing that caters to students and professionals at the Loyola University Medical Campus.
- Minimize noise, traffic, and visual impacts of I-290 (including large billboards) on residential neighborhoods.



Commercial Areas

Goal — Utilize the 5th Avenue, Lake Street, 1st Avenue, and Roosevelt Road corridors to provide a base of commercial goods and services that meets the day-to-day needs of Maywood residents and captures the spending of residents and visitors from nearby communities.

Objectives:

- Leverage the Village's proximity to Metra, the Eisenhower Expressway, and Loyola University Medical Campus to attract spending on goods and services from other portions of the Chicago region.
- On Madison Street and 5th Avenue, concentrate commercial uses in smaller nodes in order to create more focused energy and activity.
- Continue Village investment in streetscaping, sidewalk improvements, bicycle trails and parking, and other amenities in transit-oriented or pedestrian-oriented commercial areas of the Village.
- Ensure attractive building design in priority areas of the community through historic preservation, zoning regulations, and design standards that support pedestrian comfort and positive local identity.
- Utilize the Comprehensive Plan for active business recruitment as the foundation for more detailed marketing packets, developer RFP's, and developer tours and forums.
- Provide staff assistance for small businesses to navigate the Village's business licensing and permitting processes.
- Actively utilize development tools such as Tax Increment Finance (TIF) districts and Class 8 area designations to acquire catalyst properties, recruit businesses and promote redevelopment and/or reuse of existing commercial areas and structures.

Industrial Areas

Goal — Maintain and enhance industrial areas that contribute to the local economy and provide employment opportunities for the community.

Objectives:

- Support the ongoing development of St. Charles Road as a contemporary industrial corridor with uses that provide local employment opportunities, enhance the professional image of Maywood, and minimize impacts on nearby neighborhoods.
- Ensure industrial areas are well screened and/or buffered to minimize noise and visual impacts to adjacent neighborhoods.
- Assess the viability of closing off some or all residential streets between 14th Avenue and 10th Avenue in order to minimize truck traffic through neighborhoods and enhance the functionality of St. Charles Road as an industrial corridor.
- Preserve areas of industrial activity such as those on St. Charles Road and east of 1st Avenue and encourage the relocation of smaller industrial pockets to those areas.
- Work with local industrial businesses and education providers to identify training and partnership opportunities.
- Leverage TIF and Class 8 area designations to recruit businesses and revitalize distressed industrial areas.
- Identify and enforce truck routes to reduce the impacts of truck traffic on residential areas, especially along St. Charles Road and along the Illinois Prairie Path.
- Consider the transition of isolated industrial pockets along the Illinois Prairie Path to residential or open space uses.



Parks & Open Space

Goal — Support a robust park and open space system that builds upon the Des Plaines River and Illinois Prairie Path in order to enhance community health, image, and sustainability.

Objectives:

- Ensure that all residential areas are within reasonable walking distance to a park or open space, and that neighborhoods have a safe and accessible pedestrian and bicycle network that provides access to parks and open spaces.
- Continue to support coordination between the Village Parks and Recreation Department and Maywood Park District to provide quality facilities, services, and activities throughout the Village that meet the evolving needs of residents of all ages and demographics.
- Support and strengthen the existing partnership with the West Cook YMCA and the Maywood Park District and cultivate new partnerships to support the ongoing operations and maintenance of parks and recreational facilities.
- Work with the Forrest Preserves of Cook County and the Illinois Prairie Path Corporation to enhance local access to the Prairie Path and Des Plaines River, and support the extension of the Des Plaines River Trail south through Maywood to connect to the Prairie Path.
- Establish joint use agreements with local school districts to expand community recreational programming and access.
- Identify underserved areas of Maywood, and identify opportunities for new pocket parks through the acquisition and removal of unsafe residential or commercial structures.

Transportation & Mobility

Goal — Enhance the multi-layered transportation system in order to support regional mobility via the Eisenhower corridor and Metra, local mobility through arterials collectors, and local streets, and multi-modal mobility and accessibility on the Illinois Prairie Path, local bike trails, and sidewalks.

Objectives:

- Inventory all sidewalks, curb cuts, and crosswalks and establish a phased capital improvement program that ensures ADA compliance and prioritizes improvements around parks, schools, commercial nodes, and other prominent pedestrian areas.
- Work with IDOT, Metra, and other local agencies to provide safe pedestrian crossings across the Eisenhower corridor and rail lines.
- Review and amend public works standards and zoning regulations to reflect Pace's Transit-Supportive Guidelines for the Chicagoland Region.
- Work closely with Metra and Pace to implement station upgrades and make residents aware of agency initiatives such as Pace's "Posted-Stop Only" program that is currently underway.
- Maximize the benefits of the Illinois Prairie Path by ensuring safe crossings with roadways, designated bike lane connections from surrounding neighborhoods, and signage and wayfinding to and from local commercial nodes.
- Work with the Forest Preserves of Cook County to extend the Des Plaines River Trail south to connect to the Illinois Prairie Path.
- Establish a designated truck route along St. Charles Road west to 25th Avenue in order to reduce truck traffic impacts to residential neighborhoods.
- Monitor the status of IDOT's Eisenhower Corridor enhancement program and advocate for improvements that minimize impacts on surrounding areas.
- Maximize the functionality and safety of Maywood's commercial corridors by requiring or encouraging cross-access between adjacent commercial properties, the use of alleys of access to parking and service areas, and the coordination of signalization across the entire network.



Community Facilities

Goal — Maximize the benefits of community investment in public health and safety, local infrastructure, education, and Village administration.

Objectives:

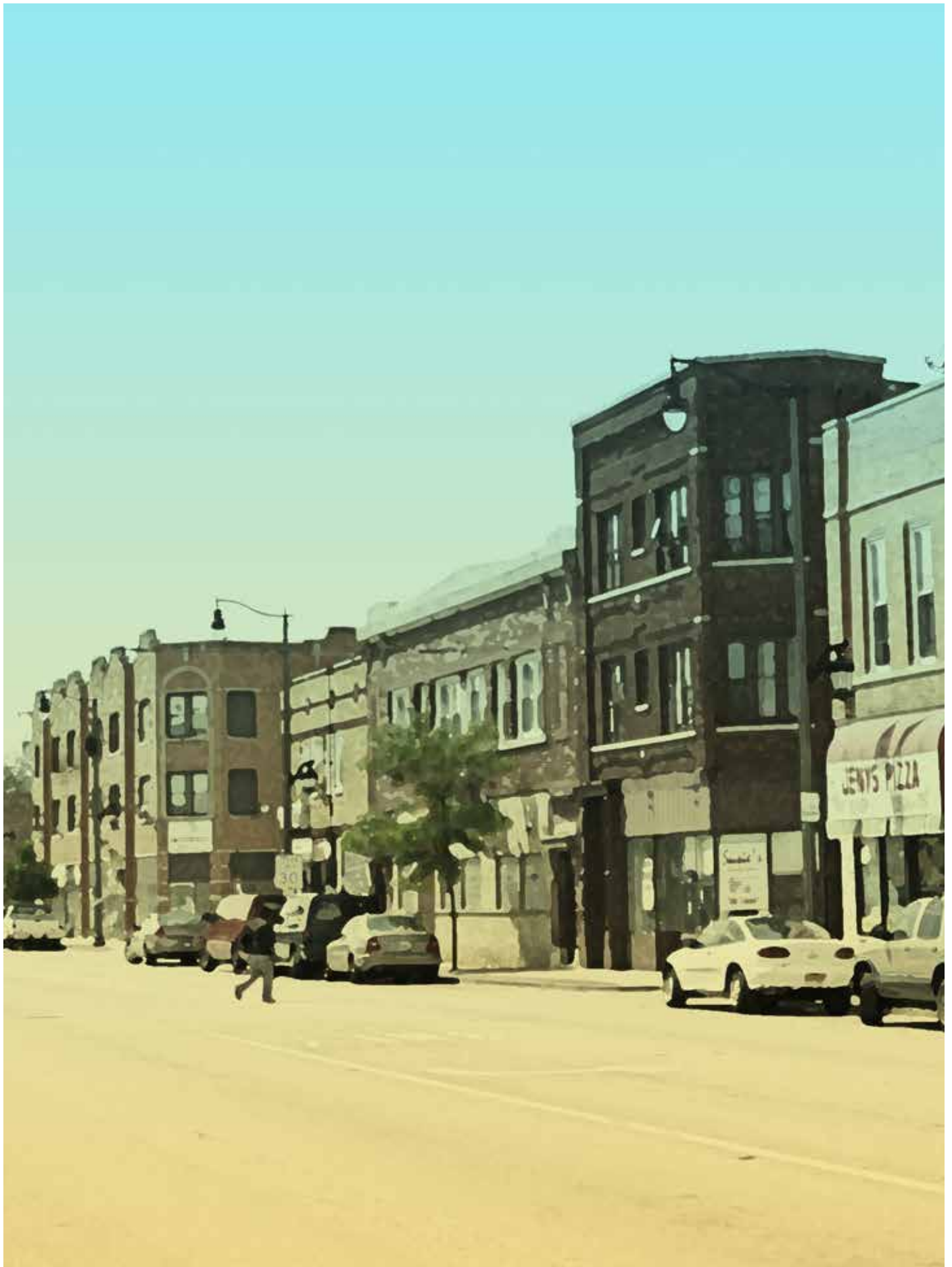
- Enhance local community policing by increasing opportunities for youth to interact with officers in a constructive and friendly dialogue, supporting local neighborhood watch programs, and increasing awareness at local events through sponsorship, advertising booths, etc.
- Strengthen the on-going relationships with the Youth Empowerment Center, YMCA, and other entities that can provide important recreational and social services beyond the capacity of the Village.
- Monitor the need and establish a long-term capital budget for the maintenance or redevelopment of police and fire facilities.
- Continue to invest in technology and staff resources that enhance coordination among the Maywood Fire and Police Departments, and support coordination with surrounding communities and Loyola University Medical Center.
- Work closely with School Districts 89 and 209 to ensure that Maywood youth have access to high-quality and coordinated education from early childhood through high school.
- Encourage coordination between School District 209 and local employers to establish training programs that align local curricula and intern opportunities with existing and emerging industry in Maywood.
- Continue to utilize the Maywood Public Library as a resource for community gathering space, research, and programs that complement the efforts of local school districts and other education providers.
- Utilize relationships with local churches and religious institutions to enhance communication and trust among the Village and residents, and build support for community-led initiatives related to neighborhood maintenance, local business support, and community identity.

Image & Identity

Goal — Define and promote a strong and positive local and regional identity for Maywood, and support that identity through investment in streetscaping, quality private development, and marketing and branding.

Objectives:

- Utilize local funds, grants, and state and federal programs to actively preserve the historic character of Maywood's significant buildings, neighborhoods, and commercial areas.
- Amend the sign ordinance to prohibit billboards along the Eisenhower corridor and require commercial signage throughout the Village that is consistent with the intended character of each area.
- Install attractive and prominent monument or gateway signs at the Village's Eisenhower exits and key Village entry points to mark entry into Maywood and establish the character of the community.
- Work closely with IDOT to ensure trash and debris is regularly removed from the Eisenhower corridor.
- Expand the Village's streetscaping program to include all commercial areas within Maywood and ensure new and existing streetscape improvements are maintained.
- Partner with the Maywood Chamber of Commerce to promote Maywood through marketing and branding initiatives that target potential residents, businesses, and employers in other parts of the Chicago region.



5

LAND USE & DEVELOPMENT PLAN

Maywood is a community made up of a diverse range of land uses and development types. These land use patterns ultimately shape the character and function of the Village. The Land Use Plan is a community-wide guide for future land use and development that identifies areas dedicated to residential, commercial, public and semi-public, and parks and open space uses, among others. The Land Use and Development Plan strives to protect and enhance existing neighborhoods, strengthen commercial areas, and take advantage of unique opportunities afforded by the I-290 corridor, Illinois Prairie Path, Des Plaines River corridor, Metra commuter rail service, and other prominent features.



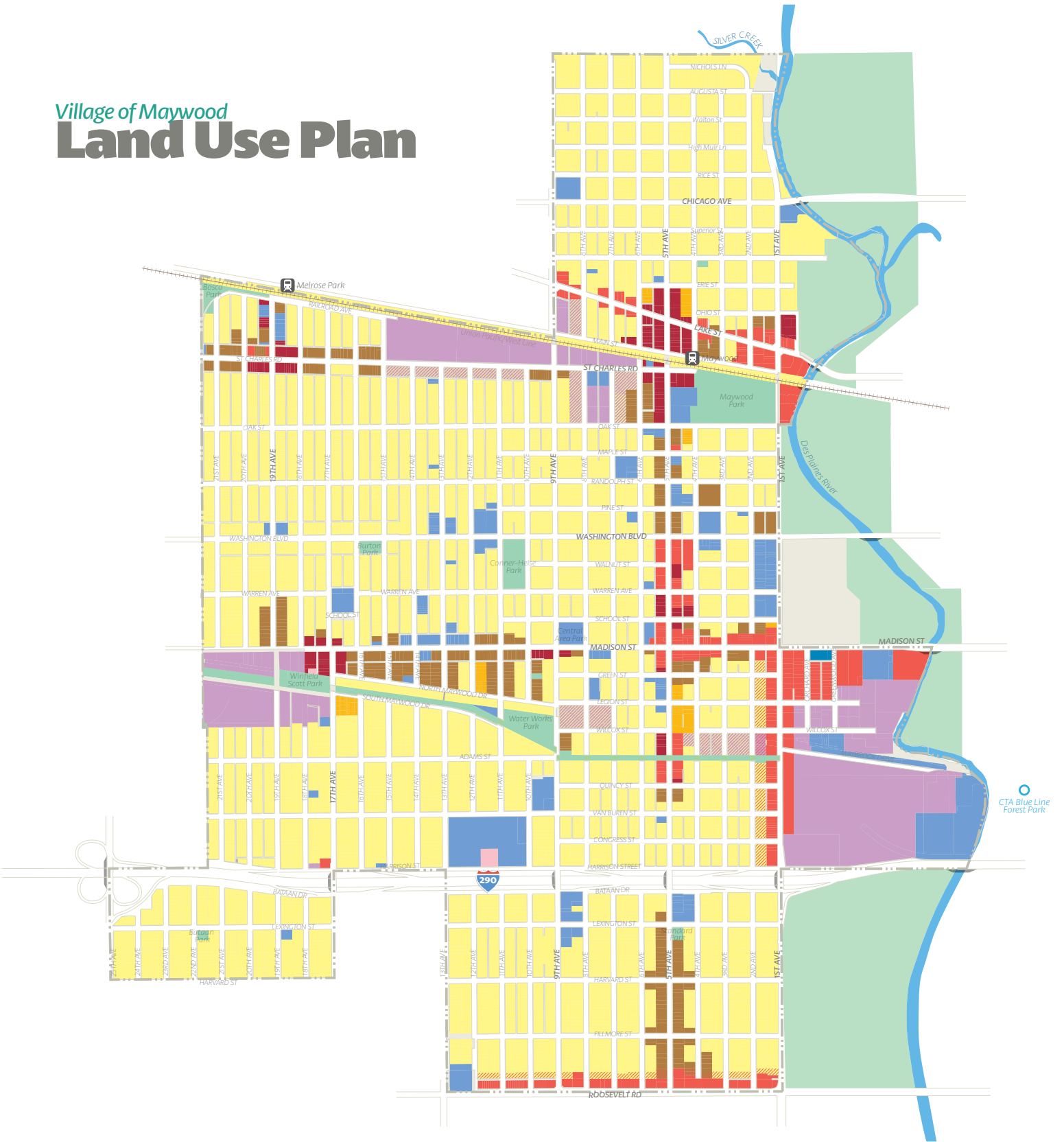
Future Land Use

The Village's future land use pattern establishes the functional framework for the community – where people live, shop, play, and work. By establishing this vision for development, the community can shape related policies pertaining to transportation, community facilities, parks and open space, and community character. The Land Use Plan serves as the foundation for the long-term stabilization of Maywood's neighborhoods, the revitalization of its key commercial areas, support for critical employment areas, and the preservation of open spaces and environmental features.

All parcels within the Village have been categorized under one of 10 land use designations. These land use categories cover the full range of different land use types and should serve as the basis for development review and approval and future zoning amendments. The designations in the Land Use Plan include the following lands uses:

- Single Family Detached
- Single Family Attached
- Multi-Family
- Community Commercial
- Mixed-Use
- Service Industrial
- Industrial/Residential Flex
- Public/Semi-Public
- Parks & Open Space
- Utility

Village of Maywood Land Use Plan



Key

- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Land Use

- Single Family Detached
- Single Family Attached
- Multi-Family
- Community Commercial
- Mixed-Use
- Service Industrial
- Industrial/Residential Flex
- Potential Community Commercial Encroachment
- Public/Semi-Public
- Parks & Open Space
- Utilities

Single Family Detached

Single family detached homes are the predominant housing type within the Village. This land use category is characterized by single-unit, residential dwellings. These areas are comprised primarily of single-family homes, though some multi-family buildings may be found on these blocks. Where they exist, multi-family buildings should be compatible with the scale and character of surrounding single-family homes.



Single Family Attached

Single family attached residences are defined as two or more residential units that may share a common wall but typically have their own entry from the outside. They include townhomes and duplexes in which dwelling units feature a shared wall and are attached horizontally. In Maywood, single family attached areas often serve as a transition use between more intensive development (i.e. commercial uses or multi-family areas) and single-family neighborhoods.



Multi-Family

Multi-family land uses contain buildings with several housing units. The dwelling units are usually stacked vertically, and typically have common hallways and other amenities. Examples of multi-family residential developments include apartments, condominiums, and senior housing. The design and condition of multi-family housing vary from internal courtyard buildings to larger multi-building complexes or high-rises.



Community Commercial

Community commercial areas include prominent corridors and local retail nodes that host retail and service uses. These uses may serve the basic needs of Maywood residents or those traveling through the community on arterial roadways. Development in these areas can include a variety of uses, such as grocery and retail stores, restaurants, professional services, small offices and medical commercial uses. Auto services may be appropriate in some areas, but should be limited to blocks that have minimal impact on community identity or the aesthetic character of prominent gateway corridors. However, the ultimate goal of the Village should be to retain these uses within the community, but support their relocation to industrial portions of the community, such as the St. Charles Road corridor. These areas may also include mixed-use development as described below. The Future Land Use Plan map shows potential community commercial encroachment areas. In these areas, housing may be redeveloped over time in order to create larger commercial development lots that meet other objectives of the plan.

Mixed-Use

The mixed-use land use category provides for multiple land uses within a single structure. Ground floor uses could include retail, entertainment, professional office, and dining, while upper floors could contain residential, educational, medical, or community uses. The primary objective of mixed-use areas is to provide a vibrant and compact mix of uses that supports pedestrian mobility and a high level of community character.



Service Industrial

Light industrial uses include light manufacturing and assembly, storage and distribution, low intensity fabrication operations, and intense commercial service uses. This category is also intended to provide for business park/office park uses, which includes office building complexes or several buildings incorporated into a “campus-like” setting. The Service Industrial land use should also include auto-oriented service commercial uses, such as automobile repair shops. These uses represent the majority of the community's employment base, but also create moderate impacts and should be appropriately buffered from surrounding land uses.

Industrial/Residential Flex

Industrial transition uses include low-impact manufacturing, processing and fabrication uses that are in close proximity to residential areas. These uses should be contained entirely indoors, and should be screened from surrounding land uses. Several of these uses are remnants of historical development patterns that saw industry grow along the vacated rail corridor that now hosts the Illinois Prairie Path. As opportunities emerge, these areas should transition to residential, local commercial, or recreational uses that reflects the predominant neighborhood development pattern.



Public/Semi-Public

Public/Semi-Public uses include government, education, and religious institutions. Government uses include offices and facilities that are publicly-owned and relate to the operation of the Village, County, or other agencies or forms of local government. Educational and community uses include elementary schools, middle schools, high schools, other local K-12 educational institutions, the Maywood Public Library, community centers, and pre-K and daycare facilities. Religious uses include facilities used by a congregation for gathering and worship.



Parks & Open Space

Parks and open space uses include sites or facilities that are open to the public and include either passive or active recreational amenities. They include parks that are operated by the Maywood Parks Department, the Illinois Prairie Path, and the Forest Preserve property located along the Des Plaines River corridor.



Utility

Utility uses include sites and facilities that accommodate critical infrastructure, wastewater treatment sites, water towers, power generation and substations, and electrical support towers.

Residential Areas Plan

Maywood includes a variety of neighborhoods and housing. North Maywood includes many of the Village's 19 historic properties, while the Seminary District and East Village neighborhoods benefit from their proximity to the Illinois Prairie Path. The West Village, Heritage District, and South Maywood feature small-lot, single family homes along tree-lined streets. Together, these and other neighborhoods define much of the Village's overall image and identity.

Over time, these neighborhoods have evolved and changed. Some have remained stable, while others have experienced a greater rate of deterioration or vacancy. Some residential areas, especially those near industrial areas, have suffered from longer-term disinvestment. Still, Maywood has a rich foundation of attractive and affordable housing stock to build on in the future. The Residential Areas Plan includes recommendations aimed at revitalizing and sustaining existing neighborhoods, while also exploring opportunities for investment in new types of housing. The Residential Areas Plan is closely aligned with recommendations from CMAP's Housing Policy Plan: Maywood, a chapter within the Homes for a Changing Region report.

For the purposes of this section, all residential areas have been designated as one of five categories. These categories, as described on subsequent pages, respond to the current condition of housing, type of housing anticipated in the future, and relationship to other community characteristics and land uses.

Residential Area Types



Neighborhood Preservation



Revitalization



5th Avenue Loyola Corridor



Corridor Transition



Transit-Oriented Development

Village of Maywood Residential Areas Plan



- Key**
- Village of Maywood
 - Railroads
 - Rivers, Streams, & Lakes

- Residential Area Types**
- Neighborhood Preservation
 - Revitalization
 - 5th Avenue Loyola Corridor
 - 5th Avenue Loyola Corridor Potential Development Area
 - Corridor Transition
 - Transit-Oriented Development



Neighborhood Preservation

The majority of Maywood neighborhoods are well-established and thriving. Their continued success is dependent upon preserving and maintaining the quality of the housing stock and existing neighborhood character. Through historic preservation, active code enforcement, and investment in appropriate infill housing, these neighborhoods can maintain property values and allow residents to enjoy a high quality of life. The Village should implement the following actions in order to preserve its stable neighborhoods:

- **Preserve historic structures.** Maywood is home to 19 historic homes and structures, 16 of which are listed on the National Register of Historic Places. Maywood's architectural heritage tells the story of the Village's history and defines much of the Village character. The Village should work with the Maywood Historic Preservation Commission to support the preservation of historical structures and streetscapes and promote private investment and public stewardship in maintaining and improving these valuable resources.
- **Increase affordable housing.** According to the Homes for a Changing Region report, 22% of owner housing and 47% of rental housing is considered severely unaffordable. At the same time, there is a growing desire among aging Americans to remain in their community as they get older. This concept, known as "aging in place," is dependent upon housing choices that minimize maintenance, maximize accessibility, and offer affordability for those with fixed incomes. The Village should encourage the development of affordable housing units within existing neighborhoods through property consolidation and development, and partnership with the West Cook County Collaborative to identify and meet the demand for specific types of housing.

- **Continue to enforce codes and maintain neighborhoods.** Ongoing efforts by the Village to enforce building codes is necessary in order to maintain the integrity of existing neighborhoods. In addition to being proactive with property inspections and enforcement, the Village should work with local community groups and organizations to organize regular neighborhood clean-ups and property maintenance programs.
- **Maintain alleys.** More than one third of Maywood homes are accessible via alleys. Alleys provide a critical role in overall neighborhood function and aesthetics as a place for trash removal and storage, parking access, and utilities. By putting these functions within the alley, residential streets have fewer curb cuts, resulting in fewer vehicle/pedestrian conflict points, a more complete pedestrian network, and a neighborhood character that is more true to the history of the community. The Village should ensure that existing alleys are maintained in order to support these functions, and, as reinvestment occurs, reestablish alleys in neighborhoods where they have been abandoned but not formally vacated.



Revitalization

While the majority of residential neighborhoods within Maywood are stable, some areas have been impacted by their proximity to adjacent industrial or commercial areas. Blocks near the St. Charles Road corridor, 1st Avenue, and Madison Street appear to be experiencing significant levels of disinvestment. In other portions of the community, a small pocket of residential blocks is landlocked by surrounding commercial or industrial uses. While these areas may not currently be experiencing deterioration or disinvestment, they may be at risk over time. This can result in a poor image of the Village, decreased neighborhood and community pride, and lower property values. To revitalize Maywood's struggling residential areas, the Village should consider implementing the following strategies:

- **Actively enforce codes and support regular maintenance.**

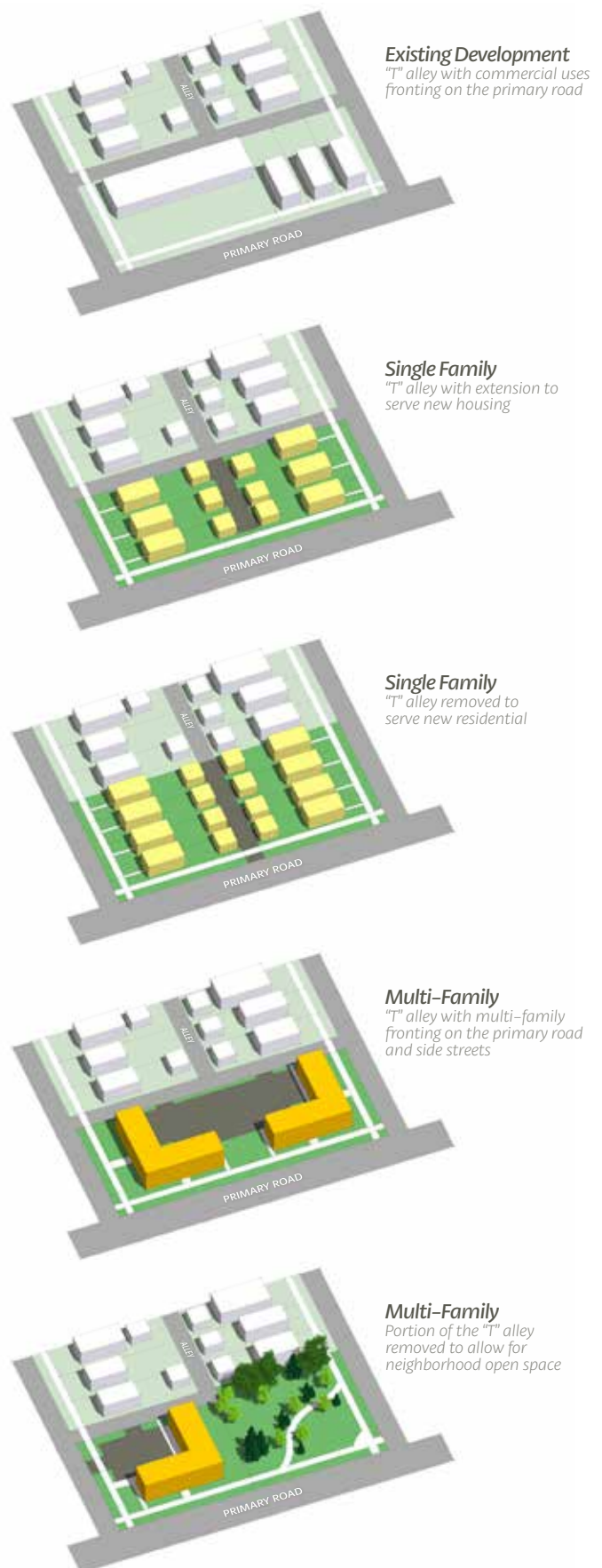
Housing throughout the Village shows signs of neglect and poor maintenance, which may result in violations of municipal codes and impact the ability to reinvest in these structures. For renter-occupied housing units, the Village should consider establishing a formal landlord registration and oversight program that allows the Village to more easily respond to code violations and presents residents with several means to report maintenance issues. For renter or owner-occupied units, the Village should seek grant funding for structural maintenance and code compliance, and collaborate with local building material retailers, contractors, students, and not-for-profits who can provide volunteer materials or time to assist with minor residential maintenance projects. This can be especially effective for homes occupied by senior citizens, low-income residents, or those with physical disabilities.

- **Improve neighborhood infrastructure.** Several Maywood neighborhoods are experiencing crumbling sidewalks and pot-hole laden streets. As part of its regular capital improvement programming, the Village should identify priority areas for sidewalk repair and infill, taking into account the proximity of schools, commercial areas, and other important pedestrian-oriented destinations. Sidewalk replacement, curb and gutter, street lighting, and other improvements can be done in conjunction with water and sewer projects in order to create significant savings compared to projects completed independent of larger capital improvement initiatives.
- **Redevelop vacant parcels and abandoned structures.** Some neighborhoods have pockets of vacant residential lots or structures. The Village should utilize local funding programs and grants as incentives to encourage the development and rehabilitation of these parcels. Infill housing should be required to match the character of existing housing in terms of setbacks, scale, massing, and landscaping. The Village should work with both the West Cook County Collaborative and Cook County Land Bank Authority to increase the local capacity to address property vacancy, abandonment, and foreclosures.
- **Plant and replace parkway trees.** Maywood's tree canopy is a defining feature that helps establish the character of its neighborhoods. The Village's Forestry unit provides tree trimming and branch removal along the City's streets and parkways, however, they do not have a program to plant or replace trees that have been removed. The Village should expand the purview of the Forestry unit to include parkway tree replacement and planting to increase and maintain Maywood's tree canopy and boost the desirability of residential neighborhoods. The specifications of tree planting and replacement (species, spacing, area of pervious surface, etc.) should consider anticipated climate change and regional insect and disease impacts to ensure the long-term health of the tree population.

Corridor Transition

Several blocks along Madison Street and 5th Avenue include vacant or underutilized commercial properties. This apparent lack of market support is reinforced in CMAP's Homes for a Changing Region report, which recommends that portions of these corridors be transitioned to residential uses in order to expand housing choice in Maywood. Transition to residential uses should be done in such a way that it is sensitive to the surrounding neighborhood and consistent with the intended character of the community. The accompanying diagrams illustrate how blocks can be reconfigured to appropriately accommodate residential redevelopment. Key considerations include:

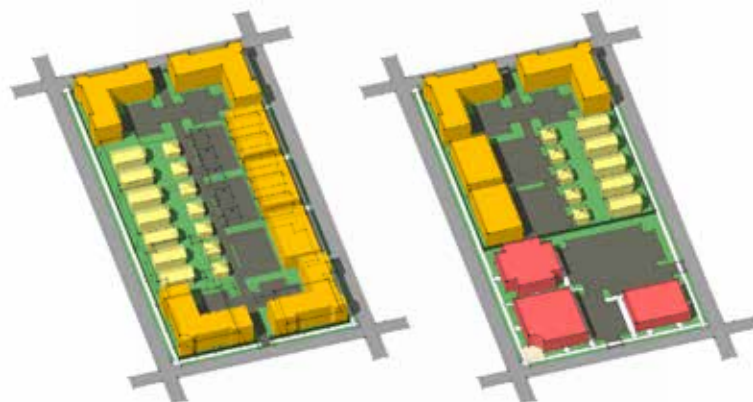
- **Housing type.** The type of housing developed along Madison Street or 5th Avenue should reflect surrounding influences and characteristics. In areas located near transit services or adjacent to commercial centers, higher density housing may be appropriate. On blocks that abut single-family housing, lower density housing may be appropriate. Where this is the case, housing should be oriented toward the side street and an adequate buffer should be provided along the commercial corridor.
- **Alley configuration.** Where necessary, alleys should be reconfigured to allow for appropriate access to new housing development. Alleys that serve single-family housing should be extended to the commercial street. The alley segment that parallels the commercial street should be vacated to allow for a larger redevelopment site. In some instances, utility easements or access requirements may not allow for this vacation to occur. In this case, a short alley segment should be provided to serve new housing development. Access to this alley segment would not be provided from the commercial street in order to minimize impacts to residential development.
- **Integrated open space.** Redevelopment along Madison Street and 5th Avenue may provide the opportunity for new local open spaces. Where this is appropriate, an "L" alley configuration should be created by vacating one portion of the alley that is parallel to the commercial corridor. This will provide access and egress for existing housing, and will serve new housing on the remainder of the redevelopment site.



5th Avenue Loyola Corridor

To capitalize on this opportunity, the Village should support the development of a “Loyola Village” along 5th Avenue. This campus-like setting would provide unique and attractive housing, and enhance the character and image of one of the Village’s key corridors. The potential sites within the “Loyola Village” can accommodate multi-family and mixed-use development as the market dictates. Key considerations for this concept include:

- **Incremental phasing.** Ultimately, this redevelopment concept could occupy several blocks along 5th Avenue between Roosevelt Road and Lexington Street. However, it is most likely to occur in smaller pieces. Initial efforts should be focused on the blocks between Roosevelt Road and Fillmore Street. Here, redevelopment could include commercial development or office/research facilities along Roosevelt Road, multi-family housing along 5th Avenue, and townhouse or single-family development along 4th or 6th Avenues. North of Fillmore, blocks could include residential development without a commercial component. This concept could be repeated with minor variations that would provide for small open spaces, plazas, or other amenities that serve the overall campus.
- **Development character.** Development in this area should reflect a unique yet consistent character. Attractive building materials, the use of porches, balconies, and other elements, consistent setbacks, property screening, landscaping, and other elements should give the sense of a unified “campus”.
- **Integration into existing neighborhoods.** Development in this area should appropriately relate to surrounding neighborhoods, yet provide a distinct environment. Development that fronts on 4th Avenue or 6th Avenue should be consistent with existing development that it faces in terms of scale, setbacks, and massing. However, all sites included as part of the “Loyola Village” campus should be enclosed by landscaping and decorative fencing that clearly distinguish it as part of the university-oriented housing development. In order to ensure safety for residents, access to alley or local streets contained entirely within the campus could be restricted by bollards or vehicular gates.

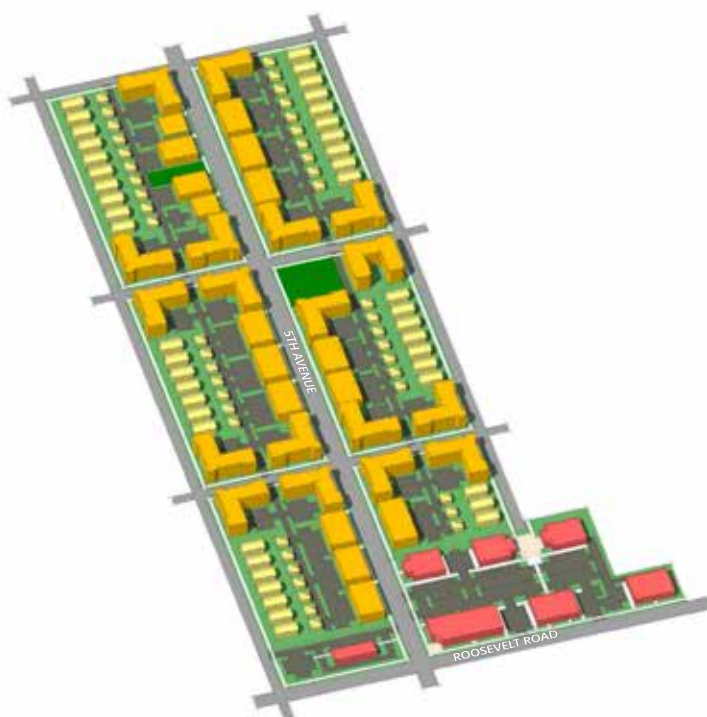


Typical Residential Block

The typical residential block should include multi-family or townhouse structures along 5th Avenue, housing along the side streets that is compatible with existing development, and internal parking areas that minimize impacts on community character.

Typical Mixed Use Block

The typical mixed use block should allow for retail or office development on major east-west streets such as Roosevelt Road. These uses should be screened and buffered from residential uses, but should provide safe pedestrian access from nearby housing.



5th Avenue Development Concept

The typical block concepts can be used to establish a larger 5th Avenue housing district. This would result in a corridor with an attractive and consistent character. Throughout the corridor, minor modifications to the typical block (i.e. removal or reorientation of individual buildings) could be used to create open spaces, plazas, and other amenities that serve the larger corridor.



Transit-Oriented Development

The Village has an opportunity to expand housing options near the Maywood and Melrose Park Metra stations. These station areas provide access to local goods and services, as well as efficient access to Downtown Chicago and other portions of the region. Because these areas are built-out, creating more vibrant centers of activity will require incremental redevelopment and investment. In order to allow this to happen in an appropriate way, the Village should implement the following recommendations:

- **Increase density near transit stations.** Current zoning of Pedestrian-Oriented Commercial (C-2) limits building height to no more than 3 stories (40 feet) with a minimum lot area of 1,000 SF per dwelling unit. The Village should consider raising the maximum building height and reducing the minimum lot area per dwelling unit in order to increase density around station areas. While current market realities may not support this scale of development, as demand evolves over time the zoning regulations will not be a barrier to significant investment. This will contribute to a more active street life and increase the number of residents supporting local businesses.
- **Maximize access and connectivity.** For transit areas to be successful, they must balance safe and efficient access for all users. This includes incorporating pedestrian and bicycle facilities, such as wide sidewalks, benches, and bicycle racks, as well as ensuring full accessibility for persons with disabilities. New development should provide safe and easy links between the Metra stations, Pace bus routes, and local land uses. The Maywood Metra station should have safe and convenient access to 5th Avenue, north and south of the Union Pacific West railroad tracks, with links to the Maywood Library, Maywood Park, and other community amenities. Similarly, the Melrose Park Metra station should be highly accessible to commercial areas on 19th Avenue and residential areas to the south.
- **Integrate affordable housing.** Transit areas are especially important in providing affordable housing for residents who rely on public transportation to access employment and commercial goods and services. Residents that live in transit-rich areas spend an average of 50% less on transportation, increasing the amount of income available for other expenses. The Village should utilize municipal incentives, development bonuses, regional, state and federal grants, and collaboration with not-for-profits to integrate affordable housing units into new development around Metra stations.
- **Incorporate public spaces.** The nature of uses in transit-oriented areas – restaurants, cafes, multi-family housing, etc. – benefit from public spaces that provide the opportunity for civic events and passive recreation. They also provide the opportunity for public art and other elements that strengthen local identity. The Village should work with the development community to integrate public spaces into new projects. This can be done through the use of local incentives, density bonuses, or Village acquisition of key properties.

Commercial Areas Plan

Maywood's commercial areas are concentrated along the Village's major corridors and provide goods and services to residents of both Maywood and neighboring communities. These corridors benefit from high levels of local and regional access, traffic patterns, and adjacent land uses.

The Commercial Areas Plan presents recommendations that build upon several existing assets, such as its location along the Metra Union Pacific West Line and traditional grid layout, while considering market and demographic potential in different portions of the community. These recommendations also take into consideration the findings from the Maywood Retail Market Analysis and Homes for a Changing Region Plan completed by the Chicago Metropolitan Agency for Planning.

For the purposes of this section, all commercial areas in Maywood have been classified into one of four commercial character types. Each of these types includes policies related to anticipated land use, site and building design, and relationship to surrounding land uses.

Commercial Character Types



Transit-Oriented Development



Pedestrian Mixed-Use



Community Commercial



Transition Area

Village of Maywood Commercial Areas Plan



Key

- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Commercial Character Types

- Transit-Oriented Development
- Pedestrian Mixed Use
- Transitional
- Community

Commercial Areas

- A** Melrose Park Station Framework
See Page 64
- B** 5th & Lake Street Framework
See Page 66
- C** 5th Avenue Framework
See Page 70

- D** Madison Street Corridor Framework
See Page 76
- E** Roosevelt Road Corridor Framework
See Page 80
- F** 1st Avenue Corridor
See Page 82



Commercial Character Type **Transit-Oriented Development**

Transit Oriented Development (TOD) commercial areas are located around the Maywood and Melrose Park Metra stations that serve the Village. These areas benefit from the pedestrian activity and concentrated activity generated by commuter patterns. TOD areas provide opportunities for commercial and residential development that enhances local economic development, increase housing choice, and strengthen the image and identity of these portions of Maywood. TOD areas in the Village should integrate the following planning and design principles:

- **Diverse Land Uses.** The Village should review its zoning regulations to ensure that mixed-use and/or multi-family development is permitted along portions of 5th Avenue and 19th Avenue that surround Metra stations. This will enhance the vitality of the TOD areas by allowing uses that create activity at various times of the day and week.
- **Increased Density.** Zoning regulations should allow for appropriate residential density around transit stations. This includes upper-floor residential units as part of mixed-use development, as well as multi-family development that will provide a greater amount of housing with access to regional transit and increase the surrounding population that can support local business development.
- **Safety.** Lighting, signage, and design should be used to create a safe environment that reinforces the pedestrian character of the area. Buildings, sidewalks, crosswalks, and transit facilities should create a comprehensive network that includes lighting, information, and physical infrastructure resulting in a clear path between transit services and surrounding uses.

- **Enhanced Multi-Modal Access.** The Metra stations and surrounding commercial areas and neighborhoods should be easily accessible by all modes of transportation, with an emphasis on pedestrians, cyclists, and transit riders. Where possible, streets should include wide sidewalks, bicycle lanes, and bicycle parking. Sidewalks and station platforms should be ADA compliant, while all roadway crossings should be designed with high-visibility crosswalks.
- **Distinctive Identity.** The Village's TOD areas, especially 5th Avenue around the Maywood Station, are often identified as focal points of the community. Building design, gateways and wayfinding, streetscaping, and open spaces should be closely coordinated to result in a unique and attractive environment that supports pedestrian activity and a positive local identity.
- **Regular Maintenance.** Ongoing maintenance of the TOD areas directly impacts the perception of safety and overall identity of the Village. The Village should ensure that sidewalks are free of litter and debris and that landscaping and street trees are well-maintained. Building façades, parking areas, and vacant lots should be appropriately maintained in order to reflect the local sense of pride Maywood residents feel.
- **Transit Coordination.** The Village should proactively work with Metra and Pace to ensure that rail and bus transit service are properly coordinated. This includes service alignments, schedules, signage and information, and station amenities that support an efficient and attractive transit experience from origin to destination.



Commercial Character Type **Pedestrian Mixed-Use**

The Pedestrian Mixed-Use areas should support ground-floor neighborhood retail that is easily accessible from surrounding neighborhoods and intended to meet the everyday needs of the community. Uses may include local restaurants, convenience stores, and small professional offices. Upper levels of buildings within the district should be used for residential units or supporting commercial uses such as offices. Buildings within the district may also accommodate live/work units for local artists and small business entrepreneurs. Pedestrian Mixed-Use Districts throughout Maywood should integrate the following recommendations:

- **Focused Nodes.** Pedestrian Mixed-Use districts should be compact and dense. Focusing commercial development at key nodes enhances walkability and concentrates market potential rather than thinly spreading it along an entire corridor.
- **Provide Pedestrian Amenities.** Pedestrian amenities include decorative sidewalk paving, street furniture (benches, trash receptacles), and landscaping elements such as street trees and planters. These amenities should be provided as part of a broader streetscape initiative throughout the districts to ensure safe and attractive environments for pedestrians and cyclists.

- **Appropriate Building and Site Design.** Pedestrian Mixed-Use areas should support multi-mobility by providing direct building access from the public sidewalk, establishing an attractive street wall, and minimizing potential conflicts between pedestrians and vehicular traffic. Parking areas should be located away from the public street and accessed from side streets or alleys. Where parking lots are visible from the street, they should be screened with attractive fencing and landscaping.
- **Minimize the Parking Footprint.** Surface parking lots limit the amount of developable land and negatively impact the character of many of the Pedestrian Mixed-Use areas. The Village should review zoning regulations to ensure creative and appropriate parking solutions are provided. Potential solutions include reducing the amount of required on-site parking, allowing for shared parking that reduces the total demand for complementary land uses, and the development of municipal parking lots that reduce demand for individual properties to provide parking.



Commercial Character Type

Community Commercial

Community Commercial areas include a mix of uses that are generally auto-oriented. Located along the Roosevelt Road, Lake Street, and Madison Street corridors, these areas take advantage of high daily volumes and connection to surrounding municipalities. The Village can take advantage of the prominence of these areas by supporting the following strategies:

- **Possible Expansion of the Commercial Footprint.** Lots along Lake Street, Madison Street, and Roosevelt Road reflect the traditional platting of the Village. With a typical parcel depth of 125', it can be difficult for these corridors to accommodate development with adequate parking, landscaping, and buffers to surrounding land uses. Where opportunities exist based on the condition and vacancy of surrounding neighborhoods, the Village should explore the potential encroachment of commercial lots to create a parcel depth that can appropriately accommodate contemporary development needs.
- **Enhanced Pedestrian Connections.** Although the Community Commercial areas are largely auto-oriented, pedestrian access to and along the corridors should be an important consideration. The sidewalk network on these corridors and in surrounding neighborhoods should be assessed and properly maintained. Also, commercial corridors should incorporate high-visibility crosswalks, pedestrian countdown signals, pedestrian-oriented signal phasing, and other safety measures. To the greatest extent possible, pedestrian crossing distances should be minimized, especially on Roosevelt Road pedestrian crossing could enhance access to the Loyola University Hospital campus and Hines VA Hospital.

- **Consolidated Curb Cuts.** Curb-cuts should be minimized along Community Commercial corridors. This can be accomplished by removing redundant curb cuts, narrowing the width of excessively wide curb cuts, utilizing north-south cross streets to provide access into commercial sites, and encouraging cross-access between adjacent parking lots. This will result in fewer disruptions to the pedestrian network and arterial corridors with fewer traffic conflict points.
- **Streetscaping.** Building upon recent streetscaping on 5th Avenue and Lake Street, the Village should continue to make streetscape improvements on the Maywood's commercial corridors. Streetscape elements could include decorative lighting, paver materials, and landscaping that are consistent with other portions of the Village. Other elements, such as banners and seasonal planters, could vary among the commercial areas to convey a distinct sense of place. Once installed, the Village should establish a maintenance program to ensure that all hardscape and landscape elements are properly maintained on a day-to-day, season-to-season, and year-to-year basis.



Commercial Character Type **Transition Area**

There are several portions of Maywood's commercial corridors where sustaining commercial uses has proven to be challenging. Based on the realistic potential for commercial development throughout the Village and the need for increased housing choice as identified in CMAP's Homes for a Changing Region report, the Comprehensive Plan recommends the transition of several blocks of commercial uses to residential areas. This will result in more concentrated and vibrant centers of commercial activity, as well as an increased residential population that can support them. The transition areas should be guided by the following principles:

- **Diverse Housing Development.** The Village should review its zoning regulations and map to ensure that development standards support the transition of these areas from commercial uses to quality residential development. To the greatest extent possible, transition areas should be used to meet a variety of housing demands, including townhouses and multi-family buildings. This will increase the residential population around concentrated commercial areas and create an appropriate transition to surrounding residential neighborhoods.

- **Screening and Buffering.** As new residential development occurs in these areas, The Village should require appropriate screening and buffering to ensure that new housing is not impacted by surrounding commercial uses, and that existing single-family neighborhoods are protected from parking, access, and other impacts from more intensive residential development.
- **Restrict Arterial Access.** Vehicular access to residential property should be provided from side streets and alleys in order to maintain traffic flow and reduce conflict points. This will minimize the number of curb cuts required to serve new development and will provide for a safer pedestrian environment.

Commercial Areas & Opportunity Sites

This section identifies a series of potential opportunity sites throughout Maywood's various commercial areas that have the potential to catalyze future growth and development and stabilize neighborhoods. The 24 opportunity sites are a combination of both Village-owned and private property and are intended to exemplify future development that complement the overall vision for the community. As redevelopment opportunities emerge for these sites, this section should be referenced in order to provide guidance regarding appropriate land use, site and building design, and other characteristics.

Melrose Park Station

Maywood has the potential to build off two Metra commuter rail stations. In particular, the Melrose Park Station serves as the backbone of Maywood residential neighborhoods to the south and a retail corridor in Melrose Park to the north. Located at Main Street and 19th Street, the Melrose Park Station presents an opportunity to create a dense, multi-use area at the north end of the West Village neighborhood.

5th & Lake Street

The Maywood Metra Station, located at Main Street and 5th Avenue, and is the anchor of Downtown Maywood. The Village of Maywood can build off the traffic generated by the station to develop a mixed-use neighborhood that caters to commuters, residents, and visitors.

5th Avenue Corridor

Fifth Avenue is the primary north-south commercial corridor in Maywood, linking the Maywood Metra Station, Downtown Maywood, and multiple Village neighborhoods. By breaking up the corridor with residential uses, commercial businesses can be concentrated at specific nodes that benefit from common resources and close proximity to one another. These emerging nodes include several blocks of 5th Avenue and Madison Avenue, in addition to a smaller neighborhood commercial area that is anchored by the Illinois Prairie Path.

Madison Street Corridor

As an east-west, minor arterial roadway, the Madison Street Corridor has several functions and uses. The east end of Madison Street serves a mix of municipal, educational, and commercial functions, then makes the transition to religious, commercial, and residential uses to the west. Given future housing demand and the benefits of concentrating commercial uses at key nodes, several blocks of Madison Street provide opportunities for multi-family housing infill projects, helping stitch together the Village's diverse neighborhoods.

Roosevelt Road Corridor

With nearly 40,000 vehicles that travel on Roosevelt Road daily, this busy corridor provides access and mobility to the South Maywood neighborhood, the Hines VA Hospital, and the Loyola Medical Campus. The north side of Roosevelt Road is comprised of auto-oriented, commercial businesses, sited on shallow parcels that back into residential neighborhoods. However, with new development, street-scaping, and other land use interventions, Roosevelt Road has the potential to become a premier commercial destination that serves residents, employees, and visitors passing through the corridor.

1st Avenue Corridor

The 1st Avenue Corridor functions as the primary north-south arterial through the Village. It includes a variety of land uses, but is best suited for community commercial development with an average daily traffic count of 25,600 vehicles between Harrison Street and Madison Street. Although portions of the corridor will remain residential, several key areas present opportunities for development, including potential commercial frontage of the ComEd utility site.

Melrose Park Station Framework



Design Criteria

Pedestrian Intersection Improvement. Located adjacent to the Melrose Park Metra Station, more than 8,300 cars per day cross the busy intersection of 19th Avenue and Railroad Avenue. The intersection allows for north-south through traffic along 19th Avenue and has stop signs for east- and west-bound traffic on Railroad Avenue. The Village should install high-visibility crosswalks at the intersection to provide for safer pedestrian crossings and ease access to the Metra station.

Streetscaping. As the main thoroughfare to and from the Melrose Park Metra Station, 19th Avenue should be appealing and safe for all roadway users. Building on the recent streetscape improvements on 19th Avenue, the Village should ensure that the TOD area has an emphasis on creating a safe, well-lit pedestrian corridor. It should consider adding public art and decorative planters to differentiate the area and create a unique sense of place.

Wayfinding. Passengers that alight the Melrose Park Metra Station should be able to easily find information regarding directions to local community amenities. The Village should work with Metra and the Village of Melrose Park to install wayfinding signage at or immediately adjacent to the Metra station to help guide community residents and visitors.

Gateways. The Melrose Park Metra Station straddles both the Village of Maywood and Melrose Park. The Village should install an attractive gateway sign that can be visible from the rail station that clearly indicates one has arrived in Maywood.

Buffers and Screening. Rail traffic along the Union Pacific West Line produces noise and visual impacts to the West Village neighborhood. As such, the Village should work with Metra to install additional natural screening along the south side buffer of the rail tracks. Future development that fronts the rail tracks should also utilize ample buffers and screening to mitigate railroad impacts.

Parking Lot Screening. The large surface parking lot on the east side of 19th Avenue presents a challenge to the overall aesthetics of the TOD area. The Village should require the use of shrubs, ornamental fencing and/or decorative masonry installed at an appropriate height to screen the parking lot. The use of chain-link fences should be prohibited.

Opportunity Sites *Melrose Park Station*

1 **Bosco Park Redevelopment**

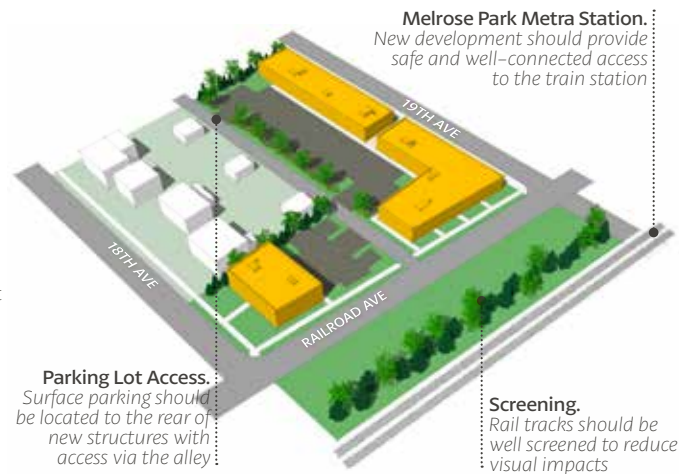
TIF: St. Charles Road
Class 8 Incentive: No

This opportunity site includes the existing Bosco Park. Due to low park usage, the site is currently under discussion for housing redevelopment. This location is well-suited for multi-family housing, which can take advantage of the nearby Melrose Park Metra Station. Future development should create safe pedestrian connections to the neighborhood and Metra Station as well as provide ample buffering and screening from the adjacent rail corridor.

2 **Melrose Park Station Multi-Family**

TIF: St. Charles Road
Class 8 Incentive: No

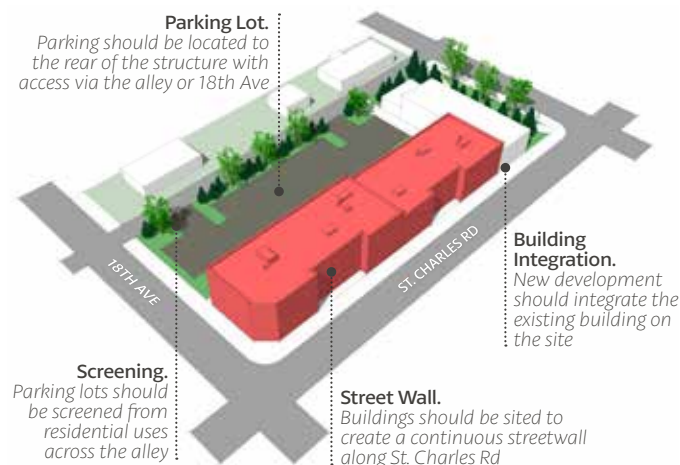
Located adjacent to the Melrose Park Metra Station, this site provides an opportunity for a multi-family infill housing project. Housing is likely the most market-viable development option due to the established commercial areas to the north and south of the site on 19th Avenue. Future development on the site should be well-buffered and screened from the rail tracks.



3 **Mixed Use Neighborhood Node**

TIF: St. Charles Road
Class 8 Incentive: Yes

This partially vacant site benefits from an existing commercial node at 19th Avenue and St. Charles Road. The full block should be considered for the development of a local commercial and mixed use project. If possible, the existing building on the site should be preserved or integrated into the development.




5th & Lake Street Framework








Commercial Character Type

- Transit-Oriented Development Area
- Community Commercial Area
- Parks and Open Space
- Redevelopment Opportunity Sites

Design Criteria

-  **Pedestrian Intersection Improvements.** Both 5th Avenue and Lake Street received recent streetscape improvements but several intersections remain hazardous for pedestrians. Pedestrian improvements should be made to remove obstructions on sidewalks and utilize pedestrian crossing infrastructure such as highly-visible painted crosswalks, pedestrian countdown timers with leading pedestrian intervals, and pedestrian refuge islands.
-  **Curb Cut Consolidation.** Several auto-oriented businesses that line the south side of Lake Street Corridor utilize wide and multiple curb cuts to access their sites. The Village should work with property owners to reduce the width of access drives and utilize the adjacent alleyway to provide a second means of ingress and egress to businesses.
-  **Cross Access.** Two businesses at the southeast corner of Lake Street and First Avenue are accessed via separate entrances, resulting in multiple curb cuts that create dangerous conflict points between vehicles and pedestrians. Property owners should provide cross access to improve internal circulation while also promoting curb cut consolidation along Lake Street and First Avenue.

-  **Trail Network Improvements.** With the terminus of the Des Plaines River Trail located less than a mile north of the Maywood municipal boundary, an extension of the Trail to connect to the Illinois Prairie Path would enhance mobility and regional access. The Village should work with the Forest Preserve District of Cook County to install a new trail segment that connects the Des Plaines River Trail with the Illinois Prairie Path and includes several points of access that incorporate safe, high-visibility infrastructure at all road crossings.
-  **Streetscaping.** Lake Street and 5th Avenue received a streetscape that consisted of new sidewalks and street lights; however, the improvements did not include the segment of 5th Avenue that crosses the Metra railroad and other portions of the Maywood TOD district. The Village should continue the streetscaping program to create a safe and attractive railroad track crossing and include segments of 1st Avenue, Main Street, and St. Charles Road.

-  **Gateways.** As travelers pass west over the Des Plaines River and east over 9th Avenue, there should be a clear indication that they have entered into Maywood. Attractive gateways should be placed on Lake Street as well as the Metra station to mark entrance into the Village.
-  **Wayfinding.** The Maywood TOD District includes several civic buildings while both 5th Avenue and Lake Street provide access to many Village amenities. Wayfinding signage should be installed to provide direction to places such as Village Hall, Maywood Public Library, the Metra Station, and Maywood Park, among others.
-  **Buffers and Screening.** Commercial businesses that line Lake Street are directly adjacent to residential properties to the north and south. Where possible, buffers should be used to provide physical separation between uses, and screening that includes a combination of fences and landscaping should be used to reduce the impacts of commercial uses. The Village should also work with Metra to install landscaping on the north berm of the railroad tracks to reduce the visual impacts of the railroad.

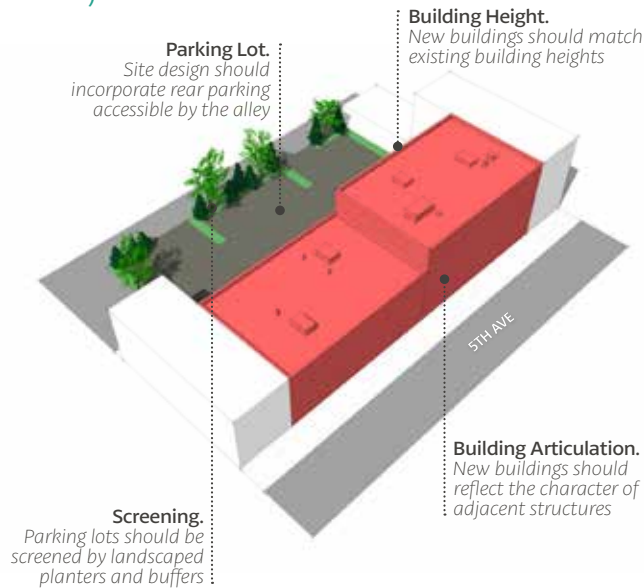
Opportunity Sites 5th & Lake Street

4 Downtown Mixed Use

TIF: St. Charles Road

Class 8 Incentive: Yes

With a location in the heart of Downtown Maywood and steps from the Maywood Metra station, this vacant site is poised for a mixed-used development. Future development should be sensitive to the scale and setback of the existing built environment, observing the historical design detail within the traditional downtown setting.

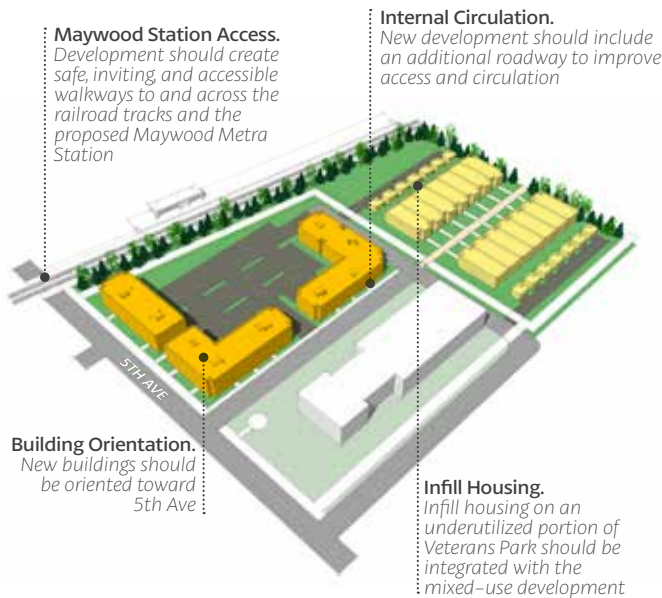


5 Maywood Station Mixed Use

TIF: St. Charles Road

Class 8 Incentive: Yes

Located next to both the Maywood Public Library and Maywood Park and across from the future site of the West Town Museum of Cultural History, this one-acre site could accommodate a substantial mixed-use development to anchor Downtown Maywood. Such a development should be well-connected to the Metra station and neighboring civic uses, and create an attractive point of entry into the Village for transit users. The development need not occur at once, but can be phased based on property ownership and potential restrictions to existing park land.



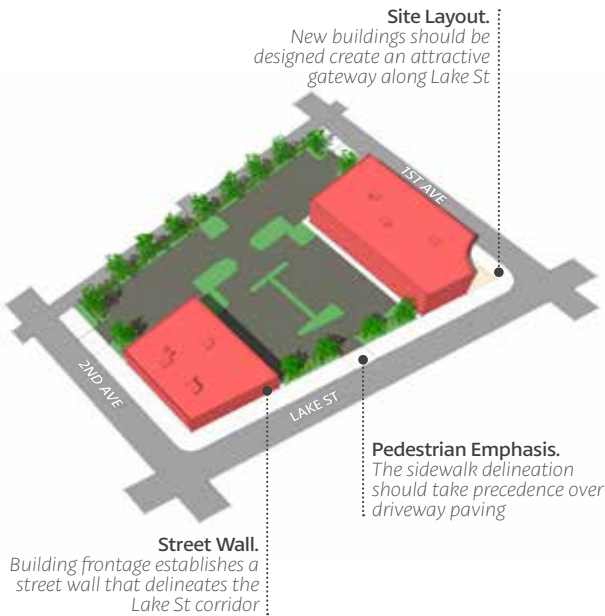
Opportunity Sites 5th & Lake Street

6 Lake Street Plaza Site

TIF: No

Class 8 Incentive: Yes

This large vacant site provides an opportunity for a significant commercial or mixed-use project fronting Lake Street. Development should maintain a consistent street wall along Lake Street, realigning the existing alley to "T" at the north end of the site. Special consideration should be given to the historically significant building north of the site that is currently being considered for adaptive reuse as housing. Development on this site should also be designed to create an attractive point of entry into Maywood from the east on Lake Street and the north on 1st Avenue.

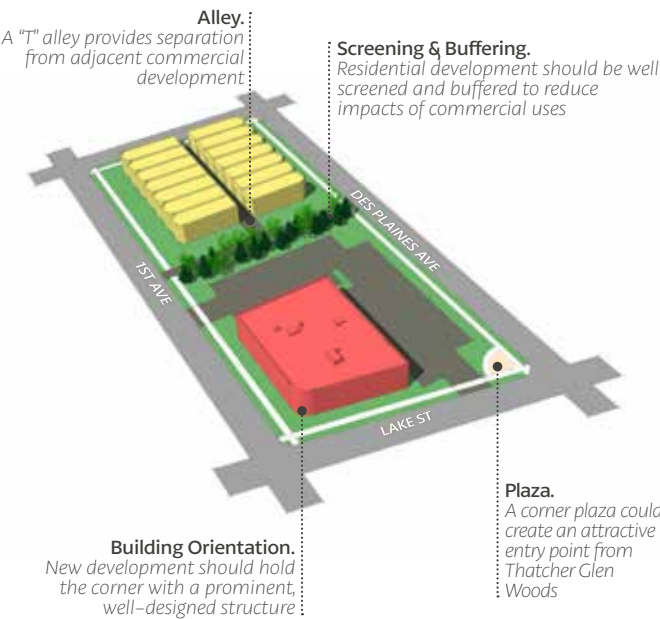


Opportunity Sites 5th & Lake Street

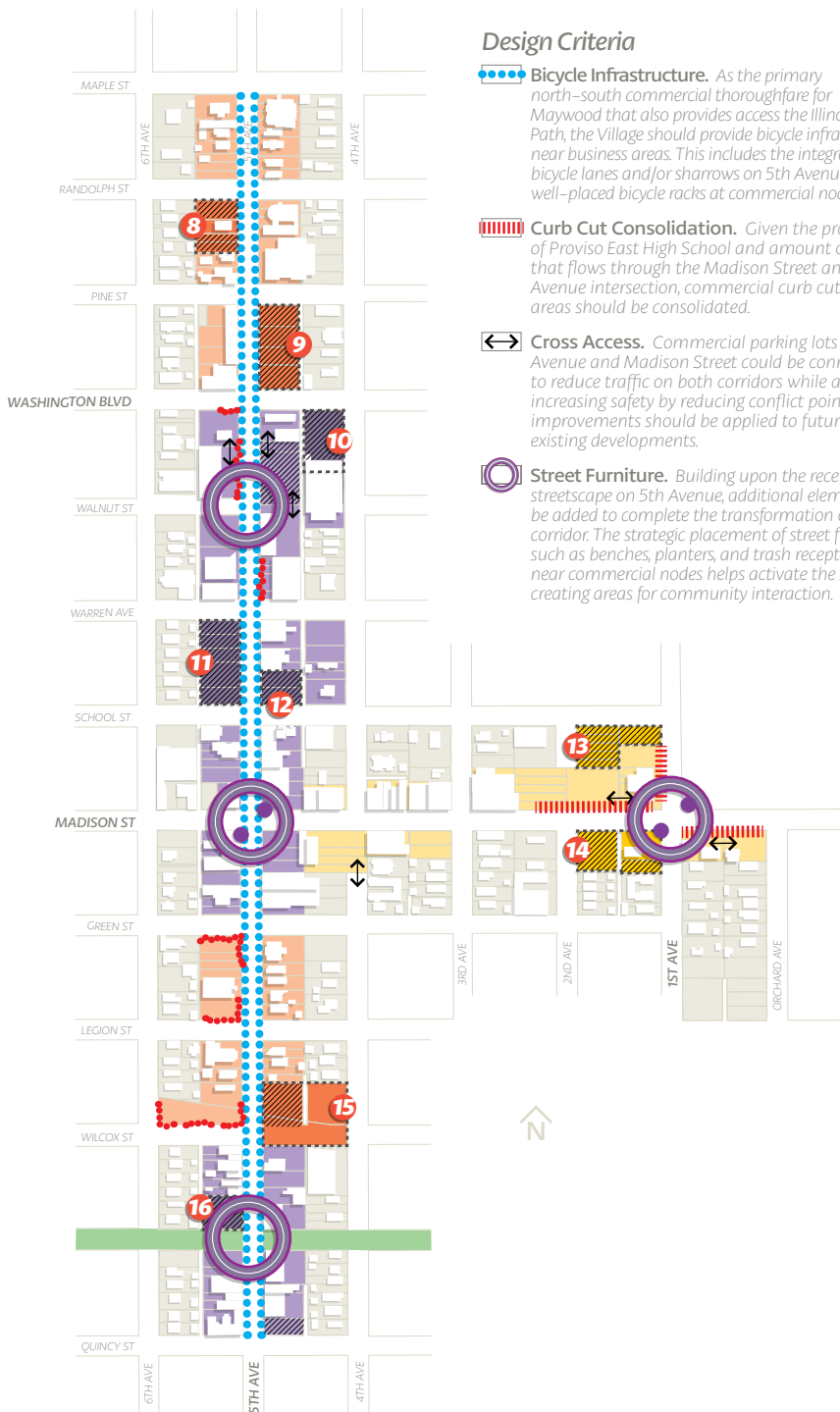
7 Forest Preserve Site

TIF: No
Class 8 Incentive: Yes





With Thatcher Woods as a backdrop, the vacant northern portion of the site can accommodate multi-family or townhouse development that is accessed from Ohio Street. The southern portion of the site, currently occupied by an auto-oriented restaurant, could be redeveloped as a high-profile commercial development that would take advantage of the visibility of the 1st Avenue/Lake Street intersection. This development should be designed to create an attractive gateway to Maywood and, to the extent possible, integrate the adjacent Des Plaines River corridor as an amenity.






5th Avenue Framework



Design Criteria

-  **Bicycle Infrastructure.** As the primary north-south commercial thoroughfare for Maywood that also provides access the Illinois Prairie Path, the Village should provide bicycle infrastructure near business areas. This includes the integration of bicycle lanes and/or sharrows on 5th Avenue and well-placed bicycle racks at commercial nodes.
-  **Curb Cut Consolidation.** Given the proximity of Proviso East High School and amount of traffic that flows through the Madison Street and 1st Avenue intersection, commercial curb cuts in the areas should be consolidated.
-  **Cross Access.** Commercial parking lots on 5th Avenue and Madison Street could be connected to reduce traffic on both corridors while also increasing safety by reducing conflict points. These improvements should be applied to future and existing developments.
-  **Street Furniture.** Building upon the recent streetscape on 5th Avenue, additional elements can be added to complete the transformation of the corridor. The strategic placement of street furniture such as benches, planters, and trash receptacles near commercial nodes helps activate the space, creating areas for community interaction.

-  **Wayfinding.** The Village should install wayfinding signage at Madison Street and 5th Avenue and Madison Street and 1st Avenue, which should be consistent throughout the entire Village to reinforce the Maywood brand and identity. From these intersections, travelers can access Downtown Maywood, the Maywood Metra Station, Loyola Medical Campus, and Illinois Prairie Path.
-  **Vacant Parcel Maintenance.** The 5th Street Corridor contains more than half a dozen vacant parcels, which if not maintained, can impact the image of the Village. Parcels with vegetation should be mowed regularly and those with hardscape materials should be screened until development occurs.
-  **Parking Lot Screening.** The 5th Avenue Corridor includes commercial and religious properties with large surface parking lots. Many of these are enclosed with chain link fences or have no screening. Where possible, buffers should be used to provide physical separation between the parking lot and sidewalk while screening that includes a combination of fencing and landscaping should be used to reduce the visual impacts of parking lots. Chain link fences should be prohibited in favor of wood, wrought iron, or low masonry walls.

Commercial Character Type

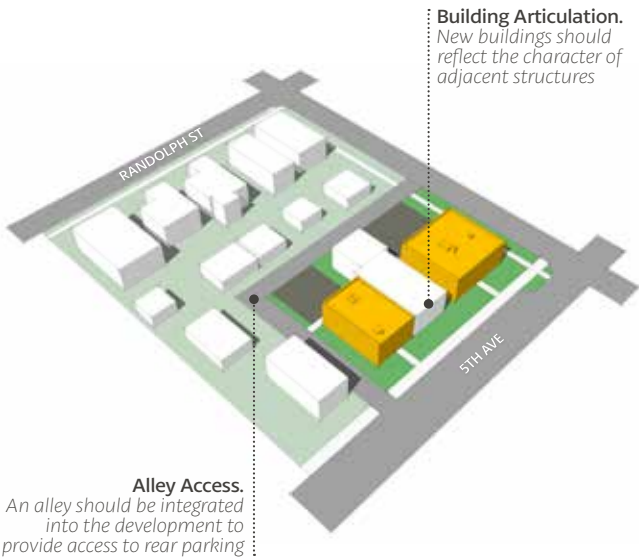
-  Transition Area
-  Pedestrian Mixed-Use Area
-  Community Commercial Area
-  Parks and Open Space
-  Redevelopment Opportunity Sites

Opportunity Sites 5th Avenue

8 Randolph Multi-Family Infill

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

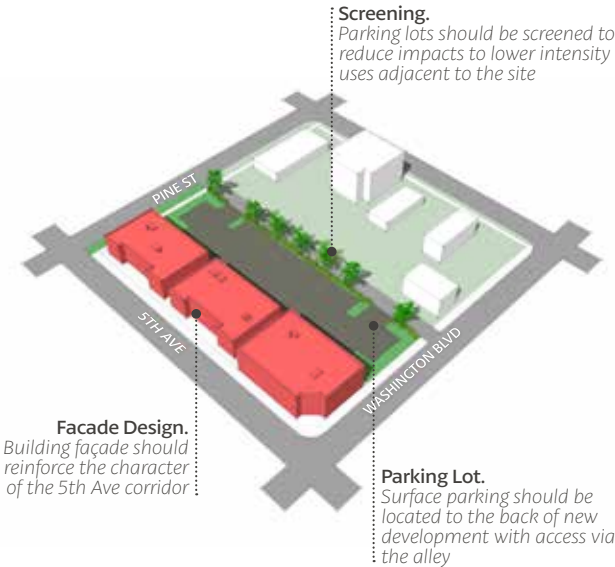
Located on a block with existing multi-family dwellings, this site is well-suited for a multi-family building what will complement the existing context. Development could include one multi-family building, or a series of smaller buildings that reflect the character of the stand-alone building currently on the site.



9 Residential Transition Block

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

This full-block site offers the opportunity for a mixed-use development program that would allow flexibility as demand for commercial space emerges over time. The site is located in a Transitional Area, implying that its primary use should be residential. However, given its location next to a pedestrian mixed-use area and the size of the site, it may be feasible to include some ground floor commercial uses that complement the mixed-use character of 5th Avenue and create an appropriate transition from residential to commercial uses to the south.

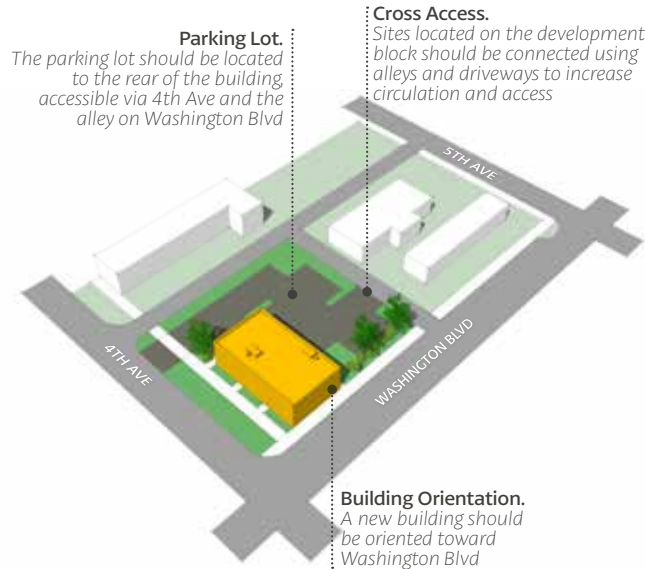


Opportunity Sites 5th Avenue

10 Commercial/Mixed-Use Development

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

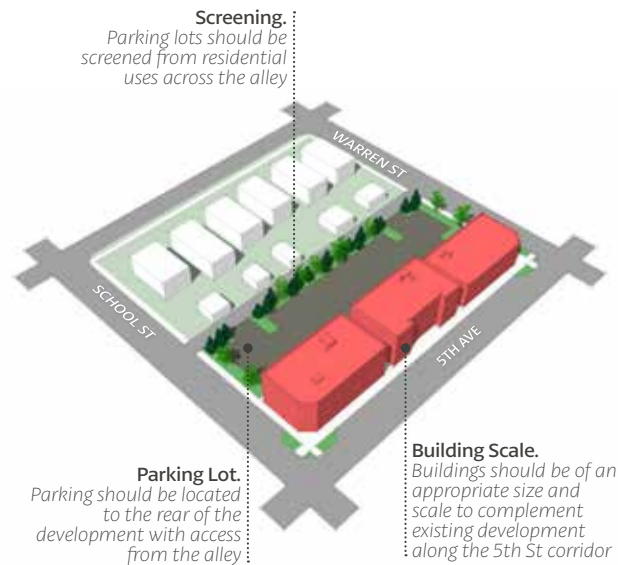
This auxiliary parking lot of a former grocery store should be developed to provide a transition to surrounding neighborhoods. The site could accommodate a commercial use or be redeveloped in conjunction with the gas station fronting on 5th Avenue as part of a mixed-use project. In either case, future redevelopment should take advantage of access to Washington Boulevard and 4th Avenue, and create attractive frontage along both highly visible streets.



11 Commercial Block Development

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

Extending from Warren Avenue to School Street, this vacant full-block site represents an opportunity for a significant mixed-use development project. The development should be oriented toward 5th Avenue, focusing vehicular access to a rear parking area from east-west side streets.



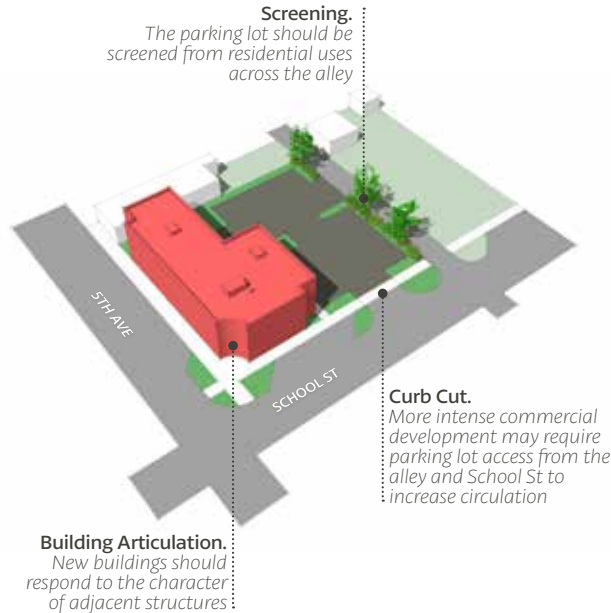
Opportunity Sites 5th Avenue

12 5th and School Northeast Corner

TIF: Madison Street/5th Avenue

Class 8 Incentive: Yes

This vacant corner site can build upon recent streetscape improvements and a mixed-use building on the southeast corner of the intersection that has experienced recent investment in façade improvements. Future development should include a mixed-use project reflective of the scale and architectural style of surrounding development, and should fill in the street wall between buildings to the north and south.



13 Proviso East Commercial

TIF: Madison Street/5th Avenue

Class 8 Incentive: Yes

This vacant site provides ample space for a large commercial structure and parking to accommodate all users. A commercial building should be placed on the existing parking lot that fronts Madison Street, while parking lots to the rear can be accessed via an alley between 1st Avenue and 2nd Avenue. Parking lots should be screened with landscaping and low walls that are similar in design to the commercial building. To increase mobility in and around the site, 2nd Avenue should be extended to Madison Street to complete the street grid.



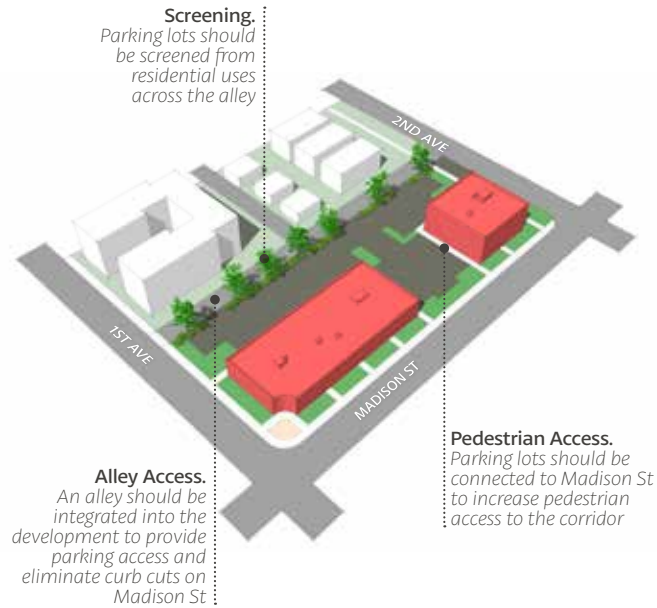
Opportunity Sites 5th Avenue

14 1st and Madison Node

TIF: Madison Street/5th Avenue

Class 8 Incentive: Yes

This site includes two vacant parcels and one occupied parcel at the southwest corner of 1st Avenue and Madison Street. A block-long commercial development would take advantage of 1st Avenue and Madison Street visibility, as well as potential foot traffic from Proviso East High School and 5th Avenue corridor. The north-south alley that runs through the side should be reconfigured to a "T" in order to maximize commercial frontage on Madison Street and encourage access from intersecting 1st and 2nd Avenues.

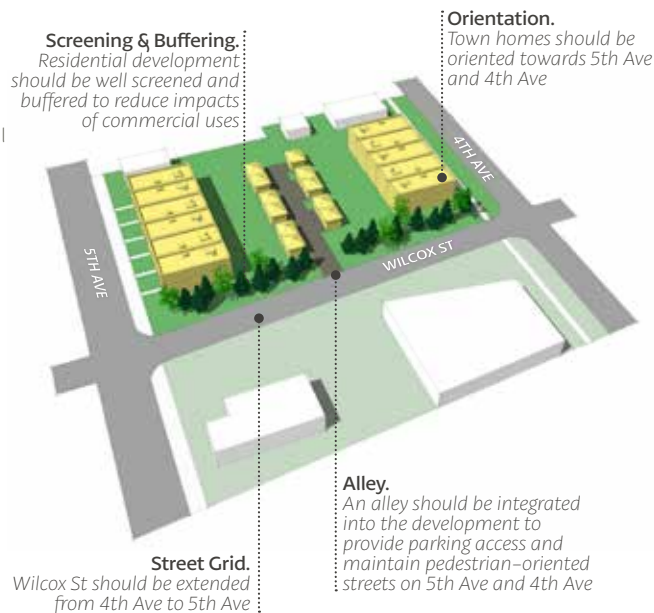


15 Wilcox Townhomes

TIF: Madison Street/5th Avenue

Class 8 Incentive: Yes (partial)

This site should be developed with residential uses to complement the pedestrian mixed-use node at the Illinois Prairie Path and 5th Avenue. Extending Wilcox through the site will restore the street grid and enhance mobility. The site can accommodate townhome structures fronting on towards 4th and 5th Avenues.

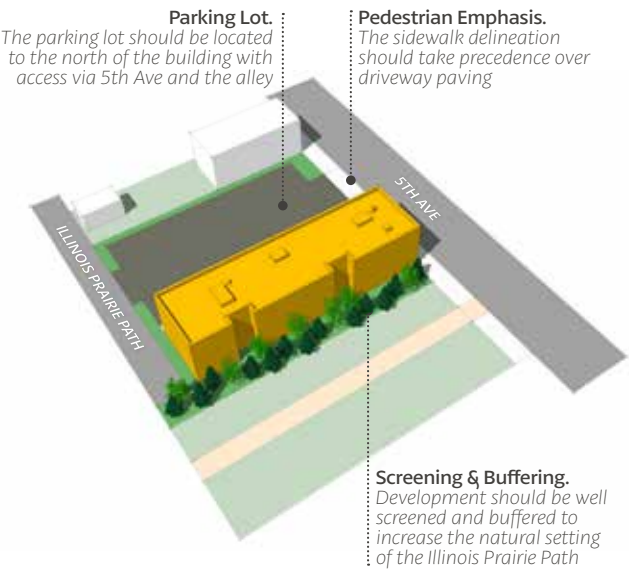


Opportunity Sites 5th Avenue

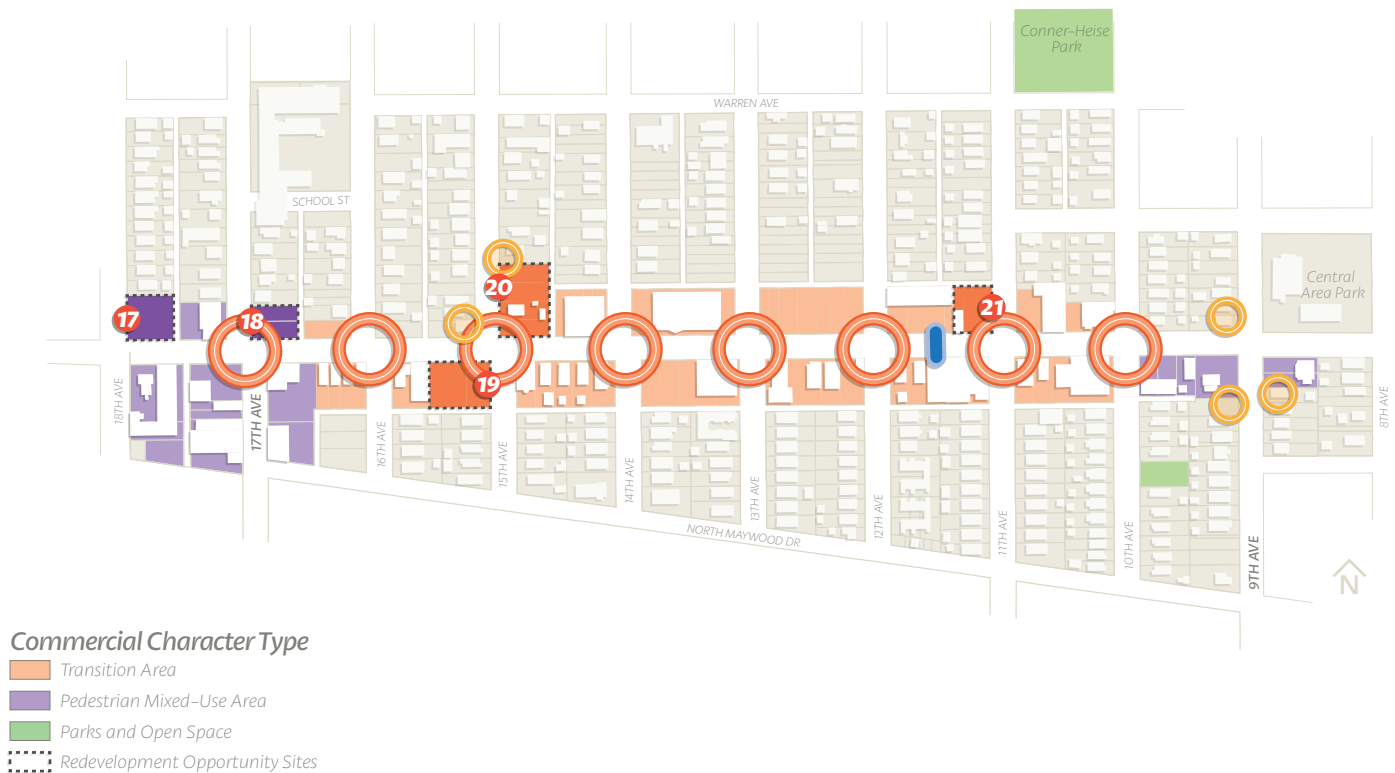
16 Prairie Path Node

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

Located adjacent to the Illinois Prairie Path, this site can accommodate mixed-use development that would complement the established local commercial node already in place in the East Village neighborhood. Future development should have attractive façades oriented towards both 5th Avenue and the Illinois Prairie Path that reinforce the character of this portion of 5th Avenue.



Madison Street Corridor Framework



Design Criteria

Pedestrian Intersection Improvements. The Village layout falls within a grid pattern, creating hundreds of intersections and access points. As such, every intersection on Madison is a potential pedestrian crossing and should include, at a minimum, high visibility crosswalks. High volume intersections such as 9th Avenue and 17th Avenue should include walk signals with pedestrian countdown timers and leading pedestrian intervals.

Crosswalk Removal. The Madison Street corridor includes a mid-block crossing between 11th Avenue and 12th Avenue. This crosswalk should be removed as it is not ADA compliant and intersection crosswalks nearby provide safer, more predictable crossing points for pedestrians.

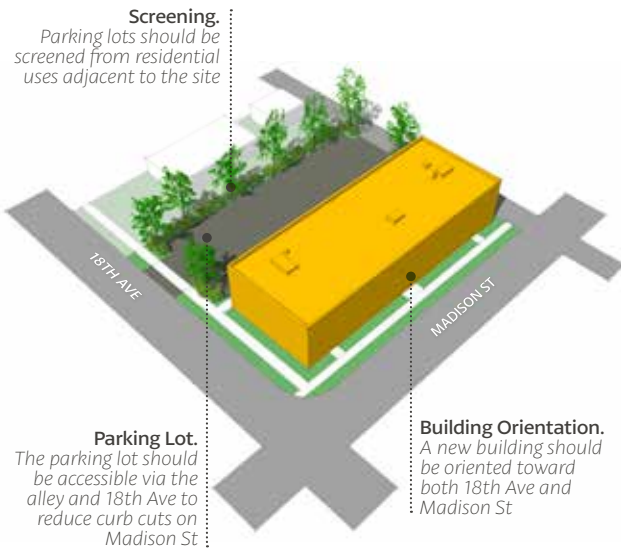
Neighborhood Gateways. The Madison Street corridor travels through several Maywood neighborhoods. While the corridor plays a significant role in bridging the Village's communities, each neighborhood should highlight its distinct character and setting. Neighborhood gateways placed throughout the corridor can help define and differentiate the various communities within the Village.

Opportunity Sites Madison Street Corridor

17 18th Avenue and Madison Street

TIF: Madison Street/5th Avenue
Class 8 Incentive: No

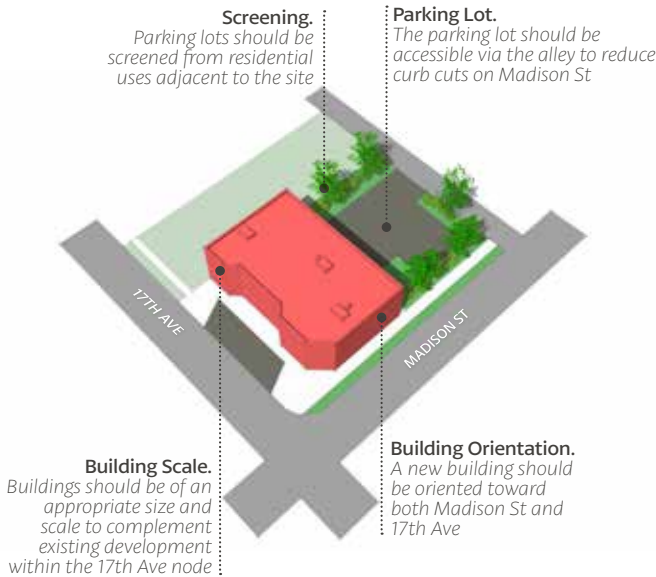
This site has the potential to strengthen the local commercial node at Madison Street and 17th Avenue. The site can accommodate either a mixed-use development or residential townhome and/or multi-family development depending on market conditions. Development should include attractive building façades on both Madison Street and 18th Avenue.



18 17th Avenue Node

TIF: Madison Street/5th Avenue
Class 8 Incentive: No

The intersection of 17th Avenue and Madison Street forms a small commercial node that serves the neighborhoods of the West Village and Seminary District. This site should include mixed-use development along Madison Street and diagonal parking along the east side of 17th Avenue.



Opportunity Sites Madison Street Corridor

19 Multi-family Cluster

TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

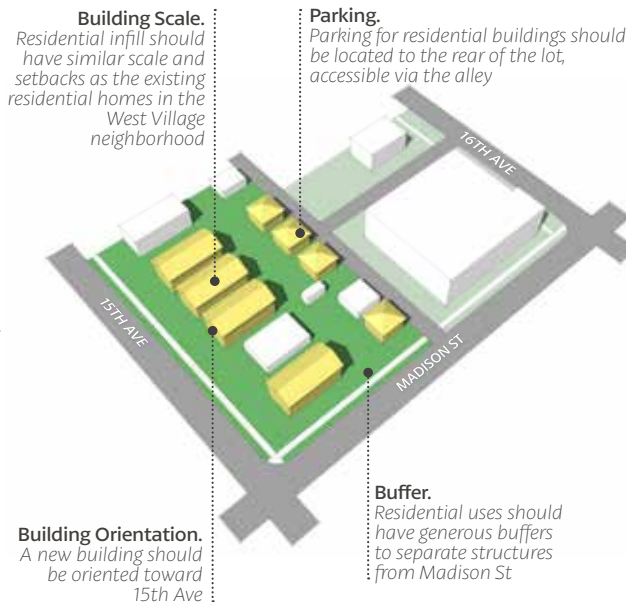
This site includes several vacant parcels that can accommodate multi-family structures. Multi-family buildings should be context-sensitive, having a similar scale and massing as the residential structures on the blocks to the east and west of the site. Access should be provided from 15th Avenue and the alley to the south of the site.



20 Single Family Transition

TIF: No
Class 8 Incentive: No

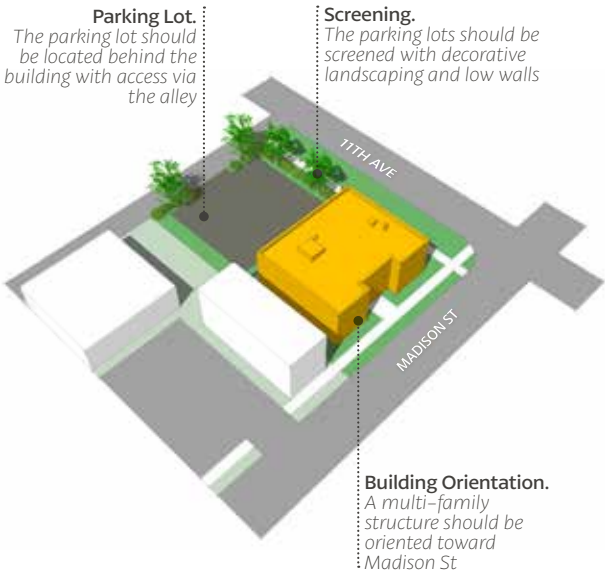
This large site provides an opportunity to make a transition from the multi-family structures on Madison Street into the single family residential neighborhoods to the north. This may include preserving the existing house on the site and developing additional single family homes with a generous buffer along Madison Street. Single-family structures should be oriented toward 15th Avenue and reflect the character of the surrounding neighborhood.



Opportunity Sites Madison Street Corridor

21 11th and Madison Site
TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes

This infill development site can accommodate a multi-family residential building that creates an appropriate transition to the neighborhood to the north. The structure should be oriented toward Madison Street, and parking access should be provided from the alley to the north of the site. The lot depth at the east side of the site provides the opportunity for a more substantial building footprint than what is possible along other portions of Roosevelt Road.

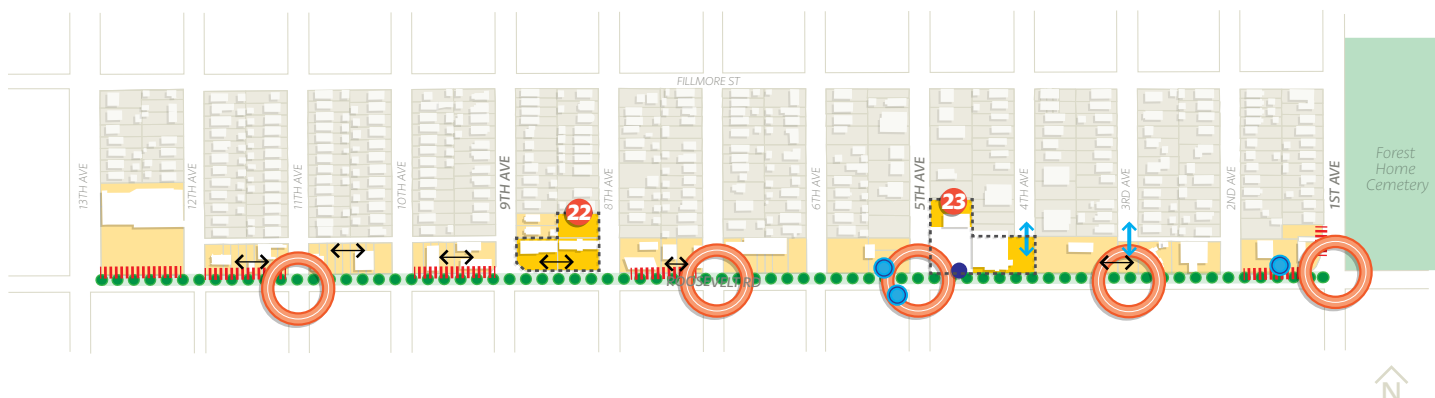


Parking Lot.
The parking lot should be located behind the building with access via the alley

Screening.
The parking lots should be screened with decorative landscaping and low walls

Building Orientation.
A multi-family structure should be oriented toward Madison St

Roosevelt Road Corridor Framework



Commercial Character Type

- Community Commercial Area
- Parks and Open Space
- Redevelopment Opportunity Sites

Design Criteria

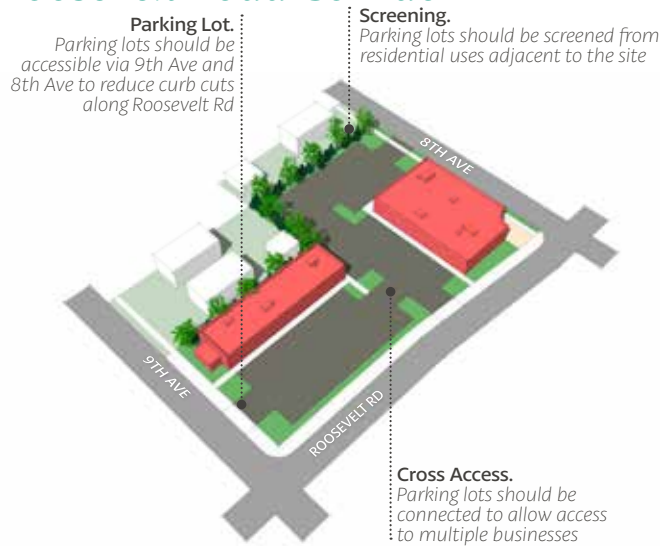
- Pedestrian Intersection Improvements.** As the busiest corridor within the Village, Roosevelt Road should be equipped with safe and convenient pedestrian crossings. This includes working with IDOT to redesign the intersection of Roosevelt Road and 1st Avenue. Additional crossings should also be installed along the corridor, utilizing high visibility painted crosswalks and pedestrian refuge islands.
- Pedestrian Access.** Pedestrian access from the South Maywood neighborhood is critical to mobility and use of the corridor. Both 3rd Avenue and 4th Avenue were cut off from Roosevelt Road to provide additional commercial space; however, no consideration was given to pedestrian movement. The Village should work with property owners to allow pedestrians to access Roosevelt Road from the cut-off avenues.
- Improved or New Bus Stops.** Roosevelt Road is included as part of three Pace bus routes, all of which provide students and employees access to the Hines VA Hospital and Loyola Medical Campus. The Village should work with Pace to install safe and attractive bus shelters and stops that protect commuters from the elements and tie into a potential streetscaping program along the corridor.
- Cross Access.** Coordinated cross access along the Roosevelt Road corridor is critical for providing convenient and safe travel between adjacent commercial businesses. This minimizes the need for vehicles to enter and exit Roosevelt Road in order to travel to neighboring commercial developments. The Village should work with property owners to provide cross access between existing businesses and require future developments to include a cross access network as site plans are prepared.
- Curb Cut Consolidation.** Curb cut consolidation creates safer streets by reducing the number of conflict points and helping to improve the flow of traffic. The Village should work with property owners to reduce the number of curb cuts along Roosevelt Road by providing cross access between adjacent businesses (above) and access via side streets.
- Streetscape.** As a gateway into the Village, Roosevelt Road should have both function and form that exudes a positive image of Maywood. The Village should invest in a streetscaping program that exemplifies the desired image of Maywood and reflects the character of the community to both residents and visitors. The Village should also engage both the Hines VA Hospital and Loyola Medical Campus to find design solutions for the "front door" of these facilities.
- Wayfinding.** Wayfinding signs should be used to orient and direct visitors to key locations and facilities along the Roosevelt Road corridor and within the Village. Signage should be installed along Roosevelt Road at primary intersections of 1st Avenue, 5th Avenue, and 9th Avenue and should be consistent with wayfinding signage throughout the Village.

Opportunity Sites Roosevelt Road Corridor

22 Roosevelt Commercial Redevelopment

TIF: Roosevelt Road
Class 8 Incentive: Yes

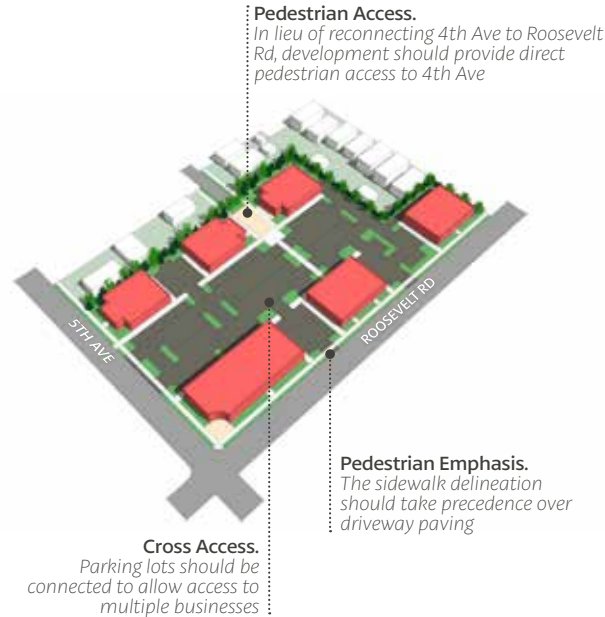
This site provides an opportunity to re-position Roosevelt Road with an updated commercial development. The site should include buffering and screening against the residential neighborhood to the north, and include vehicular access points off 9th and 8th Avenues. The lot depth at the east side of the site provides the opportunity for a more substantial building footprint than what is possible along other portions of Roosevelt Road.



23 5th and Roosevelt Site

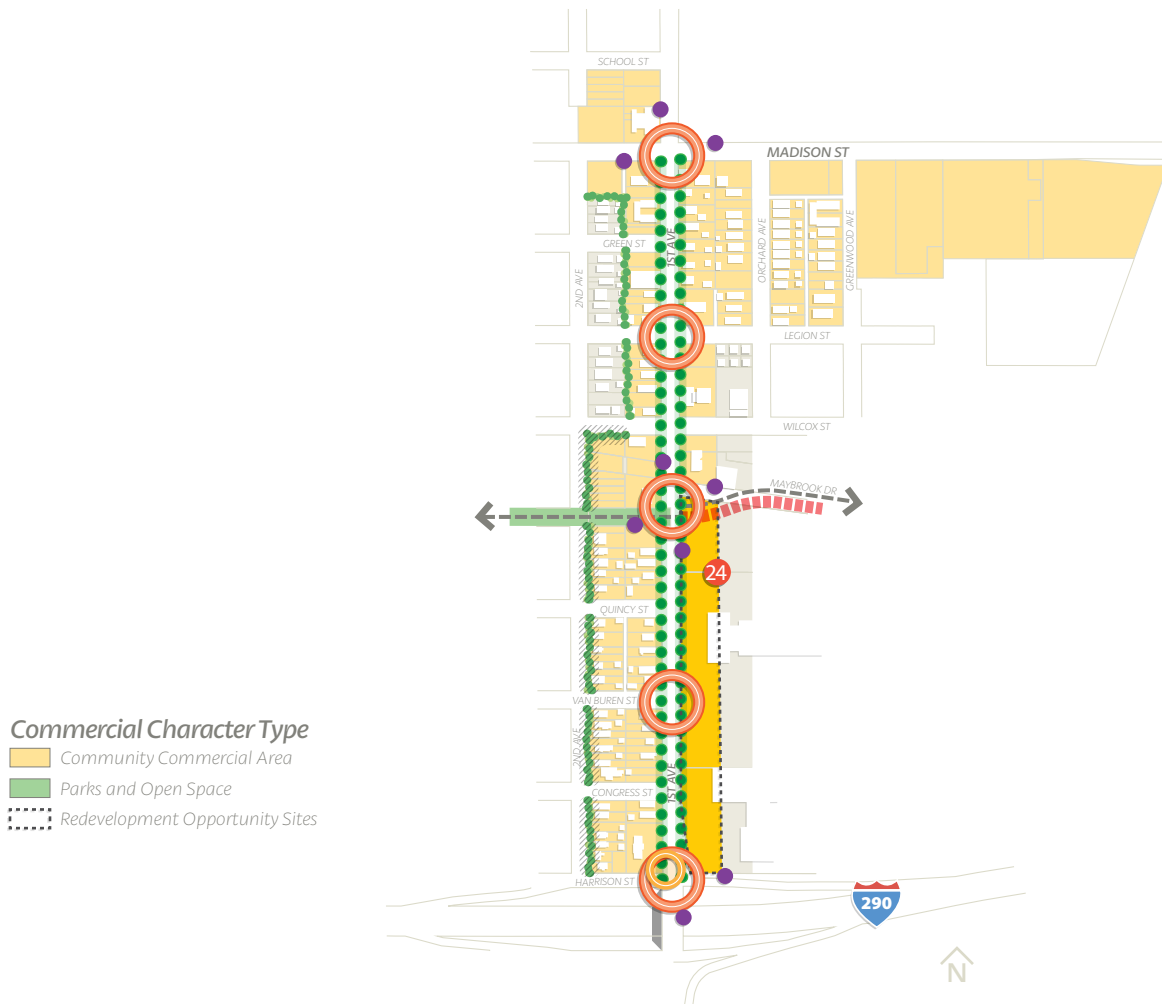
TIF: Roosevelt Road
Class 8 Incentive: Yes (partial)

Located across from the primary entrance to both the Hines VA Hospital and Loyola Medical Campus, this large site has the potential for commercial development to capture traffic coming to and from these destinations. The depth of the lot along 9th Avenue provides the opportunity for substantial residential, mixed-use, or hotel development. Redevelopment of this site should consider the viability of reopening 4th Avenue to intersect with Roosevelt Road in order to enhance neighborhood connections to corridor commercial uses.



Village of Maywood – Commercial Areas Plan

1st Avenue Corridor



Design Criteria



Pedestrian Intersection Improvements. With high traffic volumes, proximity to Proviso East High School, and the potential for increased commercial development, pedestrian safety should be prioritized along the corridor. To create a more pleasant and safe pedestrian experience, the Village should work with IDOT to install high visibility crosswalks and consider traffic signalization at key intersections throughout the corridor.



Trail Connection Improvement. Although the eastern trailhead for the Illinois Prairie Path is located on the west side of 1st Avenue, many travelers begin their journey farther east along a small trail segment that crosses the Des Plaines River. The City should work with IDOT to create a trail connection that provides safe and efficient access across 1st Avenue.



Gateways. 1st Avenue functions as the primary expressway exit to access Maywood. Gateways signs should indicate to vehicles exiting I-290 that they have entered the Village and be consistent with other gateway signs throughout Maywood.



Wayfinding. Wayfinding signage should be integrated with gateways to provide directional assistance to motorists exiting I-290 as well as to travelers along 1st Avenue. Signs should indicate the direction of Downtown, Village Hall, Proviso East High School, and Loyola Medical Center, among other community amenities and attractions.



Screening & Buffering. As commercial development expands on the 1st Avenue Corridor, the Village must remain proactive to screen and buffer residential areas. Landscaping and fencing will decrease impacts to residential neighborhoods that are adjacent to the corridor.



Potential Commercial Buffer. Where commercial development extends west to 2nd Avenue, an appropriate buffer should be provided to maintain the integrity of residential uses. Buffers should include intense landscaping, berms, decorative fencing, and other treatments that will maintain the aesthetic character of the neighborhood and minimize noise and light impacts.



Streetscape. Like 5th Avenue, Madison Street, and Roosevelt Road, 1st Avenue should have attractive and functional streetscape materials and facilities. Landscaping, lighting, and additional streetscaping elements will bolster the image of 1st Avenue, transforming it into an attractive commercial corridor.



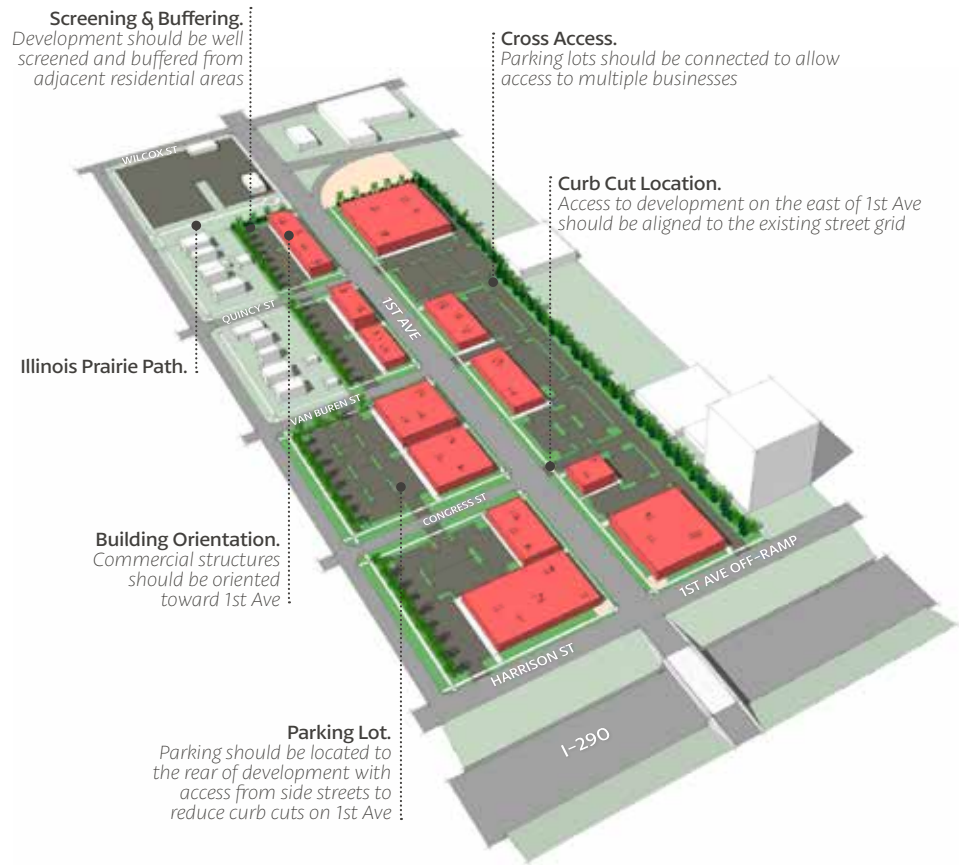
Maybrook Drive Realignment. Redevelopment at the southwest corner of 1st Avenue and Maybrook Drive presents an opportunity to realign the roadway. As development occurs in this location, the slip lane (channelized right turn lane) from northbound 1st Avenue and Maybrook Drive should be realigned to better serve pedestrians and large vehicles, as well as improve the connection to the Illinois Prairie Path.

Opportunity Sites 1st Avenue Corridor

24 1st Avenue Corridor
TIF: Madison Street/5th Avenue
Class 8 Incentive: Yes (partial)

High traffic volumes coupled with development opportunities on the western edge of the ComEd site makes the 1st Avenue corridor an excellent candidate for increased commercial development. Potential uses include large retailers and short-term and extended stay hotels that support the Loyola medical district area to the south.

Development on the east side of 1st Avenue should maximize its building footprint by locating parking to the side of the structure. Development on the west side of 1st Avenue would be most successful through parcel consolidation and expansion of the commercial areas west to 2nd Avenue. Commercial development that encroaches on residential neighborhoods should be well-screened to minimize impacts. As development occurs within the site, businesses should be accessible through an internal circulation network to maintain traffic flow on 1st Avenue.



Industrial Areas Plan

Maywood includes a mix of industrial uses that are situated along the Union Pacific Railway and former Chicago, Aurora, & Elgin Railway. The Village was once home to several large manufacturing businesses that ended their Maywood operations in the 1970s; however, much of their industrial footprint remains in the community. These industrial areas continue to provide opportunities for continued job growth and economic development within Maywood. The Industrial Areas Plan identifies strategies to maximize the potential of the Village's industrial areas, while minimizing impacts to residential neighborhoods.

Light Industrial Areas

The Village's light industrial areas include the St. Charles Road Industrial Corridor, Maywood Drive industrial area, and Maybrook Drive industrial area. The St. Charles Road Industrial Corridor developed in the early 1900s as the former home of the American Can Company. Today, two large industrial businesses occupy the former site on the north side of St. Charles Road and several smaller industrial businesses line the south side of the corridor. The Maywood Drive industrial area includes several large industrial parcels to the north and south of the Illinois Prairie Path, and the Maybrook Drive industrial area lies just north of the ComEd utility site. To leverage and enhance these industrial areas, the Village should implement the following actions:

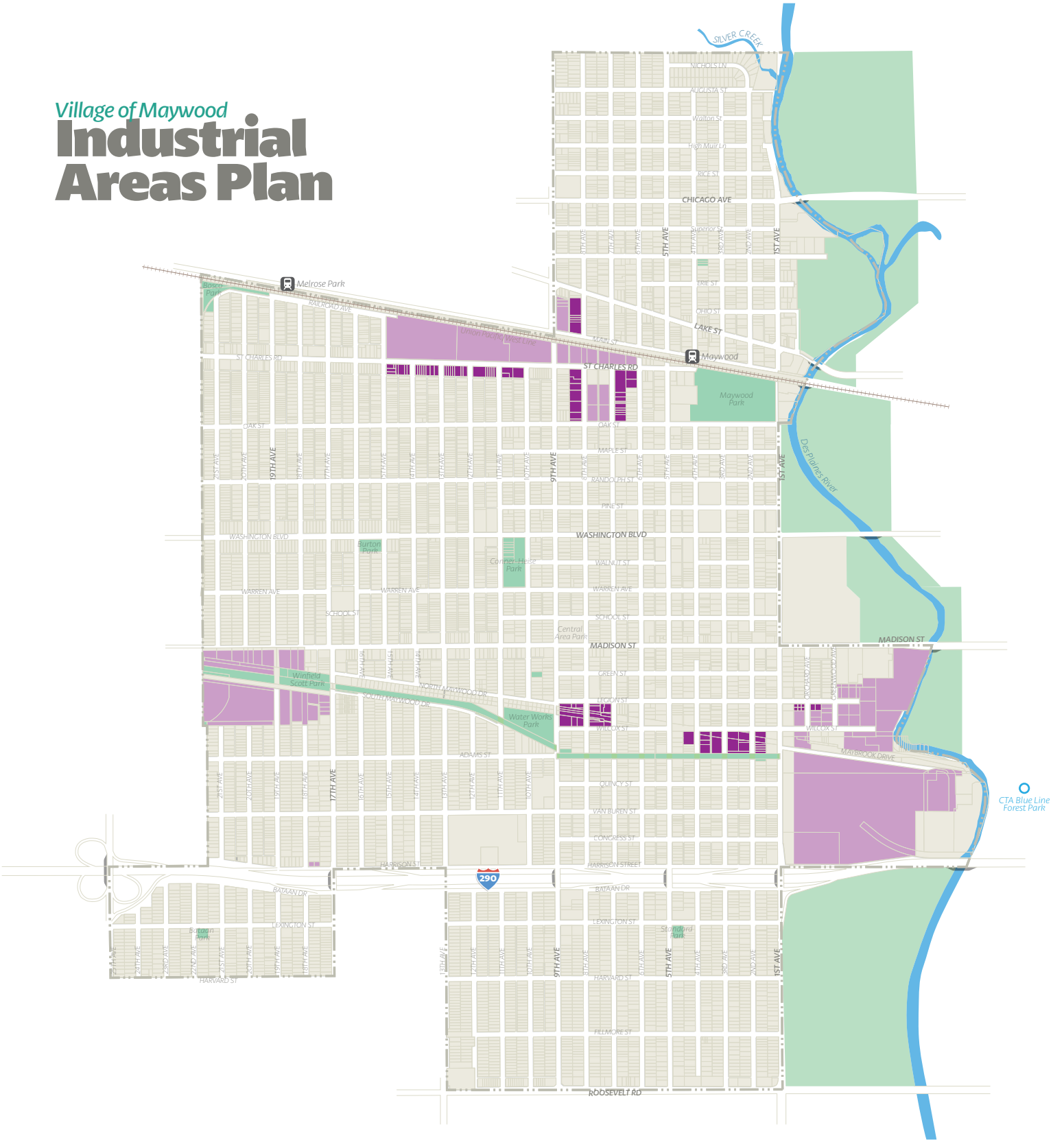
- **Truck Access Management.** Multi-axel trucks used for the delivery of industrial goods, while necessary, can have significant noise and traffic impacts to neighborhood streets. The Village should designate and enforce local truck routes to reduce truck traffic through residential neighborhoods and eliminate truck traffic into Downtown Maywood.
- **Buffers and Screening.** Buffers and screening help to separate industrial areas from residential and commercial land uses. The Village should require industrial uses to provide attractive screening that utilizes a combination of fences and landscaping. In addition, the Village should require outdoor assembly or storage to be screened or enclosed.
- **Attractive Landscaping.** Landscaping improves the overall character of industrial areas and helps convey a positive neighborhood image. For industrial properties that are visible from or located on the same frontage as residential uses, industrial businesses should be required to install both front and side yard landscaping. The Aetna Plywood property at St. Charles Road and 15th Avenue is an excellent example of how quality landscaping can protect neighborhoods from the impacts of industrial development.
- **Cluster Similar Industries.** Maywood has several auto-oriented businesses that line its commercial corridors. Although they are technically classified as a service commercial use, they may be more appropriately located along the St. Charles Corridor.

Industrial/Residential Flex

The Village of Maywood includes several industrial areas that are located in close proximity to residential neighborhoods. These areas are predominantly located along Wilcox Street and St. Charles Road. In some instances, the industrial land use pattern is remnant of the former rail corridor that has been converted to the Illinois Prairie Path. In the long-term, these uses may transition to residential development, open space, or community recreational uses given the limited truck access and constrained sites. However, in the short-term, the Village should implement the following strategies:

- **Reducing Impacts on Neighborhoods.** Industrial Transition areas should support activities that have little to no impact on surrounding neighborhoods. To achieve this goal, industrial activities, including assembly, processing, and storage, should be required to take place in fully enclosed facilities. Also, sites should be properly buffered from residential uses through yard setbacks, decorative fencing, and landscaping.
- **Truck Loading Dock Location.** Noise created by idling trucks can have significant impacts on the quality of life of nearby residents. The Village should establish "no idling zones" and require industrial tenants to locate and screen truck docks to minimize visual impacts and idling noise.
- **Property Maintenance and Code Enforcement.** Well-maintained industrial properties should minimize the negative impacts on neighborhood aesthetics. The Village should ensure that all industrial properties comply with Village codes and are maintained to be free of debris and overgrown vegetation. Where properties are deemed to be non-compliant with Village codes, staff should work with property owners to quickly and effectively address issues.
- **Block Consolidation.** Maywood's consistent block grid allows for several access points between industrial corridors and neighborhoods. Creating residential cul-de-sacs on select streets just south of St. Charles Road between 14th Avenue and 10th Avenue could reduce the likelihood of truck traffic in residential areas and create more marketable development sites. This should be assessed on a case-by-case basis in order to analyze the impacts on local access and mobility.

Village of Maywood Industrial Areas Plan



- Key**
- Village of Maywood
 - Railroads
 - Rivers, Streams, & Lakes

- Industrial Areas**
- Light Industrial
 - Industrial/Residential Flex



6

TRANSPORTATION & MOBILITY PLAN

Multi-modal mobility is critical in Maywood in order to support regional access, circulation between various neighborhoods within the Village, and access to schools, parks, commercial areas, and other destinations. This chapter includes recommendations aimed at capitalizing on regional access provided by Metra and the Eisenhower Expressway, enhancing the use of arterials and collectors for all users, and building upon the Illinois Prairie Path, local sidewalk network, and Pace bus service to support active and sustainable transportation alternatives.



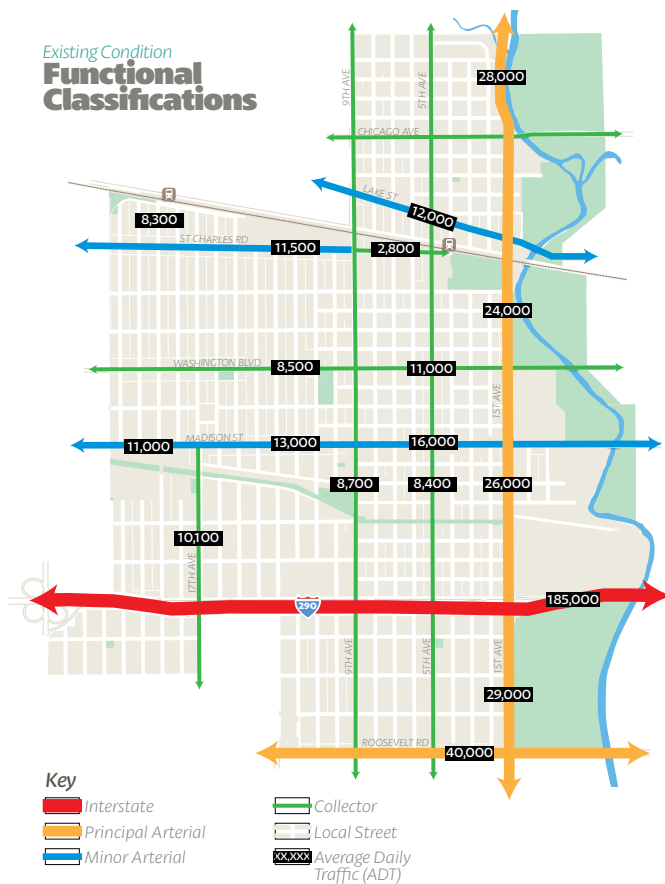
Roadway Network

Maywood's network of roadways carries the vast majority of traffic to and throughout the community. The network includes expressways, arterials, collectors, and local streets that serve varying functions. While some of the recommendations in this section can be implemented directly by the Village, others require coordination with the Illinois Department of Transportation (IDOT) or other agencies.

Complete Streets

Complete Streets is an approach to the design of transportation infrastructure that takes into account all potential users: pedestrians, bicyclists, transit, and all types of vehicles. The Village should adopt a Complete Streets policy that addresses two primary actions. The first action is to act as the local Complete Streets advocate for IDOT projects. IDOT's Complete Streets legislation requires that, when advocated for by a local sponsoring community, Complete Streets elements be incorporated into design and engineering plans for roadway improvements. Through this process, the Village would be responsible for helping to fund some portion of the improvements, though the major investment in roadway improvements would be paid for by IDOT.

The second action is to modify public works standards to accommodate Complete Streets elements. These elements could include specifications for sidewalks, on-street bike lanes, accessibility improvements, pedestrian refuge islands, high visibility crosswalks, curb extensions, and transit enhancements. The adoption of a complete streets policy will allow the Village to integrate the needs of all user groups into everyday transportation planning and design practices. Having a formalized policy saves money in the long run, as retrofitting streets often costs more than building streets to accommodate all modes of travel when reconstructed. It also gives transportation planners political and community support when suggesting innovative ways to provide bike and pedestrian facilities.



Recommended Changes to Functional Classification

Based on anticipated traffic volumes and regional initiatives that may impact local traffic operations, the following changes to functional classifications in Maywood are recommended. To assist in this analysis, year 2040 traffic forecasts were provided by the Chicago Metropolitan Agency for Planning.

Collector to Minor Arterial

- Washington Avenue
- 9th Avenue
- 17th Street (south of Madison Street)

Local to Collector

- 19th Avenue (St. Charles Road to Washington Avenue)

Functional Classification

IDOT and local municipalities typically break their roadway networks down into hierarchical systems. This hierarchy allows planners and engineers to assess the role of each segment of the system within the context of the broader network and prioritize maintenance and improvements. Each classification carries with it assumptions related to several variables, including traffic volume and speed, level of access to local land use, right-of-way width, roadway design, and signalization.

Principal Arterials

Principal Arterials are higher volume roadways that carry a major portion of the daily trips through the Village. Principal arterials place greater emphasis on mobility rather than land access. Their function is to provide longer travel routes with direct connections to the interstate system. Principal arterials also bring a substantial portion of the trips entering and exiting the roadway system throughout the Village.

Minor Arterials

Minor arterials connect and augment the principal arterial system. Although traffic mobility is still a top priority, a minor arterial performs this function at a somewhat lower level and places more emphasis on land access than a principal arterial does. A system of minor arterials serves trips of moderate length and distributes travel throughout the Village and into surrounding towns.

Collectors

Collectors connect local streets to arterials to create an efficient network for traffic movement. They provide both access and circulation in residential areas and are often continuous through the neighborhood or subdivision. Their access function is more important than that of an arterial, but still provides travel mobility.

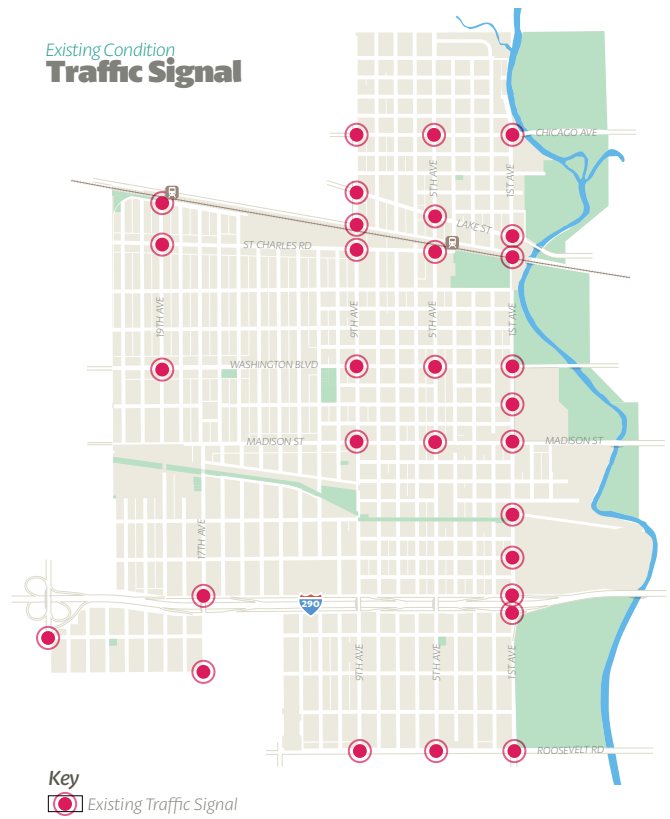
Local Streets

The local street system makes up the vast majority of the network. Local streets are generally shorter in length and have frequent controlled intersections. Compared to the other roadway types, local streets are generally narrower with slower speeds and provide direct access to properties. Through movement is generally discouraged on local streets.

Existing Condition Roadway Jurisdiction



Existing Condition Traffic Signal



Jurisdiction

The Village of Maywood is served by a system of roadways under the jurisdiction of IDOT and the Village of Maywood. With some of the key roadways outside the Village's jurisdiction, the Village's ability to make improvements, control access, or influence their design can be limited. In order to affect change on 1st Avenue and the Eisenhower Expressway corridor, the Village should work closely with IDOT to monitor and advocate for Eisenhower corridor improvements that benefit the Village, trigger Complete Streets design elements as a part of roadway improvements, and coordinate local infrastructure projects in order to minimize cost.

Traffic Signalization

Traffic signalization has a profound impact on the operations of a corridor and its ability to support non-transportation related community objectives. As roadway improvement are implemented and redevelopment occurs, the Village should, on its own and in conjunction with IDOT, continue to monitor the need for upgrades to traffic signals. Potential improvements could include modifications to signal spacing in order to maximize roadway efficiency and providing access to new developments, dynamic signal coordination to respond to real-time traffic conditions or variant peak flows, signal preemption that allows for emergency vehicles to "trip" signals during a call, and transit signal priority that would allow transit buses to get an extended green or shorter red in order to enhance bus operations.



Access & Circulation

Site Access

Along many prominent corridors, including 1st Avenue, Lake Street, and some areas on Roosevelt Road, multiple curb cuts are in close proximity to one another, creating several vehicle and pedestrian conflict points and a reduced amount of sidewalk frontage. The Village should work with property owners to remove excess curb cuts. This can be aided by encouraging cross-access between adjacent sites and providing vehicular access from side streets or alleys rather than from a primary corridor. To guide future redevelopment, the Village should amend its zoning regulations to limit the number of permitted curb cuts based on lot frontage and the availability of access from alleys and side streets.

Grid Pattern

Throughout Maywood, the traditional street grid allows for a high level of mobility. However, in some instances, this creates conflict between adjacent land uses. Along the St. Charles Road corridor, industrial development and related truck traffic have negatively impacted residential development to the south. The Village should assess the viability of closing off some blocks between 10th Avenue and 14th Avenue with a cul-de-sac just south of St. Charles Road. This would eliminate the ability of trucks to go through the residential areas, and could provide for additional screening and buffering between industrial and residential uses. (A relevant local example is the new Public Works facility in the Village of Oak Park on South Boulevard between Harvey Avenue and Taylor Avenue.) Before any improvements are made; however, the Village should coordinate with local police and EMS providers to ensure that potential cul-de-sacs do not impact emergency responders.

Roadway Network Improvements

The following section discusses roadway improvements that will address existing and projected system deficiencies, including geometric constraints, capacity constraints, and traffic control needs.

Roadway Maintenance

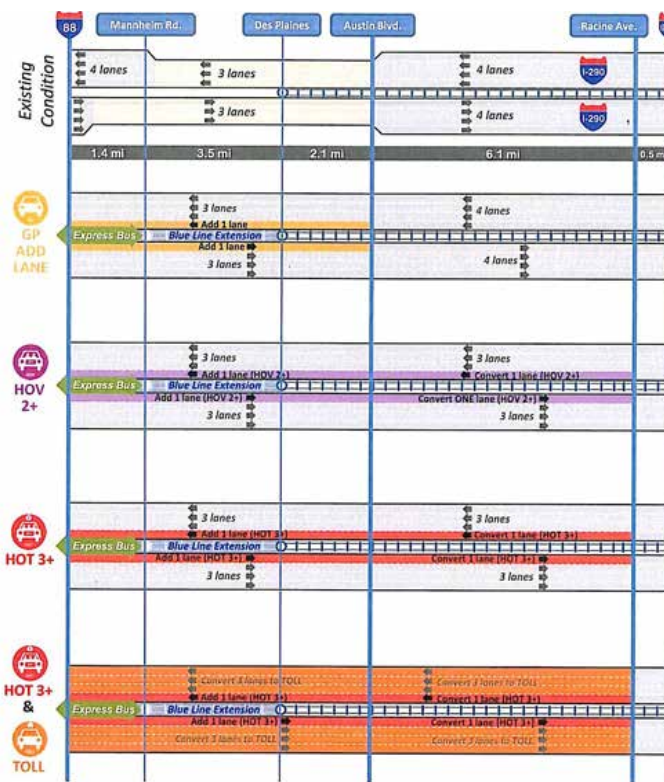
The Village of Maywood Department of Public Works is responsible for the maintenance of the roadway network. Many streets and roadways suffer from crumbling pavement and potholes from years of wear and tear. It is recommended that the Village create a program to continually assess, maintain, and fix roads that are in disrepair. Typically, road programs repair some streets and roads every year rotating through a 3–5 year cycle. Roads should be analyzed to determine “high–priority” locations, or locations with the greatest need for repair. Funding should be allocated through the local capital improvement program to cover the cost of roadway maintenance. This should be coordinated with IDOT and Cook County roadway maintenance.

Planned Improvements

The Illinois Department of Transportation (IDOT) creates a multi–year Transportation Improvement Program (TIP) to plan for improvements throughout the state. Various projects included in the 2013–2018 TIP are located within the Village of Maywood and include:

- I–290 Phase I Design (discussed in more detail in this section)
- 1st Ave at Roosevelt Road – Traffic Signal modernization
- Harrison Street – 17th Avenue to 9th Avenue – Resurfacing

I-290 Phase I Study Area



I-290 Expansion

Currently, the I-290 corridor from the I-88/I-290 split to Racine Avenue is under a Phase I Design Study. The original study area determined in the fall of 2009 was extended 4 miles to Racine in order to match the limits of the Circle Interchange improvements. The corridor is a total of 13 miles long from Chicago to Hillside and the study addresses areas impacted up to a 1-mile radius from the corridor. The Eisenhower Expressway is currently severely congested and experiences a high number of crashes. As stated on the project website, the transportation issues to be addressed include:

- Improve mobility for regional and local travel
- Improve access to employment
- Improve Safety
- Improve modal connections and opportunities
- Improve facility deficiencies

Many different alternatives to address these issues have been and will continue to be discussed by the project team and stakeholders, including environmental and engineering impacts. To date, there have been two planning rounds in determining and analyzing potential alternatives to solve the multi-modal corridor issues. The project is entering its third round of iterations and there are currently four alternatives being evaluated.

All graphics taken from the IDOT I-290 Phase 1 Design Study



According to IDOT officials, the following are differences in the four alternatives.

- **Option 1** requires no tolls or special requirements for vehicle occupancy.
- **Option 2** creates a new high-occupancy vehicle lane requiring buses, vans, or cars to carry two or more passengers to use the lane. That high occupancy lane would be extended to the existing inside lanes east from Austin Boulevard to Racine Avenue.
- **Option 3** creates a new high-occupancy toll lane that permits buses, vans, and cars with three or more passengers to use the lane for free and vehicles with less than three passengers to pay a toll. The high occupancy toll lane would be extended to the existing inside lanes east from Austin Boulevard to Racine Avenue.
- **Option 4** would add a new lane and convert the entire expressway into a high-occupancy tollway from Austin Boulevard to Racine Avenue.

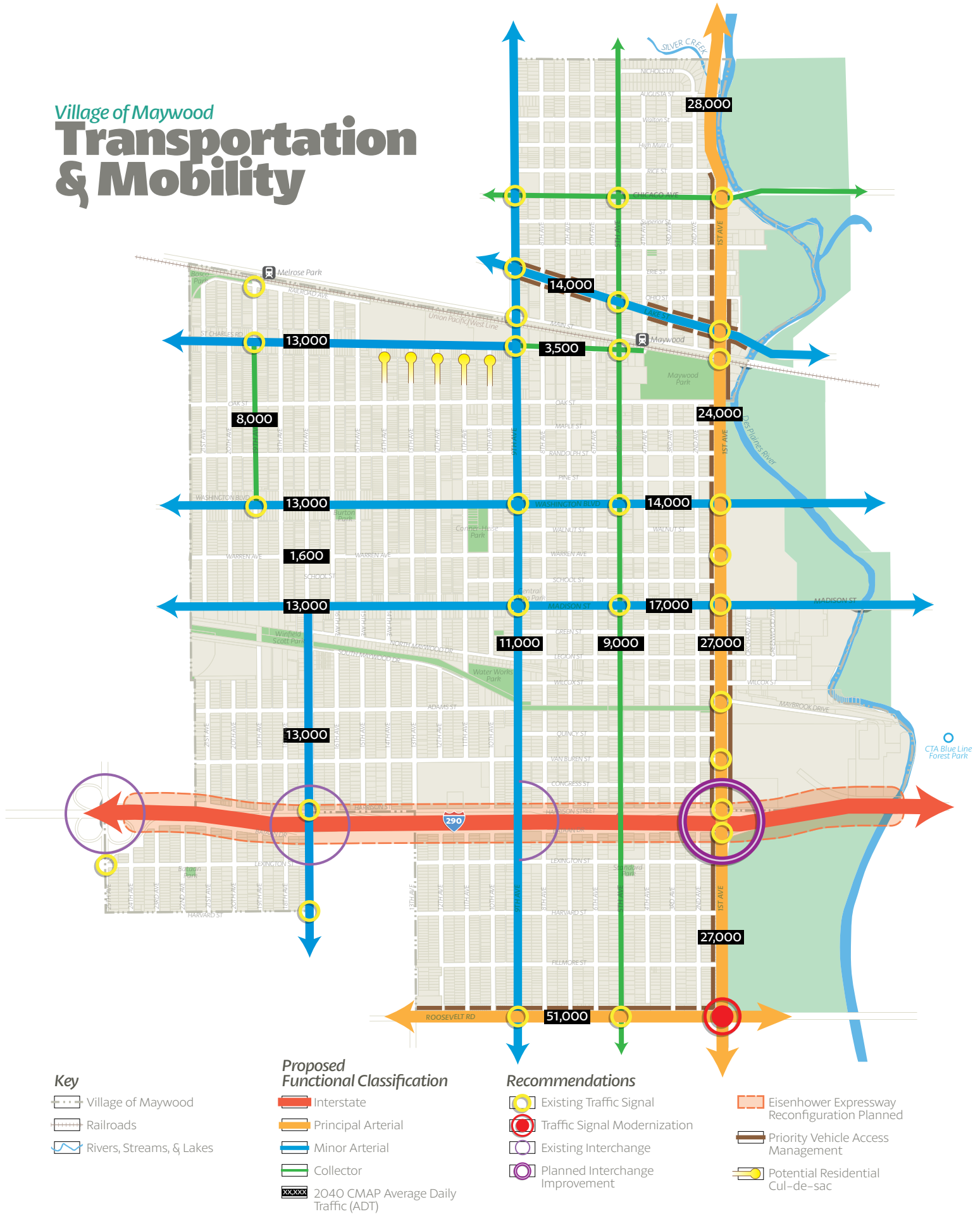
This study is important to Maywood because there are interchanges located at 1st Avenue, 9th Avenue (partial), and 17th Avenue. As shown to the public in October 2013, it is proposed that the 1st Avenue interchange would become a Single Point Interchange. A Single Point Interchange brings all exit and entrance ramps into a single intersection with one traffic signal. This should help decrease the existing delays and congestion at the ramps found through most of the day. The other ramps have not been discussed further. Maywood should continue to be involved in the planning process to ensure that their needs and desires are heard.

Railroad Crossings

Another important consideration of the Maywood roadway network is the existing railroad crossings. There are four main crossing locations within the Village, 1st Avenue, 5th Avenue, 9th Avenue, and 19th Avenue. All of these crossings are at-grade. Generally, at-grade railroad crossings can cause operational and safety concerns and impact traffic flow on the Village street system. Queuing during train events can extend past surrounding intersections and driveways causing delays to the surrounding street networks and hindering property accessibility.

A potential solution to prevent queuing is to provide a grade separated crossing at the tracks. If desired, the Village should work with the Union Pacific to determine the feasibility of building a bridge over or a viaduct under the tracks. The best location for a grade separated crossing would likely be at 1st Avenue due to its regional connectivity. However, an extensive study would be needed to determine the potential impacts on surrounding businesses and the local street network.

Village of Maywood Transportation & Mobility





Pedestrian Facilities & Sidewalks

Pedestrian mobility is an important aspect in providing local access to goods, services, recreation, and employment. This is especially true since many citizens who rely on walking are children and senior citizens. While Maywood's traditional neighborhoods generally include comprehensive sidewalk networks, more recent investment in private development and roadway infrastructure have created some barriers to pedestrian mobility. In order to maximize opportunities for safe walking, the Village should:

- Conduct an inventory of sidewalks, curb cuts, and crosswalks in priority areas close to schools, parks, and commercial centers, and establish a capital program to ensure a fully accessible pedestrian network.
- Amend zoning regulations in order to require new multi-family, commercial, and industrial development to provide on-site pedestrian connections to the public sidewalk network.
- Work among Village departments and with IDOT to up-grade pedestrian signalization at key intersections along Lake Street, Madison Street, Roosevelt Road, 9th Avenue, 5th Avenue, and 1st Avenue that are often barriers to pedestrian mobility between different neighborhoods.
- Given the key links created by the intersections of Maybrook Drive and 1st Avenue and Roosevelt Road and 1st Avenue, special attention should be given to improve the bicycle and pedestrian crossings. These intersections connect the community to the Illinois Prairie Path and Loyola University Medical Center and Hines VA Hospital and should be designed as safe and convenient crossings.

Trails & Bike Facilities

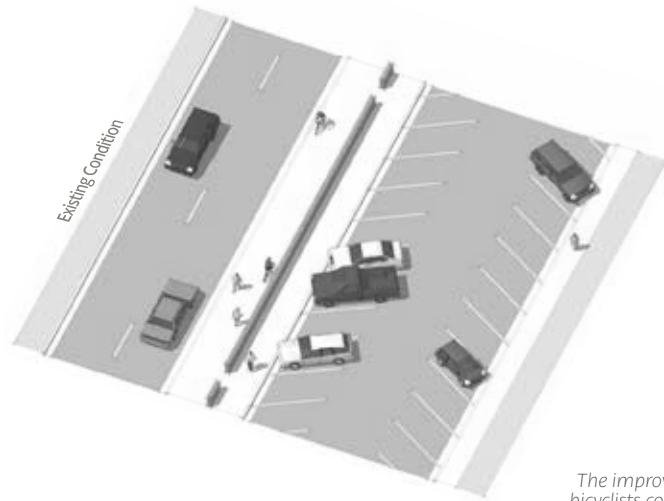
The Village of Maywood has excellent regional bike access provided by the Illinois Prairie Path. This important trail provides the opportunity for local bicycle routes that would create a continuous bike network, providing a healthy and accessible means of mobility and reducing the number of cars on the road. There are many different types of bicycle facilities that can be constructed. It is recommended that Maywood's existing bikeway system is augmented with several other facilities classified as either on or off street.

On-street bikeways utilize a portion of the public roadway to accommodate cyclists. These include shared lanes where a travel lane is open to both bicycle and vehicular travel, and dedicated bike lanes where striping is used to designate a portion of the roadway to be used exclusively by cyclists.

Off-street facilities include bikeways using their own dedicated right-of-way. These can run parallel to public streets or be part of an open space. An off-street trail is a multi-use path that is independent of a roadway and may run through campuses, along waterways, or share right-of-way with former and active railroads and utility easements. A sidepath is a multi-use path located immediately adjacent and parallel to a roadway, though it utilizes its own right-of-way separated from the roadway by a landscaped strip.

Whenever streets are reconstructed, appropriate provisions for bicycles should be included. The best application of each facility type is determined based on experience, data, engineering judgment, and budget constraints. Selection of an appropriate bikeway in the Village should be based on roadway function, traffic volume, speed, roadway characteristics, and adjacent land uses. The bike system should include connections to forest preserves, parks, schools, civic uses, employment and commercial centers, as well as other bicycle facilities.

Maybrook Bike Lane Reconfiguration



Landscaped Parkway.

New 5' parkway will provide a buffered separation from truck and vehicular traffic along Maybrook Drive

Multi-Purpose Path.

The improved multi-use path will serve both bicyclists connecting to the Illinois Prairie Path and pedestrians accessing the parking lot.

Recommended Bicycle Network

The Illinois Prairie Path is a multi-use trail that spans 61 miles in Cook, DuPage, and Kane counties. This path was built along the existing Chicago Aurora & Elgin electric railway. This path currently begins just east of the Des Plaines River and provides access to Wheaton, Aurora, Elgin, and many towns in between. This regional trail is an asset to the Maywood bicycle network and should serve as the spine of a more robust local system. The benefits of the Prairie Path can be maximized by implementing the following recommendations:

- Improve access across 1st Avenue near Maybrook Drive through trail realignment, bicycle and pedestrian crossing technology, and the creation of a small plaza on the east side of 1st Avenue in order to safely connect the Des Plaines River corridor with the remainder of the Prairie Path.
- Redesign the cross-section of Maybrook Drive to better accommodate courthouse parking on the north side of the alignment, travel lanes on the south side of the alignment, and a multi-use sidepath in the center that is adequately buffered from vehicular traffic through landscaping, trees, and decorative fencing.
- Ensure that all Prairie Path crossing location throughout the Village, especially at 5th Avenue, 9th Avenue, and 17th Avenue, include highly visible crosswalks and rider-activated vehicular warning systems.
- Improve safety along the Prairie Path through increased lighting and police or community patrols.

Building off of the Prairie Path, the Village should identify local designated bike facilities that enhance local mobility and create links to other regional trails. These include:

- 5th Avenue on-street shared bike lanes that would connect Loyola University Medical Center to Downtown Maywood and Lake Street.
- East-west on-street bike lanes on Lake Street and Madison Street to provide access to Downtown Melrose Park, Oak Park, and Forest Park.
- A north-south on-street bike trail that would utilize the existing 17th Avenue Eisenhower crossing and 19th Avenue Union Pacific rail crossing to connect to Broadview and Melrose Park.
- Secure bike racks and storage facilities installed along the trail, within commercial areas, and at key destinations.

The local trails described above and the Illinois Prairie Path provide the opportunity to connect to other regional trails. It should be noted that connections to these regional networks will require coordination with adjacent communities since the proposed segments would go beyond the boundaries of Maywood. The Village should work with local partners to implement the following trail connections:

- Connecting north to the Des Plaines River Trail with a multi-use trail on Forest Preserve property (ideally in Forest Preserve property on the west side of the river corridor, or as an alternative on a sidepath parallel to 1st Avenue, in order to tie into the trailhead at North Avenue).
- Connecting south to the Salt Creek Trail with a multi-use trail along the Des Plaines River corridor, or on-street bike lanes on 17th Avenue through Broadview.
- Connecting to the City of Chicago bike bath network with an on-street shared bike lane on Washington Avenue, while also providing access to Forest Park and Oak Park.



Transit

Maywood is well connected to surrounding communities and the region by Metra commuter rail, Pace bus, and CTA bus service. In Maywood there are eight Pace bus routes, one CTA route, and two Metra train stations. The CTA Blue Line terminates in Forest Park just east of Maywood. In order to take advantage of a robust local transit network, the Village should:

- Work closely with Pace as it moves towards a "posted stops only" policy, and provide local data that may determine the appropriate location for designated stops.
- Integrate Pace's Design Guidelines for Transit-Supportive Communities and its related Design Review Assistance for Transit (DRAFT) program into local development regulations and public works standards.
- Work with Pace and CTA to allocate space for and install shelters along all bus routes in Maywood.
- Coordinate with Metra to ensure that the Maywood station area is accessible from surrounding development through a number of access points.
- Work with Metra to identify funding for the upgrade of the Maywood station in order to provide a modern facility, perhaps in conjunction with development to the south of the station area on the east side of 5th Avenue.
- Collaborate with Metra to coordinate new development with commuter parking needs as investment in Downtown Maywood occurs.
- Prioritize sidewalk and crosswalk enhancements in areas immediately surrounding transit stations.

Blue Line Extension

As mentioned previously, the CTA Blue Line Train terminates in Forest Park. A feasibility/vision study is in the process of determining the potential extension of the Blue Line from Forest Park to Mannheim Road. This study looked at the entire Forest Park Branch from Clinton to Forest Park, including potential expansion alternatives proposed by IDOT as part of the I-290 Environmental Impact Statement (EIS) study, as well as the Circle Interchange rehabilitation project. The study looks in depth at all stations along the line and considers station access, redesign opportunities, and right-of-way needs.

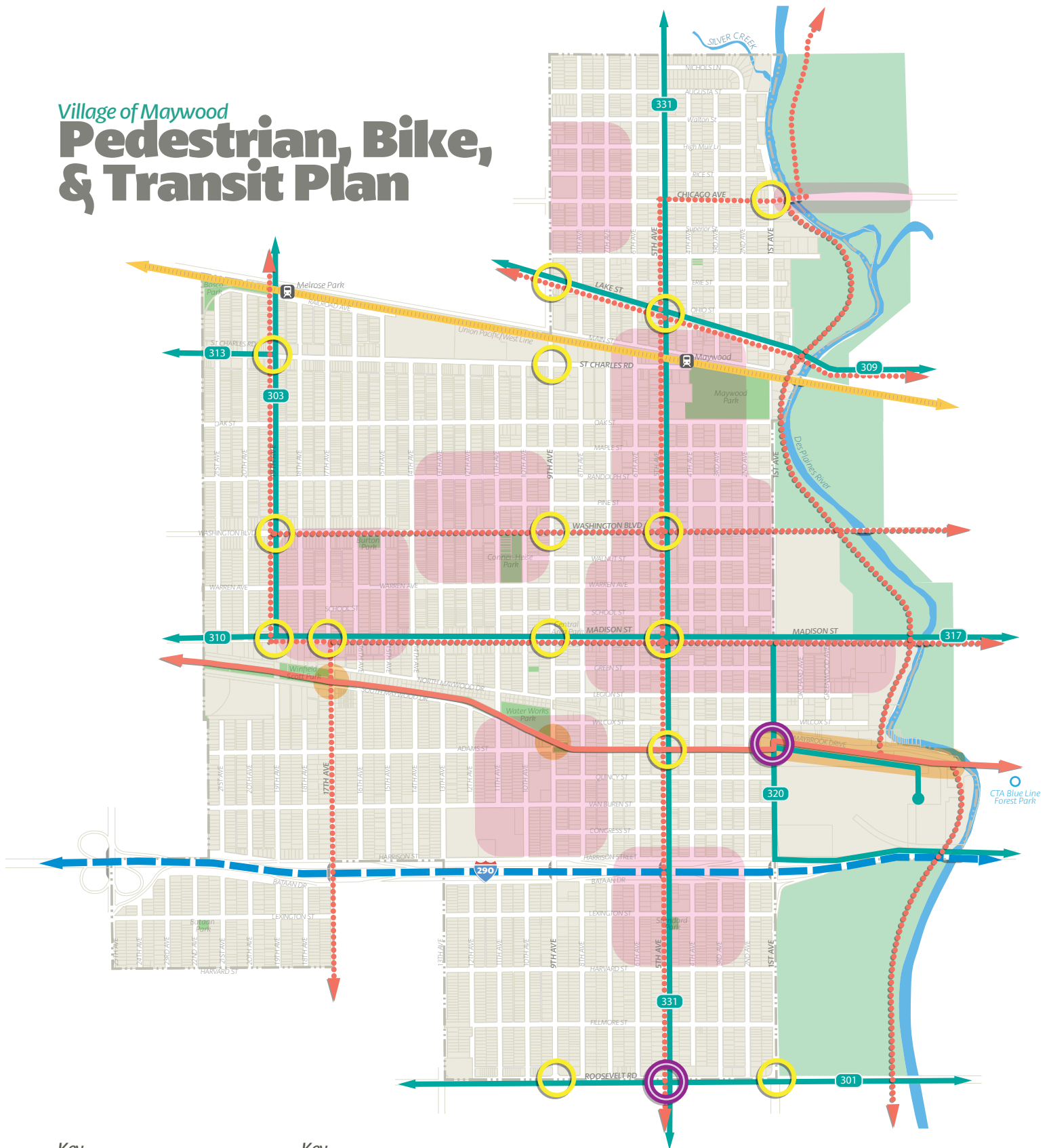
As the result of this process, the preferred alignment was determined to be down the center of the Eisenhower. In the I-290 expansion plan, the Blue Line continues along the existing alignment, down the center of the Eisenhower, to Mannheim Road, where it would meet an express bus system continuing into neighboring communities. This extension would provide a stop in Maywood, which would significantly increase the multimodal options that residents have, especially in the southern portion of the community.

In order to maximize the potential benefit of this investment, the Village should:

- Continue to work with IDOT to monitor the status of recommended station areas and the timeline for implementation.
- Appropriately amend zoning regulations and the Village's zoning map to allow for increased housing density and commercial development around the likely station area.
- Work close with IDOT and the CTA to maximize the number of access points to the future station from surrounding neighborhoods.

Village of Maywood

Pedestrian, Bike, & Transit Plan



Key

- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Key

- Illinois Prairie Path
- Recommended Bike Paths & On-Street Lanes
- Enhanced Bike/Pedestrian Crossing

- Priority Sidewalk Improvement Area
- Pedestrian Intersection Improvements
- Priority Bicycle/Pedestrian Intersection Improvements

- Metra UP-N Line
- Potential CTA Blue Line Extension
- Pace Bus Service



7

OPEN SPACE & ENVIRONMENTAL FEATURES PLAN

Residents of Maywood enjoy access to neighborhood parks scattered throughout the community and natural areas along the Des Plaines River. These amenities provide open space in what is a predominantly urban environment, resulting in an enhanced local image and quality of life. The Open Space and Environmental Features Plan inventories Maywood's parks and recreational facilities and provides recommendations to support, enhance, and expand one of the Village's most important assets. The plan presents strategies to preserve and protect important environmental features, while ensuring residents are afforded safe and convenient access to the Village's many parks and recreational offerings.



Maywood Parks & Recreation Facilities

Village residents have access to a total of almost 30 acres of parks scattered throughout the community that are and operated by the Maywood Park District, with maintenance assistance from the Village. The Forest Preserves of Cook County maintain Maywood Grove and Thatcher Woods, which offer more passive recreation and picnic facilities. In addition to these formal units of government, Maywood residents also benefit from several not-for-profit groups that support recreation. The most notable is the West Cook YMCA, which is an active partner is operating facilities and providing local recreation programming.

Existing Maywood Parks & Recreation Facilities

EXISTING FACILITY	SIZE (ACRES)
Maywood Park	12.7
Fred Hampton Aquatic Center ¹	–
Veterans Memorial ²	–
Conne/Heise Park	3.6
Winfield Scott Park	4.2
Water Works Park	3.5
Standard Park	0.5
Bataan Park	0.4
Tot Lot Park	0.2
Tot Lot	1.8
Central Area Park	1.7
Bosco Park	0.9
Burton Park	0.2
Maywood Picnic Grove ³	–
Quercus Woods Family Picnic Area ³	–

^[1] Indicates facilities operated with the support of the West Cook YMCA

^[2] Indicates facility maintained by the Bataan Day Organization

^[3] Indicates facilities maintained and operated by the Forest Preserves of Cook County



Maywood Parks & Recreation

The Maywood Park District is responsible for park operations of the Village's 11 community parks as well as programs that serve residents. Many of these facilities are close to schools and transit stops, giving them a high level of accessibility. In order to ensure the long-term viability of facilities and programs, the Village should work with the Park District to develop a joint Parks and Recreation Master Plan and Capital Improvement Program that aim to achieve the following:

Increase the Total Amount of Parkland

The National Recreation and Park Association (NRPA) provides general guidance regarding the amount of park space a community should have based on its population. The NRPA standard is 10 acres of park land for every 1,000 residents. Based on Maywood's projected 2019 population of approximately 23,300 people, this standard would suggest that the Village provide 233 acres of park land. The Village's current total of 29.5 acres falls well short of this standard. While it is unreasonable for the Village to meet this standard, it nonetheless demonstrates the need for additional park land in Maywood. In order to increase the total amount of parkland, the Village should:

- Require parks as a component of new development for projects that are of a significant scale or utilize public funding or incentives.
- Conduct an inventory of housing vacancy and condition, and where deteriorated homes or vacant lots can be assembled, install neighborhood "pocket parks." Special consideration should be given to potential locations in areas currently not within a ¼-mile walking distance from an existing park.
- Consider the acquisition of obsolete industrial properties along the Illinois Prairie Path in order to develop local parks that benefit from access to the path and surrounding neighborhoods.

- Conduct strategic "land swaps" such as Winfield Scott Park. The Village worked closely with neighborhood landowners to "swap" parcels, creating a larger and better positioned park adjacent to the Illinois Prairie Path, while also increasing developable land for the expansion of an existing business.

Community Gardens

Throughout Maywood, there are several examples of vacant lots being used for community gardening. This represents a positive use for such property, and can enhance the character and perception of a block or neighborhood. In order to support this, the Village should do the following:

- Ensure that zoning regulations appropriately accommodate community gardens and other activities that are compatible with the surrounding neighborhood.
- Seek grant funding that can be used for the acquisition, clearing, and development of lots for community gardening.
- Use Village media outlets to enhance awareness of the benefits of community gardening and their positive impacts on making Maywood more sustainable.
- Work with neighborhood organizations to educate them on the development and long-term maintenance of potential community gardens.





Enhance Local Access to Parks

In addition to increasing the overall amount of park land, the Village should strive to increase access to parks for its residents. This can be done by implementing the following recommendations.

- Identify areas underserved by local parks and prioritize them for potential locations of new parks.
- Inventory the condition of sidewalks and crosswalks in areas surrounding parks and establish a capital program to make them fully accessible.
- Designate on-street bike lanes throughout neighborhoods in order to enhance bicycle access to parks, utilizing the Illinois Prairie Path as the main spine of the bike trail network.
- Prioritize the improvements of key intersections on major roadways so that parks can be safely accessed by pedestrians.

Maximize the Public Benefit of Partnerships

In a community with limited space and resources for new investment in park facilities, it is critical that the Village explore opportunities to maximize opportunities to partner with other groups that manage recreational facilities and programs. To do so, the Village should:

- Work with local school districts to identify opportunities to utilize school recreational facilities for public use.
- Work with the West Cook YMCA and other not-for-profits to increase access to facilities and programming in Maywood and in neighboring communities.
- Coordinate closely among the Parks and Recreation Department and Park District to identify any redundancies or inefficiencies that result in excessive spending, and consider consolidation or merger of the new entities into one overall parks and recreation provider.

Consider Changing Demographics

Maywood is projected to experience a shift in its demographic composition that will likely impact the types of recreational programming being sought by residents. By 2019, the median age of Village residents is expected to be almost 2 years older than it currently is (source: ESRI). The percentage of residents under the age of 24 is expected to decrease, while the percentage of residents 25 years and older will increase. In order to plan for the impacts caused by this shift, the Village should:

- Continue to monitor demographic trends in order to anticipate the types of facilities that will be needed over time.
- Periodically survey residents to gather insights regarding the types of programming they seek.
- Provide a variety of recreational programming that appeals to residents of all ages (i.e. athletics, health and fitness, art and music, etc.)
- Maximize flexibility in the design and development of facilities so they can be adapted for new programming with minimal investment in bricks and mortar.
- Provide park amenities such as benches and picnic tables that cater to all ages within the community.



Forest Preserves of Cook County

The Forest Preserves of Cook County is a county-wide governing body charged with establishing, preserving, and rehabilitating important environmental areas in Cook County. The G.A.R. Woods and Thatcher Woods line Maywood's eastern boundary. These wooded areas act as a green buffer between urban development and the Des Plaines River, which runs north-south between Maywood and River Forest. They also provide the Village with great open space amenities, available for both passive and active recreation. The Forest Preserve District provides picnic areas at two locations: Maywood Grove and the Quercus Woods Family Picnic Area. In order to maximize the benefits of this unique resource, the Village should do the following.

Enhance Access to the Forest Preserve

There are several access points to the forest preserves from Maywood, including Washington Boulevard, Main Street, Lake St, and Chicago Avenue. A parking lot is available where Randolph Street dead ends at the forest preserve. In order to maximize access to these amenities, the Village should:

- Ensure that nearby neighborhoods have comprehensive and fully accessible sidewalk networks.
- Work with IDOT to enhance pedestrian and bicycle safety at crossing points along the 1st Avenue corridor.
- Designate on-street bike lanes that provide safer connections to the Forest Preserve, especially from the Illinois Prairie Path.

Advocate for Additional Trails in the Forest Preserve

In 2014, the Forest Preserves of Cook County adopted a system-wide master plan that will guide investment in trails and facilities. As the district implements this plan, the Village should regularly meet with Forest Preserve staff to discuss projects that may impact Maywood and advocate for additional improvements that may not be included in the district's Master Plan. Specifically, the Village should advocate for the extension of the Des Plaines River Trail. The trail parallels the Des Plaines River through much of Cook County and all of Lake County. It terminates at North Avenue. The Village should work with the Forest Preserve and the Village of Melrose Park to identify potential alignments for the extension of the trail south to the Illinois Prairie Path. (This recommendation is discussed in more detail in the Transportation and Mobility chapter of this Comprehensive Plan.)



Illinois Prairie Path

The Illinois Prairie Path is a multi-use nature trail for non-motorized public use. Maintained by the Illinois Prairie Path Corporation and extending from Forest Park to the Fox River, the trail follows the right-of-way of the former Chicago, Aurora & Elgin Railway, an electric line that carried commuters and freight between Chicago and the western suburbs. The 62-mile-long Illinois Prairie Path is the first successful “rail-to-trail” conversion in the United States and provides Maywood citizens access to not only western municipalities like Elgin, Geneva, and Aurora, but also connects to other regional paths, including the Fox River Trail, the Great Western Trail, and the Fermilab Trail. To maintain and enhance this vital recreational and transportation resource, the Village should implement the following actions.

Ensure Safe Access and Crossings

The eastern trailhead for the Illinois Prairie Path is located near the Concordia Cemetery in Forest Park. Once in Maywood, the trail must cross 1st Avenue, 5th Avenue, 9th Avenue, and 17th Avenue, as well as several local streets. The Village, in conjunction with IDOT, should ensure that all sidewalks and pedestrian amenities near trail access points are well maintained. It should also routinely stripe roadway crosswalks that connect trail segments and consider enhanced crossing signals on highly trafficked roads. At the 1st Avenue crossing location, the Village should work with IDOT to determine an alternative alignment or configuration that would enhance the safety of crossing 1st Avenue at Maybrook Drive.

Create Local Trail Connections

The Illinois Prairie Path is a regional trail connecting several communities. In order to maximize its local benefit, the Village should designate local on-street bike lanes that feed cyclists to the Prairie Path from surrounding neighborhoods, schools, parks, and commercial areas.

While the formal trailhead for the Illinois Prairie Path is located at 1st Street, a small trail segment crosses the Des Plaines River from the terminus of the Chicago Transit Authority Blue Line to the east. These areas are connected by Maybrook Drive. The Village should provide safe pedestrian and bicycle facilities for the length of Maybrook Drive that connects the trail segments. More importantly, the Village should work with IDOT to reconfigure the intersection of 1st Street and Maybrook Drive to increase safety, providing for safe pedestrian and bicycle access through the intersection to access the Illinois Prairie Path trailhead.

Establish Local Parks along the Trail

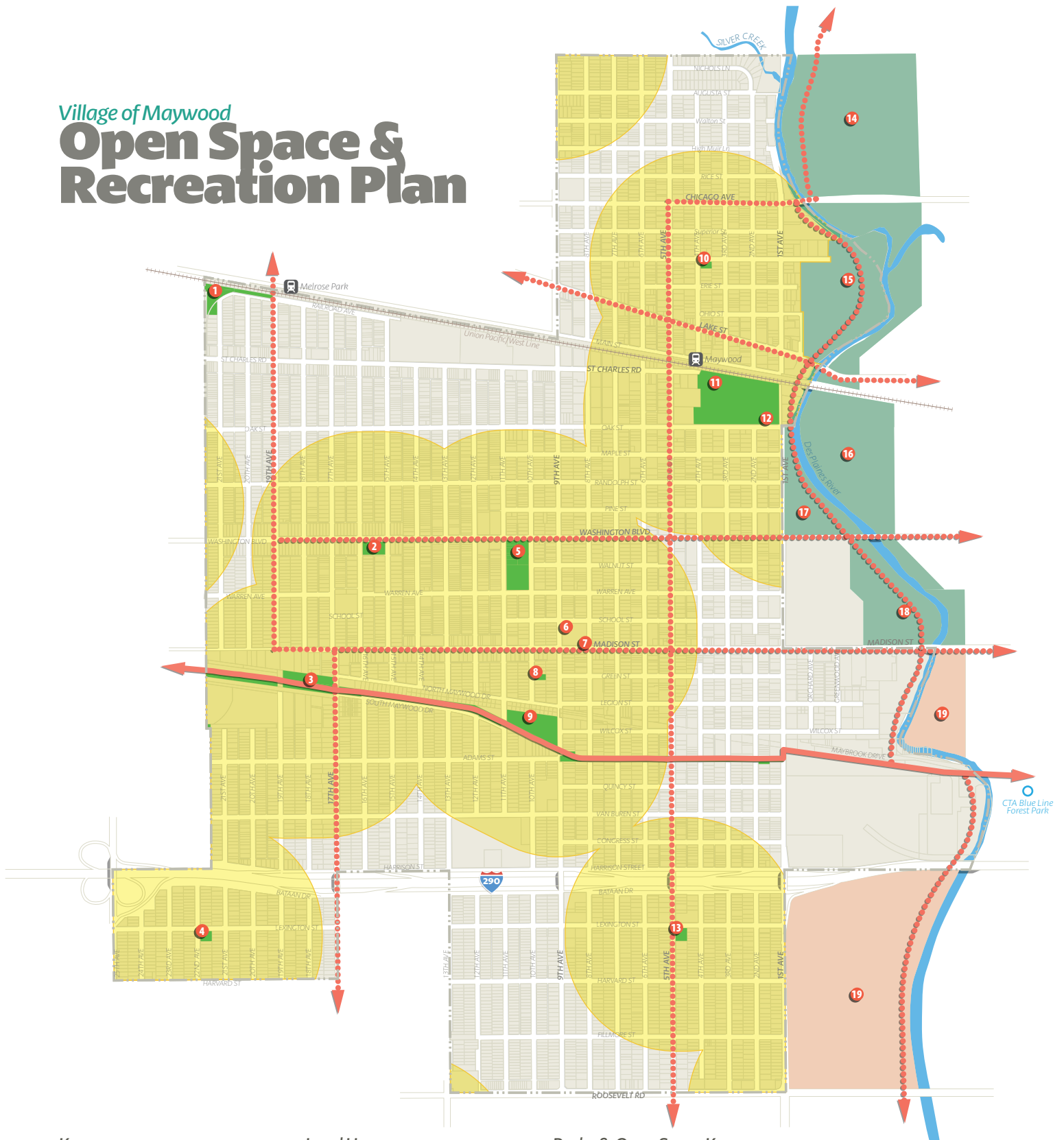
Rather than simply being a mode of transportation through the community, the Prairie Path should provide attractive experiences while riders are in Maywood. Pocket parks, gardens, or other small open spaces should be developed that encourage cyclists to rest and enjoy the Village. Such open spaces could be created by removing obsolete industrial uses and could be maintained by neighborhood organizations and local volunteers. These parks and local amenities will contribute to making the Trail a local and regional destination.

Partner with the Illinois Prairie Path Corporation

The Illinois Prairie Path (IPP) Corporation is a non-profit organization that is dedicated to prairie restoration, land preservation and conservation, and interpretation of historic sites along the Path. The Village should work closely with the IPP to maintain and enhance the path through local volunteerism and the joint pursuit of funding for special projects that achieve the goals of both parties.

Village of Maywood

Open Space & Recreation Plan



Key

- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Land Use

- Park
- Cook County Forest Preserve
- Cemetery
- Illinois Prairie Trail
- Recommended Bike Paths & On-Street Lanes
- 1/4 mile park service area (5 minute walk time)

Parks & Open Space Key

- 1** Bosco Park (Planned Removal)
- 2** Burton Park
- 3** Winfield Scott Park
- 4** Bataan Park
- 5** Conner-Heise Park
- 6** Maywood Park District Administrative Building
- 7** Central Area Park
- 8** Tot Lot Park
- 9** Water Works Park
- 10** Tot Lot Park
- 11** Maywood Park
- 12** Veterans Memorial
- 13** Stannard Park
- 14** Thatcher Woods
- 15** Thatcher Woods Glen
- 16** G.A.R. Woods
- 17** Quercus Woods
- 18** Thomas Jefferson Woods
- 19** Forest Home Cemetery



Environmental Features

Maywood's urban development pattern is complemented by the Des Plaines River corridor that defines the eastern edge of the community. The Eisenhower Expressway corridor provides a high level of regional mobility for Maywood residents, but also creates impacts related to noise and aesthetics. The community includes several acres of industrial development that have supported local commerce and employment. However, obsolete or vacant industrial properties may have left contamination that places the residents and the natural environment at risk and limits the ability to support redevelopment. To maximize and protect Maywood's environment, the Village should implement the following recommendations.

Address Brownfields throughout the Village

Brownfields are sites that were once used for a commercial or industrial use that left the parcel in a state of contamination. There are various levels of contamination that can impact the ability to redevelop a site after remediating the contamination. In order to address this issues, the Village should:

- Conduct an inventory of brownfield sites throughout the community and identify the magnitude and type of contamination present at each site.
- Establish a Village-wide remediation program that prioritizes investment in brownfield clean-up based on the potential risk to residents or the environment, the level of anticipated costs related to remediation, and the potential redevelopment of a site based on viable uses after remediation.
- Identify and pursue state and federal grants to assist with the identification and remediation of brownfield sites throughout Maywood.

Mitigate the Impacts of the Eisenhower Expressway Corridor

As IDOT continues to assess alternatives for the Eisenhower Expressway corridor, the Village should advocate for design elements that will minimize the environmental impacts of traffic along I-290. These may include sound and vibration dampening barriers, focused lighting fixtures that reduce upward light pollution, and buffers and natural screening along the edge of the corridor footprint.

Support Sustainable Development Practices

Sustainable development practices contribute to long-term community resiliency and tie together many aspects of community planning and development. The following lists identifies practices and policies of sustainable community development that should be implemented by the Village through local tools and incentives and partnership with the Environmental Beautification Commission:

- Use alternative and renewable energy sources for heating, cooling, and electricity to reduce fossil fuel consumption and promote energy conservation
- Encourage stormwater filtration that restores groundwater and natural aquifers
- Utilize green building standards to promote high-performance energy conservation measures and the use of sustainable and locally-sourced materials
- Reduce water use through the use of native/adapted landscapes that do not require irrigation
- Reduce waste through Village recycling and compost programs



Preserve Important Natural Features

The Des Plaines River is the most defining natural feature of the Village. The river corridor and surrounding forest preserves are part of a robust environmental system of floodplains and wetlands that includes Thatcher Woods, GAR Woods, Thomas Jefferson Woods, and various cemeteries. These areas offer natural scenic beauty in an otherwise urban environment, provide connections to nature, and are key elements in stormwater collection and transmission. To preserve these areas, the village should:

- **Protect and enhance the Des Plaines River.** The Des Plaines River lies just outside Maywood's eastern boundary and is the primary water feature of the community. The river flows in a southerly direction, originating in southern Wisconsin and continuing southwest until it merges into the Illinois River. It is buffered by natural areas under the control of the Forest Preserves of Cook County. As an important natural feature within an otherwise urban landscape, the health and integrity of the Des Plaines River should be maintained and enhanced. The Village should implement an infrastructure plan that prioritizes stormwater management in order to collect and filter rainwater before either retaining it on-site or discharging it into the Des Plaines River.
- **Maintain and increase the tree canopy.** Much of Maywood's charm and identity is formed by its robust tree canopy. Mature trees line residential streets and are a pleasing addition to new commercial streetscapes throughout the Village. Trees not only provide shade but contribute to increased public health and even reductions in crime. In order to preserve and increase the tree canopy, the Village should implement a program that regularly replaces and adds new trees to Village parkways and public areas and assists property owners to maintain and replace trees. New trees should be of a species and variety that are resilient to anticipated climate change.
- **Mitigate floodplain hazards.** A floodplain is any land area susceptible to being inundated by flood waters from any source. The Des Plaines River floodplain is the principal floodplain in the region, but few properties in the Village are impacted by flooding. Properties along 1st Avenue and Augusta Street are subject to 100 year flooding and a small portion of Maywood Park could be impacted by a 500 year flood. Thatcher Woods and other green areas help mitigate flooding into Maywood. Nevertheless, the Village should prohibit new development within existing floodplains and work with existing property owners to mitigate floodplain hazards through on-site stormwater detention and filtration.
- **Utilize stormwater best management practices.** Stormwater management includes design controls that help reduce the rate of stormwater discharge into the storm sewer system through increased on-site filtration and storage. Effective stormwater management also decreases the amount of polluted runoff into and potential erosion of the Des Plaines River. On-site stormwater management techniques may include bioswales (a vegetated, shallow stormwater channel), permeable pavement, green roofs, and detention basins. The Village should integrate stormwater best management practices (BMPs) into future streetscaping initiatives and large-site development projects. Locally, the Village should establish residential stormwater management programs that include awareness for and encourage the use of rain barrels, rain gardens, permeable pavers, and other site-specific techniques.



8

COMMUNITY FACILITIES AND INFRASTRUCTURE PLAN

Community facilities include the infrastructure and services that provide for the everyday needs of Maywood residents and businesses. They include services administered by the Village of Maywood and its various departments, education and healthcare providers, the Maywood Public Library, and local religious and civic institutions. Many programs, initiatives, and services are also the result of Village boards and commissions, that serve as coordinators and liaisons for communication and cooperation. Collectively, these entities play a significant role in making Maywood an attractive and safe place to live and work.

The Community Facilities and Infrastructure Plan outlines the various Village facilities and providers, and presents recommendations to ensure Maywood is a community that will remain competitive for the long-term. It also establishes policies to insure that appropriate actions are taken by government departments, and that high-quality community facilities continue to be available to local residents and businesses in the future.



Government Facilities

Village Hall

Maywood's Village Hall is located at 40 West Madison Street and houses the four Village departments: Community Development, Finance, Human Resources, and Public Works. The Village also operates administrative and recreation functions out of the former Masonic Temple on 5th Avenue.

Village Hall Relocation

The Village Hall is located on the eastern edge of the community and is somewhat isolated from much of the Village. While this location may be appropriate for the Public Works facilities and related equipment, the Village should explore potential relocation sites near Downtown Maywood. The development of a new Village Hall facility on 5th Avenue would strengthen the civic core already established by the presence of the Maywood Public Library, police station, and Maywood Park. In addition to having a more prominent presence in the community, a new facility may also create operational efficiencies and enhance coordination by placing the Community Development, Finance, and Human Resources departments under the same roof as other administrative departments. This would make additional space available in the Masonic Temple for community and recreation programs.

Infrastructure

Maywood Public Works Department

The Maywood Public Works Department is responsible for a variety of infrastructure and transportation-related tasks. The Department consists of distinct units responsible for streets, signs, lighting, water and sewer, land and buildings, and water reclamation. Together, these units help maintain, repair, and construct infrastructure projects throughout Maywood.



Infrastructure Improvements

Many communities that developed around the same time as Maywood have infrastructure systems that are experiencing aging or deteriorating infrastructure. Though Maywood is a landlocked and built-out community, it is critical that the Village continue to invest in maintaining and modernizing its existing infrastructure. This will ensure it remains competitive for future economic and community development. In order to do so, the Village should:

- Conduct a comprehensive inventory of its infrastructure systems and inventory the age, condition, capacity, and needed improvements for specific segments.
- Establish a long-term capital program to systematically upgrade its infrastructure, taking into account short and long-term priorities that reflect community needs and economic development objectives.
- Review and amend public works standards to allow for sustainable infrastructure that will reduce the demand for stormwater transmission and processing, and minimize the impacts of stormwater runoff into the Des Plaines River.
- Continue to work closely with IDOT, Cook County, and other agencies in order to coordinate infrastructure projects with the goal of reducing the overall cost of maintenance and modernization.
- Amend zoning regulations to allow for appropriate sustainable practices that will reduce the demand on municipal infrastructure. These may include residential rain barrels, rain gardens, and private solar or wind energy generation systems.

ComEd

ComEd owns and operates a large site at the northeast corner of 1st Avenue and I-290. While the frontage along 1st Avenue is being made available for redevelopment as described in the Land Use chapter of this plan, the remainder of the 46-acre site will remain under the operation of ComEd. The Village should work closely with ComEd to mitigate the visual impacts of the site by improving screening along the site's perimeter. As the primary entry point into the community from the 1st Avenue exit off I-290, special attention should be paid to the southern edge of the site to ensure it promotes a positive image for the community.

Cook County Complex

Cook County operates a public safety complex, composed of a Sheriff Department office and the 4th District Circuit Court, at 1500 Maybrook Avenue. The complex is bounded by the ComEd site, I-290, and the Des Plaines River, and is accessible via Maybrook Drive and the Illinois Prairie Path. The Village should work with Cook County to reconfigure Maybrook Drive in a way that accommodates more efficient courthouse parking on the north side of the corridor, a multi-purpose path, landscaping, and screening of the ComEd property to the south. (This concept is described in more detail in the Transportation and Mobility chapter.)



Public Safety

Maywood Police Department

As of February 2012, the Maywood Police Department employed 101 people: 16 administrative and communications staff, 54 full-time patrol and investigation officers, 15 part-time patrol and investigation officers, and 16 part-time crossing guards. Currently, the department is looking to increase the number of part-time officers to 20. The department's only structure was constructed in 1980 and is located adjacent to the Maywood Public Library. The police facility also includes the Village Board room which is used for official public meetings.

Inter-jurisdictional Coordination

Coordination between the Police Department and other neighboring public safety entities should be used to address public safety issues that cross jurisdictions. Issues such as gang violence, drug activity, and vehicle theft do not adhere to municipal boundaries and the sharing of crime data and other resources are key to identifying trends and preventing these crimes.

The Village should strengthen its relationships with surrounding municipal police and fire departments, as well as local security forces such as Loyola Public Safety, to create a safer environment for all residents and businesses in and around Maywood. This may include locating a police substation on Roosevelt Road to increase public safety and police visibility in the medical district area.

Community Policing

The concept of community policing seeks to leverage partnerships between the Police Department, other groups and organizations, and the public to proactively address public safety issues and mitigate the conditions that foster crime. The fundamental goals of community policing are to strengthen the relation among police and the public, and to build upon community networks to support police in their mission to prevent crime before it occurs.

The Police Department should continue to implement its existing community policing strategy, enhancing the process through increased outreach and education, partnerships with local schools and libraries, and enhanced interaction with residents to build trust and increase the visibility of the police force. Such an approach could include strengthening existing partnerships with local organizations, providing multi-media information and on-site lectures with demonstrations about the value of community policing, and how residents can assist in local safety. Outside grant funding may be available to support the implementation of community policing initiatives.

In addition to broader public outreach, community policing can also be implemented within the Village through improved collaboration between the Police Department and neighboring communities and Loyola University Medical Center. Regular department head meetings can be used to help identify public safety issues such as street lighting and property maintenance, as well as other neighborhood safety measures that can be addressed through inter-departmental collaboration.



Maywood Fire Department

The Maywood Fire Department's staff is composed of 42 individuals: 40 sworn firefighters and 2 civilian staff members. It operates 11 total vehicles and two main facilities. Station 1 is the main firehouse and contains administrative offices, fire prevention and education, fire inspection, and training. Built in 1980, the single-story, wood frame and masonry structure houses seven vehicles and is located within three blocks of other key community facilities such as Village Hall and the Public Library. Station 2 is a smaller, one-story brick structure located in the Seminary District neighborhood just a few blocks north of I-290. It is staffed by one lieutenant and three firefighters, and houses 3 vehicles.

Fire Station 1 Improvements

In July 2013, the Village commissioned a consultant group to conduct an existing conditions study for Station 1, which was released in October 2013. Based on the findings of the report, Fire Station 1 is being improved and should receive ongoing investment in order for the Maywood Fire Department to operate with more efficiency and maintain its high level of public health and safety.

Inter-Departmental Communication

New and changing land uses and development within the Village may change the operational effectiveness of the Fire Department. The Village should maintain open lines of communication with the Maywood Fire Department to ensure they are aware of new developments and any other changes within the Village that may have potential impacts to service. This will allow the Department to make appropriate adjustments and maintain a high level of service.



Education

Maywood is served by several education providers that administer programs for grades K-12. They include School District 89, Proviso Township High School District 209, and the Proviso Area for Exceptional Children.

School District 89 includes ten K-8 schools that serve the communities of Maywood, Broadview, and Melrose Park. Within Maywood, the District operates six facilities that include Emerson Elementary School, Garfield Elementary School, Irving Middle School, Lexington Elementary School, Lincoln Elementary School, and Washington Elementary School. The District has an enrollment of approximately 5,000 students, and the six schools located in Maywood had a 2012-2013 enrollment of 2,351 students. Students from these schools matriculate into one of three high schools operated by Proviso Township High School District 209. Most will attend Proviso East High School, which is located on the northeast corner of 1st Avenue and Madison Street and serves Broadview, Forest Park, Maywood, and Melrose Park. Others may attend the Math and Science Academy, which is located at Roosevelt Road and 1st Avenue.

The Proviso Area for Exceptional Children (PAEC) provides special education for individuals aged 3-22 from several school districts, including those that service parts of Stone Park, Berkeley, Northlake, Bellwood, Maywood, Melrose Park, Broadview, Westchester, Forest Park, Elmhurst, and Hillside. PAEC's five different programs for a range of needs are located at two central facilities and educate more than 360 students.

School Facilities

Maywood's youth population is anticipated to remain relatively consistent or experience a slight decrease over the next decade. Based on this, it is likely that the existing school facilities will be adequate to support primary education. However, as educational facility needs and programming continue to evolve, the Village should work closely with the school districts to implement their plans for renovation, rehabilitation, or expansion.

School Access

Maywood's traditional development pattern has resulted in elementary, middle, and high schools that are closely integrated with surrounding neighborhoods. In order to maximize the benefits of this pattern, the Village should:

- Continue to work closely with representatives of each school building to identify traffic and drop-off/pick-up patterns that are safe and efficient, with the primary focus being on pedestrian access to the school building.
- Establish a capital improvement program to inventory and improve sidewalks and crosswalks within a reasonable walking distance of schools. This includes coordination with IDOT to enhance pedestrian crossings on 1st Avenue in order to improve access to Proviso East High School.



Life-Long Education

Early childhood education and continuing education programs are fundamental components for enhancing local employment opportunities and attracting business investment. Early childhood education provides the foundation for life-long learning and academic success. Continuing adult education programs provide access to skills and training to develop a strong local workforce. The Village should serve as an advocate for coordinated early childhood education, college/university extension course opportunities, and continuing education programs. In addition, the Village should work with local daycare providers, school districts, and area colleges and universities to ensure a continuum of education is being provided. Finally, the Village should coordinate with Loyola University Medical Center and other major employers in and around Maywood to identify specific types of training and expertise that they seek in potential employees.

Maywood Public Library District

The Maywood Public Library is a historic, award-winning facility that integrates the original library structure and a contemporary addition into a modern facility. It includes 43,000 square feet of space that holds more than 90,000 books, subscriptions to nearly 100 periodicals, and a collection of local history documents. The Maywood Public Library is funded through the Maywood Public Library District, which was authorized by voters in 1991.

Library as a Community Amenity

The Maywood Public Library, sited at the western edge of Maywood Park, is the centerpiece of Downtown Maywood. It is an important destination and contributes greatly to Maywood's quality of life. As such, the Village should work closely with the Public Library to enhance its benefits to the community. This includes coordinating with the Library to provide community meeting space and supporting collaboration with local school districts and colleges to provide services that complement curricula and research.



Healthcare Facilities

Two large healthcare facilities, the Loyola University Medical Center and Edward Hines, Jr. VA Hospital, are located just outside the Village's southern border. Although not within official Village boundaries, the Loyola University Medical Center (LUMC) is perceived to be one of Maywood's greatest assets. Operating on a 61-acre campus just south of West Roosevelt Road, LUMC employs more than 500 doctors and 1200 nurses, and hosts the Cardinal Bernadin Cancer Center, Ronald McDonald House Children's Hospital, the Burn/Trauma Center, the Center for Heart and Vascular Medicine, and the Stritch School of Medicine. Last year, LUMC admitted over 24,496 patients and recorded more than 51,000 emergency room visits.

The Hines Veterans Hospital, operated by the Department of Veterans Affairs, is also located outside of Maywood's southern municipal boundaries. However, residents view the complex as an important part of Maywood's identity and a key growth opportunity. Hines is a 147-acre campus with 471 beds and an annual budget of more than \$500 million. It specializes in blindness rehabilitation, spinal cord injury, and neurosurgery. In 2010, more than 54,000 veterans received care.

Leveraging Hospital Proximity

Although neither of the two large healthcare facilities are within Maywood, the Village can still benefit from their proximity. Both facilities provide an opportunity to support medical-related clinics and offices along Roosevelt Road. Furthermore, the South Maywood neighborhood provides a charming residential area to house the many students and medical professionals that work at the facilities. The Village should leverage its location next to these large institutions to create opportunities for professional housing and commercial growth. (More specific recommendations related to these concepts are included in the Land Use chapter of this plan.)

Faith-based and Social Services

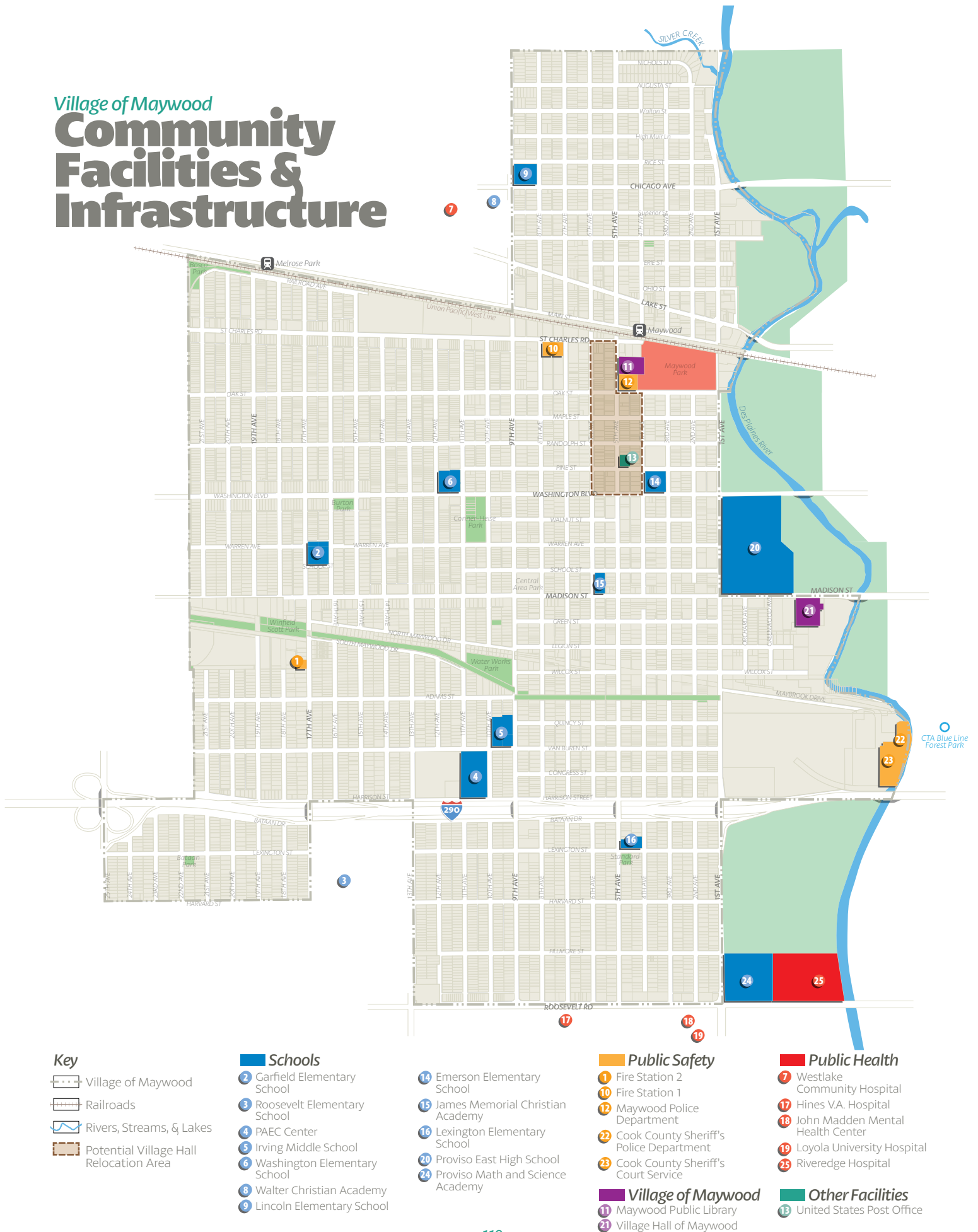
Maywood is home to several local churches that represent a variety of religions and denominations. Many of these local churches function as community and social gathering places that encourage community building and provide social services. In addition, the Village has several involved community members and volunteers that are actively engaged in their neighborhoods. These civic groups, such as the Neighbors of Maywood Community Organization, organize events and perform community-based services.

Community Partnerships

Faith-based, social service organizations and community volunteers provide vital civic services for Maywood residents. The Village should work with civic and faith-based organization to monitor the ongoing needs of the community, working closely with them to help fill gaps in social, youth, and community service. The Village should also facilitate partnerships between these organizations and the Maywood Police Department to find community-based strategies to increase neighborhood safety.

Village of Maywood

Community Facilities & Infrastructure





9

IMAGE, IDENTITY, AND COMMUNITY CHARACTER PLAN

The way that Maywood residents – and others from throughout the Chicago region – view the community will have a significant long-term impact on the Village's ability to attract and retain residents and businesses. Maywood has a lot to build upon; neighborhoods that are attractive and walkable, a downtown with historic buildings, a civic campus anchored by a new public library, and the Des Plaines River corridor, among others. This Image and Identity Plan identifies ways the community can utilize these assets in order to enhance local pride in Maywood and enhance the Village's image throughout the region.



Marketing & Branding

The Village of Maywood is a brand that can be used to help attract potential residents, business, and visitors. In order to do so, however, the Village must establish a clear statement about who they are or wish to be, and find creative ways to get that statement out to its residents, neighboring communities, and Chicago region. Maywood's existing motto as the "Village of Eternal Light" not only conveys its history but offers a positive image of the Village. To strengthen and market the Maywood brand, the Village should do the following:

- **Develop a branding and marketing strategy.** A branding and marketing plan would provide strategies and guidelines for incorporating the Village's logo and motto in all marketing and outreach materials. The Village should develop a formal branding and marketing strategy to direct the proper usage of the Village logo and motto as well as the types of materials that will convey Maywood's desired message. The logo and motto should then be incorporated into banners, ads, events, signage, advertising, and other marketing efforts to help make the Village and its desired image more prevalent and recognizable.
- **Maintain up-to-date information on local investment opportunities.** Any potential investor should have immediate access to local information related to development opportunity sites, relevant policies and regulations, market information, and potential incentives offered by the Maywood community. Easy access to this information will allow the Village to capitalize on initial interest and demonstrate the community's commitment to growth and development.
- **Partner with the Maywood Chamber of Commerce.** The Maywood Chamber of Commerce is one of the Village's strongest community development and marketing assets. The Village should work with the Chamber to ensure that all marketing efforts deliver the intended message and aid in promoting Maywood's image.

Historic Preservation

Maywood has 19 sites or structures identified on the National Register of Historic Places. These assets, which are generally clustered in the North Maywood and Old Town neighborhoods near Downtown Maywood, provide the foundation for local community character. The Village can capitalize on these assets by the following strategies:

- **Install historical signage.** Identifying historical buildings educates the public on the Village's long history and provides greater community significance to the structures. The Village should work with property owners to install local historical signage at various sites that describes their historical significance.
- **Identify funding.** Many property owners may require technical and/or financial assistance to maintain and restore historical properties. The Village should identify local funding sources and grant programs that support the preservation and restoration of registered or significant properties and work with property owners to direct them to these funding sources.
- **Establish design regulations.** The Village should establish neighborhood zoning regulations and design guidelines that ensure surrounding development reflects the area's traditional character in terms of scale, setback, architectural style and massing, and landscaping.
- **Work with the Historic Preservation Commission.** The Village's Historic Preservation Commission is dedicated to preserving Maywood's rich history. The Village should work to facilitate discussions with the Commission and property owners in order for the Commission to provide technical assistance for landmark status and property maintenance.



Streetscaping

The built environment has a significant influence on the identity of a community. Streetscape enhancements along 1st Avenue, 5th Avenue, Lake Street, Madison Street, and Roosevelt Road would improve the appearance of the community and help create distinct areas within the Village. Community gateways and wayfinding would improve the physical appearance of Maywood and tie into streetscape improvements. The Village should implement the following recommendations in order to improve the appearance of the public realm:

- **Expand the Village streetscaping program.** Streetscaping elements such as lighting, landscaping, street furniture, and sidewalk design can be used to create a unique sense of place, and improve the overall image of Maywood. The Village made several streetscape improvements to 5th Avenue and Lake Street that include new sidewalks with brick accents, bump outs, decorative street lighting, and street trees. The Village should continue its efforts to beautify and improve its streets by expanding its streetscaping program to all existing commercial areas and highly traveled corridors, such as 1st Avenue.
- **Maintain existing streetscape improvements.** Once installed, streetscaping requires regular maintenance to ensure it doesn't unintentionally reveal a lack of long-term investment. This applies to all elements including lighting, pavements, site amenities, and landscaping. The Village should establish a streetscape maintenance program to ensure that the recent improvements are adequately cared for over time. This includes routine sweeping, power washing, sealing, and resurfacing hardscape materials, and ensuring plantings are maintained in a healthy and attractive growing condition, free of litter and debris. While this may require regular capital programming on behalf of the Village, this can also be accomplished through partnerships with local business associations, neighborhoods, schools, or other volunteer groups.

- **Follow the "four sidewalk zone" standard.** Well-functioning sidewalks consist of four distinct "zones" of activity that provide for a safe and comfortable pedestrian experience. The zones include a frontage zone to buffer the building from pedestrians and allow space for dining or merchandise displays; a pedestrian zone that is free of obstacles for people to travel; a furniture/utility zone for trees, planters, and light and utility poles; and a curb zone that serves as a transition area between the sidewalk and road.
- **Install gateways signage.** Maywood has several expressway off-ramps and corridors that serve as entrances into the Village. These locations can serve as opportunities for gateway signs that would announce entry into the community and contribute to a positive image of Maywood. The Village should install gateway signs at heavily-trafficked off-ramps and on corridors of key boundary locations such as 1st Avenue, Roosevelt Road, Lake Street, and Madison Street. The form and scale of gateways signs can vary based on their specific location and context, but all gateways should use a similar palette of materials, the Village logo, and general design elements.
- **Install wayfinding signage.** While gateways define specific locations, wayfinding signage is used to direct visitors to local community facilities and places of interest. Signs can provide directions to such places as Village Hall, the Illinois Prairie Path, Public Library, Veterans Memorial at Maywood Park, and transit stations. The Village should implement a wayfinding sign program in conjunction with streetscaping and gateways to ensure that all elements in the public realm establish a distinct and consistent character for the Village.



Transportation Infrastructure & Utilities

Maywood's transportation infrastructure and utilities serve residents and businesses with critical services and multi-modal mobility, but they can adversely impact the overall image of the community. Madison Street, Lake Street, 1st Avenue, 5th Avenue, 9th Avenue, and I-290 are often viewed as barriers within Maywood that detract from the character of the Village. The ComEd site at 1st Avenue and I-290 is a highly-visible storage site along one of the community's most heavily trafficked streets. The following recommendations describe ways that the Village can improve the image of these important elements.

- **Prohibit expressway billboards.** Along the Eisenhower Expressway corridor Maywood, there are several billboard signs that dominate nearby residential areas. The Village should consider revising its sign ordinance to prohibit billboards along the Eisenhower corridor. Other communities, such as Oak Park, have accomplished this by prohibiting off-premise signs.

- **Work with IDOT to improve the aesthetic character of the Eisenhower Expressway Corridor.** The I-290 corridor currently includes landscaped embankments and simple overpasses in Maywood. As IDOT prepares more detailed design plans for the preferred alternative or the corridor, the Village should advocate for decorative elements that create a unique aesthetic in Maywood. These may include textured or stamped retaining walls, decorative fencing along the top of the recessed corridor, overpasses that integrated decorative façades and railings, and other design enhancements. The Village should also work with IDOT to ensure that roadside debris is removed regularly to ensure that it does not encroach upon adjacent neighborhoods.
- **Screen utility sites.** The 46-acre ComEd site at the eastern edge of Maywood houses several office buildings as well as industrial equipment. This site is highly visible from the 1st Avenue I-290 exit ramp on the south side, 1st Avenue on the west side, and Maybrook Drive on the north side. To create a more attractive and inviting entrance into the Village and the Cook County Courthouse Complex, the Village should work with ComEd to screen these frontages with landscaping, berming, and/or decorative fencing.
- **Maintain rail track buffers.** The Union Pacific rail lines that run through the Village are buffered by areas that include trees and ground vegetation. These areas tend to become overgrown and impact the character of surrounding neighborhoods. The Village should work with Union Pacific Railroad to establish a maintenance program to clear overgrown vegetation on a more regular and consistent basis.



Private Development Character

The traditional character of Maywood's neighborhoods and commercial areas is a key element in defining the character of the Village. As corridors like Lake Street and Roosevelt Road have transformed in catering to auto-oriented access, that character has changed. To promote high-quality private development in important neighborhood areas and along prominent portions of Maywood, the Village should do the following:

- **Adopt residential infill design guidelines.** The traditional character of Maywood's neighborhoods will likely be an important factor in attracting new residents to the community. As reinvestment in these neighborhoods occurs, infill development should be compatible with surrounding housing. The Village should adopt residential infill design guidelines in order to ensure that the scale, setbacks, and architectural design of new housing complements local character. These guidelines could include a "pattern book" that provides appropriate residential designs for typical lot sizes and development conditions in Maywood.
- **Adopt commercial design guidelines.** Maywood's commercial areas are viewed by thousands of motorists, pedestrian, transit riders, and cyclists each day. In this way, they are often a first impression of the community. The Village should adopt design standards that address building placement, parking and access management, parking lot screening, signage and lighting, building materials, and architectural details. The guidelines should recognize the fact that Maywood's commercial areas vary greatly. For example, guidelines around the Maywood Metra station should focus on creating a quality pedestrian environment along 5th Avenue, while guidelines for Roosevelt Road should prioritize safe vehicular access, on-site pedestrian connections, and attractive landscaping along parking areas.
- **Offer development incentives for quality design.** The Village should consider using municipal incentives to encourage development that goes above and beyond base zoning regulations. The use of Tax Incremental Financing, assistance with property acquisition, a façade improvement programs or other incentives should trigger additional requirements related to building and site design that are in-line with the Village's long-term vision.



Local Identity

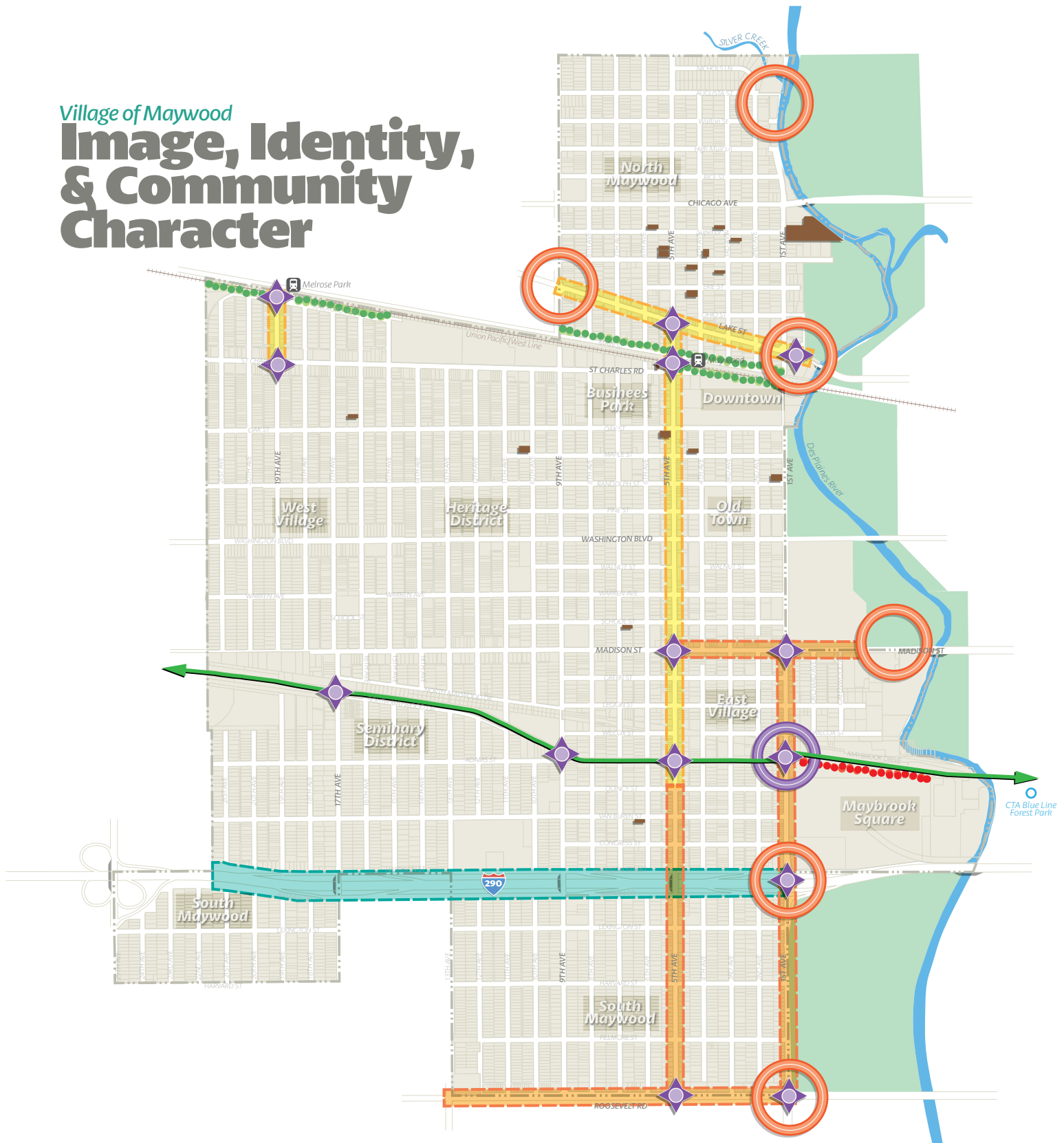
Maywood is a mosaic of its neighborhoods which represent a mix of architectural styles and eras. While several neighborhoods were affected by the economic downturn in that late 2000s, the majority of residential areas continue to see on-going maintenance and investment. To ensure that this continues in a way that is compatible with valued local character, the Village should do the following:

- **Enhance neighborhood identity to promote community building and local pride.** Maywood is composed of ten distinct neighborhoods. North Maywood is home to many of the Village's historic structures, while South Maywood is lined with early 20th Century bungalow homes. The West Village and the Heritage District contain a mix of single family homes and multi-family buildings, which can be accessed via a network of alleys. To make Maywood's diverse neighborhoods a point of local pride, the Village should install signage at key corridor to identify entry into specific neighborhoods. The Village should also work with neighborhood residents to facilitate the creation of neighborhood associations. These groups can promote and partake in community building activities such as maintaining neighborhood planting areas, assisting with property maintenance, hosting block parties, and providing a voice for neighborhood residents regarding local issues and concerns.

- **Protect neighborhoods from adjacent incompatible land uses.** Throughout much of Maywood, neighborhoods are bound by traditional commercial corridors that offer local goods and services. This represents a healthy relationship between residential areas and local commerce. However, in other areas, housing is negatively impacted by higher intensity commercial or industrial uses. This is especially true just south of the St. Charles Road corridor, near industrial pockets along the Illinois Prairie Path, and in areas east of 1st Avenue surrounded by industrial uses. The Village should work with commercial and industrial property owners to ensure that adequate buffering is provided in order to minimize the impacts on residential areas.
- **Build upon local and regional district identities.** Maywood is home to several distinct neighborhoods and districts that include Downtown, local commercial areas, Roosevelt Road, and the 1st Avenue corridor. These areas should establish a unique identity that is easily conveyed to residents and visitors through signage and streetscaping. For example, Roosevelt Road has become known as the medical district of Maywood. This identity can be further enhanced and promoted through the installation of decorative signs as part of a streetscape program and used in marketing and promotional material.
- **Embrace local arts and cultural assets.** Maywood is home to Maywood Fine Arts, The West Town Museum of Cultural History, and several public art displays and memorials. The Village should ensure that local art displays and programs are maintained and continue to grow through maintenance and grant assistance programs.

Village of Maywood

Image, Identity, & Community Character



Key

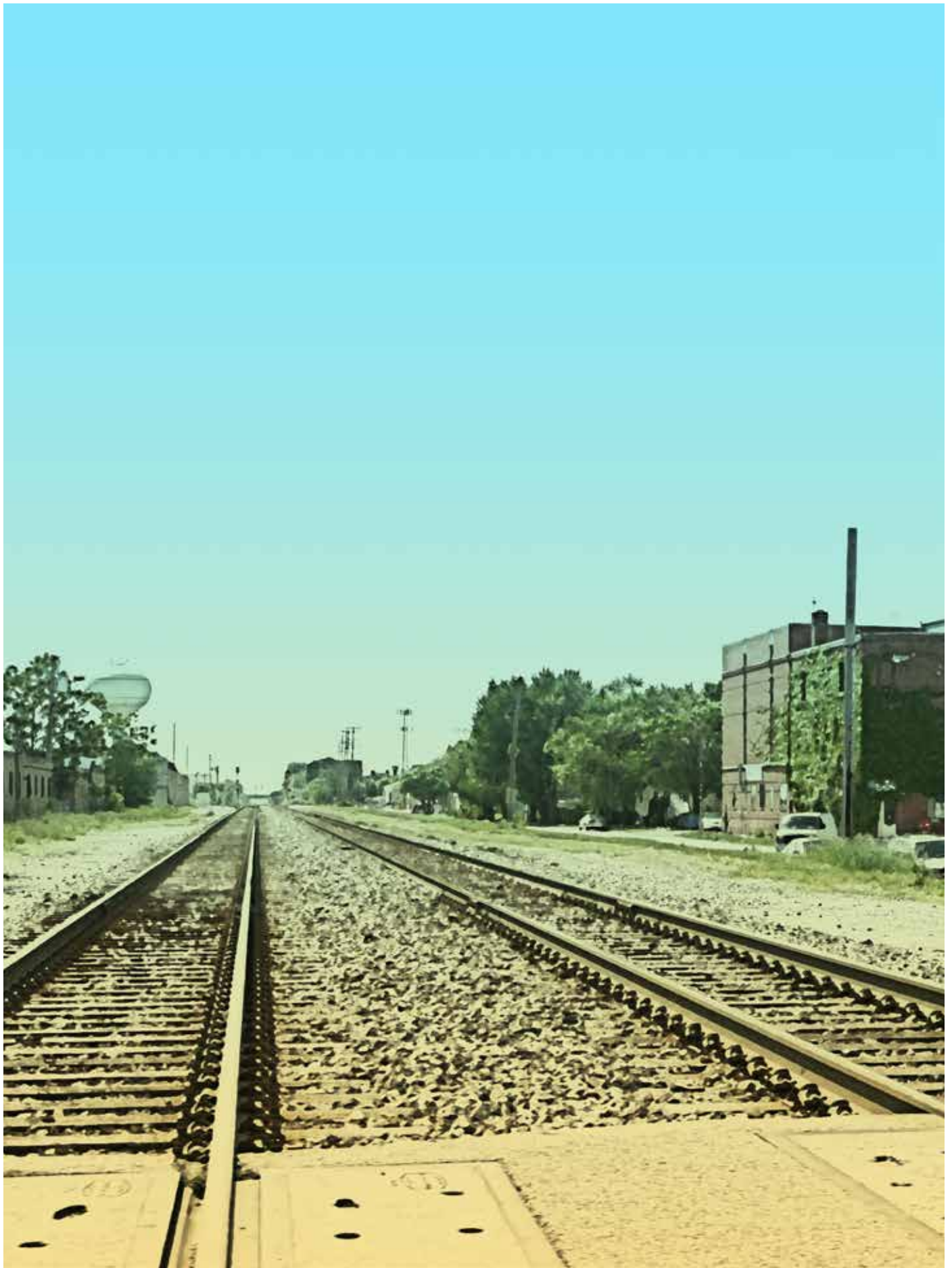
- Village of Maywood
- Railroads
- Rivers, Streams, & Lakes

Image & Identity

- Gateway
- Wayfinding
- Illinois Prairie Path
- Prairie Path Focal Point

- Existing Streetscape Improvements
- Streetscape Program Expansion
- I-290 Corridor Aesthetic Enhancements

- Rail Corridor Screening
- ComEd Site Screening
- Historic Places



10

IMPLEMENTATION

The Maywood Rising Comprehensive Plan identifies several actions, strategies, and policies aimed at catalyzing positive investment in the community. It provides the framework for growth and development for the next 15 to 20 years. This implementation chapter focuses on the key steps the Village can take to turn the plan into action. It focuses on both low-cost short-term actions that can be implemented immediately, and long-term projects that may require capital resources, strategic partnerships, or changes to local policies and regulations.



Key Implementation Steps

This section highlights broader actions that can set the stage for the long-term success of plan implementation. While full implementation of the plan will require literally thousands of smaller actions, they should all be guided by the following key steps.

1. Adopt and Use the Plan on a Daily Basis

The Village of Maywood Comprehensive Plan should be the guiding document for all policy decisions regarding land use, development, and community investment. As such, the Plan should be adopted by the Village Board and referenced on a daily basis by elected officials, appointed officials, staff, and representatives of all departments. To ensure the Plan serves its purpose and is understood by the community, the Village should carry out the following actions:

- Assist the Village Board in the day-to-day administration, interpretation, and application of the Plan.
- Make copies of the Plan available to the public online and in hard copy at Village Hall and the Maywood Public Library.
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects.
- Maintain a list of current possible amendments, issues, or needs, which may be a subject of change, addition, or deletion from the Comprehensive Plan.



2. Update the Plan on a Regular Basis

The Village of Maywood will continue to evolve as market dynamics, local priorities, and other influences change over time. As such, the Comprehensive Plan should be considered a fluent document that can be amended to reflect these influences while working towards a broader vision. The Village should maintain an ongoing list of potential amendments to the Comprehensive Plan that can be reviewed and made annually. When a major initiative is implemented (i.e. the Eisenhower Expressway Improvements Program), the Comprehensive Plan should be reviewed to make sure it reflects up-to-date data and available information. While proposals to amend the Plan can be brought forth at any time, the Village should regularly undertake a systematic review of the Plan. Although an annual review is most desirable, the Village should initiate review of the Plan at least every two to three years. This review should coincide with the preparation of the annual budget and capital improvements program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the upcoming fiscal year.

3. Align Zoning Regulations with the Comprehensive Plan

Aligning municipal zoning regulations with the recommendations of the Comprehensive Plan is a critical step in supporting the desired type of investment in Maywood. In the past, the Village has been proactive about using zoning as a tool for supporting community development. The following are ways the Village can continue to do so in order to implement the Comprehensive Plan:

- Amend the zoning map to reflect the potential shifts in local land use, including the transition of commercial uses to residential uses along portions of 5th Avenue and Madison Street, the potential expansion of commercial lot depth along Roosevelt Road and 1st Avenue, the preservation of the ComEd site on 1st Avenue between I-290 and Maybrook Drive, the creation of a Loyola Village along 5th Avenue, and the long-term transition of neighborhood industrial uses to housing or open spaces.
- Amend development regulations to ensure that industrial and commercial developments are appropriately buffered from residential areas, and that all development is buffered from the Metra UP-W corridor and other utility or transportation infrastructure.
- Allow for the integration of sustainable development practices, including permeable surfaces, renewable energy, materials re-use, tree preservation and replacement, and others.
- Encourage or require the integration of Pace's Transit Supportive Guidelines for development along bus routes or adjacent to bus stops.
- Identify potential incentives (i.e. expedited review, TIF assistance, etc.) for projects that go above and beyond basic zoning requirements to create projects that accomplish other community goals and objectives.



4. Develop and Implement a Capital Improvements Program

A Capital Improvements Program (CIP) establishes schedules and priorities for all public improvement projects within a five-year period. This can serve as an effective tool to prioritize and implement necessary improvements throughout the Village. The CIP allows the Village to prioritize projects, set realistic time frames for completion, and identify potential funding sources with advanced planning.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan. Specific projects that would be part of the CIP include the extension of streetscaping improvements and upgrades to existing utilities and infrastructure. The Village should establish an annual CIP and coordinate it with anticipated development and long-range planning objectives. The CIP should also take into account other entities, such as IDOT, with whom capital projects could be coordinated to reduce overall project cost.

5. Establish and Maintain Community Partnerships

The Comprehensive Plan is first and foremost a policy guide for the Village of Maywood. However, it can also be used to align the priorities and resources of other entities. The Village has an existing partnerships with the West Cook YMCA, Maywood Chamber of Commerce, West Cook County Housing Collaborative, Cook County Land Bank Authority, and others. Village Boards and Commissions also serve as community liaisons and promote cooperation among the community. The Village should also work closely with other districts and agencies, such as the school district, ComEd, and the Illinois Department of Transportation (IDOT).

These partnerships are critical to the success of the Comprehensive Plan as many of the recommendations are either outside the purview of the Village, beyond the scope of what the Village traditionally provides, or beyond the resources the Village has to invest. Where possible, other entities should be encouraged to undertake investments that conform to the plan and enhance the overall quality and character of the community. The Village should also work with other entities to identify and pursue grant funding that meets the goals of the community and other key local stakeholders.



6. Create a Comprehensive Economic Development Strategy

The Comprehensive Plan includes a variety of policy and planning recommendations for land use, development/redevelopment as well as transportation improvements, parks/recreation and community facilities. Economic development is a driving force behind nearly all of the plan recommendations. In order to maximize the likelihood of positive change in Maywood, the Village should establish a clear economic development strategy. Such a strategy should describe how the Village intends to use its resources and powers to spur investment as described in this plan. The strategy should also serve as a marketing tool to the development community by highlighting key sites, demonstrating real market potential in Maywood, and describing potential municipal support that could attract investment. The Village's economic development strategy should address the following topics.

Enhance Commercial Opportunities

An important aspect of facilitating investment within commercial areas is ensuring that efforts are targeted toward development and end users that are appropriate for each location.

Roosevelt Road

The Village should leverage the corridor assets in facilitating development opportunities. This includes the corridor's function as a major east-west connection between the City of Chicago and the western suburbs, high traffic counts, proximity and access to I-290, and the presence of activity generators and large employers such as Loyola University Medical Center. The Village should work with property owners and developers to attract new commercial uses, particularly those that can capitalize on and complement surrounding uses. Incentives to facilitate parcel assemblage and larger scale development should be encouraged where appropriate and feasible.

5th Avenue

The Village should work with property owners and developers to explore opportunities for site assemblage, cross access, and other improvements that may facilitate reinvestment and development. The Village should also continue to utilize TIF and available incentives where appropriate.

Downtown and Melrose Park Train Stations

The foundation is in place to create mixed use Transit-Oriented Development that capitalizes on proximity to the Metra stations. Development efforts should focus on smaller niche retailers and restaurants. Where appropriate, residential and/or office uses above retail should be encouraged and incentivized. The Village should work with property and business owners to provide assistance where feasible and appropriate including site improvements and grants or loans for startup and independent businesses. Rents in this area tend to be more affordable for independent businesses that could otherwise not afford to locate in new developments.

Madison and 5th Avenue

Careful management of development within these areas is important due to the fact that there are more available sites than commercial market potential. It is important that new investment does not detract from or compete with existing development and result in fragmented development. The Village should work with developers and property owners to ensure that development is consistent with plan policies and recommendations, especially where the transition to residential development is warranted.



Industrial Areas

The Village has two key areas in which to attract and sustain light industrial uses. While these areas cannot support heavy manufacturing or distribution, they do provide an attractive affordable alternative for businesses that do not require the amenities of larger business and industrial parks. The Village should work with property owners and developers to ensure that infrastructure, utilities, fiber optics, and so forth, meet the needs of businesses looking to locate in the area. It is important that connectivity to transit (i.e. sidewalks connections to buses) are in place to ensure ease of access for workers using public transportation.

The Village is currently designated as an Enterprise Zone by the State of Illinois and also utilized County tax abatement tools. Aggressive promotion and utilization of these available tools and continued monitoring of new available resources are essential to securing continued occupancy and investment in these areas.

Neighborhood Improvements

While residential areas are not often equated with economic development, they are the foundation of the community that supports local job growth and innovation. If neighborhoods are deteriorating or present safety concerns, reinvestment will be limited or not take place at all. In turn, young families that represent the future of the community will move elsewhere. This further results in a lack of retail investment and loss of revenue and jobs.

The Village should work with property owners, tenants, and neighborhood organizations to ensure that neighborhoods remain stable and desirable. Loans and grants for property maintenance, street cleaning, lighting, sidewalk repair, garbage pickup, and establishing neighborhood watch groups are all part of ensuring neighborhood stability. Many of these things take little or no money but require time and human capital. Recognizing that vacant and foreclosed properties and absentee landlords is an important issue, the Village should continue working with organizations such as the West Cook County Housing Collaborative to provide assistance for homeowners. The Village also should ensure that code enforcement is a priority, especially for rental properties. The Village should regularly engage tenant groups to ensure that issues are addressed quickly, particularly those pertaining to health and safety.



Marketing

The Village has a wealth of assets and positive elements to build off of and promote, including:

- Interstate access
- Proximity to the City of Chicago
- Public transportation including Metra and Pace
- Proximity to a world class medical facility
- Direct access to a regional trail network
- Major arterials linking Maywood to the region
- Established commercial areas
- Many available development tools and tax incentives
- Available sites that can accommodate significant development projects

These can be leveraged to attract both businesses and residents. However, the greater market area is extremely competitive. It is imperative that marketing and promotion of the Village be a full-time and ongoing effort that is shared among everyone with a vested interest in the Village's success, including Village officials and the Chamber of Commerce.

Economic Development Commission

The Economic Development Commission (EDC) was established in 2014 to support Village staff in working with the development, business, and investment community in further economic initiatives in Maywood. The Village should continue to support the Commission as it embarks on marketing and economic development initiatives.



7. Maximize Potential Funding Resources

In order to implement the recommendations included in this Comprehensive Plan, the Village must explore a broad range of funding sources. This could include municipal funds, incentives and development assistance programs, assistance with property acquisition and assembly, resources from supporting agencies and not-for-profits, and regional, state, and federal grant programs. This section identifies potential funding sources that relate to the recommendations included in this plan.

Economic and Community Development Funding

Community Development Block Grant (CDBG) Program

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to general units of local governments and states. In order to qualify the Village must develop and follow a detailed plan that provides for, and encourages, citizen participation. This process emphasizes participation by persons of low- or moderate-income, particularly residents of low- and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds.

Cook County is an Entitlement Community and the recipient of CDBG funds annually. The County makes Request for Proposals (RFP's) available for competition among municipalities when grant funds are awarded to the County.

Tax Increment Financing

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and further incentivize reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue. Over the life of the district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village currently has three active TIF Districts: Madison Street/5th Avenue; Roosevelt Road and St. Charles Road. The St. Charles TIF, established in 1992, is the oldest of the three districts and according to the latest reports available, generates the largest amount of revenue.



Class 8 Incentive

The Class 8 Incentive is a designation established by the Cook County Real Property Assessment Classification Ordinance given to commercial and industrial areas that are experiencing extreme economic stagnation. The designation allows properties in the subject area to receive reduced property assessment levels for twelve years. While commercial and industrial properties are commonly assessed at 25% of market value, the assessment levels are 10% of market value for ten years, 15% in year eleven and 20% in year twelve. Maywood has designated Class 8 areas that roughly follow the 5th Avenue, St. Charles, Lake Street, Madison Street, 1st Avenue, and Roosevelt Road corridors.

Given the substantial tax benefits offered by the Class 8 designation, the Village should leverage the incentive to recruit potential developers and investors. The Village should actively promote the benefits of the Class 8 incentive, as well as provide technical assistance to individual property owners to navigate the application process.

Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area. An SSA could be useful in neighborhood commercial areas such as the downtown to fund district marketing and advertising, promotional activities and special events, streetscape and signage improvements, property maintenance services, and other programs. SSAs can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

Business District

Business district development and redevelopment is authorized by Division 74.3 of the State of Illinois Municipal Code. A municipality may designate, after public hearings, an area of the municipality as a Business District.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment



Community Development Corporation

A Community Development Corporation (CDC) can be established to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property.

CDCs are often created under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for interior improvements, façade and exterior improvements, building additions, and site improvements. Some state and federal small business assistance programs are structured to work in combination with CDC administered programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity.

Revolving Loan Fund

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses and is funded through the Illinois Department of Commerce and Community Affairs. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. As the Village seeks to improve commercial areas this funding opportunity could be marketed to local entrepreneurs seeking to grow their businesses.

Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.



Property Tax Incentive Program

The Village currently has property tax incentive programs available. Tax incentives promote industrial commercial and residential development in areas of Cook County that are experiencing economic stagnation. Any new construction, significant rehabilitation, or reutilization of abandoned buildings developed or reoccupied may qualify for the Class 6b, 6c, 7a, 7b, Class 8 and Class 9 classifications. Qualifying buildings are assessed at a lower percentage of market value over a period of time defined within the parameters of each program.

Cook County Recovery Zone Facility Bonds

This program administered through the county allows municipalities to submit for projects to be funded through the issuance of tax exempt bonds that carry a debt term of up to twenty years. The program is designed to spur development for commercial, industrial, and office related projects.

Enterprise Zone

The Illinois Enterprise Zone Program is designed to stimulate economic growth and neighborhood revitalization in economically depressed areas of the state. Businesses located or expanding in an enterprise zone may be eligible for incentives including an exemption on the retailers' occupation tax paid on building materials, and an investment tax credit of 0.5% of qualified property. Companies must make the minimum statutory investment that either creates or retains a specified number of jobs. The Village of Maywood is designated as Enterprise Zone Number 76 by the State.

Façade and Site Improvement Program

Façade and site improvement programs can be used to beautify the Village and enhance the character of businesses by offering low interest loans or grants to improve the exterior appearance of designated properties. Such a program could be implemented in gateway corridors such as Roosevelt Road and Lake Street and other commercial areas where properties are in need of improvement.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Village.



Low Income Housing Tax Credit Program

The federal Low Income Housing Tax Credit was created in 1986 and incentivizes the development of rental housing for low-income individuals and families. Tax credits are awarded to developers of authorized projects based on the amount invested in affordable housing. These credits offer a dollar-for-dollar reduction that offsets federal tax liability on an ordinary income over a 10-year period. Developers are then permitted to sell credits to investors to raise equity for their development projects. The Illinois Housing Development Authority (IHDA) allocates these tax credits on behalf of the federal government in Illinois.

To be eligible for obtaining this tax credit, the property being developed:

- Must be a residential property for rent;
- May be multi-family, single-family, duplexes, townhomes, or multi-family apartments;
- May be new construction, rehabilitation, or acquisition;
- Must either allocate 20% of the units in the project to individuals/families earning 50% or less of the area's median gross income OR 40% or more of the units in the project be reserved for individuals/families earning 60% or less than the area's median gross income. In both cases, units must be rent restricted.

Foundation & Specialized Grants

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant. The Village should dedicate resources to monitoring and exploring foundation grants as a funding tool.

New Market Tax Credits

The U.S. Congress established the New Market Tax Credits (NMTC program) in 2000 to encourage new investment in businesses and real estate projects in underserved areas. Criteria for such areas include census tracts with high unemployment, low incomes, and significant out-migration. Individual and corporate investors receive a tax credit on their federal income tax return in exchange for making investments in federally-designated financial institutions called Community Development Entities (CDEs). CDEs, in turn, develop projects in low-income areas. The credit equals 39% of the original investment and is allocated over seven years. Five of Maywood's seven census tracts would be eligible for the NMTC program.

Illinois Historic Preservation Tax Credit Program

The Historic Preservation Tax Credit Program provides federal income-tax incentives for the rehabilitation of historic income-producing properties. Under the provisions of the Tax Reform Act of 1986, a 20% tax credit is available for the substantial rehabilitation of commercial, agricultural, industrial, or rental residential buildings that are certified as historic. The credit may be subtracted directly from federal income taxes owed by the owner.

The Historic Preservation Tax Credit Program benefits the owner, the occupants, and the community by:

- Encouraging protection of landmarks through the promotion, recognition, and designation of historic structures;
- Increasing the value of the rehabilitated property and returning underutilized structures to the tax rolls; and,
- Upgrading downtowns and neighborhoods and often increasing the amount of available housing within the community.



Transportation Funding Sources

In July 2012, the "Moving Ahead for Progress in the 21st Century" (MAP-21) bill was signed into law. This two-year transportation re-authorization bill replaces the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), which expired in September 2009. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build a foundation for long-term prosperity.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure, including roads, sidewalks, and trails.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) was authorized under MAP-21, and receives 2% from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. Projects under TAP include those that improve non-driver access and mobility, such as bicycle and pedestrian facilities, Safe Routes to School programs, and recreational trails.

Safe Routes to School

The Safe Routes to School (SRTS) program has provided funding for various infrastructure-related projects including the planning, design, and construction of improvements that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking facilities; and,
- Traffic diversion improvements in the vicinity of schools.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the cost of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types have included transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects, and projects that result in emissions reductions. In the past, these projects have been federally funded at 80% of project costs.

The Chicago Metropolitan Agency for Planning (CMAP) has been the administrator of CMAQ funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, commuter parking, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate bottlenecks and limit diesel emissions, and create promotional campaigns to enhance use of transit and bicycles.

Surface Transportation Program (STP)

In the past, these funds have been allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project among other factors.

The North Central Council of Mayors is the body designated to select and program local STP projects in the West Cook County region. The Council's STP funds have been used to fund a variety of project types including sidewalk enhancements, intersection improvements, roadway reconstruction, bridge rehabilitation, and signal interconnection. The Village should continue to actively pursue STP funds for local projects, and remain active in discussions with the North Central Council of Mayors to maximize the potential for county-wide spending that offers benefit to the Maywood community.



Parks and Open Space Funding

Illinois Department of Natural Resources

The Village should work with the Maywood Park District to identify projects where a cooperative pursuit of parks and open space grants may be beneficial. The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location.

IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD)/Land and Water Conservation Fund (LWCF); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs. The OSLAD program may be most applicable to achieving the Village's goal of expanding parks and open space available to Maywood residents.

OSLAD

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of such recreation facilities as tot lots and playgrounds, community and regional parks, outdoor nature interpretive areas, park roads and paths, and waterfront improvements.

Land and Water Conservation Fund (LWCF)

Land and Water Conservation Fund grants are available to cities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods. LWCF grants are managed by the IDNR and the application process is identical to the OSLAD application process.

Recreational Trails Program (RTP)

Another program is the federal Recreational Trails Program (RTP), which was created through the National Recreational Trail Fund Act (NRTFA) as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reauthorized by MAP-21. By law, 30% of each States' RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

The IDNR administers RTP funds and stipulates that funds can be utilized for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. This fund provides an opportunity to work with the Illinois Prairie Path organization to maintain and improve the Illinois Prairie Path through Maywood.