RESOLUTION NO. 2020-26

A RESOLUTION APPROVING OF THE VILLAGE OF MAYWOOD DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN 2020 UPDATE

WHEREAS, in 2019, the President and Board of Trustees of Village of Maywood, with support from the Regional Transportation Authority (the "Authority") of Northeast Illinois, retained Solomon Cordwell Buenz (SCB) along with Goodman Williams Group (GWG) and Fish Transportation Group (FTG) (collectively the "Planning Consultants") for the purpose of conducting a transit-oriented development (TOD) plan surrounding the Metra train station located in downtown Maywood, Illinois; and

WHEREAS, the Planning Consultants have prepared and delivered to the Village of Maywood (the "Village") the final version of the Downtown Maywood Transit-Oriented Development (TOD) Plan 2020 Update ("2020 TOD Plan"), which is the culmination of a 14-month collaborative input and planning process that included participation by Village leadership, residents, business owners and the public to advance downtown Maywood development so that it is complimentary to community needs, goals and existing assets, and to leverage the transit assets in downtown Maywood. A copy of the 2020 TOD Plan is attached hereto as **Exhibit "A"** and made a part hereof; and

WHEREAS, the 2020 TOD Plan was designed to identify opportunities for development that creates a positive impact on the community; increases mixed-use development; increases the daytime population to support existing businesses and attract new investment; attracts new visitors and residents; encourages walking, biking and a healthy lifestyle; and supports growth in Pace and Metra ridership; and

WHEREAS, at an open public meeting held on May 19, 2020, the President and Board of Trustees of the Village reviewed and considered the content of the 2020 TOD Plan and then reached a consensus to adopt its findings and recommendations, which are summarized as follows:

A. The "Civic Core" on 5th Avenue south of St. Charles Road is to be strengthened as a civic zone with cultural, public and institutional uses.
B. The "Mixed-Use Core" on 5th Avenue north of St. Charles Road is to be reinforced as a pedestrian-oriented commercial area and will incorporate housing near the train station.
C. The "Community Commercial" zone is to focus on auto-oriented uses on First Avenue.
D. Lake Street is to transition from auto-oriented / auto-services oriented to a pedestrian-oriented and mixed-use commercial street over time.

WHEREAS, pursuant to their home rule powers as provided by Article VII, Sections 6 and 10(a) of the Illinois Constitution of 1970, as well as their statutory authority under the

applicable provisions of the Illinois Municipal Code (65 ILCS 5/ *et seq.*), the President and Board of Trustees of the Village find that approval of the 2020 TOD Plan is in the best interests of the Village and its residents, property owners, businesses and the public.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MAYWOOD, ILLINOIS, AS FOLLOWS:

SECTION 1: Each Whereas paragraph above is incorporated by reference into this Section 1 and made a part hereof as material and operative provisions of this Resolution.

SECTION 2. The President and Board of Trustees of the Village approve of the Downtown TOD Plan 2020 Update, as set forth and attached hereto as **Exhibit "A"** and made a part hereof.

SECTION 3. Subject to annual budgetary appropriations and specific project approvals, the President and Board of Trustees of the Village generally authorize and direct the Village Manager, or his/her designee, to take such action as is necessary or appropriate to implement, administer and enforce the approval of said 2020 TOD Plan and all subsequent amendments thereto on behalf of the Village of Maywood.

SECTION 4: The President and Board of Trustees of the Village of Maywood authorize and direct that the Village President, the Village Clerk, the Village Manager, the Village Engineer and the Village Attorney, or their designees, transmit executed originals or certified copies of all documents, including the 2020 TOD Plan, to all parties and agencies that are entitled to receive such documents, as required and directed by any other governmental oversight regulatory agency, in order to comply with the terms of the 2020 TOD Plan.

ADOPTED this 19th day of May, 2020, pursuant to a roll call vote as follows:

AYES: Mayor Perkins, Trustee(s) I. Brandon, M. Jones, A. Sanchez, K. Wellington, M. Lightford and N. Booker

NAYS: None

ABSENT: None

APPROVED this 19th day of May, 2020, by the Village President of the Village of Maywood, and attested by the Village Clerk, on the same day.

_____
Edwenna Perkins, Village President

ATTEST:

_____
Viola Mims, Village Clerk

Exhibit "A"

VILLAGE OF MAYWOOD DOWNTOWN
TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN 2020 UPDATE

(attached)

ADOPTED MAY 19, 2020

Village of Maywood

Downtown Transit-Oriented Development Plan

PREPARED FOR:





Regional
Transportation
Authority

ACKNOWLEDGEMENTS

The downtown Maywood Transit-Oriented Development (TOD) Plan Update is the culmination of a 14-month process that included participation by Village leadership, residents, and business owners. Many Maywood stakeholders volunteered their time to attend interviews, meetings, and community workshops. We would especially like to recognize the involvement of the individuals and businesses listed below for their guidance throughout the process:

TOD Plan Steering Committee

David Myers, Village of Maywood, Director of Community Development

Angela Smith, Village of Maywood, Business Development Coordinator

Edgar Lara, Village of Maywood, Village Planner

Michael Dawson, Plan Commission

Sara Lira, Plan Commission

Laura Rogers, Environmental Beautification Commission

Lorna Harvey, Environmental Beautification Commission

Tywanna Grace-Rand, Environmental Beautification Commission

Ken Watkins, Historic Preservation Commission

Tom Kus, Historic Preservation Commission

Vicki Haas, Historic Preservation Commission

Dawn Williams-Rone, Maywood Park District Board President

Lonette Hall, Executive Director, Maywood Park District

Dan Perkins, Resident, Business Owner, formerly of the Economic Development Commission

Michael Rogers, Resident, former Trustee

Transportation Agency Partners

Michael Horsting,
Regional Transportation Authority,
Manager, Local Planning

David Kralik, Metra,
Department Head - Long Range Planning

Allison Buchwach, Metra,
Organizational Representative

Thomas J. Radak, AICP,
Pace Suburban Bus/Strategic and Capital Planning,
Senior Project Manager

Consultant Team

Solomon Cordwell Buenz - Project Management, Planning, and Urban Design

Goodman Williams Group - Real Estate Market Analysis

Fish Transportation Group - Transportation Analysis

Unless otherwise indicated, photos of historic Maywood are from to Douglas Deuchler's "Image of America: Maywood" (Arcadia Publishing, 2004).

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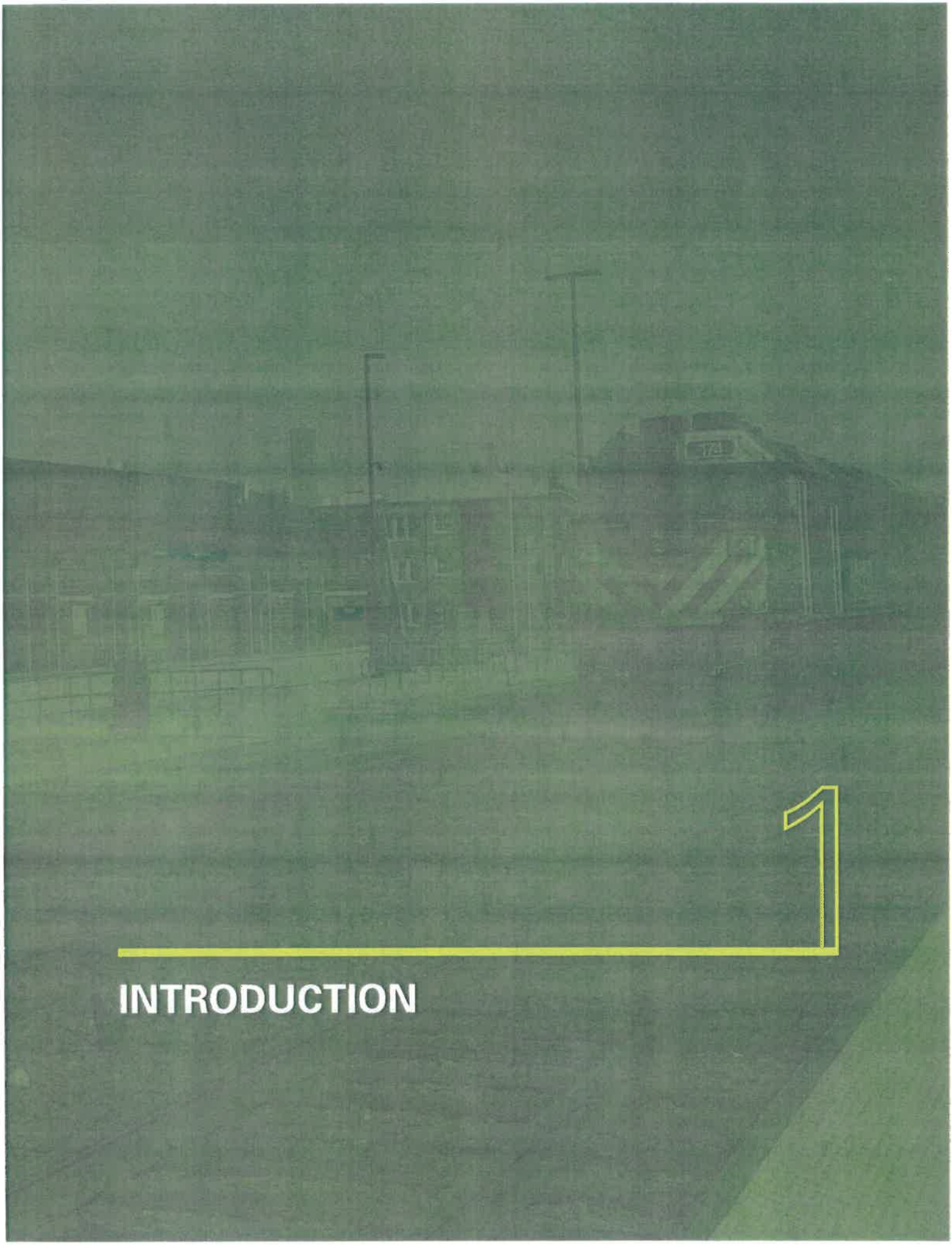

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INTRODUCTION

PROJECT OVERVIEW

EXPANDING MAYWOOD'S DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT

The Village of Maywood with support from the Regional Transportation Authority (RTA) of Northeast Illinois, retained Solomon Cordwell Buenz (SCB) along with Goodman Williams Group (GWG) and Fish Transportation Group (FTG) for the purpose of conducting a transit-oriented development (TOD) plan surrounding the Metra train station located in downtown Maywood. This planning effort entailed an in-depth review of existing conditions, market analytics and community preferences to determine appropriate economic development, property repositioning and programming opportunities within a ¼ mile of the train station and along Pace bus corridors. The purpose of this study is to advance downtown Maywood development that is complimentary to community needs, goals and existing assets, and to leverage the transit assets in downtown Maywood.

The ideas and recommendations of this downtown Maywood Transit-Oriented Development Plan (TOD Plan) include realistic development opportunities, supported by planning strategies to ensure that future Village growth is aligned with the real estate market, appropriate character, and long-term goals of the community. The TOD Plan process provided the opportunity to expand on past Village planning efforts, reexamine policies, and establish an updated vision for the future of Downtown.

Project Funding

To facilitate the creation of this TOD Plan, the Village of Maywood received technical and funding assistance from the Regional Transportation Authority (RTA).

Input and Guidance

The Village of Maywood Downtown TOD Plan was guided by a Steering Committee comprised of Village leadership and transit agency representatives. At the key milestones in the process, the community was invited to participate in public workshops to discuss and comment on the TOD Plan components.



Existing view of 5th Avenue looking north from Main Street

TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development (TOD) is mixed-use development that includes residential, commercial, and institutional land uses, located in close proximity to significant public transit nodes or amenities. TOD is typically characterized by higher density near transit stations where connections to transit offer lower dependency on automobiles.

TODs can play a major role in improving community affordability, reducing greenhouse gas emissions, increasing accessibility to jobs, and enhancing quality of life. Living near public transit allows households to spend less on vehicular transportation and more at local businesses. It also means being better connected to economic opportunity. (Source: Center for Neighborhood Technology)

There are several advantages to transit-oriented development, including:

- Increases residential density in commercial districts
- Supports neighborhood serving retail
- Fosters more walkable neighborhoods
- Increases access to jobs
- Encourages a car-free lifestyle, fostering a cleaner environment and reduction in transportation costs

GOALS OF THE PLAN



GOALS OF THE TOD PLAN

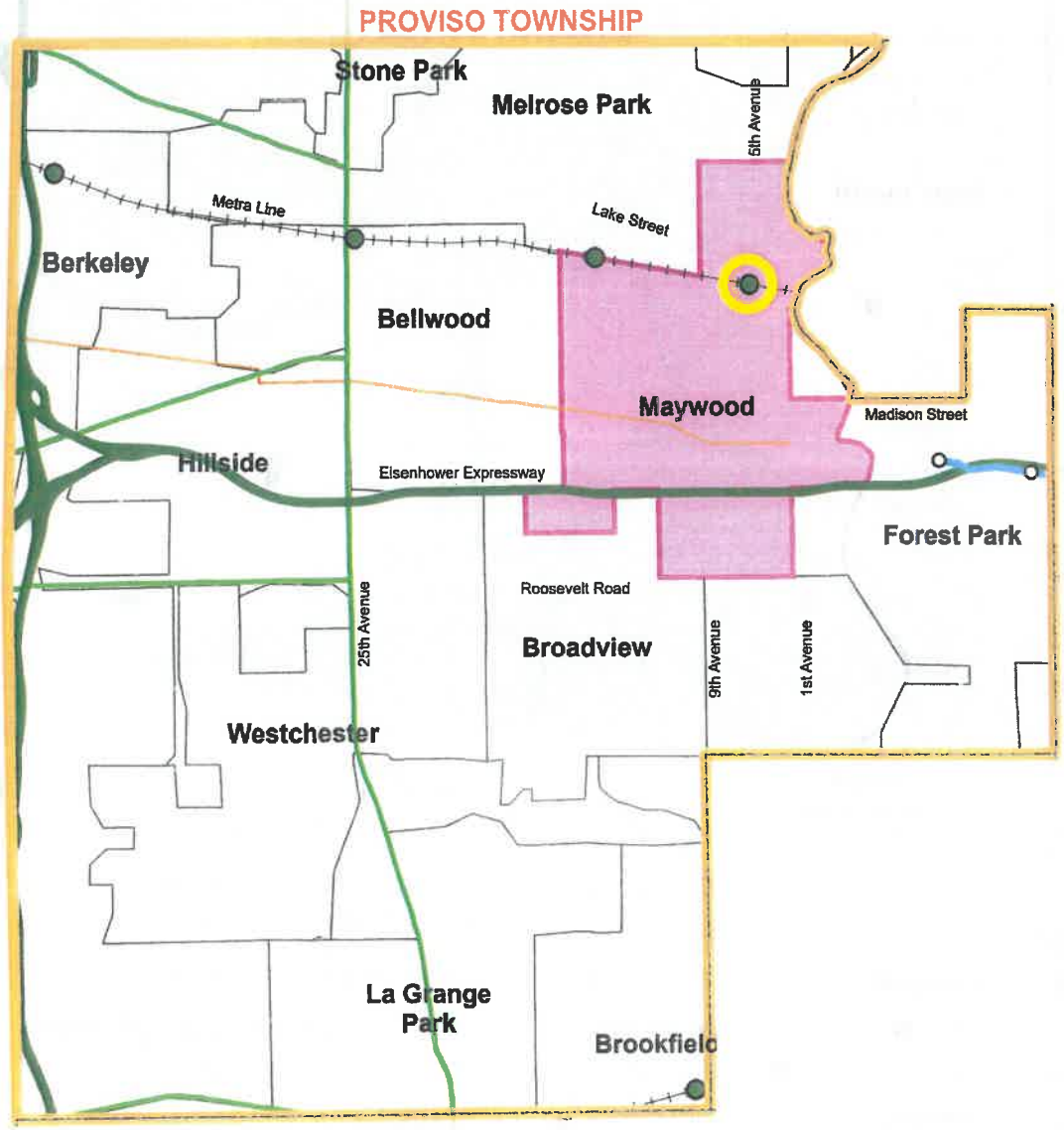
The overall goal of the Downtown TOD Plan, and in particular the site-specific concepts, is to fully leverage the opportunities provided by locating new mixed-use development near the Metra station and Pace bus lines. The development concepts presented in this report encourages compact, moderate density development where appropriate, in a walkable layout with active ground floor uses.

Goals for the TOD Plan are to:

- Identify opportunities for development that creates a positive impact on the community
- Increase mixed-use development
- Increase the daytime population to support existing businesses and attract new investment
- Attract new visitors and residents
- Encourage walking, biking, and a healthy lifestyle
- Support growth in Pace and Metra ridership

PLAN CONTEXT

PROVISO TOWNSHIP



Diagrammatic map of Proviso Township and the Village of Maywood highlighting municipal boundaries, highways, Metra commuter rail lines, and the location of Maywood's Metra stop.



Looking north at the intersection of 5th Ave and Main St. in 1937

HISTORY OF MAYWOOD

Maywood has a long and fascinating history, many of the vestiges of which can still be seen today near its historic center at the intersection of South 5th Avenue and Main Street. During the mid-1800s Maywood was home to one of several safe houses along the route of the Underground Railroad. A plaque commemorates the former site of that "freedom house", which was demolished in 1927. Only a few years earlier, Maywood opened a communal home for the widows of Union Army soldiers who had perished during the Civil War. During World War II, Maywood served as a post for 122 Illinois National Guardsmen who became members of the 192nd Tank Battalion that went on to fight on the Philippine Islands. In addition to the Home for Soldiers' Widows, Maywood has a number of other existing historic landmarks, many of which are listed on the National Register of Historic Places, including numerous homes that sit just north of the historic Village center. In the mid-1900s Maywood was a significant place in the American standardbred racing world, hosting meets at Maywood Park, where several world records were set. It was during this time that the Village's population swelled and diversified as industry boomed and the war effort fueled the local economy through a demand for new laborers. The American Can Company was most prominent among the light industrial corporations that called Maywood home.

During the 1960s, Maywood was the home of civil rights activist and Black Panther Party member Fred Hampton, and like many other urban communities with significant African American populations, it served as a hub for social activism and a flashpoint for civil rights demonstrations.

Today, Maywood is still a diverse community of working class families. It is a comparatively young community with a median age that is lower than in Cook County overall. The Village has a robust transportation network, and connectivity to Chicago and surrounding suburbs via highways, Interstate-290 (the "Eisenhower Expressway"), and Metra commuter rail. There is also an abundance of nearby open space, with hundreds of acres of the Forest Preserves of Cook County's Thatcher Woods and Maywood Grove along the Des Plaines River, at the Village's eastern border with River Forest.

Maywood has suffered from a long string of disinvestment which began in the late 1900s with the decline of industry. This is evidenced today by widespread commercial and residential vacancies. However, the Village is rebounding; residents are still active and engaged with an undiminished sense of pride in Maywood. There are good schools that draw kids from the township and beyond, a great housing stock, numerous civic and recreational assets, and increased safety. With an uptick of incoming developments, Maywood is poised for a catalytic transformation that will set the stage for future investments.



The 10-mile "Freedom House" in 1850s Maywood

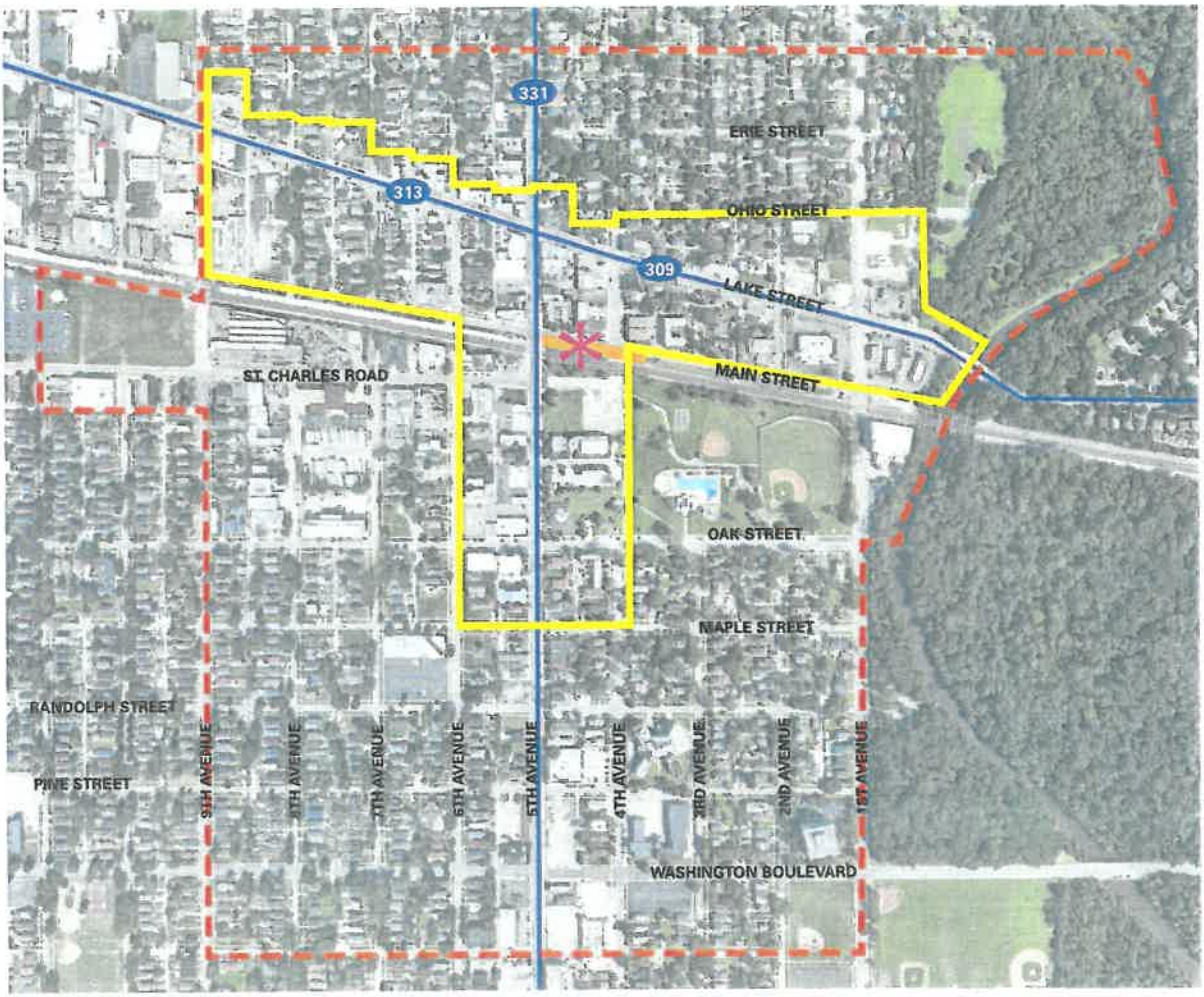


1960s protest on 5th Ave in front of the former Village Hall



The American Can Company factory on St. Charles Rd in the mid 1900s

DOWNTOWN MAYWOOD



The downtown Maywood TOD area consists of the two primary corridors of downtown Maywood: 5th Avenue between Erie Street and Maple Street, and Lake Street between 9th Avenue and 1st Avenue. Nearly all of downtown falls within a quarter-mile radius of the Maywood Metra Station. A quarter-mile radius is a standard TOD boundary definition and is generally considered to be a comfortable distance for the average person to walk within a span of five minutes.

STUDY AREA OVERVIEW

Maywood's Metra commuter rail station on the Union Pacific West line is located in the Village's downtown at the intersection of 5th Avenue and Main Street. This area has been the focus of several prior planning efforts. Maywood completed a transit-oriented development (TOD) plan, with assistance from the Regional Transportation Authority's (RTA) Community Planning program, in 2004. The 2004 plan focused on revitalizing the Village's downtown and improving pedestrian access in the station area. Since that time, the Village has reconstructed and updated the Metra station with an air-conditioned, enclosed waiting area, and improved downtown streetscape to improve pedestrian access and safety. In 2014 the Village completed a Comprehensive Plan containing recommendations for the station area. Those recommendations will inform this study, which will update the 2004 Station Area Plan, and produce a practical, strategic vision for the future development of the area within 1/4-mile walking distance from the Maywood Metra Station.

The adoption of the Comprehensive Plan and reconstructed Metra station, along with focused planning efforts on the business corridors of 5th Avenue and Lake Street will aid in the ongoing revitalization of the station area. Maywood's current comprehensive plan indicates that 5th Avenue between Erie Street and the Metra rail line serves as a "commercial mixed-use center for the Village" and envisions the "area surrounding the Maywood Metra station as the historic and symbolic heart of the community." The long-term goal is for the station area to be a place that can attract businesses, services, and customers, add residential density, and improve affordable housing options for current and future Maywood residents.

DOWNTOWN MAYWOOD

Quantitative information was gathered from the stakeholder agencies, market and demographic data sources, Metra, and the Village, while more qualitative information was collected from stakeholder meetings, site visits, and workshops. This compilation of various issues and characteristics of Downtown provided the basis for the planning concepts and recommendations of the TOD Plan.

STRENGTHS

- Recently revitalized downtown streetscape with consistent signage, lighting, paving, and landscape.
- The Maywood Multi-purpose Building (formerly the Masonic Temple) and the Library are significant civic assets in the downtown core.
- Maywood Park, Maywood Fine Arts, and the Metra station are anchors that bring residents and visitors into downtown Maywood
- Maywood rich cultural history with meaningful social, musical, and artistic contributions.
- Active and engaged stakeholders

CHALLENGES

- Currently, there is a lot of land in the downtown core devoted to automotive shops or surface parking, but there are few retail shops, restaurants, offices, and other complementary uses.
- Market demand for new mixed-use housing has been slow to gain momentum.
- There is a lack of a sense of identity for downtown Maywood. There is no perception of it as a destination.
- 5th Avenue currently lacks transitions between residential land uses to the north and south of downtown; there is no sense of arrival.
- Certain areas of downtown Maywood have pedestrian accessibility issues and lack sidewalk continuity.
- The availability of pedestrian crosswalks between downtown retail destinations is a concern, especially along Lake Street.

OPPORTUNITIES

- Downtown Maywood has a handful of successful restaurants, including a few that have recently opened, indicating growing interest in the area. New businesses can further capitalize on the desire for more eatery options and entertainment establishments.
- Well organized and marketed events throughout the year at or near Maywood Park and Veterans Memorial Park could attract visitors and new customers to local businesses.
- Proposed developments on the northeast and northwest parcels of the intersection of Lake Street and 1st Avenue could become "gateway" developments to provide a better sense of arrival and brand identity for downtown.
- New residential developments on 5th Avenue south of the downtown area, can increase interest in housing nearby.
- Strengthening the civic core could have a significant impact on the character and activity of downtown.
- The C-2 Pedestrian-Oriented Commercial district zoning promotes mixed-use development consistent with contemporary transit-oriented development.

THREATS

- Vacancies in retail properties and Maywood residents' perception of a lack of investment in the downtown discourages people from spending time in downtown.
- The lack of diversity of stores fails to attract current or new visitors, residents, or businesses to downtown.
- Maywood has a considerably higher composite property tax rate than surrounding communities, as well as a higher assessment of taxation from the Village.
- Perception of personal safety

PRIOR PLANS

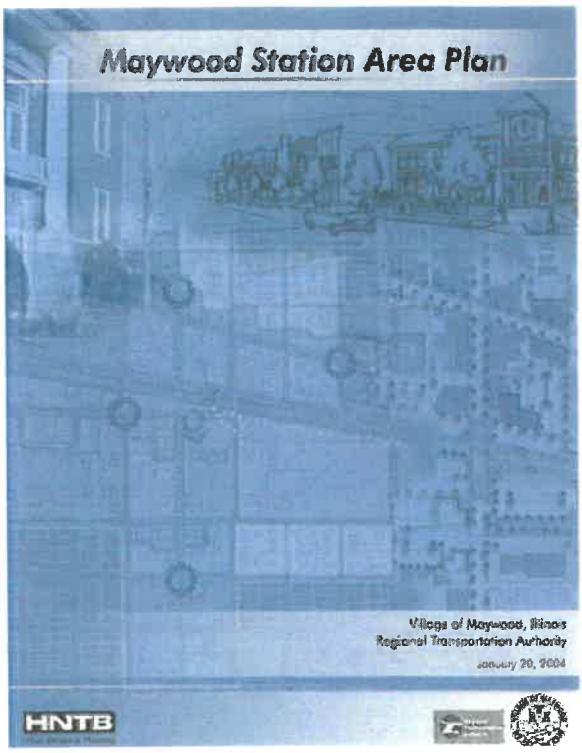
Maywood has been the focus of numerous planning efforts in recent years. The following paragraphs summarize planning and market studies that provided useful baseline data and insights for this current TOD study.

2004 MAYWOOD STATION AREA PLAN

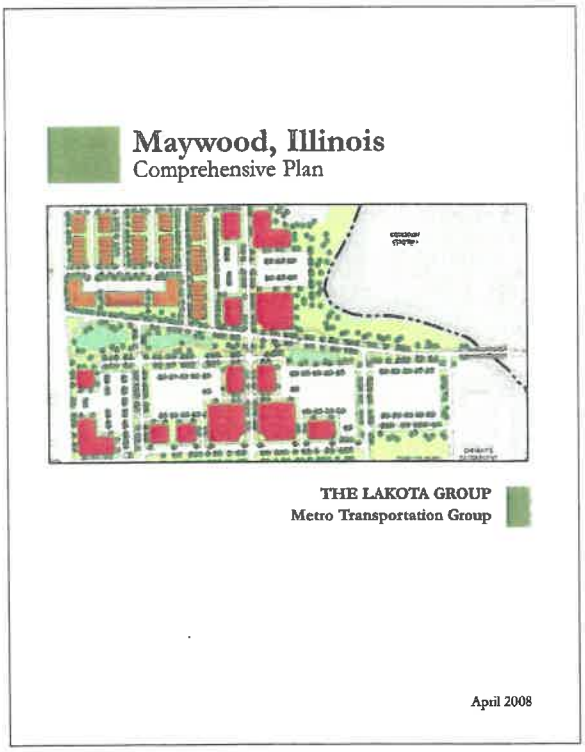
(HNTB and Applied Real Estate Analysis)
This plan identified the area along 5th Avenue north of Main Street as the key area for new commercial development. South of the station was defined as the "civic campus" containing the public library and other municipal facilities. Given the competitive retail environment in the communities surrounding Maywood, the plan recommended primarily convenience goods and services targeting African-American and Latino customers. Infill residential redevelopment would support these nodes along 5th Avenue. A new museum and relocation of the Village Hall would strengthen the civic campus.

2008 COMPREHENSIVE PLAN

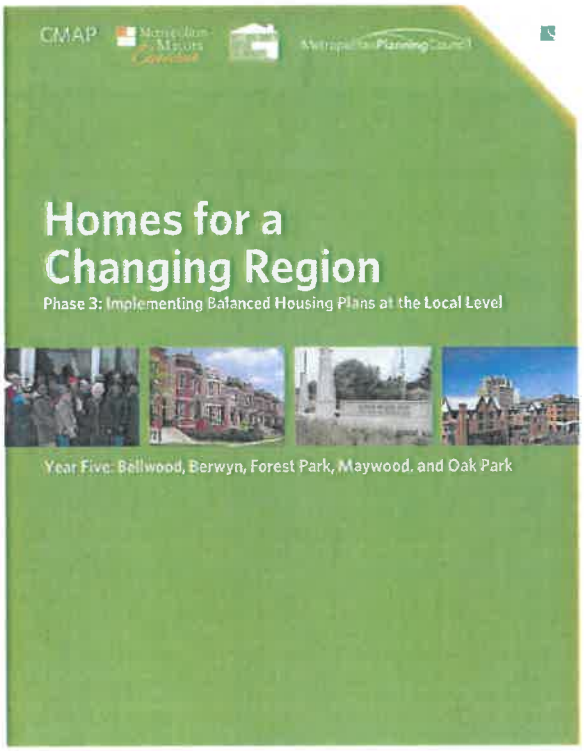
(Lakota Group)
The Comprehensive Plan's land use recommendations for the Downtown Area were based on the 2004 Station Area Plan. This comprehensive plan recommended mixed-use commercial and residential development on infill sites around the station. It specifically recommended development of a civic campus around the existing public library and municipal facilities along 5th Avenue.



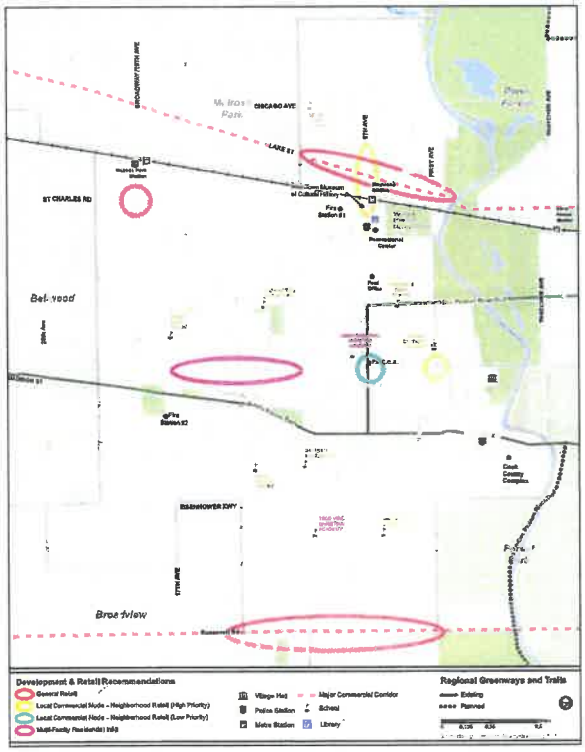
Station Area Plan cover



2008 Comprehensive Plan cover



Homes for a Changing Region report cover



2013 Retail Market Analysis recommendations diagram

2013 HOMES FOR A CHANGING REGION

(Chicago Metropolitan Agency for Planning [CMAP] and Metropolitan Planning Council)

This study featured five communities that make up the West Cook County Housing Collaborative: Bellwood, Berwyn, Forest Park, Maywood, and Oak Park. It recognized their mature, diverse housing stocks and access to public transit. The recommendations focused on revitalization of existing residential structures and noted how many homes suffered foreclosure during the great recession. It also suggested revisiting previous efforts to partner with Loyola University Health System to explore the opportunity to build housing using an Employer-Assisted Housing program. Future transit-oriented development was also encouraged, as was reviewing the need for subsidized senior housing

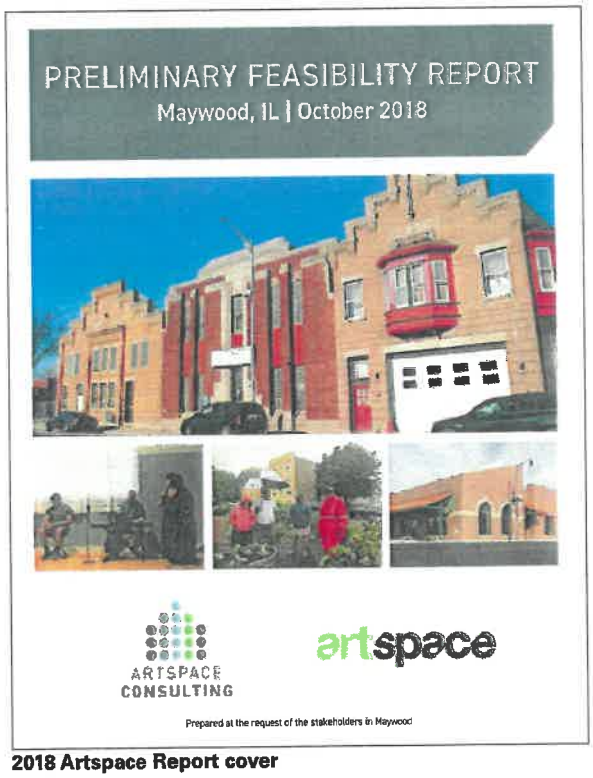
2013 MAYWOOD RETAIL MARKET ANALYSIS

(Chicago Metropolitan Agency for Planning [CMAP])

The report noted that much of the retail along Madison Street, First Avenue, 5th Avenue, St. Charles, and Roosevelt Road was in fair to poor condition. No sizable shopping centers are located in the Village, and most of the retail is convenience-oriented targeting a modest income customer base. In its recommendations for the station area between Lake Street and St. Charles Road, it noted that the concentration of civic and cultural facilities would benefit from nearby retail. The report referenced the transit-oriented development recommendations in the prior plans.



2014 Comprehensive Plan cover



2018 Artspace Report cover

2014 MAYWOOD COMPREHENSIVE PLAN

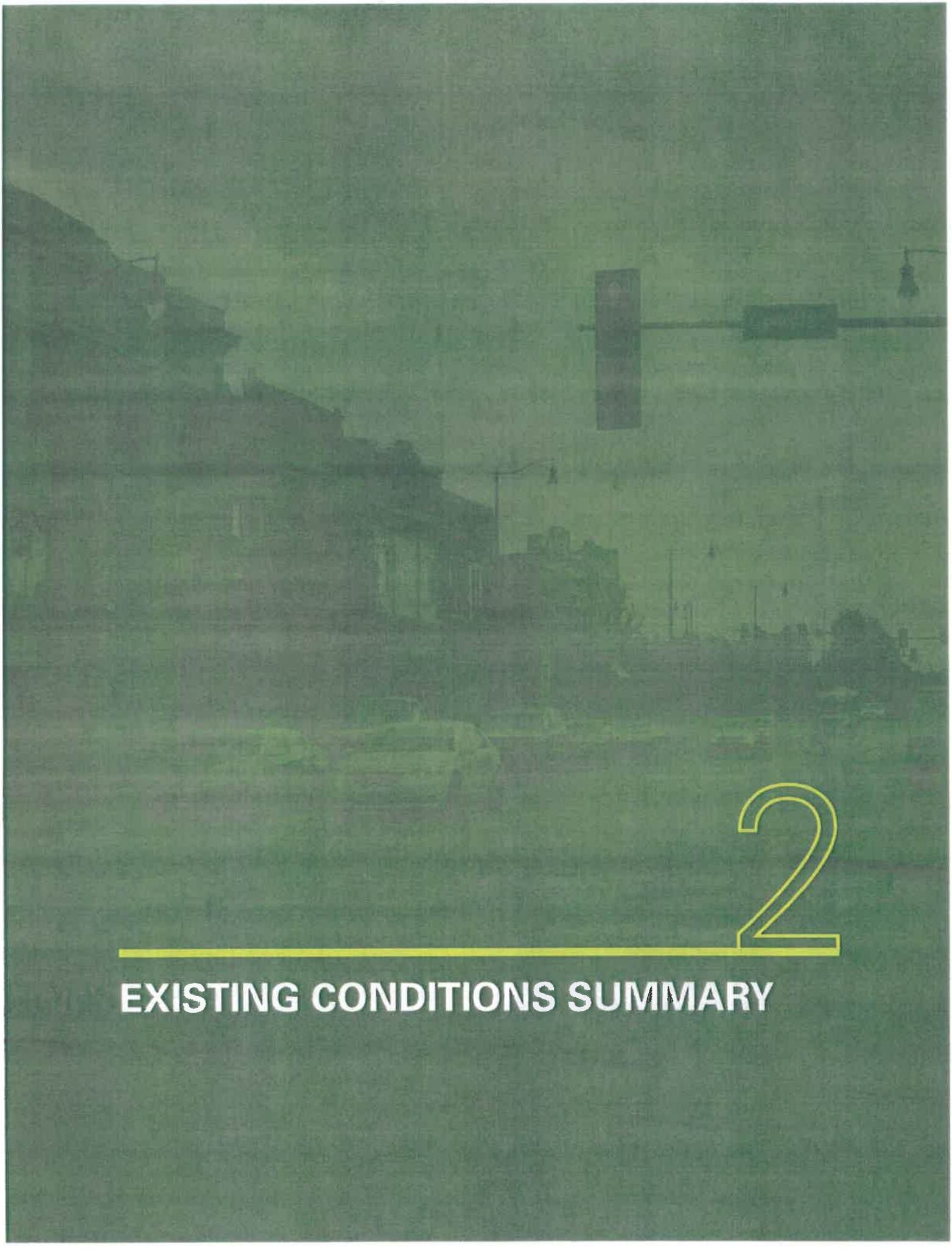
(Houseal Lavigne)

This updated comprehensive plan, titled Maywood Rising, also recommended increasing density near Maywood's transit stations, as well as including affordable housing as part of new development. It encouraged activating nearby public spaces with civic events as well as passive recreation to support new commercial development. The plan also addressed marketing and branding initiatives, and recognized the historic buildings in Maywood.

2018 ARTSPACE PRELIMINARY FEASIBILITY REPORT

(Artspace)

Artspace is a national nonprofit real estate developer of affordable artist housing and studio space. This Preliminary Feasibility Study for Maywood recognized the potential of artist live/work space but suggested that the arts community needed to organize first and recommended creation of a "Proviso Arts Council." Seven sites were toured throughout Maywood. The top three sites that emerged were the Widows Home, the vacant lot across from the Widows Home along the Des Plaines River, and the Maywood Appliance Building. All three sites would require historic rehab and new construction, as the building footprints would not be large enough for live/work housing as they stand. The existence of the vacant buildings in Maywood allows for creative uses in the short-term to raise awareness around the arts.



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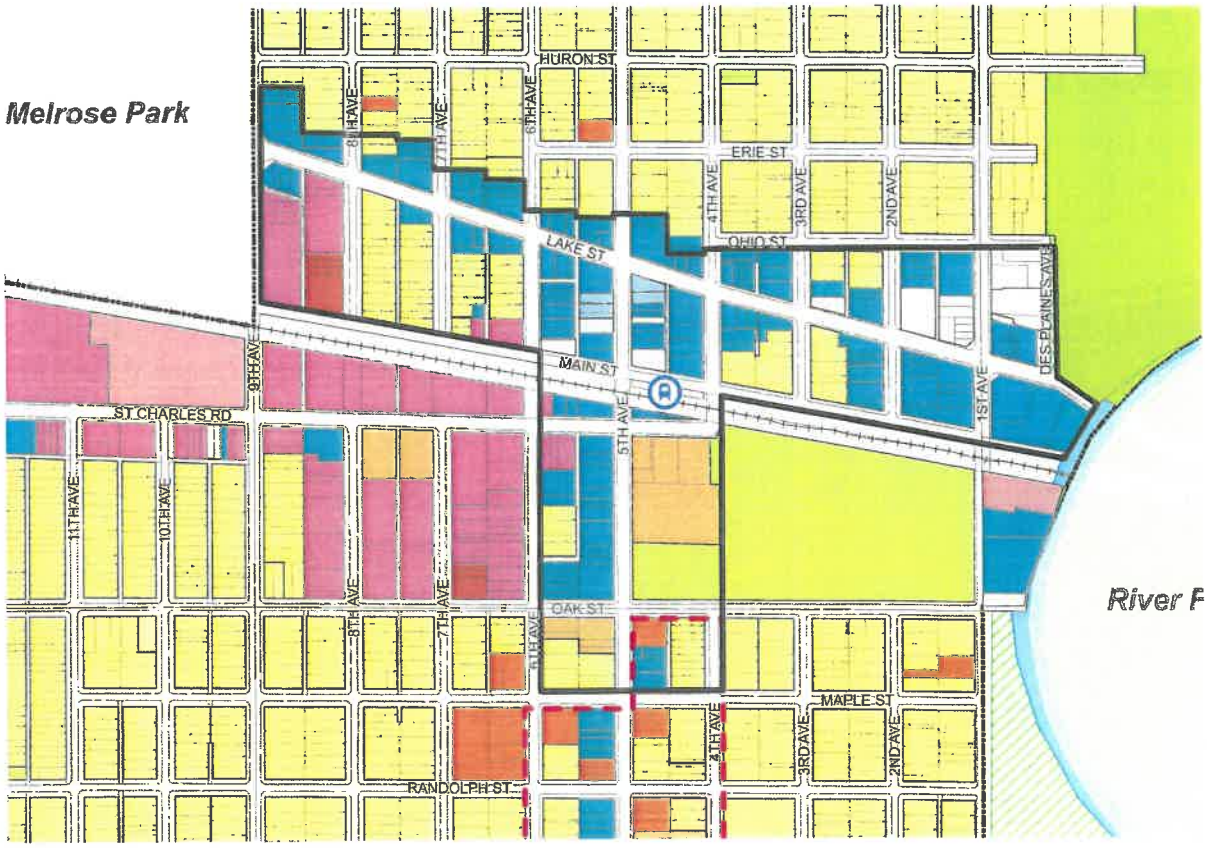
EXISTING CONDITIONS SUMMARY

ZONING AND LAND USE

EXISTING LAND USE

Downtown Maywood is comprised of a variety of land uses. Predominant land uses include commercial, institutional, and industrial with some residential interspersed. Lake Street and 5th Avenue serve as the primary and defining corridors of downtown Maywood, and the intersection of 5th and Lake is the current pedestrian-oriented nexus of the district. The new land use framework will build upon and strengthen the existing desirable development patterns and help to mitigate incompatible existing land uses.

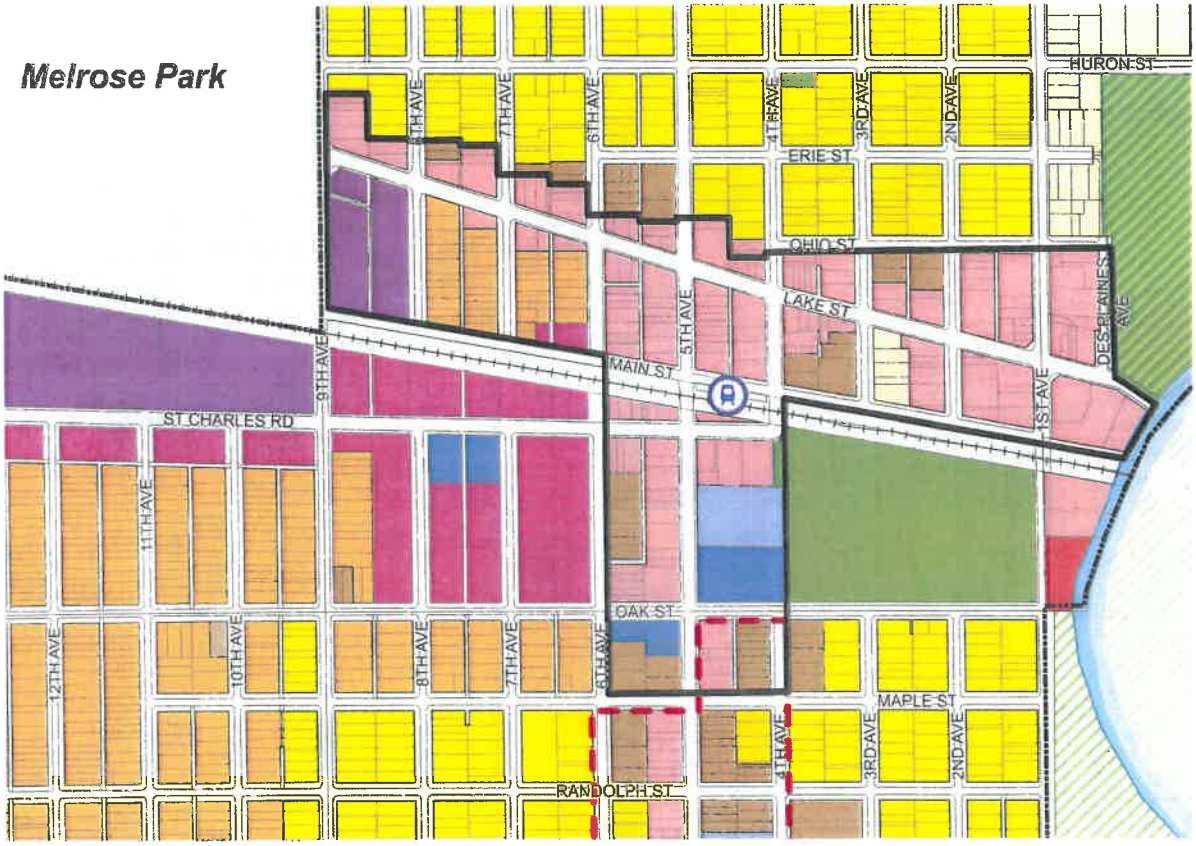


Maywood Land Use Map, ESRI 2013

- Metra Stations
- Project Boundary
- Madison St/5th Ave TIF
- Maywood Boundary
- Residential
- Metra UP West Rail
- River
- Parcel Boundary
- Cook County Forest Preserve
- Commercial (Cultural/Entertainment)
- Commercial (Urban Mixed-Use)
- Industrial (General)
- Industrial (Storage)
- Industrial (Warehouse)
- Institutional (Government)
- Institutional (Other)
- Institutional (Religious)
- Open Space (Conservation Land)
- Open Space (Recreational)
- Vacant (Commercial)
- Vacant (Industrial)
- Vacant (Other)
- Parking

EXISTING ZONING

In 2010, Maywood amended its zoning code to make the area surrounding the Metra station more accommodating to transit-oriented development. The majority of downtown Maywood is now designated "C2", a pedestrian-oriented commercial zone.



Maywood Zoning Map, ESRI 2010

- Metra Stations
- Project Boundary
- Maywood Parcels 2014
- Surrounding Municipalities
- Madison St/5th Ave TIF District
- Maywood Boundary
- Metra UP West Rail
- River
- Maywood Curbs
- Cook County Forest Preserve

Zoning 2010

- C-2 Pedestrian-Oriented Commercial
- C-3 General Commercial
- GL Government Lands
- I Institutional
- OS Open Space
- M-1 General Manufacturing
- BIP Business Industrial Park
- 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

ZONING AND LAND USE

ZONING

Maywood's existing zoning will support continued investment in the types of development that are appropriate for the density and character of downtown. Some minor elements, such as front yard setback allowances, the maximum number of dwelling units allowed on a site, and a building height limitation of three stories in the C-2 districts may limit the density and walkability conducive of a TOD style development. These issues will be reviewed in greater detail later in this report. In addition, residential zones in close proximity to transit will be reviewed for higher densities to take advantage of the transportation benefit. Below is an overview of the existing zoning requirements from the 2010 Maywood Zoning Ordinance applicable to the downtown study area:

C-2 – Pedestrian-Oriented Commercial District

The C-2 Pedestrian-Oriented Commercial District is intended to provide for transit-oriented, mixed-use development near public transit and pedestrian-oriented commercial corridor areas, such as that within the Village's Downtown. Standards for the C-2 District are designed to enhance the appearance of these areas, maintain a pedestrian-oriented environment, encourage a range of uses both commercial and residential, and provide adequate buffering for single-use residential neighborhoods adjacent to the district.

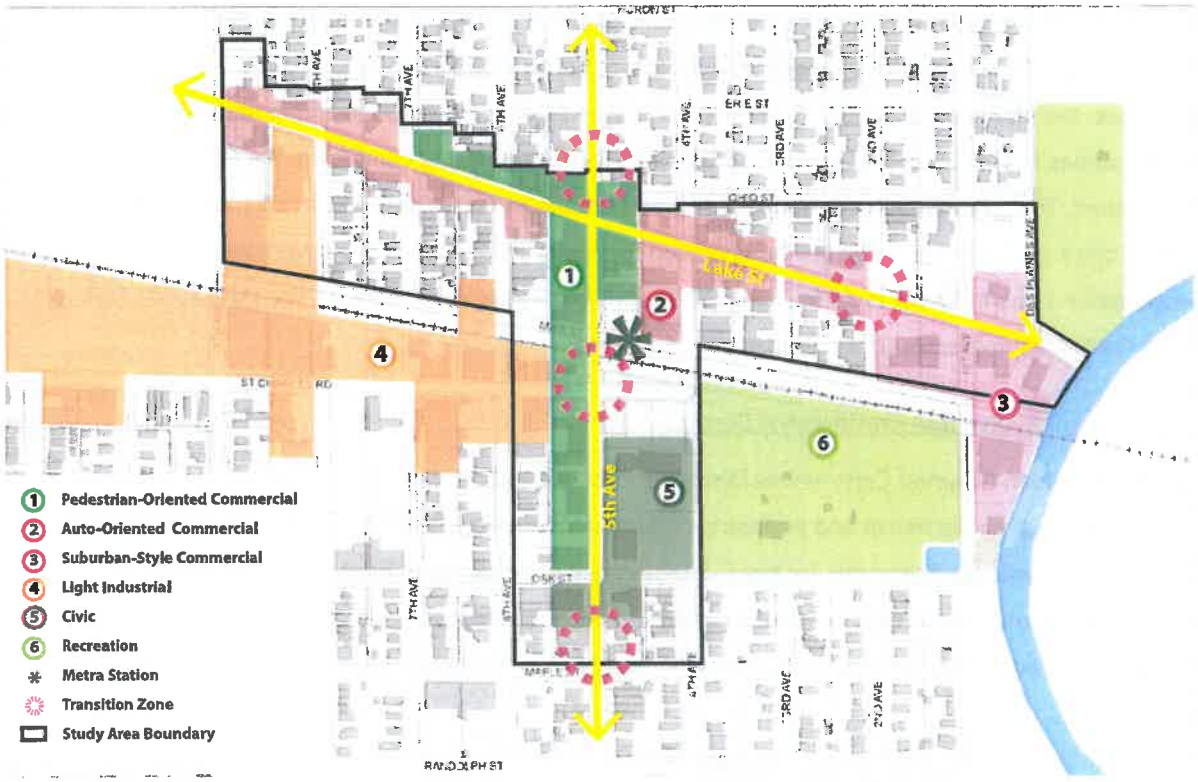
R-3 Two-Family Residential Zoning District

The R-3 Two-Family Residential Zoning District is intended for areas of moderate density where single-family and two-family dwellings are located, similar in dimension to the typical lot size for single-family housing within the community. Limited non-residential uses that are compatible with surrounding residential neighborhoods may be permitted.

R-5 Multi-Family Residential Zoning District

The R-5 Multi-Family Residential Zoning District is intended to create a higher density environment of multi-family dwellings and townhomes. Such areas may function as a transition zone between residential neighborhoods and adjacent higher intensity and non-residential land uses. Limited non-residential uses that are compatible with surrounding residential neighborhoods may be permitted.

CHARACTER ZONES



Maywood Character Zones

Within the compact geographic footprint of Maywood's downtown core there are distinct areas with varying urban and/or suburban character.

Civic

The civic character zone is a cluster of municipal and/or public structures including the Maywood library and police station situated along the western edge of Maywood Park on 5th Avenue. These buildings are slightly set back from the street edge and feature distinctive architectural styles.

Pedestrian-Oriented Commercial

The pedestrian-oriented commercial character zone begins at Oak Street, directly adjacent to the civic character zone, and stretches north to Lake Street, where it continues west toward 7th Avenue. At this location, there are comparatively fewer gaps in the street wall as buildings line the street without setbacks from the property lines.

ZONING AND LAND USE

CHARACTER ZONES

Auto-Oriented

Lake Street near 5th Avenue is an auto-oriented zone characterized by parking lots, fenced vehicle storage areas, automotive repair shops, and gas stations. There are frequent curb cuts and buildings are set back from the property line. Though it neighbors the pedestrian-oriented commercial zone, there are few crosswalks as priority is given to vehicular traffic rather than pedestrians.

Suburban Style

Near the intersection of 1st Avenue and Lake Street is a suburban-style character zone consisting of a cluster of free-standing, single-use, commercial structures, each surrounded by surface parking. This zone is designed to capture traffic from Lake Street with well known national commercial businesses.

Light Industrial

The light industrial zone is where a number of larger warehouses sit on oversized parcels. St. Charles Road serves as the hub of activity within this zone. The warehouses are interspersed with undeveloped lots for material staging or storage.

Recreational

Maywood Park is the center of the recreational zone in downtown Maywood. The park contains several fields, courts, and facilities. Additionally there are recreational activities located outside of the park in the wooded areas north of Lake Street, that are part of the Forest Preserves of Cook County.



Maywood's Police Station on 5th Ave in the Civic Zone



Intersection of 1st and Lake in the Suburban-Style Commercial Zone



JD Auto Repair and Clark Gas Station in the Auto-Oriented Commercial Zone on Lake Street



Lake Liquors on 5th Ave in the Pedestrian-Oriented Commercial Zone

BUILT FORM

5th Avenue

5th Avenue is a low-scale mixed-use corridor with buildings ranging from one to four stories tall. Primarily the street has a commercial character, though there are multi-family residential uses sprinkled throughout the corridor. Buildings with ground floor commercial spaces are handsomely clad in brick, stone, or glass and are generally built up to the property line, forming a continuous street wall that is only interrupted on the west by surface parking lots and vacant parcels, and on the east by Maywood Park.



The Village of Maywood Multipurpose Building and former Masonic Temple on 5th Avenue at Oak Street

Lake Street

Lake Street is a low-scale corridor with few buildings standing over three stories. West of 5th Avenue, near the downtown core, varying tones of brick and stone-clad buildings — some quite vibrantly colored — line the north side of the street forming an inviting pedestrian-scale. Almost all of the buildings along this stretch have ground floor retail spaces with office space or residences above. However, the south side of Lake Street west of 5th Avenue is home to automotive uses or vehicular lots with few mixed-use structures or active storefronts. The area farthest west on Lake Street has a similar character and is lined with gas stations, automotive shops, and parking lots. The same is true for the areas to the east between 4th Avenue and 2nd Avenue. In these locations the street wall is non-existent which creates an unwelcoming environment for pedestrians.



Discoteca Diaz on Lake Street



Multi-family apartment building on 5th Avenue near Maple Street

ZONING AND LAND USE

STREETSCAPE

In recent years, Maywood constructed a new downtown streetscape along the 5th Avenue and Lake Street corridors, comprised of dark red brick sidewalk pavers, tree grates, ornamental street lights, and green steel mesh trash cans. This created a more pleasing pedestrian experience along the street.

The ornamental street lights are designed to accommodate character banners, but few presently have banners. Benches are most prominently located at the intersection of 5th Avenue and Lake Street near Pace bus stops, and at the Maywood Underground Railroad Memorial.



Sidewalk along 5th Avenue near Lake Street



Bench at the Underground Railroad Memorial.



Maywood ornamental street light

The 12-foot wide sidewalks along 5th Avenue are inviting to pedestrian traffic. There are street trees spaced at an average of 90 feet apart, however there are no robust planting zones or other significant landscape features along the street. Given the ample sidewalk space, additional landscaping could be considered to enliven the street edge and provide a more significant buffer between pedestrians and vehicular traffic.

Sidewalks along Lake Street are significantly narrower, averaging about 7 feet in width. Though continuous the sidewalks at the western and eastern ends of Lake Street are frequently interrupted by curb cuts into auto shops and parking lots. There are few street trees along the Lake Street corridor planted anywhere from 100 feet to over 200 feet apart. Additional street furniture and streetscape elements, along with a strategic widening of the sidewalk space through the use of bump-outs that could accommodate additional street trees, would enhance the overall pedestrian-friendliness of the street.

SIGNAGE AND WAYFINDING

Downtown Maywood has an inconsistent signage system for directing visitors, promoting businesses and general public messaging. Creating consistency in wayfinding signage and design guidelines for new signage would help guide visitors to key destinations and improve the overall pedestrian experience. downtown Maywood's existing signage and lighting elements include:

- Maywood municipal border/entry marker
- Street signs
- Metra station signage
- Street lights with seasonal banners
- Municipal parking signs



Maywood Municipal Border Entry Sign on Lake Street near 1st Avenue

New signage and maps could be considered for key locations in the downtown area, such as the intersection of 5th Avenue and Main Street, or 1st Avenue and Lake Street, to encourage greater pedestrian activity and awareness of downtown businesses. Bicycle infrastructure improvements could encourage individuals and families to use modes of transit other than automobile to travel to downtown Maywood.

Most of the gateways into Maywood's downtown are un-celebrated, with the only decorative municipal marker located just past the western end of the Lake Street bridge. This marks the transition between Forest Park and Maywood, near the Burger King, McDonald's, and Walgreens. Gateway markers can often set the tone for the downtown character, and enhance the perception of it being an exciting destination. The north-south transition areas along 5th Avenue and the west Lake Street border with Melrose Park present good opportunities for marking the entry into Maywood's downtown, and celebrating the commercial and cultural assets located therein.

ZONING AND LAND USE

MAYWOOD EXISTING SIGNAGE



Station signage with lighting



Typical Downtown light standard with banner



Typical Downtown business curb sign



Village canoe and kayak launch signage



Municipal parking sign





Temporary signage marking various initiatives along the 5th Avenue corridor.

DEMOGRAPHICS

POPULATION

With an estimated 2018 population of nearly 24,000, Maywood is one of the larger communities in the area, similar in population to Melrose Park with close to 26,000 residents. Both communities, however, are significantly smaller than neighboring Oak Park, with nearly 52,000 residents. The population in Maywood has remained relatively stable between 2010 and 2018, losing about 200 residents over eight years.

Maywood is home to a similar number of households as neighboring Melrose Park, Bellwood, and Forest Park, despite differences in total population size. The number of households (7,405) and families has remained steady, with only a 52 unit increase between 2010 and 2018. The population by age has changed within the last years, with decreases in school age children age 0 - 19, and middle-aged adults age 35 - 54. There have been increases in adults 55+ as current resident's age into the next bracket. The current population is about 50% 0 -34, and 50% 35+, indicating an aging population.

The majority of the population in Maywood identifies as Black or African American, non-Hispanic or Latino, but this designation has seen a 7% decrease since 2010. The second largest race/ethnicity is Hispanic or Latino (of any race). Between 2010 and 2017 there has been an increase of over 1,000 residents that identify as Hispanic.

Comparative Metrics (2018)
Maywood and Surrounding Communities

Community	Population	Households	Median Age	Median HH Income
Maywood	23,899	7,405	35.1	$41,422
Oak Park	51,793	22,710	40.0	$88,909
River Forest	11,063	3,928	42.4	$127,948
Melrose Park	25,946	8,003	31.8	$44,949
Bellwood	18,919	6,142	37.0	$57.966
Forest Park	14,171	7,186	43.1	$56,268
Broadview	7,767	3,054	43.1	$54,327

Source: Esri Business Analyst, 2018 Estimates

DEMOGRAPHICS

Maywood Population by Age, 2010 - 2018				
Age Range	**2010**	**2018**	**% of 2018 total**	**% change 2010 - 2018**
0 - 19	7,534	6,850	28.6%	-9.1%
20 - 34	4,984	5,073	21.2%	1.8%
35 - 54	6,144	5,690	23.8%	-7.4%
55 - 64	2,601	2,782	11.7%	7.0%
65 +	2,827	3,504	14.7%	24.0%



Source: Esri Business Analyst, 2018 Estimates

MEDIAN AGE

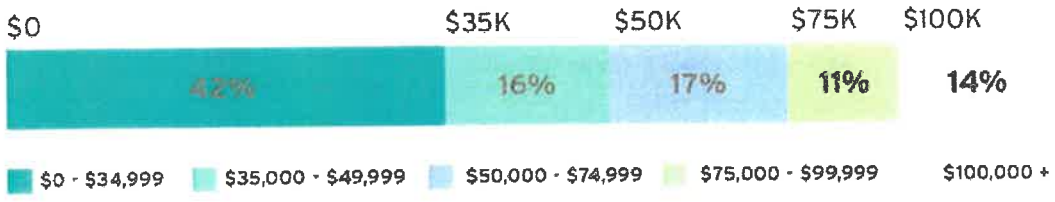
Maywood has a median age of 35.1, which is lower than the neighbors to the east and south, but in between nearby Bellwood at 37, and Melrose Park at 31.8. The median age has increased slightly from 33.5 to 35.1, also indicating the aging of current residents.

MEDIAN HOUSEHOLD INCOME

In 2018, the median household income in Maywood estimated by Esri Business Analyst was $41,422, the lowest median income of all surrounding communities. This is significantly less than neighbors to the east, River Forest at $127,948, and Oak Park at $88,909. It is closest to Melrose Park at $44,949, with the remaining neighborhoods higher by at least $10,000.

Of Maywood residents, 58% have a median household income of less than $50,000, with the majority having a median household income of less than $35,000. Only 25% of Maywood residents have a median household income of $75,000+.

Maywood
Household Income Distribution, 2018



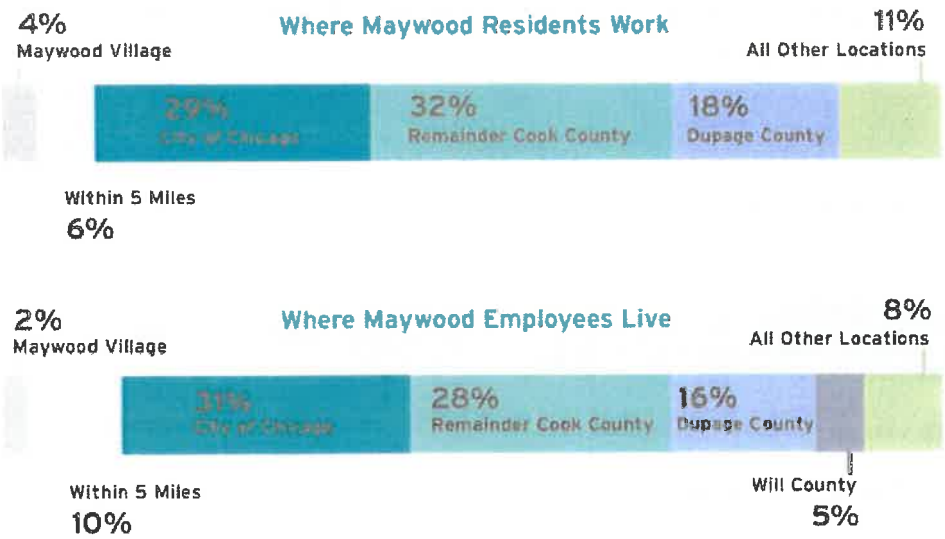
Source: Esri Business Analyst, 2018 Estimates

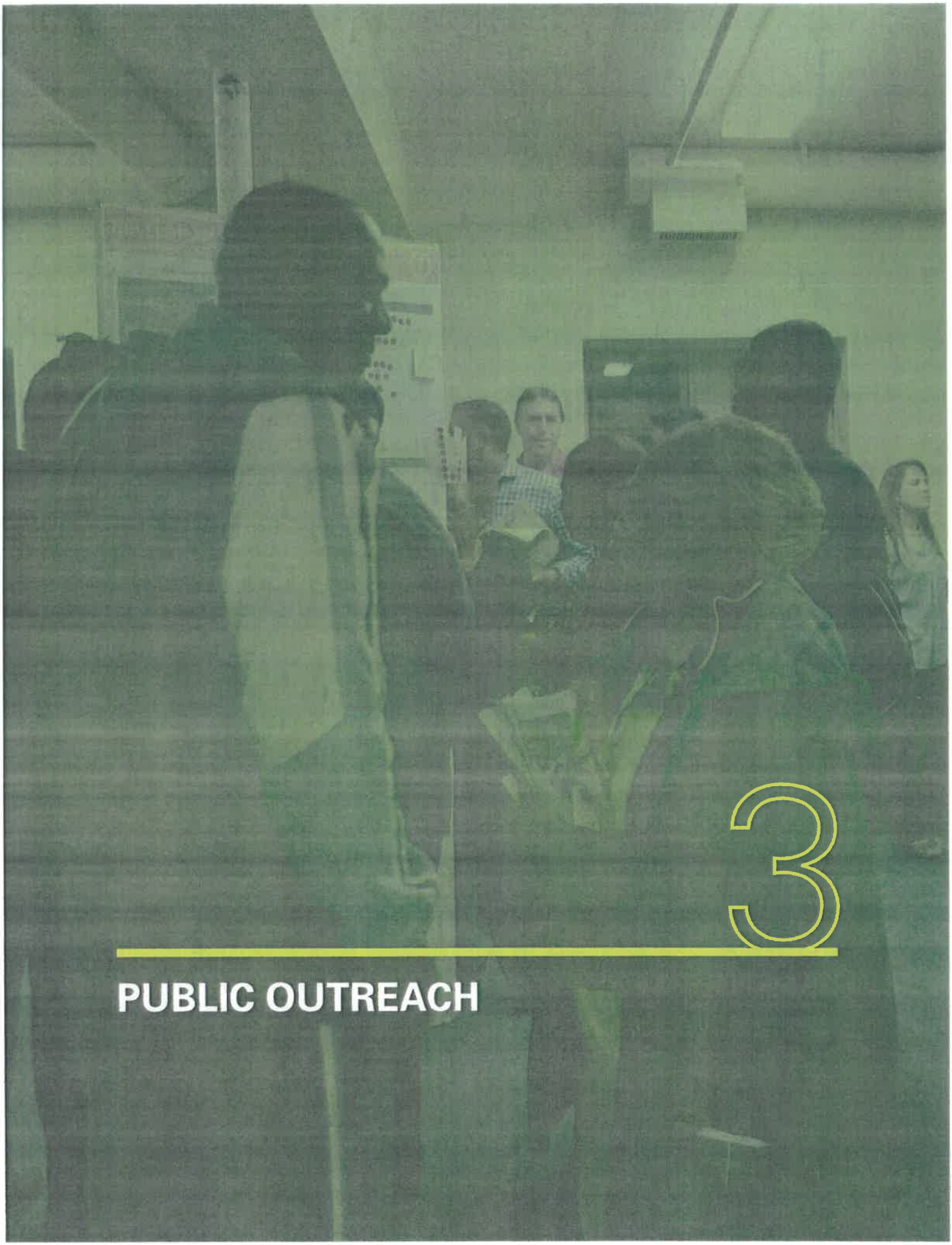
EMPLOYMENT

Esri Business Analyst estimates that there are 530 businesses in Maywood with a total of 17,000 employees. This total includes the medical district just south of Maywood's boundary, which provides the majority of the employment in the area. Nearly 9,000 employees are in the health care and social services industry, employed by the John J. Madden Mental Health Center, Loyola University Medical Center, and Edward Hines Jr. VA Hospital. This area also provides over 400 jobs in the public administration industry through the VA Departmental offices, and education services industry through the Stricht School of Medicine with over 1,000 employees.

Outside of the medical district, Maywood is the location of many Cook County public administration services, such as the Cook County Sheriff Police headquarters and the Cook County Circuit Court. Other Services includes major employer, Cintas, and various other services like auto-oriented businesses, cleaning and beauty, and places of worship. First Student Charter Bus Rental based in Maywood Village is a large employer in the transportation and warehousing sector, along with smaller scale manufacturing and retail trade businesses.

While there are more than 17,000 jobs in Maywood and the medical district south, only 2% of the workers reside in Maywood. The majority of employees that work in Maywood commute in from Chicago or elsewhere in Cook County, or from DuPage County. The majority of Maywood residents commute 10 miles or more to Chicago, elsewhere in Cook County, or DuPage County for work. The graph to the left displays the direction of Maywood commuters, the majority of whom head east towards Chicago, and northwest.





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PUBLIC OUTREACH



Community Meeting on October 7, 2019

PUBLIC OUTREACH

A critical component of the planning process is the collaboration with the community and stakeholders.

Steering Committee

At the start of the planning process, a steering committee was established and comprised of Maywood residents, business professionals, business owners, property owners, and municipal officials. Each steering committee meeting was structured to solicit local input and garner direct feedback to observations and recommendations, before presenting those ideas to the broader community.

During development of the plan, the consultant team met three times with the steering committee. These meetings set the stage for the first community-wide meeting in October, 2019. The steering committee held its first in-person meeting on March 7, 2019 at the Maywood Multi-purpose Building. The project team presented an overview of the TOD Plan process, estimated time line, and project goals. During this meeting the committee members provided their observations and experiences of downtown Maywood, highlighting Maywood's strengths and identifying future priorities and opportunities for improvements.

A second steering committee meeting was held on August 22, 2019 at the Maywood Multi-purpose Building. At this time the project team presented its findings regarding the existing conditions of the downtown environment, vehicular traffic, and commercial and residential real-estate markets. The team also presented a "SWOT" analysis of Maywood (strengths, weaknesses, threats and opportunities) that helped to set the goals for improvement and facilitate an effective transformation.

Prior to finalization of the plan recommendations, the steering committee met again on December 16, 2019 to review and provide feedback on the draft TOD Plan recommendations.

OPPORTUNITIES FOR DOWNTOWN MAYWOOD IDENTIFIED BY THE STEERING COMMITTEE AND REVIEWED BY THE COMMUNITY INCLUDE:

- Identifying opportunities that create positive impact
- Increasing mixed-use development
- Increasing the daytime population through business attraction
- Attracting new visitors and residents through community events, programs, services and increased retail opportunities
- Fostering growth in Metra and Pace ridership
- Strengthening place-making efforts in downtown Maywood
- Leveraging the proximity of downtown to the Prairie Path, and leveraging biking opportunities and amenities in Maywood
- Building off of Maywood's strong sense of community by expanding event programming, connecting with local community associations, and promoting Maywood's rich history, culture, and community assets to a wider audience
- Broadening opportunities for youth sporting and family activities



Second Steering Committee Meeting on August 22, 2019

PUBLIC OUTREACH

Stakeholder Interviews

The consultant team conducted over 20 one-on-one interviews with stakeholders. These interviews provided additional background information to augment the team's understanding of Maywood.

Proviso Partners for Health (PP4H) Hub Workshop

On July 17, 2019 the SCB planning team participated in a community workshop "Health Hub" hosted by Proviso Partners for Health, supported by the Illinois Chapter of the American Planning Association. The event focused on opportunities to create spaces and resources for local health and wellness entrepreneurs. Attended by 35 community members who shared their ideas for a mix of retail, restaurants, pop up spaces, business incubator space for local entrepreneurs that collectively focus on health and wellness. PP4H Health Hub could be a community anchor as it will include retail.

Community Meeting

On October 7, 2019 nearly 50 community members gathered Maywood Multi-purpose Building. The consultant team provided an overview the project including the assessments of the existing conditions downtown, outcomes of the market and transportation studies, and the desired goals and outcomes of the project.

After the presentation, community members were invited to share their ideas for downtown Maywood though direct dialogue with the consultant team and Maywood Village staff, through interactive kiosks and a survey. Outcomes of the meeting were recorded and incorporated into draft recommendations for development in downtown Maywood. The draft recommendations were presented to the community in January of 2020 for review and comment prior to finalization and incorporation into the final plan recommendations found in this document.



Health Hub workshop hosted by APA IL and PP4H



October Community Meeting Presentation

Community Meeting Breakout Session Topics:

The following is a summary of the topics summarized on the kiosks that fostered discussion, idea mapping, and sharing at the community meeting:

- Information on Transit-Oriented Development
- What's your vision for downtown Maywood?
- Development Case Studies: Artist Housing, Health Hubs, Business Incubators, Cultural Centers, Housing, Civic Centers, Arts, Entertainment, and Theaters, Recreation opportunities
- Survey: What types of activities do you think could be successful in downtown Maywood?
- Survey: What retail/commercial businesses do you think could be successful in downtown Maywood?
- Maywood development today, real estate market outcomes
- Maywood Assets Map
- Maywood Opportunity Sites
- Focus areas: 5th Ave, Intersection of 5th and Lake; intersection of 1st and Lake; Intersection of 9th and Lake
- Transportation: Bike and Pedestrians
- Transportation Survey Questions
- Tell Us About Yourself and Your Goals for Maywood...



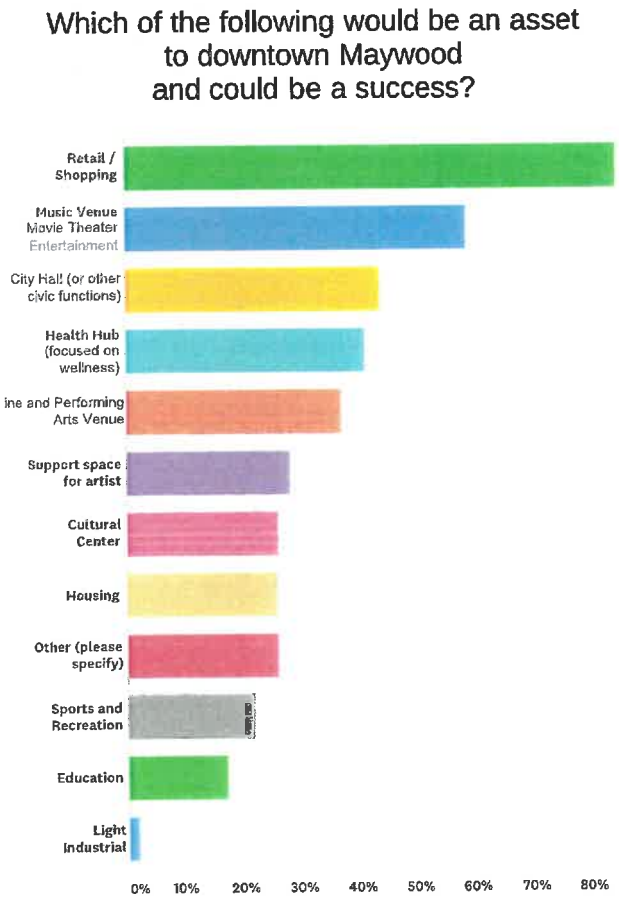


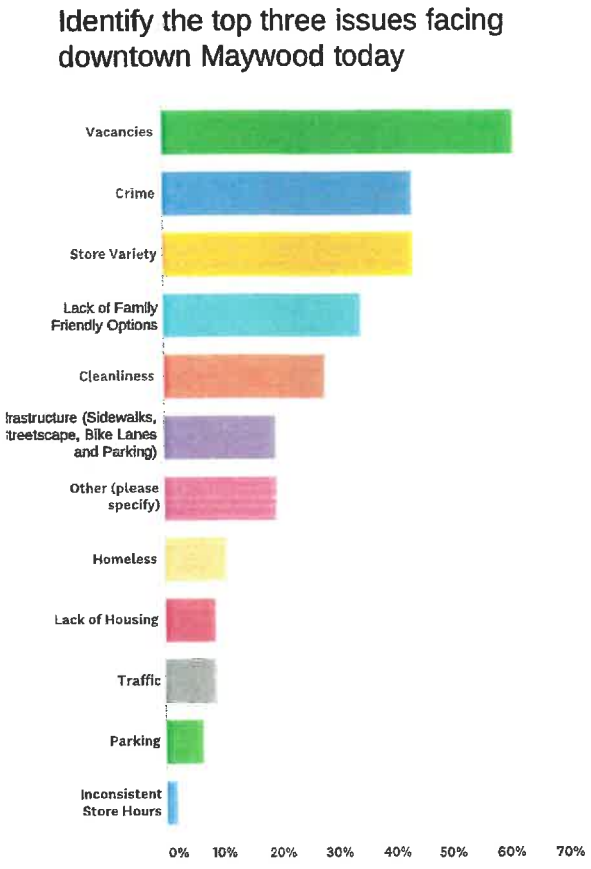
October Community Meeting Breakout Session

PUBLIC OUTREACH

Community Survey

A community wide survey was created to help reveal preferences and identify issues for the Plan. The survey was conducted using an online survey tool and was released at the first community meeting and closed on December 20, 2019. A link to the survey was added to the Village website, as well as advertised at stakeholder meetings, through bulk e-mail,posters, and handouts. Residents, employees, and business owners were invited to take the survey. 46 people completed the survey. The survey results are largely consistent with the feedback received at the public meeting, conversations with stakeholders, and input from the steering committee.

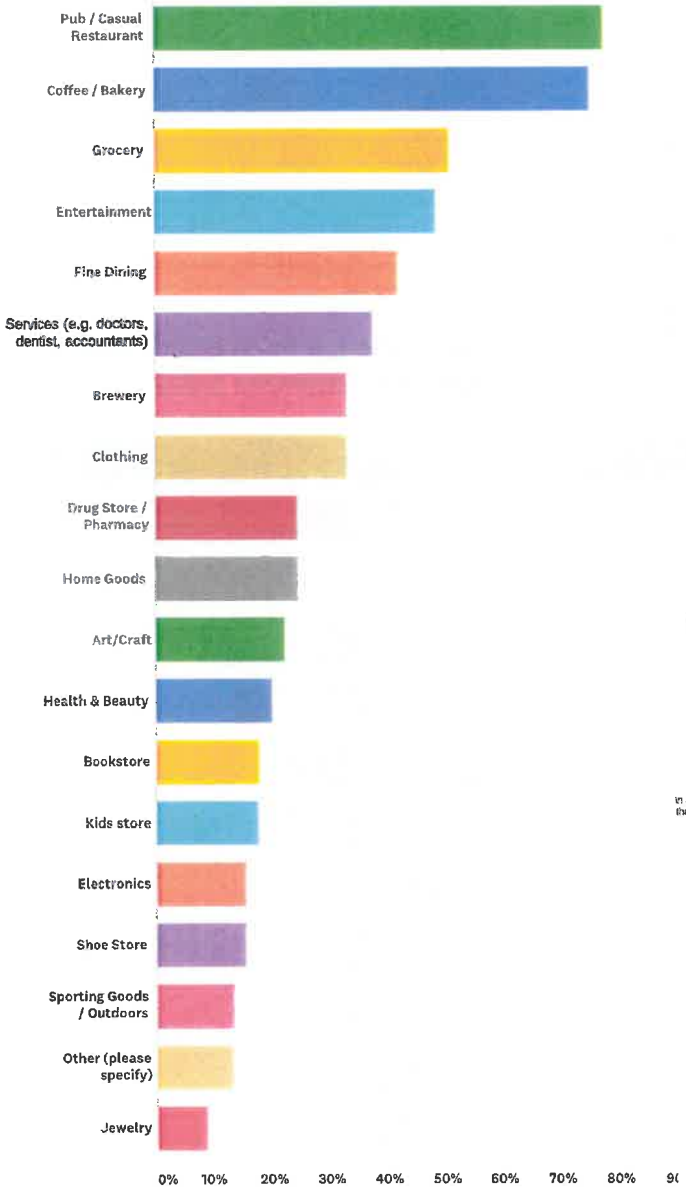




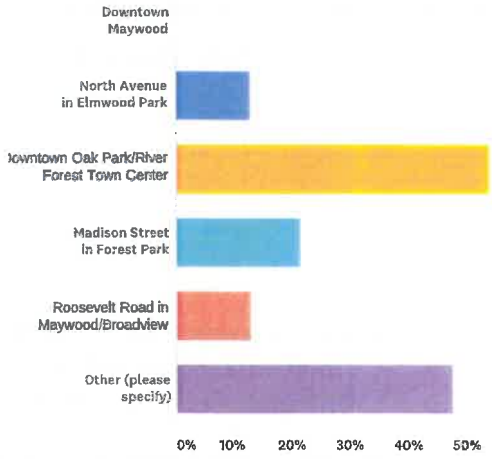
WHAT ARE THREE WORDS YOU WOULD LIKE TO USE TO DESCRIBE DOWNTOWN MAYWOOD IN THE FUTURE?

Beautiful New Thriving friendly vibrant shopping Walkable entertainment

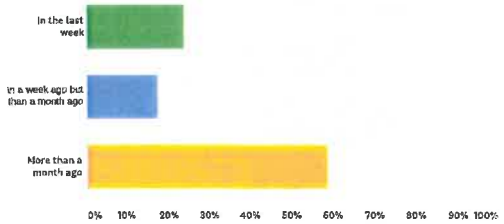
What type of retail/commercial businesses do you think could be successful in downtown Maywood?



Where do you go for most of you shopping needs?

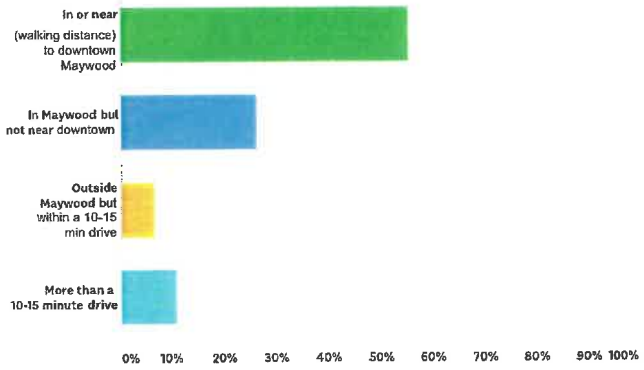


When was the last time you purchased something from a downtown store, dined at a downtown restaurant, or attended an event downtown?

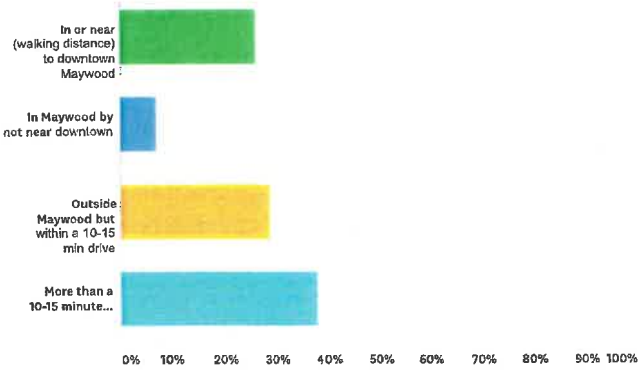


PUBLIC OUTREACH

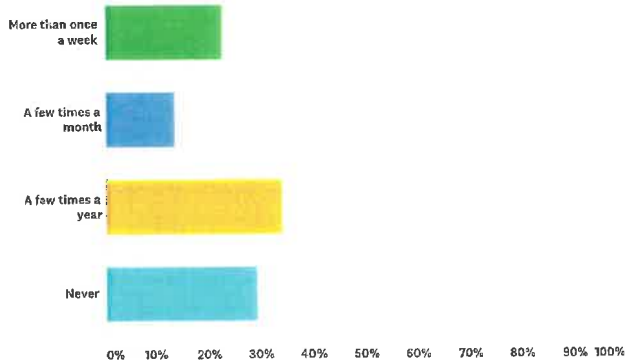
Where do you live?



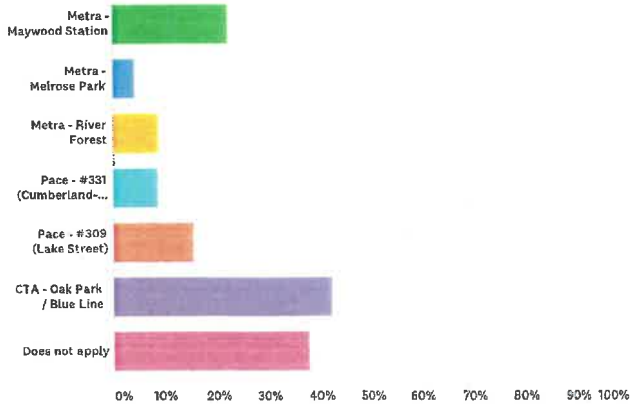
Where do you work?



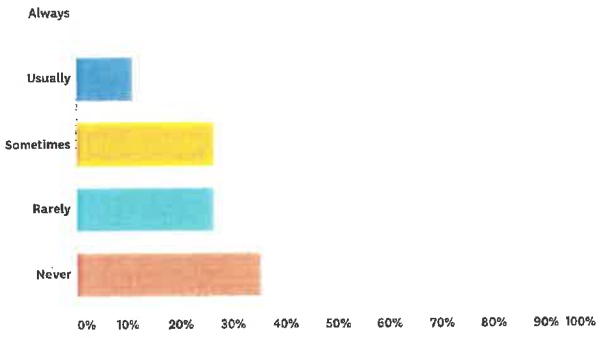
How often do you use public transit?

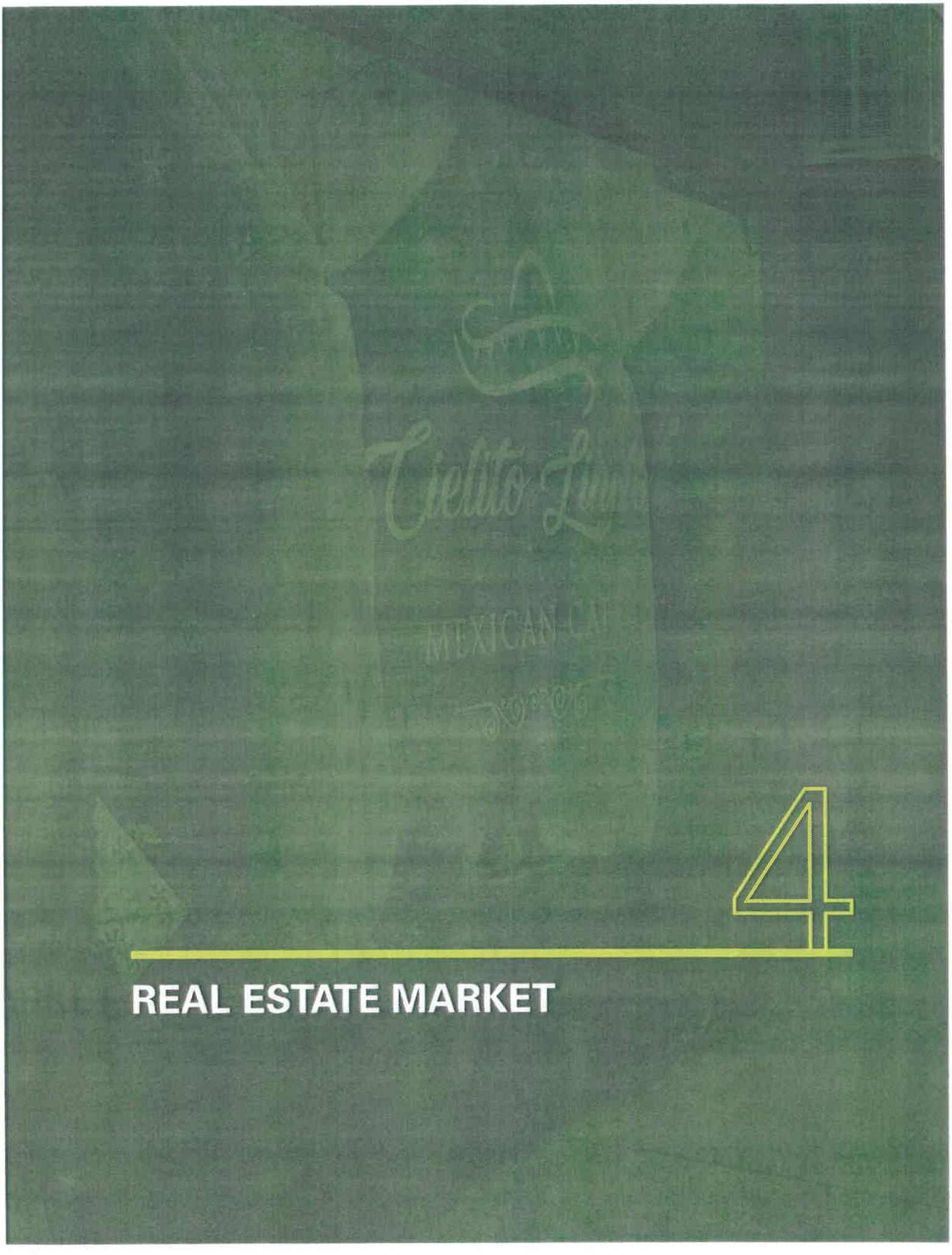


Which stations, or bus lines do you use?



Do you ride a bike for recreation or commuting?





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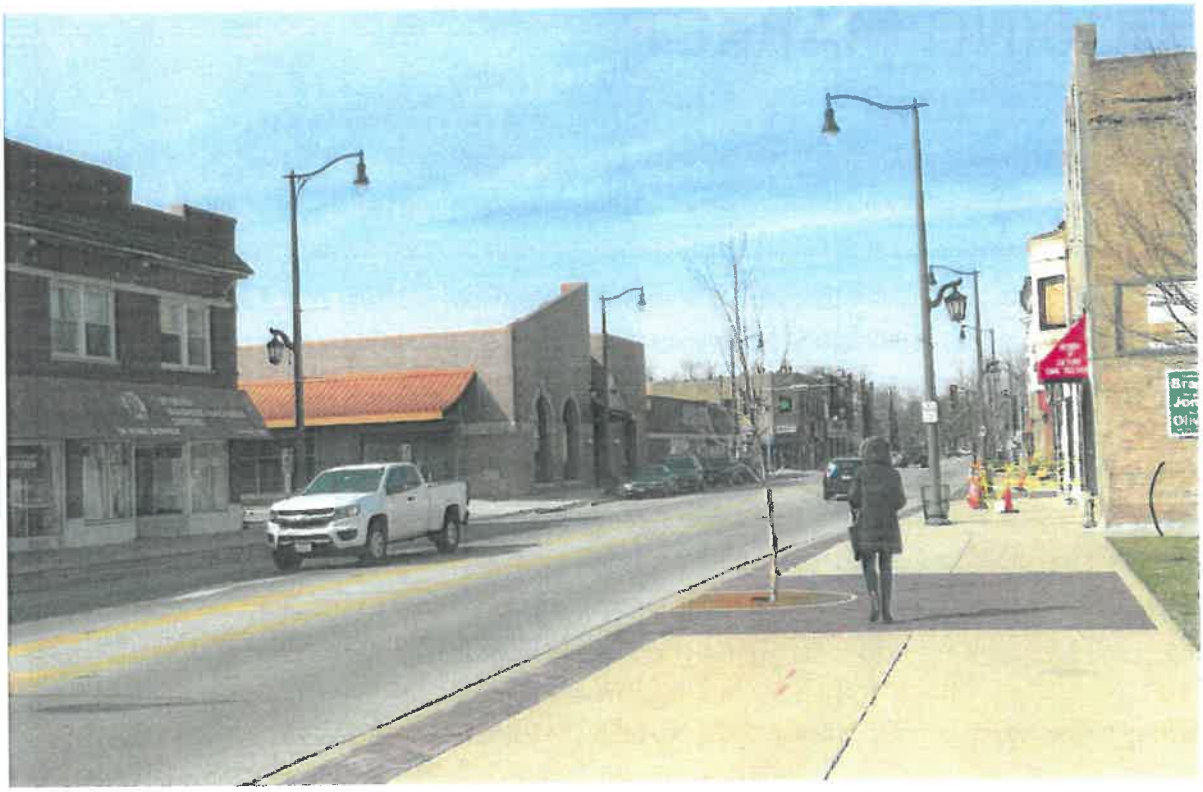
REAL ESTATE MARKET



REAL ESTATE MARKET

The following Market Analysis by Goodman Williams Group presents information on the residential and commercial markets within the Village of Maywood. It provides initial conclusions regarding current market conditions, retail and commercial opportunities, and viable housing options in downtown Maywood.

Downtown Maywood includes distinct corridors along 5th Avenue and Lake Street, and future development opportunities are likely to build off current conditions. 5th Avenue north of the Metra Station could serve as the main commercial center in the downtown, with locally owned stores, businesses, services, and restaurants filling the current vacancies. South of the station includes more civic uses, including the library and government offices that could be added to in the future. Lake Street is currently more auto-oriented, both in terms of the traffic counts as well as businesses that are oriented to automobiles. Additional commercial development closer to 1st Avenue is likely.

Commercial development in downtown Maywood would benefit greatly from additional residential development. Despite softness in the residential market, near to mid-term housing market opportunities exist within both the for-sale and rental sectors. Modest-sized mixed-use development with ground floor commercial space would be particularly appropriate near the Metra Station.

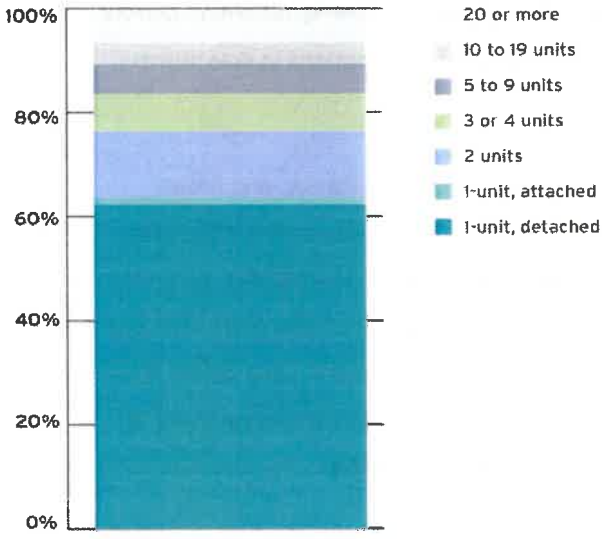
HOUSING MARKET

New residential development in Maywood has been limited in recent decades, although some projects near downtown Maywood are planned, creating hope for a strengthening market. Interfaith Housing Development Corporation is set to begin construction on 5th Avenue Apartments, a new development to encompass 72 units of affordable housing for families and individuals, together with 4,500 square feet of ground floor retail space, at 802-820 S. 5th Avenue. Also, the White Lotus Group is planning an adaptive re-use project at 316 W. Randolph that will include 100 assisted living units.

The Housing Authority of Cook County is nearing completion on nine rental units in three multi-family apartment buildings reserved for disabled low-income renters, also located on 5th Avenue south of downtown Maywood. Future residential sites could include the Soldiers' Widows Home at 224 N. 1st Avenue, a historic landmark in Maywood, though it may need to be rezoned. Artspace considered this building and the vacant site across 1st Avenue as a potential location for artist live/work space.

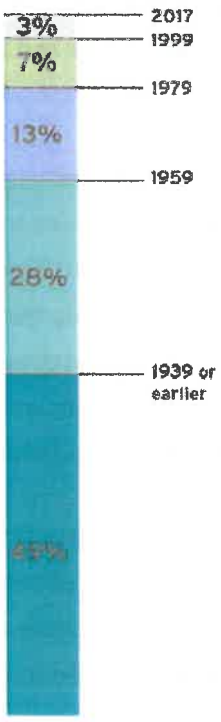
Attached for-sale townhomes might also find a market in the Village, attracting young families to infill sites in the Downtown. New market-rate rental development is also a possibility, particularly if there is support from the major employers in the area including Loyola University Health System and Hines VA Hospital.

Maywood Housing Stock by Units in Structure



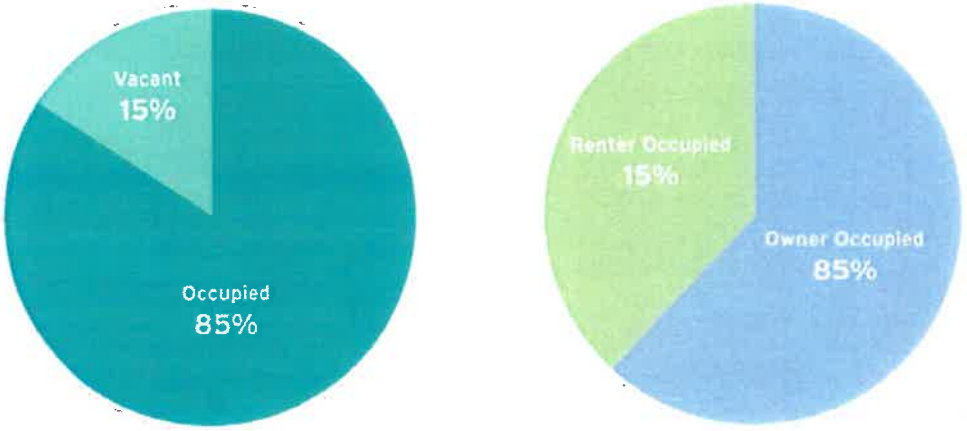
Year Estimates

Maywood Housing Units by Year Built



HOUSING MARKET

Maywood Housing Occupancy
Total Housing Units: 8,783



Source: US Census Bureau, 2013-2017 ACS 5-Year Estimates

Housing Market Indicators

Key performance indicators within Maywood's housing market are mixed. While asking rents among existing apartment developments are lower than area averages, occupancy levels are healthy. In the for-sale sector, sales volumes have been climbing steadily since recovery from the recession, demonstrating market strength; yet median sale prices remain lower than neighboring communities and foreclosure rates remain higher than Cook County as a whole. Finally, while very little new home development has occurred within the Village in several decades, recent signs of new activity and interest – including the proposed 5th Avenue Apartments affordable rental development and the successful sale of ten redevelopment parcels as part of the Vacant to Valued program – are promising.

Yet market fundamentals within the Village, including a comparatively low median household income, high level of housing costs burden, and zero to negative population growth, are sizable challenges to new residential development. Without a significant Village-led impetus for housing investment, little additional development is likely to occur.

Nevertheless, near to mid-term housing market opportunity exists within both the for-sale and rental sectors, though expectations must be aligned with market realities. Specifically, the introduction of new housing units within downtown Maywood could help to fill gaps in the Village's existing housing supply, thereby expanding housing choice and encouraging community-supporting household growth.



Existing townhomes in downtown Maywood at Oak Street and 4th Avenue just south of Maywood Park

Based on our analyses of market fundamentals and assessment of current market dynamics, we find adequate levels of market support for the following housing products:

Attached For-Sale Townhomes

Attached for-sale townhomes are currently underrepresented in the Village, making up only 1.5% of the total housing stock. (By comparison, the rate is three to seven percent for many other first ring suburban municipalities.) Attached townhomes have a long and proven track record of success in suburban locations of all types—including re-emerging and historically disinvested markets—and can provide a critical value-priced entry point for buyers. Townhomes are particularly popular with young families, as they provide most of the benefits of comparable detached single-family homes but at a lower price point.

Developed in configurations of two or more units (depending on land availability), these homes could fill a gap and bring needed diversity to Maywood's housing market while representing an opportunity for younger families and first-time buyers to invest and put down roots in Maywood.

We recommend that the Village actively promote townhome development throughout downtown Maywood. To developers, townhomes offer the benefit of scalability and can be developed in stages as market opportunity allows. For the Village, they offer the opportunity to increase residential density by redeveloping vacant parcels or obsolete/irreparable single-family structures on scattered sites where detached single-family home development is unlikely to occur.

HOUSING MARKET

Market Rate Rental Units

Much of the existing market rate rental apartment stock in Maywood is 50 or more years old, and most developments within the Village lack the contemporary features and amenities that are demanded by today's renters – particularly Millennials.

New apartments developed within downtown Maywood in close proximity to the Metra Station would likely find support among younger residents, such as interns and other healthcare workers employed in the medical district, as well as younger professionals commuting to Chicago for work. A secondary target market for these units would be seniors/retirees who desire maintenance-free living near transit and who don't require the enhanced services of senior living facilities.

While a highly amenitized larger-scale development (i.e., 100-plus units) is unlikely to be feasible in the near to mid-term, market support could be found for a smaller-scale rental development of approximately 25-35 units with a limited but carefully curated set of building and unit amenities.



Existing multi-family housing in downtown Maywood



Existing multi-family housing in downtown Maywood



Example of multi-family housing appropriate for downtown Maywood



Recently completed three-unit affordable housing building in Maywood on 5th Avenue. Source: IFF

Affordable Rental Units

Finally, our analyses of housing cost burden and affordable housing supply within the Village amply demonstrate the urgent need for more high-quality affordable housing options. Over 2,800 households within the Village earning less than $50,000 per year can be considered housing cost burdened (one in every three households Village-wide), and nearly 1,700 Village households are considered extremely housing cost-burdened (one in every four households). Yet the Village's inventory of designated affordable units is just 750-800 units.

We encourage the Village to consider supporting additional quality affordable housing within downtown Maywood and to recognize the numerous social and economic benefits of doing so. The well-conceived 5th Avenue Apartments development proposed by Interfaith Housing could be seen as a model for moving forward with additional affordable housing. Such housing would provide needed commercial and community-supporting residential density within downtown Maywood, increased housing security, and economic stability Village-wide.

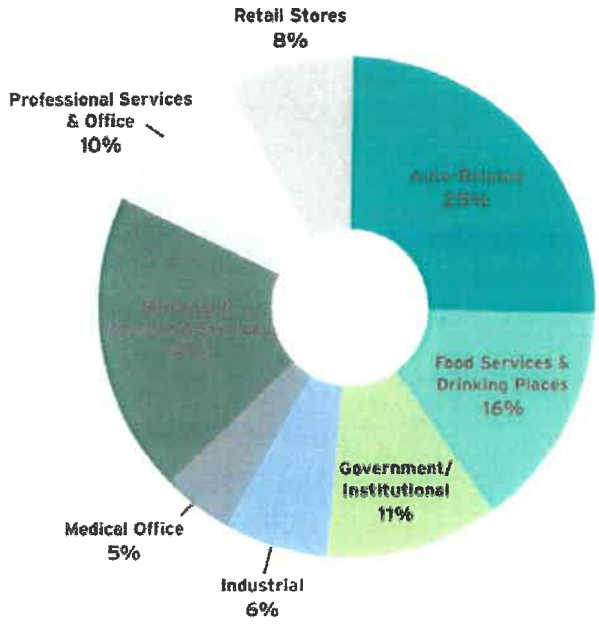
COMMERCIAL MARKET

Current market conditions in downtown Maywood's commercial corridors are weak. The overall vacancy rate in ground floor businesses in downtown Maywood is 26%. The most significant development built along 5th Avenue in recent years is the Stairway of the Stars building which was completed by Maywood Fine Arts Association in 2016. The programs operating in this building and across the street at the Maywood Fine Arts building bring families to the downtown area from Maywood as well as from other communities. A new Mexican restaurant, Cielito Lindo Mexican Café, opened this Spring at 612 W. Lake Street.

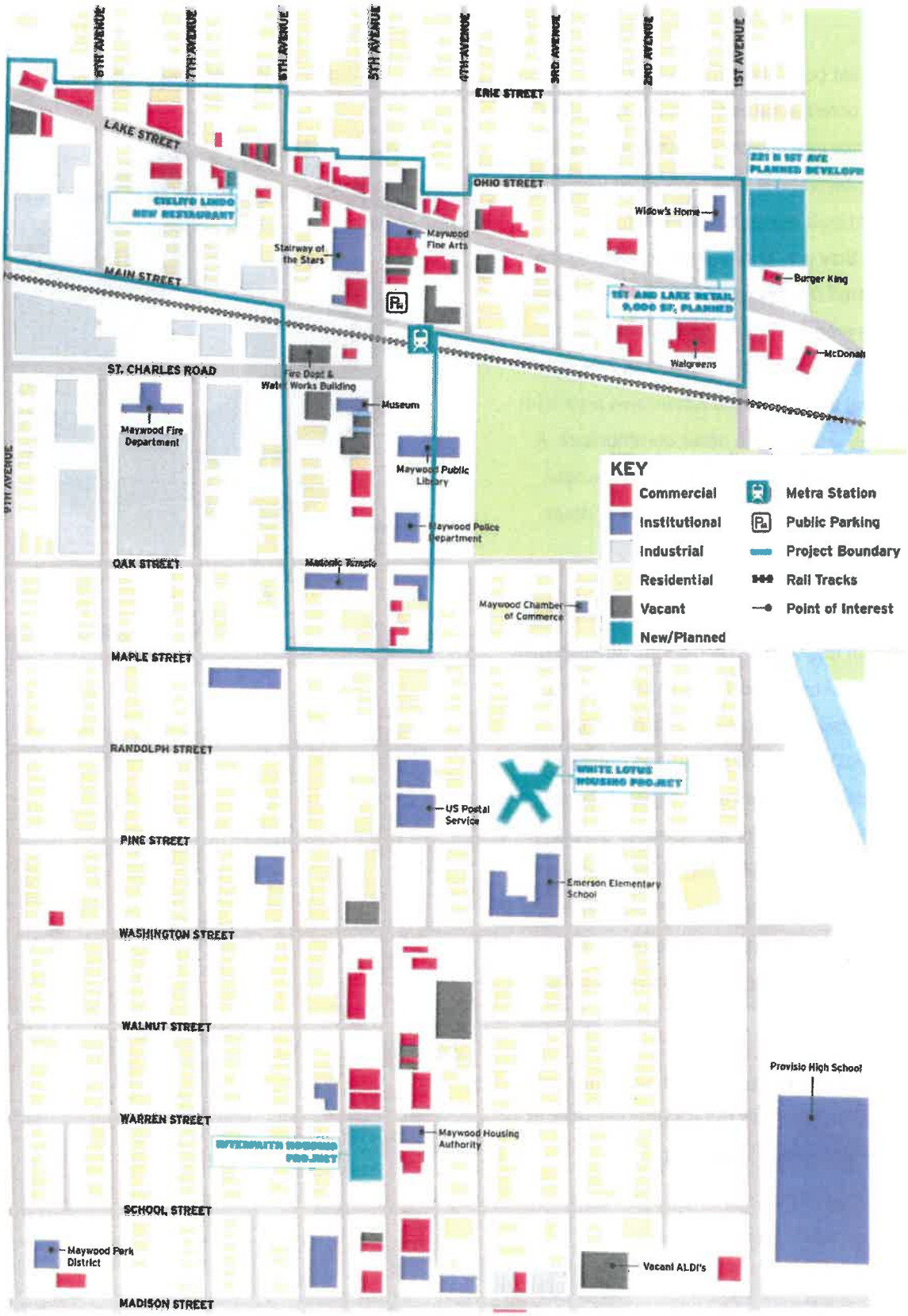
Other commercial projects are planned or proposed along both 5th Avenue and Lake Street in downtown Maywood. The planned development at the corner of Lake and 1st Avenue would be an auto-oriented development on a currently vacant lot and proposes a restaurant, coffee shop, and other office and retail uses. A development at 221 N First Ave is planned, however details remain confidential at this time. A cinema and diner has been discussed as a potential reuse on a key site in easy walking distance of the Metra Station. Further planning for this reuse is currently underway.

The map on the following page shows the location of the major anchors and redevelopment sites in and around downtown Maywood.

Downtown Maywood – Business Mix



Source: Goodman Williams Group


9TH AVENUE
7TH AVENUE
6TH AVENUE
5TH AVENUE
4TH AVENUE
3RD AVENUE
2ND AVENUE
1ST AVENUE
ERIE STREET
LAKE STREET
OHIO STREET
MAIN STREET
ST. CHARLES ROAD
OAK STREET
MAPLE STREET
RANDOLPH STREET
PINE STREET
WASHINGTON STREET
WALNUT STREET
WARREN STREET
SCHOOL STREET
MADISON STREET
CIELITO LINDO NEW RESTAURANT
221 N 1ST AVE PLANNED DEVELOPM
1ST AND LAKE RETAIL 9,000 SF, PLANNED
WHITE LOTUS HOUSING PROJECT
RIVERSMITH HOUSING PROJECT
Maywood Fine Arts
Stairway of the Stars
Widow's Home
Burger King
McDonald
Walgreens
Fire Dept & Water Works Building
Museum
Maywood Fire Department
Maywood Public Library
Maywood Police Department
Masonic Temple
Maywood Chamber of Commerce
US Postal Service
Emerson Elementary School
Maywood Housing Authority
Provisio High School
Maywood Park District
Vacant ALDI's
KEY
Commercial
Institutional
Industrial
Residential
Vacant
New/Planned
Metra Station
Public Parking
Project Boundary
Rail Tracks
Point of Interest

COMMERCIAL MARKET



One of the many auto-service-oriented, auto-dominated commercial frontages along Lake Street

Lake Street

Lake Street is one of two main corridors in downtown Maywood, serving as the east/west point of entry into the Village from neighboring River Forest and Melrose Park. It is dominated by auto-related businesses, with 13 establishments between 1st and 9th Avenue, including gas stations, auto-repair shops, tire shops, and for-sale car lots, many of these establishments with large storefront parking lots to accommodate for-sale cars, or cars undergoing repair.

Lake Street suffers from a high vacancy rate at 30%, with clusters of vacant storefronts in the Krietman Building (417, 419, 421 W Lake Street), and the Hancock Block building (601 – 611 W Lake Street) and other empty vacant storefronts in-between. Large vacant lots and underutilized parcels are also frequent on this corridor, particularly on the eastern and western edges of the project boundary.

High vacancy rates, open parcels, and poor connectivity indicates Lake Street is not efficiently functioning as a successful commercial corridor, especially for a downtown. Clusters of commercial activity between 4th Avenue and 7th Avenue offer opportunities for a diverse business mix and with attractive retail options, however, high vacancies and deteriorated building facades currently limit activity in this area.



First block of 5th Avenue north of Main Street

5th Avenue

5th Avenue runs north/south through Maywood and serves as the main downtown corridor, with multiple governmental and institutional establishments and a diverse mix of commercial users. Anchoring 5th Avenue to the north is Maywood Fine Arts, and Stairway of the Stars dance studio, bringing hundreds of residents and visitors to downtown Maywood each week. Updated streetscaping and wide sidewalks makes it both aesthetically appealing and comfortable for pedestrians.

Like Lake Street, 5th Avenue suffers from high vacancy rates, with many boarded up and deteriorated storefronts in need of repairs. Unlike Lake Street, there are no auto-related businesses on this street. Downtown's main amenities are located on 5th Avenue, including the Maywood Public Library, Maywood Police Station, and a public park just south of the Metra tracks. The high levels of foot traffic could be leveraged to attract new retailers to enhance downtown.

Within Maywood, the downtown represents a significant opportunity to add residential density and attract additional investment. Doing so will provide lift to the local economy and bring added benefits to the Village as a whole.

OVERALL MARKET STRATEGIES

Within Maywood, the downtown presents a significant opportunity to add residential density and attract additional community investment. Doing so will boost the local economy and bring added benefits to the Village as a whole. However, it is important to plan realistically and to align expectations with market realities. That said, even small-scale development projects, if done well, can have a big impact in terms of momentum building and nurturing future opportunity.

In moving forward, and acknowledging both the challenges and opportunities inherent in the localized market, we recommend that the Village utilize the following strategies to attract development interest. These efforts should be part of a comprehensive strategy to improve social and physical conditions in downtown Maywood and Village-wide.

Engage with local and/or smaller development entities

Engage particularly those with experience in weaker markets and disinvested areas. These businesses are much more likely to be interested in creative approaches and projects at a scale currently feasible within downtown Maywood than their larger, regional counterparts.

Use incentives and other types of financial relief

Tax Increment Financing (TIF) financing (where available), tax incentives, free land, and reduced fees can help to attract developer interest and may be necessary – particularly in the short run – to close financing gaps. Work with the Cook County Assessors to promote fair assessments of commercial and residential properties.

Complete Neighborhood

The Village should encourage the positioning of downtown Maywood as a complete neighborhood at its core. New housing development should go hand in hand with additional efforts to bring more commercial amenities, community activity, and other forms of neighborhood vibrancy to downtown Maywood.

Business Attraction

Small businesses that cater to the local market, including reasonably-priced eating and drinking establishments (such as Cielito Lindo Mexican Café), food stores, specialized apparel and other retail businesses, and service businesses are finding success in downtown Maywood in spite of the competitive market conditions and the high cost of doing business in Maywood that can present barriers to commercial development in general. The target market should be local residents and employees working close by. Including ground floor commercial space as part of future multi-family developments, as being planned by Interfaith Housing, is particularly appropriate.

Given the limited market for future commercial development, we recommend that the Village of Maywood work closely with property owners and future developers to help attract new tenants and enhance the various commercial corridors within downtown Maywood.

The Village also needs to continue to provide financial incentives to encourage commercial development in its downtown.

Provide assistance to upgrade building facades and interiors

Downtown Maywood has the infrastructure of a vital downtown, but many of the buildings are deteriorating and in need of improvements prior to securing a buyer or a tenant. While the St. Charles TIF district has expired, other forms of subsidy are needed to help improve facades and building interiors, and lower costs to help attract and maintain retailers and business. Examples of buildings in need of repair include the old "General Store" at 14 N 5th Ave, and buildings across from the Maywood Public Library at 106 – 112 N 5th Avenue.

Prioritize redevelopment of the following vacant properties and deteriorated buildings

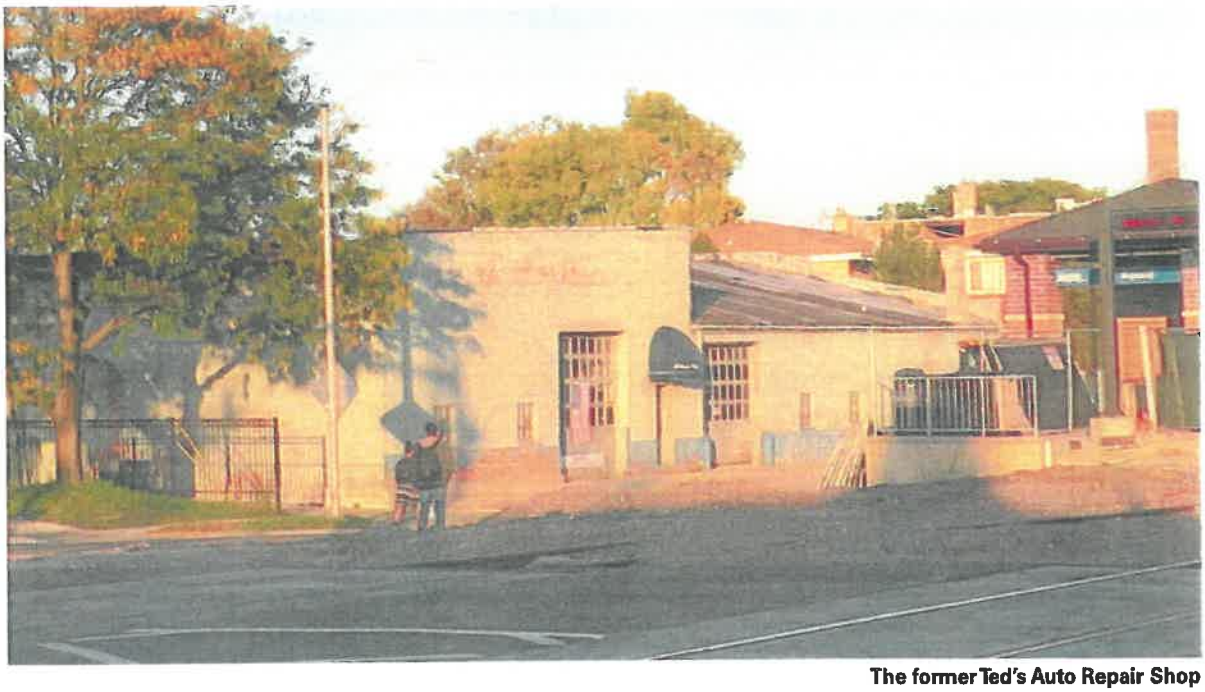
Goodman Williams Group has identified sites and buildings in downtown that should be priorities for new development or redevelopment. Some of these are owned by the Village and Cook County Land Bank, while others are privately owned.

401 N Main Street, situated just behind the Metra station, previously Ted's Auto Repair, a 10,000 SF auto shop. Proximity to the Metra Station make it prime for redevelopment as an eating or drinking place. This property is currently owned by the Cook County Land Bank.

Krietman Building at 417-421 W Lake Street, located at the corner of 5th Avenue and Lake Street in the heart of downtown Maywood. It is directly across from anchor Maywood Fine Arts, meaning high visibility and potential foot traffic. This mixed-use building has three storefronts, currently vacant, that need building façade improvements prior to securing new tenants. This building is privately owned.

Soldiers' Widows Home at 224 N 1st Avenue is a historic landmark in Maywood, and local destination. Redevelopment plans have been presented by multiple developers for the existing building and adjacent parking lot. Redevelopment could include a combination of commercial, institutional, and residential uses. This property is owned by the Village of Maywood.

OVERALL MARKET STRATEGIES



The former Ted's Auto Repair Shop

Refine visions and marketing strategies for downtown corridors

The two commercial corridors that make-up downtown Maywood, 5th Avenue and Lake Street differ in terms of character and uses, and therefore require different strategies for business attraction and corridor improvements. By dividing them into subsections, city officials can easier focus efforts to attract appropriate businesses.

Consider ways to lower taxes and operating costs to attract and retain retailers

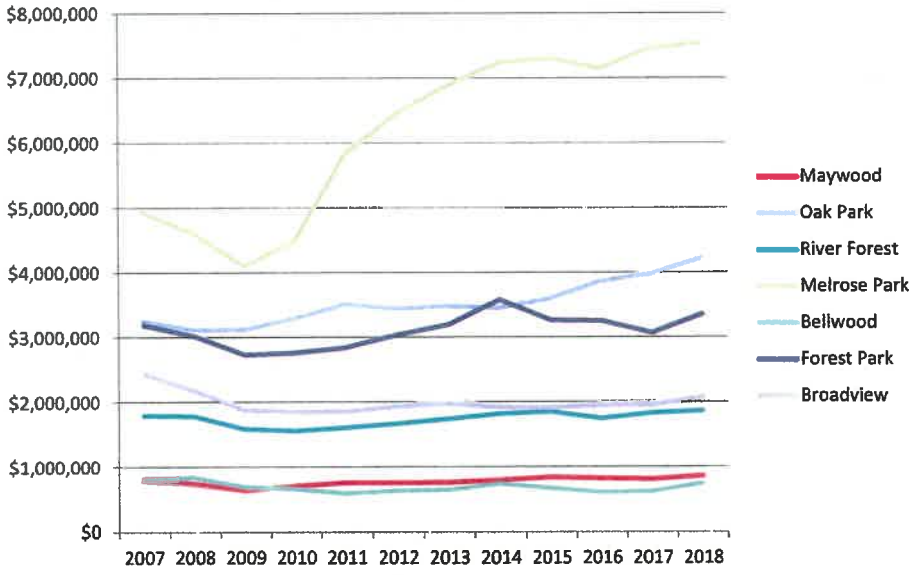
Property taxes and operating costs in Maywood are significantly higher than neighboring communities. National retailers are choosing neighboring Melrose Park and Oak Park over Maywood. In order to be competitive, Maywood needs to make it more appealing to do business, and to be open to commercial retailers and users that can raise the retail sales tax income, and attract people and business to the

Comparative Property Tax Rates

Municipality	2017 Average Composite Tax Rate	Village Tax Rate
Maywood	20.073	11.601
Melrose Park	11.001	2.558
Oak Park	12.204	1.996
Forest Park	11.381	1.522
Broadview	12.701	2.651
River Forest	9.884	1.154
Bellwood	17.757	7.548

Source: 2017 Tax Rate Report from the Office of Cook County Clerk

Comparative Retail Sales Tax, 2007 - 2018



Source: Illinois Department of Revenue

OVERALL MARKET STRATEGIES

5th Avenue and Main Street - Mixed-use Node

- Build off the foot traffic of residents and visitors going to Maywood Fine Arts and Stairway of the Stars
- Focus on attraction of food service (full-service, fast casual, specialty i.e. café, ice cream, etc.) and entertainment. The proposed Rosebud Cinema / Diner would be a welcome addition.
- Walkable, pedestrian friendly
- Local/small business owners

5th Avenue south of the Metra Station - Civic Center

- Build on Maywood Public Library, Maywood Police Department, Museum, fire department, banks and churches
- Consider moving Village Hall to this node.
- Renovate the Masonic Temple building for civic and cultural uses
- Expand the West Town Museum of Cultural History
- Encourage medical or professional office space, which would also be appropriate here, particularly in vacant storefronts across from the library
- Support local business

Lake Street between 1st Avenue and 3rd Avenue - Community Commercial

- Market to national retailers and developers that need the traffic counts and parking. The area already has Walgreens, McDonald's and Burger King
- Continue to support new commercial development on vacant sites at 1st Ave and Lake Street
- Promote the redevelopment of the Soldiers' Widows Home

Lake Street west of 7th Avenue - Auto/Industry Related

- New businesses can open up in vacant storefronts and new development on vacant lots alongside auto service and industrial uses that will likely remain in the near term
- As auto dominated properties become available for redevelopment in the future, emphasis should be on downtown serving, mixed-use development



5

DEVELOPMENT RECOMMENDATIONS



A VISION FOR DOWNTOWN MAYWOOD

This plan identifies a series of actions, strategies, and policies supporting economic development, investment and growth within downtown Maywood. The strategies outlined include low-cost, short-term actions for immediate implementation, and long-term projects that may require additional financial resources, strategic partnerships, and/or changes to municipal regulations and policies.

This vision is informed by an up-to-date real-estate market study that identifies feasible land uses, strategies, and development criteria for new infill development and renovation of existing structures. Attracting new businesses, adding residential density, and improving affordable housing options are priorities of this study.

Strategies for revitalizing downtown Maywood will require prioritization and consensus within the Village administration, commissioners, and elected officials. Going forward, the TOD Plan Update will be an important resource as the Village seeks support for other revitalization initiatives.



As part of the online survey, residents submitted their vision for downtown Maywood. The most frequently used words above are represented by size.

Key development strategies include:

1. Better reposition the opportunity sites for re-tenanting, renovation or redevelopment.
2. Build-off existing downtown assets through clustering of compatible land uses.
3. Activate Downtown with events, innovative programing, temporary uses and placemaking
4. Increase local businesses through business incubators and strategic partnerships
5. Develop additional retail
6. Leverage existing recreational parks and facilities such as Fred Hampton Aquatic Center
7. Increase access to Forest Preserves, kayaking and regional bike trails.
8. Strengthen the cultural connections and celebrate Maywood's history
9. Provide incentives for attraction of new businesses and strengthen existing business
10. Establish incentives to encourage new development
11. Improve the quality of the physical environment of the downtown.
12. Actively market Downtown

OVERVIEW

In the summer of 2019, 26% of the ground floor storefronts in downtown Maywood were vacant. This high vacancy rate discourages further investment and contributes to a negative perception of downtown Maywood, when in fact, it has a number of positive attributes that could be the basis for its revival.

Character Zones

Downtown Maywood itself could be marketed with respect to the individual character zones. The pedestrian-oriented business district should be concentrated along 5th Avenue north of the Metra Station. The Civic Core with the public library, museum, and Police Department are in the zone to the south of the station. Additional civic development in the former Masonic Temple building at 200 S. 5th Avenue, as well as on the vacant site adjacent to the library, would enhance this civic core, bringing more employees and visitors.

Open Space

Proximity to Maywood Park and the Fred Hampton Aquatic Center, as well as to the Cook County Forest Preserve property and amenities along the Des Plaines River, brings numerous recreational opportunities proximate to downtown Maywood. Specific events, more publicity, and other actions could be taken to bring the cyclist, hikers, and others attending events in these public spaces into downtown Maywood for some food, culture, or shopping.

History

Maywood, a community proud of it's history, can look to clues from historic downtown Maywood to guide future development. Many of the historic land uses and the historic scale of development are appropriate models for development today. In particular there is a history of civic, commerce and housing. Specifically, the idea of integrating mixed-uses with retail at the street level and residence above in three to four-story buildings makes sense.

Activation

As a short-term solution, so called "pop-ups" or business incubators could be set up in vacant buildings to activate the space, draw shoppers, and provide support for local entrepreneurs and start-up businesses. These start-ups could be related to a specific industry, like food vendors, or could include a wider variety of retailers. Eventually, some of these start-up businesses might grow to the point that they could move to longer-term locations in the downtown district.

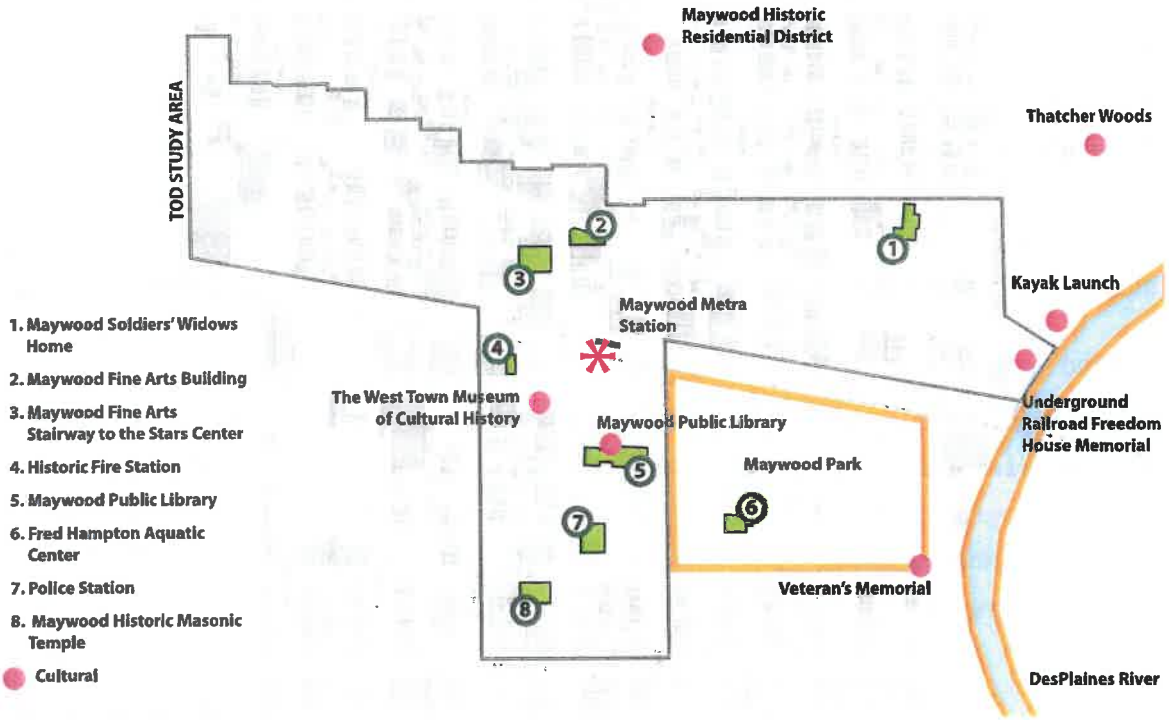
ASSETS

Downtown Maywood offers many community, cultural, and recreational assets that can be leveraged in future downtown development. At the center is the Metra Station at the intersection of 5th Avenue and Main Street. In 2017 a new heated indoor station replaced an existing, smaller outdoor shelter.

Many of Maywood's downtown buildings are historic and provide the district with a unique architectural character. Maywood's highly active public library is prominently located on 5th Avenue and is fronted by a beautifully preserved, historic, brick, Classical Revival-style 1906 Carnegie Library. The contemporary addition to the east is architecturally compatible with the original building, and significantly expanded the library's stacks capacity and archival space.

The Maywood police station sits directly adjacent to the library and diagonally across from the Old Masonic Temple multipurpose building, creating a prominent intersection of civic uses and buildings. While, the stately brick and limestone former Masonic Temple provides space for a variety of meetings and events, and contains a third floor auditorium space that, once renovated, could serve as an additional performance or event space.

Tucked just off of 5th Avenue on St. Charles Road is Maywood's historic firehouse which has recently been purchased with the hopes of creating an arts education center.



Maywood Existing Assets

ASSETS



Maywood Fine Arts Building



Maywood Public Library



Stairway to the Stars Dance Center



Maywood Freedom House Memorial Plaque

The northern end of 5th Avenue is comprised of many assets, anchored by the Maywood Fine Arts Building, a classically ornamented former bank building, and the Stairway to the Stars Center. The latter contains dance studios that double as multipurpose event spaces, while the former houses classes for children and youth.

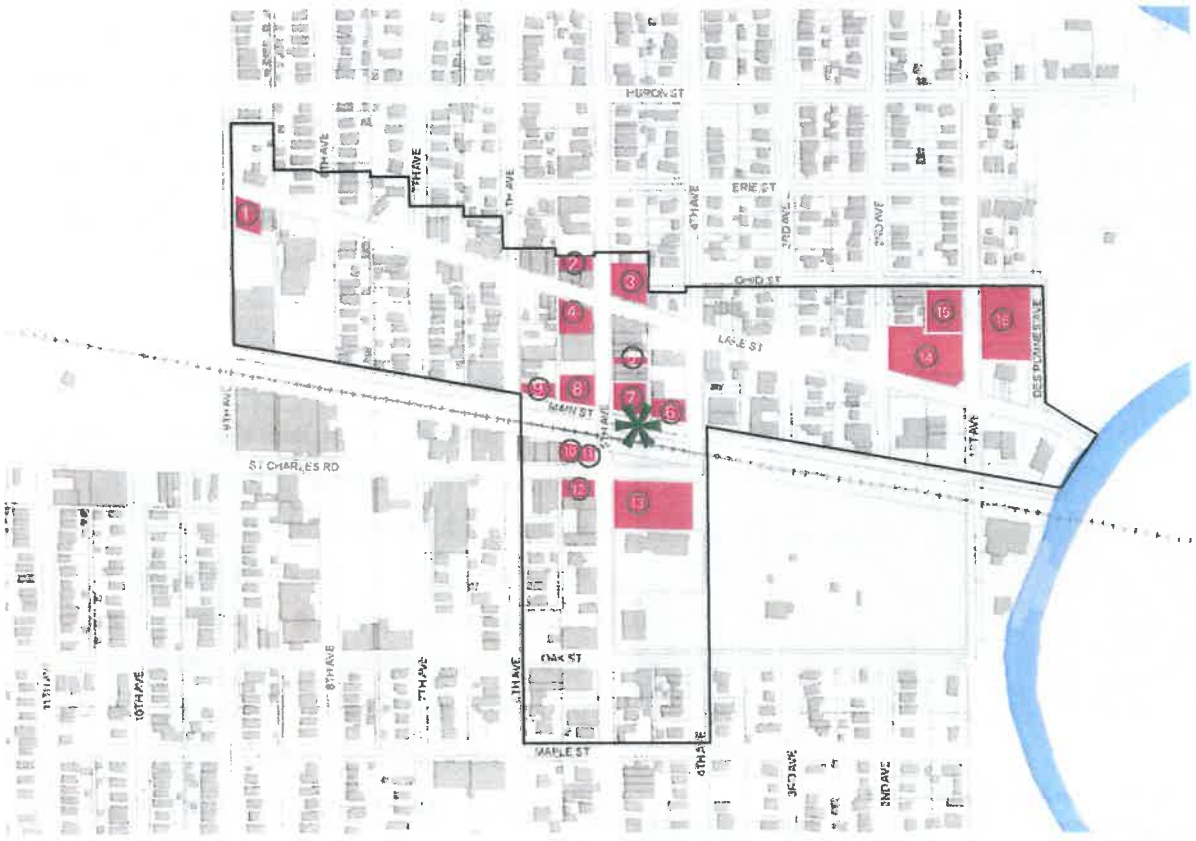
Maywood Park is bounded by the police station and library to the west, the Veterans Memorial on the southeast, and the Fred Hampton Aquatic Center on the south. The park is home to multiple baseball or softball fields, a basketball court, gazebo, playground, and sitting areas. The Aquatics Center contains a large outdoor pool and lounge area generating activity along the park's southern edge.

The Maywood Soldiers' Widows Home is a historic landmark which, near the turn of the 20th Century, housed the widows of Union soldiers from Maywood who died in the Civil War. Not too far from the Widows Home sits the memorial marking the location of an antebellum freedom house along the route of the Underground Railroad. Nearby this cluster of historical destinations are the Thatcher Woods Forest Preserve and Maywood Grove including the location of the Village's canoe and kayak launch point along the Des Plaines River.

To the north is the Maywood Historic Residential District, home to numerous elegant manors and historically landmarked residences lining brick paved streets.

OPPORTUNITY SITES

Based on site observations and discussions with Village staff and stakeholders, a number of specific sites within the downtown were identified as being advantageous for future redevelopment. Each site occupies a critical location with prime street frontage in close proximity to Maywood's Metra station. Some of these opportunity sites are currently vacant, while others contain surface parking, are underdeveloped, or are underutilized. Many of these opportunity sites are under private ownership, and several presently house existing businesses. The TOD Plan will present a vision for how these sites — if they were to become available in the future — could be redeveloped to support a broader cohesive vision for the study area.



1. **Vacant gas station**
2. **Maywood Candy Co.**
3. **Kreitman Building**
4. **Current Daycare/Former Sears**
5. **Vacant City-Owned Parcel**
6. **Former Ted's Auto**
7. **City owned parking lot**
8. **Maywood Appliance Building**
9. **Vacant Parcel**
10. **Vacant Parcel**
11. **Maywood Express**
12. **Vacant Parcel**
13. **Library Parcel**
14. **First and Lake retail project**
15. **Home for Soldiers' Widows**
16. **221 N 1st Ave**

OPPORTUNITY SITES

(1) Vacant gas station. The strategic location of the vacant parcel make it a prime site for commercial redevelopment. However, removal of the tanks and potential environmental remediation would add costs to redevelopment. The existing gas station north of the vacant parcel provides significant sales tax revenue to the Village and would not be a likely candidate for redevelopment in the near term.

(2) The Maywood Candy Company building is currently occupied by Candyman Wholesale, Inc. 5th Avenue would benefit from ground floor uses that active the street. Since a wholesale business is not dependant on commercial street frontage, and due to its close proximity to the Metra station, this site could support higher density mixed-use development with in the future.

(3) The Kreitman Building is a handsome two-story brick building with vacant storefronts and residences. It has frontages along the two significant commercial thoroughfares in downtown, making this site well-positioned for mixed-use transit-oriented development.

(4) At the southwest corner of 5th Avenue and Lake Street is a single-story commercial structure containing a day-care and law office. A higher density development seems appropriate at this location, given the significance of this intersection within the downtown fabric.



Vacant gas station at Lake Street and 9th Avenue



Location of proposed expansion of the West Town Cultural History Museum

(5) The vacant parcel on the east side of 5th Avenue between Main Street and Lake Street has previously been identified as a potential mixed-use development site. Assembling this parcel with the adjacent building to the south could enhance the development potential and make the project economically feasible.

(6) Just east of the city-owned parking lot on Main Street sits the vacant former Ted's Automotive Repair shop. This parcel was recently acquired by the Cook County Land Bank Authority, which has the capability to assist in creating a redevelopment plan. Like its neighboring parcel to the west, this site is located immediately north of the Metra Station, with valuable street frontage and visibility.



Vacated St. Charles Road right-of-way and vacant parcel adjacent to the library on the right.



Commercial Structure at the corner of 5th Avenue and Lake Street

(7) The 30-car Village-owned parking lot immediately adjacent to the Metra Station is a great redevelopment site and a critical location for adding vitality to downtown. This parcel is located in the center of a pedestrian-oriented commercial zone and has frontages on both Main Street and 5th Avenue, with great visibility and easy access to the train station.

(8) At the northwest corner of the intersection of 5th Avenue and Main Street is a two-story mixed-use building, on a large parcel, with the Maywood Appliance Inc. occupying the ground level commercial space. Recently Maywood Appliance, Inc. announced plans to relocate out of the downtown, creating an opportunity for commercial or mixed-use redevelopment adjacent to the Metra Station. The existing building, while in need of repair, is reported to be in overall good condition. Stakeholders have expressed a desire to preserve the existing building.

(9) A vacant lot west of the Maywood Appliance Inc building fronts on Main Street and is highly visible from the Metra tracks and along 5th Avenue and would be a good site for a mixed-use multi-family development.

(10) Adjacent to the old Maywood Fire Station, just west of Maywood Express, is a vacant parcel that serves as a parking lot. Three- to four-story mixed-use development on this site would help anchor the corner.

(11) Maywood Express is an active fast food establishment at the corner of 5th Avenue and St. Charles Road. The retail space is generously set back from the street and surrounded by surface parking. Like many of the other opportunity sites, this location has very high visibility from the Metra Station, and is an ideal location for greater density and a structure of architectural significance.

OPPORTUNITY SITES

(12) This vacant parcel is owned by the West Town Museum of Cultural History/Operation Uplift. The Museum has long planned an addition, which would be a great benefit to the community and the downtown. However, if the Museum does not develop the site, this prominent corner location could be considered for future transit-oriented development or other civic uses.

(13) North of the Maywood Public Library is a vast vacant parcel currently under the ownership of the Library. The site is highly visible from the Metra Station and fronts on 5th Avenue as well as the vacated St. Charles road right-of-way. The library's plans for the site are uncertain. However, it is a very prominent location with high visibility that could draw visitors arriving by train, thus warranting its inclusion as a potential site for redevelopment compatible with the civic-oriented mission of the library.

(14) This large parcel at the northwest corner of Lake Street and 1st Avenue, adjacent to the Soldiers' Widows Home, has been the focus of numerous development studies, but it remains vacant. This is a prime retail location.

(15) The Maywood Home for Soldiers' Widows is a landmark on the National Register of Historic Places but has sat vacant for years. Several proposals were considered for its renovation and adaptive reuse, but none have come to fruition. It has the potential to be an important cultural asset, and its restoration and renovation will be have an impact on revitalizing Maywood's downtown along 1st Avenue



Vacant site at the corner of Lake Street and 1st Avenue



Maywood Appliance Inc.



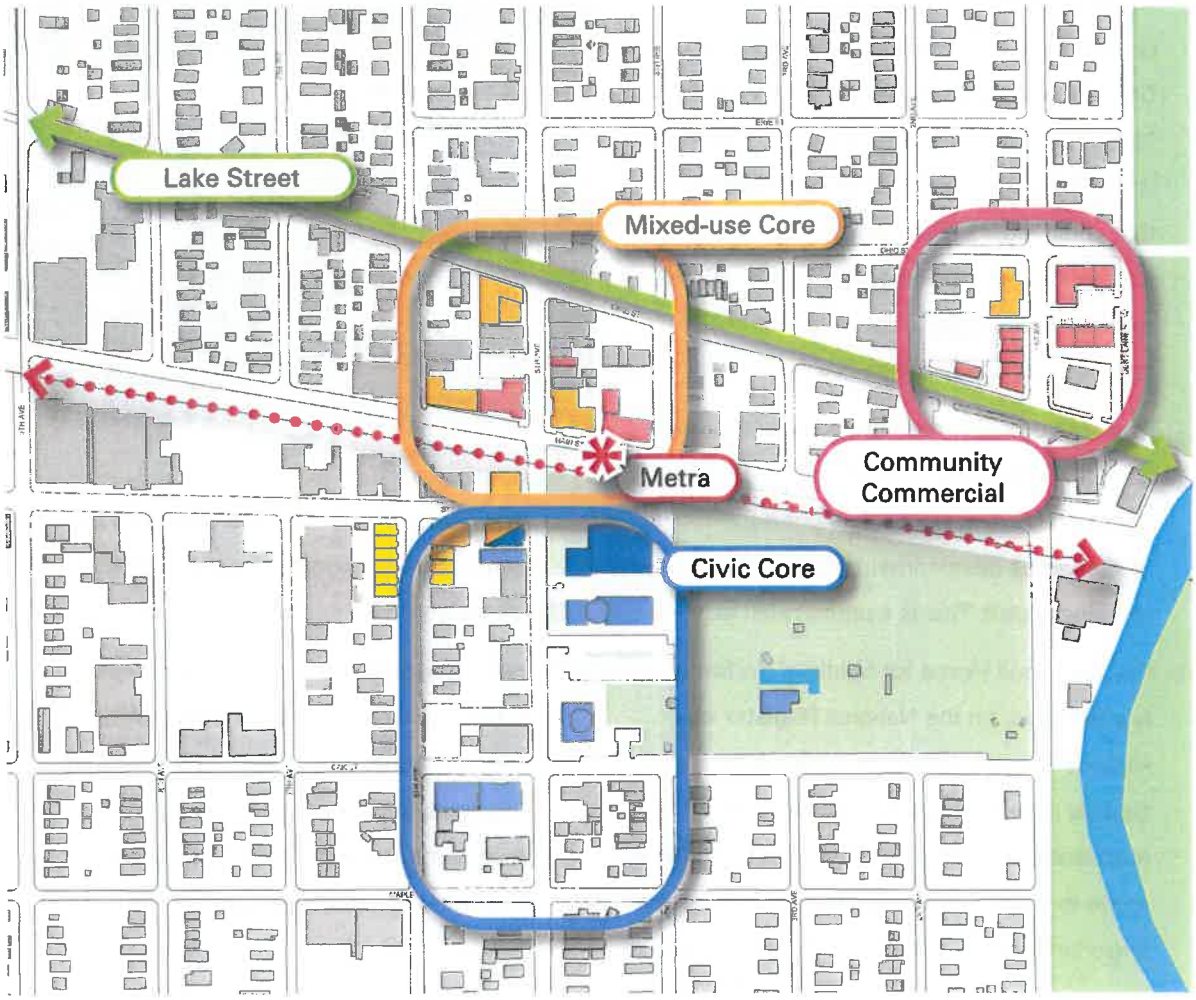
Maywood Express

(16) This is a vacant site located directly east of the Maywood Home for Soldiers' Widows, north of the existing Burger King. This grouping of parcels is the focus of a development proposal that was recently presented to the Village Council.

CHARACTER ZONES

Development in downtown Maywood can be organized into character zones that build upon existing assets and promotes synergistic uses.

- Civic Core: On 5th Avenue south of St. Charles Road strengthen civic zone with cultural, public, and institutional uses
- Mixed-use Core: On 5th Avenue north of St. Charles Road reinforce pedestrian-oriented commercial and housing near train station
- Community Commercial: Focus auto-oriented uses on First Avenue
- Lake Street: Transition from auto-oriented commercial to pedestrian-oriented retail over time along and improve overall pedestrian environment



Character Zones

DEVELOPMENT CONCEPTS



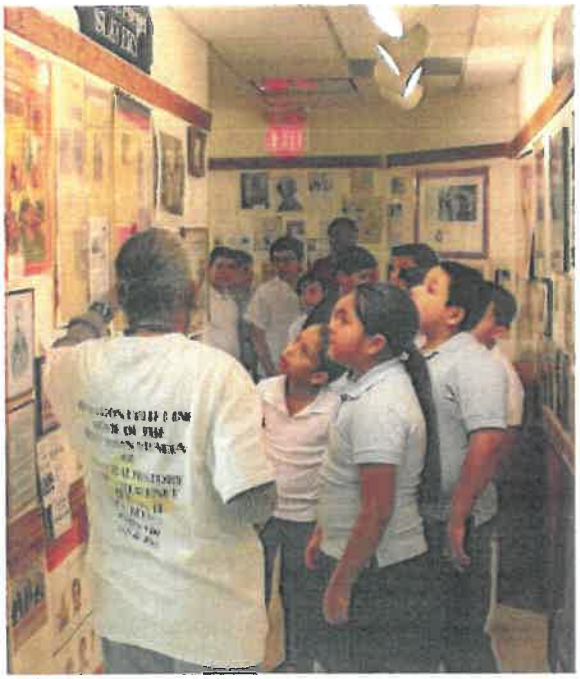


1. Improve access to Maywood Grove
2. Adaptive reuse of Soldiers' Widows Home
3. Commercial development along 1st Avenue
4. Redevelop the former Ted's Auto with uses that celebrate high-bay, bow-truss architecture
5. Strengthen connections between activities in Maywood Park and the Veterans Memorial to the downtown commercial district
6. Expansion of the West Town Museum of Cultural History or mixed-use infill development with multi-family housing and ground floor commercial
7. Activate existing storefronts through temporary pop-up activities, business incubators, and local entrepreneurs
8. Continue investment in Maywood Park as an important community resource
9. Commercial, dining, civic or entertainment uses
10. Consider development next to the library for a compatible civic use such as a new Village Hall
11. Invest in restoration of the historic Masonic Temple for civic, community, cultural, or recreational uses
12. Infill with townhomes and low density multi-family housing
13. Preserve historic character of existing street wall on St. Charles
14. Improve pedestrian environment by reducing curb cuts and adding bumpouts. Migrate away from auto dominated uses as opportunities arise
15. Seek investment and commercial redevelopment opportunities for existing "Maywood Appliance" building
16. Potential for replacement commuter parking

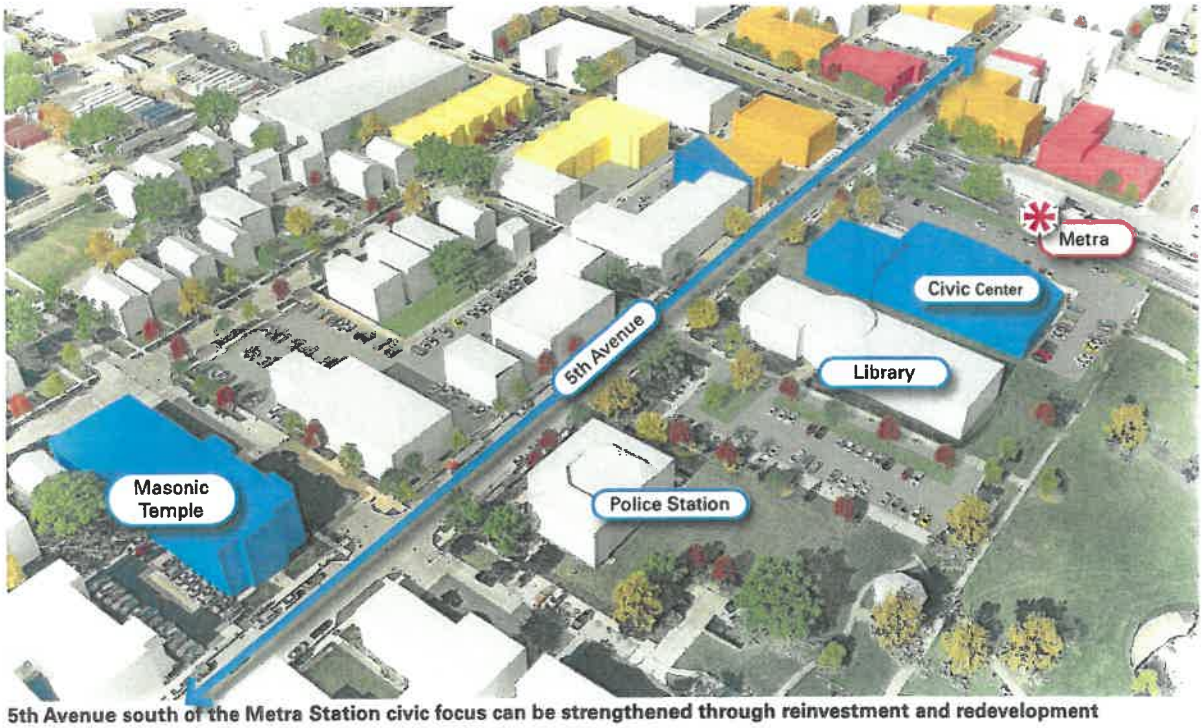
CIVIC CORE

5th Avenue is the historic cultural and civic core of Maywood. Today 5th Avenue, south of the Metra station, continues to be home to many civic functions including the Library and the Police Station which houses the Council Chambers and the Mayor's office, and the Post Office a bit further south. Remaining functions of Village Hall is currently located outside the boundaries of downtown Maywood at 40 W. Madison Street.

Additional civic assets include the West Town Museum of Cultural History. Maywood Fine Arts, a non-profit organization dedicated to providing high quality arts instruction to the children of Maywood and surrounding communities, is also located in two facilities on 5th Avenue.



West Town Museum of Cultural History is housed in an unassuming building at 104 S 5th Avenue. Visits to the museum are currently available by appointment.



5th Avenue south of the Metra Station civic focus can be strengthened through reinvestment and redevelopment

Civic Core

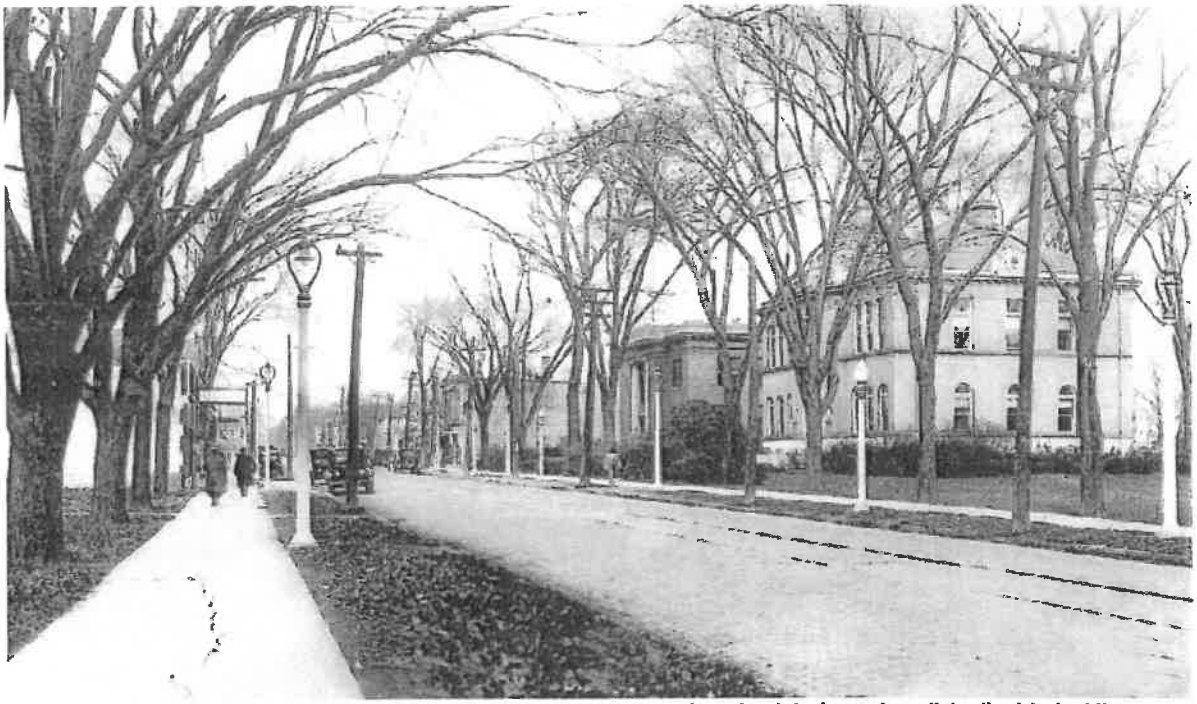
The area south of the Metra station is a key location for building upon existing civic assets. The Village should undertake a comprehensive assessment of existing facilities to identify current deficiencies, needs and opportunities, noting the possibility of restructuring functions and facilities for improved efficiencies and operational synergies.

Village Hall

Village Hall's current location places basic civic services away from the center of the community and away from other public facing civic intuitions. Moving Village Hall back to downtown Maywood would signal to the community that the Village is invested in downtown and is open and welcoming to residents. This move would bring additional employees and daily visitors to the downtown during daytime hours, providing daytime activity to support shops and restaurants.

Masonic Temple

The Village-owned Masonic Temple currently serves as a multi-function facility that includes recreational activities in the annex. The building is underutilized and in need of renovation but remains an important asset for the community. It could be renovated for civic and cultural uses. In 2014 the Village initiated a study for the potential adaptive reuse of the building for a replacement Village Hall. However, based on the Village's understanding of its current needs, the Masonic Temple is no longer considered a viable option to replace City Hall.



5th Avenue, seen here in the 1920's, the Village Hall is in the foreground on the right (now demolished) with the Library (still standing) next to it.

CIVIC CORE



Key Recommendations

1. Build upon existing cultural and civic uses to create a stronger "activity hub" within downtown
2. Relocate Village Hall to a prominent site in the civic core
3. Explore opportunities to create a civic center, enhanced cultural history museum, or a visitor's center within the Downtown
4. Invest in restoration of the historic Masonic Temple for civic, community, cultural, or recreational uses.
5. Evaluate development options for the parcel north of the Library for its best value to the community
6. Install a generous landscape promenade along the east side of 5th Avenue



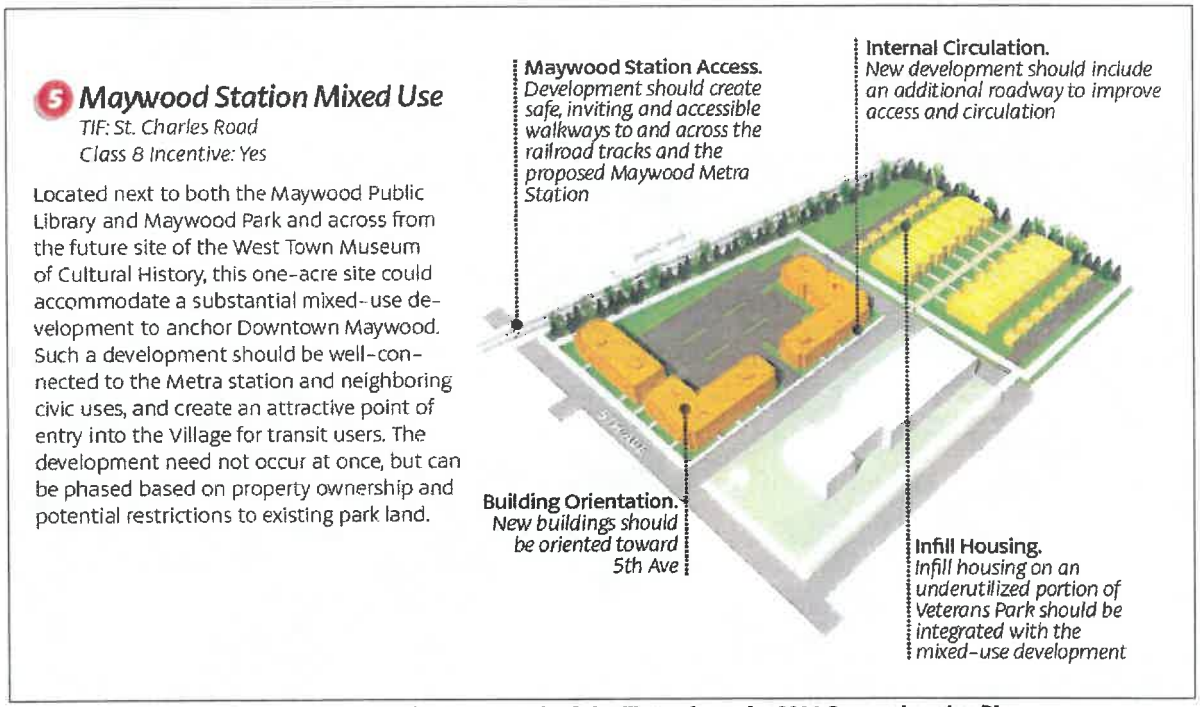
Civic Center development concept for development north of the library

Library Parcel

A key parcel of land, currently under Library ownership, sits between the Library and the Metra Station bounded by 5th Avenue to the west and Maywood Park to the east. There are several potential uses for this parcel including: as civic asset that is complimentary with the park and the Library; a mixed-use commercial development that brings residential and retail activity to the area; or a consolidated parking facility that supports the Metra Station and nearby development in the future.

Cultural and Civic Institutions

Downtown Maywood could benefit from having its cultural assets coordinated, open, and accessible to the community and visitors alike on a consistent basis. A new civic center could support co-location of civic assets and resources, Maywood Fine Arts, a health hub, Proviso Maywood Arts Council, performing arts venue, and other civic and cultural-oriented uses. Such a partnerships would allow for efficiency of shared resources. The Park District also provides cultural resources and programming, and should be engaged in future conversations about the development of downtown cultural resources.



Mixed-use development concept for development north of the library from the 2014 Comprehensive Plan

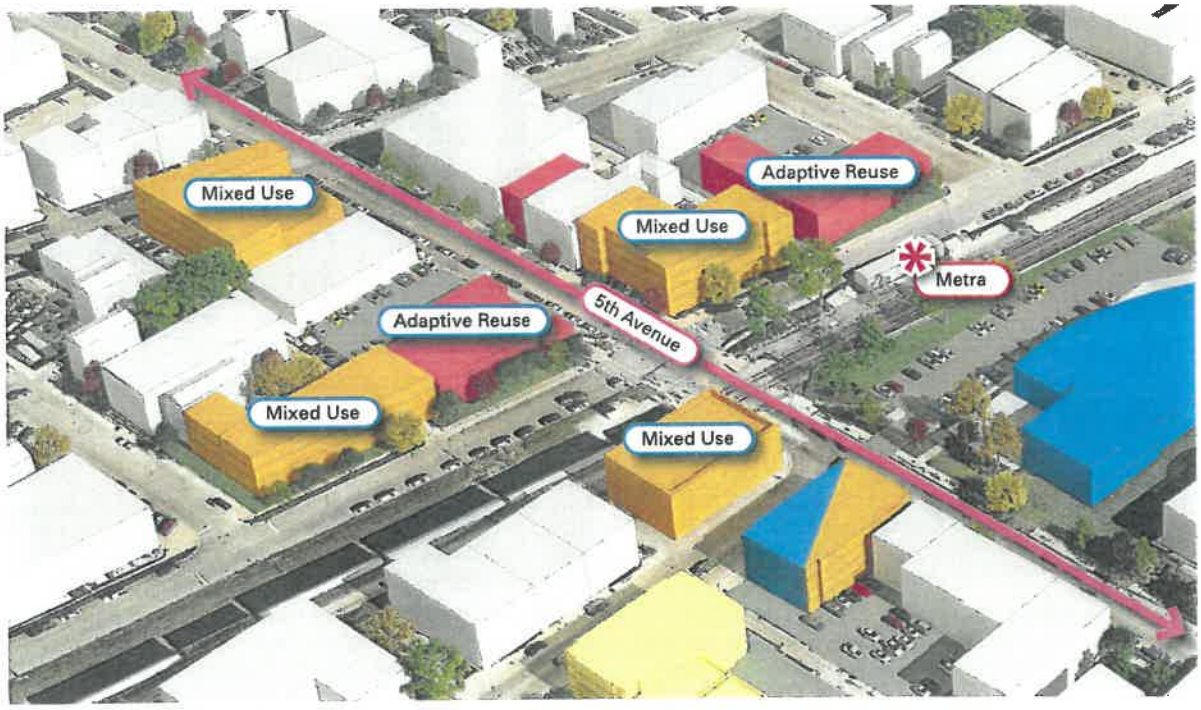
MIXED-USE CORE

Throughout history, Villages and towns established downtowns around their train stations. Downtowns were civic, cultural and commercial hubs. Today, many downtowns have experienced a renaissance. With the right planning and investment, downtown Maywood can enjoy success as well. Looking to historic references for Maywood, buildings of similar scale and function can once again bring vibrancy to the area including three to four-story buildings lining 5th Avenue and Lake Street that incorporate ground floor commercial with residents above. Maywood also is home to social centers such as movie theaters and music venues.

Housing

The following recommendation from 2014 Comprehensive Plan is still very much relevant: The Village has an opportunity to expand housing options near the Maywood station. The station area provides access to local goods and services, as well as efficient access to Downtown Chicago and other portions of the region. Creating vibrant centers of activity will require incremental redevelopment and investment in order to allow this to happen in an appropriate way.

- Increase density near transit
- Maximize access and connectivity
- Integrate affordable housing
- Incorporate open space





Key Recommendations

1. Infill vacant lots with mixed-use development.
2. Develop housing downtown; dwelling units near the rail line should incorporate sound proofing and other appropriate buffers.
3. As properties become available, and development interest grows, consider replacing low-quality or low-value buildings to increase density
4. Support local retail, dining and entertainment
5. As incompatible land uses vacate, replace with compatible downtown commercial-oriented uses.
6. Community-oriented uses such as a "health hub" are appropriate and desired uses
7. Seek adaptive reuse of high-quality existing buildings
8. Capture potential customer base from Metra and Pace ridership
9. Preserve character of existing street wall on St. Charles Road



The Hancock Building, today and in 1925, at the corner of 6th and Lake is a good example of the appropriateness and the value of traditional urban development in downtown.



Historic Maywood Hall at the corner of 5th Avenue and St. Charles Road was replaced by a gas station in the 1950's (now Maywood Express). If the existing business owner were to relocate in the future, this corner could be redeveloped at a density consistent with its historic form.

MIXED-USE CORE

HOUSING EXAMPLES



3 Story Mixed-use Building, Arlington Heights, IL



4 Story Mixed-use Building, Chicago, IL



Pullman ArtSpace Lofts: Mixed-use, live/work, community gallery, event space with 38 live/work units and 36,500 SF of residential space for studio, one, and two bedrooms.



LACUNA Lofts - Artist lofts, event space, and galleries in Pilsen, Chicago. An old macaroni factory has been transformed into creative and unusual spaces. Numerous artists and creative enterprises call the building home, and its spaces are also available for special events.



Interfaith Housing Development Corporation is working with the Village of Maywood to build 72 affordable apartment units at 800 S. 5th Avenue. The development plans to include retail on the ground floor, with the hopes of attracting a small scale grocer.



Interfaith Housing Development Corporation, the Oak Park Housing Authority and Catholic Charities developed the vacant former Cadillac-LaSalle Car Dealership in Oak Park into 51 units of supportive rental housing for low-income adults. Sugarbeet Cooperative Grocery Store occupies the first floor commercial space.

DINING AND ENTERTAINMENT

Dining

Downtown Maywood recently added new restaurants including Versatile Soul Food, La Placita Neveria Y Paleteria ice cream shop, and Cielito Lindo Cafe to the existing casual dining opportunities. These new restaurants show continued interest in downtown. The community has expressed interest in expanding dining opportunities to include coffee shops and fine dining.

Entertainment

Maywood is proud of its history in Jazz and entertainment. Maywood can build on existing institutions such as T & JJ's Supper Club on 5th Ave to build synergy between dining and entertainment. Several of the existing buildings in downtown could be renovated into entertainment venues such as movie theaters, restaurants, breweries, or places for performing arts.







Example of a Jazz themed bar and restaurant in Chicago that is integrated into the ground floor of a traditional storefront.



LIDO Theater (above) was a 1,800 seat theater at 622 S 5th Ave closed in 1976 (demolished).



The Garden Theater in Frankfort, MI enlisted the aid of the community to renovate the theater and the Garden is now one of the anchors of downtown. It shows first run independent films and his home to the annual Frankfort Film Festival.

MIXED-USE CORE

COMMERCIAL AND RETAIL

While, some national retailers have seen foot traffic shift away from "brick and mortar" stores to on-line sales, other sectors of the commercial market remain strong. In particular personal services such as yoga and fitness, coworking, art galleries, bakeries, salons, fitness studios and other businesses offer unique experiences and personal interaction that cannot be found online.

Shop Local

Downtown Maywood should focus on a combination of local shops and community serving businesses that can build on the civic, cultural, and entertainment uses downtown.

Existing Storefronts

Maywood should invest in renovating existing storefronts where possible. Rent in existing buildings is often more affordable than in new construction, lowering the barrier to entry for new businesses.

Existing activity generators

Businesses should look for ways to partner with established downtown institutions and capitalize on the activity they bring to downtown. Nearly 300 people get on and off transit via the Pace bus and Metra station in downtown everyday.

Arts

Maywood has deep roots in the arts that can be celebrated within the downtown. Maywood Fine Arts Association (MFAA) brings many families into downtown for classes everyday and in June 2019 community members formed the Maywood Proviso Arts Council (MPAC). Arts-based activities are a natural fit for downtown Maywood.



A former auto repair shop converted to an adult and children's fitness studio, with a bar and grill next door in Chicago.

Business Incubators

Business incubators and strategic partners can provide resources for small businesses by educating and mentoring business owners. Such services could be incorporated into a "health hub". Partnerships with organizations such as Main Street America could also be beneficial to the business community. The Village of Maywood, the Chamber of Commerce and community partners should continue to identify opportunities to support local businesses and entrepreneurs.

COMMUNITY CENTERS

Health Hubs

The community has the opportunity to partner with local non-profits to bring health-focused business hubs, small enterprise incubators, food hubs, wellness hubs, community gathering places and/or event spaces to downtown Maywood. Organizers may wish to work with the Village and the County to identify sites within the downtown that are publicly owned.

In July 2019, members from the American Planning Association Illinois Chapter (APA-IL) Pro Bono Services Program and Proviso Partners for Health (PP4H) hosted a community workshop to gather ideas and visions for a Community Health and Wellness Hub in Maywood.

Key themes that emerged include:

- Ideas for integrating health and wellness uses alongside small businesses, local retail and services, community gathering places, and public amenities.
- Strong interest in a Health Hub in Maywood and in Maywood, and the need for a Hub that benefits diverse residents.
- A Health Hub anchor development could ignite further growth from within the community.
- A Health Hub can strengthen the local economy through wealth creation for entrepreneurs, job creation for residents, and convenient access to goods and services that residents want in their community.



Dryhootch - Veterans Peer Support Coffee House in Milwaukee Created by veterans, for veterans, the coffee house is a place veterans can gather informally in a safe, comfortable, drug and alcohol-free environment.

Health Hub examples:

- The Green Living Room, a new coffee shop and community gathering spot in the Woodlawn neighborhood of Chicago, aims to transform the way black people connect with the environment — and each other. The goal of the cafe at 6431 S. Cottage Grove Ave., run by the non-profit organization Blacks in Green, is to be a "green hub" in the neighborhood.
- Lawndale Christian Health Center, Chicago, IL
- The Plant Chicago, Chicago, IL
- Sarah Garland Jones Center for Healthy Living, Richmond, VA
- Convivium Urban Farmstead, Dubuque, IA
- Hub City Farmers Market, Spartanburg, SC
- Avanti Food Business and Restaurant Incubator, Denver, CO
- Dryhootch Veterans Peer Support Coffee House, Milwaukee, WI
- Juxtaposition Arts, Minneapolis, MN

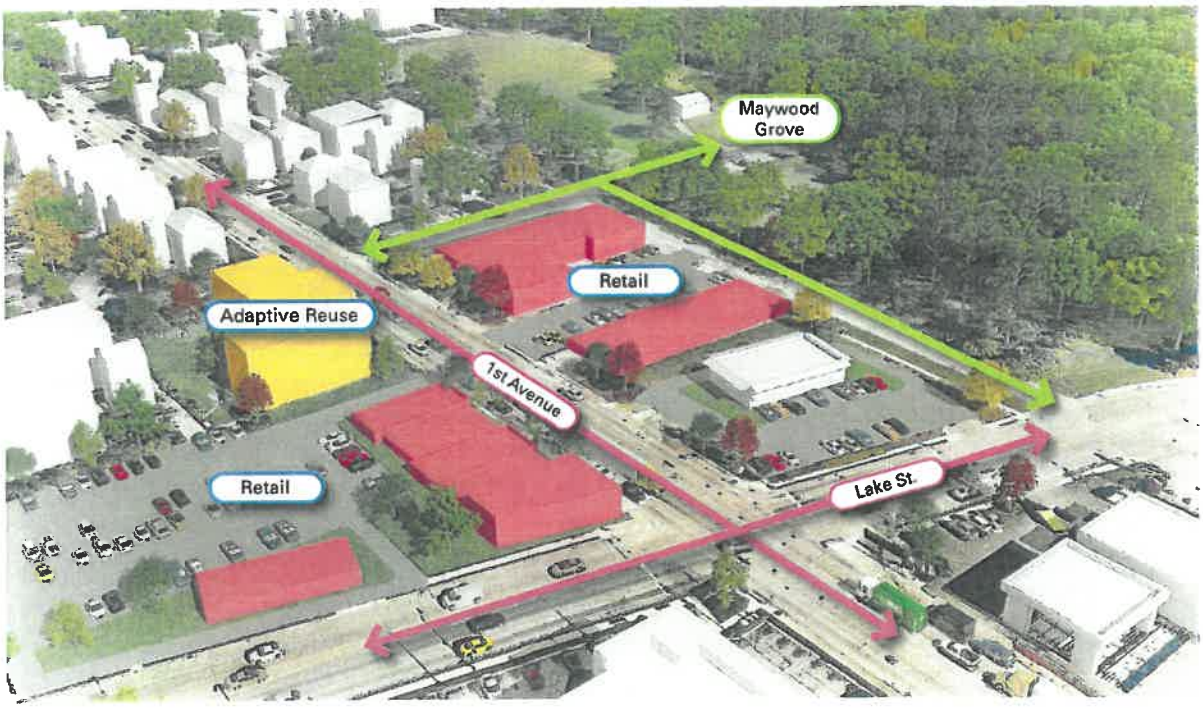
COMMUNITY COMMERCIAL

Lake Street and 1st Avenue have the highest traffic volumes in the downtown area, subsequently development is expected to remain heavily oriented towards automobiles. Future development should recognize the auto-oriented nature of these sites while incorporating a strong streetscape and welcoming pedestrian environment.

This node also contains several important functions including the historic Soldiers' Widows home, the underground rail road marker, and access to the forest preserve's Maywood Grove and the Des Plaines River kayak launch. Increasing pedestrian and bike access between these assets and linking to downtown is important.

The number of access drives should be minimized, and parking lots should be located toward the interior of the sites. Sidewalks should be present, a minium of 5' wide and separated from vehicular traffic with a parkway.

The node includes two Village-owned parcels including the northwest corner of 1st Avenue and Lake Street and the southwest corner of 1st Avenue and Ohio Street. The Village has received interest in developing these parcels, however at the time of this study development plans have not been finalized.





Key Recommendations

1. Parking should be interior to the lots
2. Buildings should face the street with active uses
3. Sidewalks and landscape parkways should be integrated on Des Plaines Street, 1st Avenue, and Lake Street
4. Curb cuts and driveways should be minimized
5. Improve access to Maywood Grove
6. Continue to seek adaptive reuse of the Soldiers' Widows home.



Urban Strip Mall, Chicago, IL



Gateway Cafe, Glenview, IL

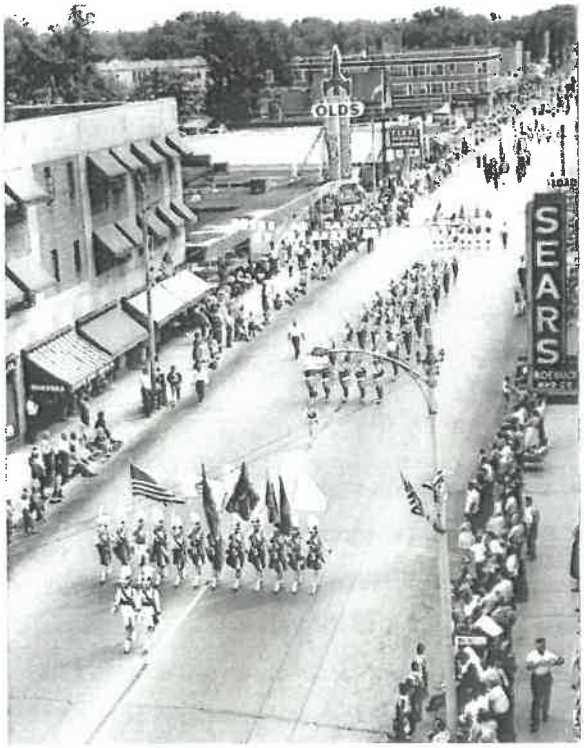


Existing development at the intersection of 1st Avenue and Lake Street prioritize automobiles over pedestrians

ACTIVATING DOWNTOWN

Many events and festivals are held in downtown Maywood throughout the year. This presents a great opportunity to build upon the activity generated by these events to bring people into the businesses nearby.

Events are hosted by a wide range of organizations. Currently each event is self-directed, without a clear single place or calendar to promote events. Creating one place for event postings would make it easier for local businesses to plan for cross-marketing promotions and activities, such as pop-up events.



1950's Bataan Day Parade on 5th Avenue



2019 Maywood Old Timers Picnic and Back to School Event parade on 5th Avenue. Image: Village Free Press



2019 Homecoming Parade. Image: Village Free Press

<u>Maywood Events</u>

- April: 2019 Village Pride Village Wide Event
- May: Civil War Living History at the Maywood Home for Soldiers' Widows
- June: Juneteenth Proclamation Ceremony and Soul Food Feast
- July: Maywood Historic Homes Housewalk and Trolley Tour
- July: Music in the Park
- August: Annual Old Timers' Picnic and Back to School Parade
- September: Bataan Day Ceremony
- September: Maywood Fest
- September: Proviso East Homecoming Parade / Battle of the Bands
- October: Pumpkin Patch Parade
- December: Christmas Tree Lighting

Pop-ups

Pop-up shops and temporary storefronts can make a big impact on the walkability of an area. Vacancies discourage people from walking in an area and can even make them less happy. By filling vacant storefronts with temporary displays it can bring life to the street again and encourage visitors and investment.

Placemaking

Placemaking activities can capitalize on community assets to promote positive feelings about the community by creating an environment where people want to be and visit over and over again. Maywood can capitalize on placemaking by infusing the environment with elements about its history and culture.



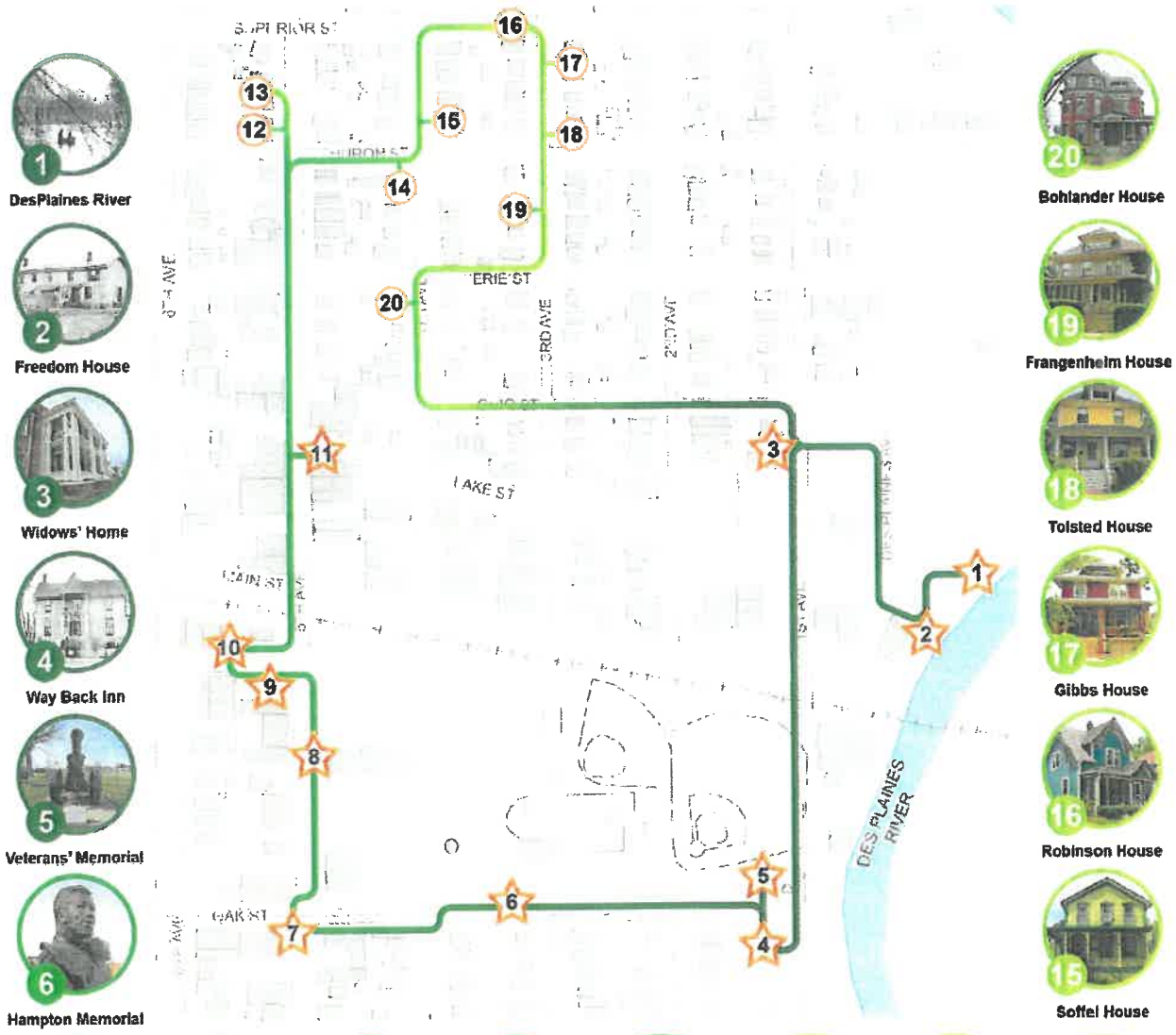
CultureHouse - Pop-up community space in Cambridge, MA CultureHouse improves livability in local communities by facilitating the creation of public social infrastructure through the transformation of unused spaces into vibrant places to work, play, and foster connections. They host community events, workshops, and provide resources for the local community.



"Wabash Windows" is a strategic placemaking project that activates four vacant storefronts on Wabash Avenue with murals. Artists install murals on the inside of storefront windows using paint that is easily removed. Brightly colored murals beautify the windows of vacant storefronts bring positive attention to available retail space. Once the space has been rented, the mural will be removed. Image: Chicago Loop Alliance

MAYWOOD'S CULTURAL TRAIL

From the Civil War to the Civil Rights movement, Maywood's cultural history is rich and remains present today throughout the downtown. Maywood's cultural icons can be linked together through a cultural trail that highlights, celebrates and educates residents and visitors alike. The cultural trail can become an attraction that brings people downtown and encourages them to engage with shops and restaurants along the way. The trail could be extended to the west to highlight "Ebonyville", a historic section of Maywood in history where Blacks and Jews were steered to live.



Conceptual Maywood Cultural Trail Route



Indianapolis Cultural Trail paving and decorative crosswalk



Hagerstown, MD, Cultural Trail Monument Signage



Brick Lane, London, Cultural Trail Monument Signage



Indianapolis Cultural Trail decorative light post signage



Indianapolis Cultural Trail



Indianapolis Cultural Trail Frontage

Urban design elements, such as branding, logos, pavement treatments, informational kiosks and directional signage can be brought together in a comprehensive package to create a clear, cohesive network.

OPEN SPACE





Maywood Park provides a wid range of social and recreational opportunities right in the heart of downtown Maywood

Open spaces that include forests, meadows and wetlands protect water, provide valuable habitat for wildlife and help support human health and recreation. Communities that take the time and care to protect their open spaces as natural areas usually find their open spaces are taking care of them in many ways. Community parks and open spaces offer many benefits including:

- Providing a space for recreational activities that can improve health, lower weight, reduce stress and ultimately make a community healthier and lower health care costs.
- Providing places for recreational sports programs to serve the entire community, which can be a positive outlet for youth and help reduce crime in the community.
- Increasing interaction with nature and providing places for families and friends to be active, get outside, and enjoy nature, which can increase happiness.
- High quality open spaces can be an opportunity to increase local tourism and economic development, by supporting regional attractions, events and programs that can generate revenue for the community.
- Typically, residential neighborhoods adjacent to quality open spaces and parks experience an increase in property values.
- Communities with open space are more connected to the natural landscape, which can foster greater awareness and promote environmental protection, resiliency efforts and creation of green infrastructure.
- Parks and recreation services are often cited as one of the most important factors in surveys of how livable communities are.





The Veterans Memorial and the Fred Hampton Community Pool are two important historical and cultural element within Maywood Parks

Maywood Park and Veterans Memorial

Maywood's downtown and train station area is well-served by parks and open space. Maywood Park located at 1st Street and Oak Street, is adjacent and south of the Metra train station. This 12-acre park contains the Fred Hampton Aquatic Center, two baseball fields, basketball court, a playground and event space for local markets and other event programs.

The Veterans Memorial, located in the southeast corner of Maywood Park, commemorates the brave Maywood men of Company B of the 192nd Tank Battalion and their struggles in the defense of Bataan in World War II. The community honors their sacrifice through maintenance of the Veterans Memorial Park and the annual Maywood Bataan Day Memorial Service each September.

OPEN SPACE



Canoe/Kayak Launch and Take Out Area



The Forest Preserve holds community events such as archery classes at Maywood Grove

Forest Preserves of Cook County

The Forest Preserve District of Cook County was established over 100 years ago as the first forest preserve in the nation. The founding mission remains true today: "To acquire, restore and manage lands for the purpose of protecting and preserving public open space with its natural wonders, significant prairies, forests, wetlands, rivers, streams, and other landscapes with all of its associated wildlife, in a natural state for the education, pleasure and recreation of the public now and in the future."

Directly east of downtown Maywood, in part of the forest preserve, the Des Plaines River runs along the eastern edge of Maywood and is home to diverse woodland landscapes encompassing floodplain forest, upland oak forest, and oak savanna. Thatcher Woods including Maywood Grove is the northern portion; the GAR (Grand Army of the Republic) and Thomas Jefferson Woods anchor the southern portion.

The trails are frequently busy, with bikes, families, joggers, and naturalists. Throughout the system of connected forest preserves, amenities include rest rooms, picnic areas, and water fountains. Several parking lots are located along the trail's entire length, making it easy to access the route at a variety of points.

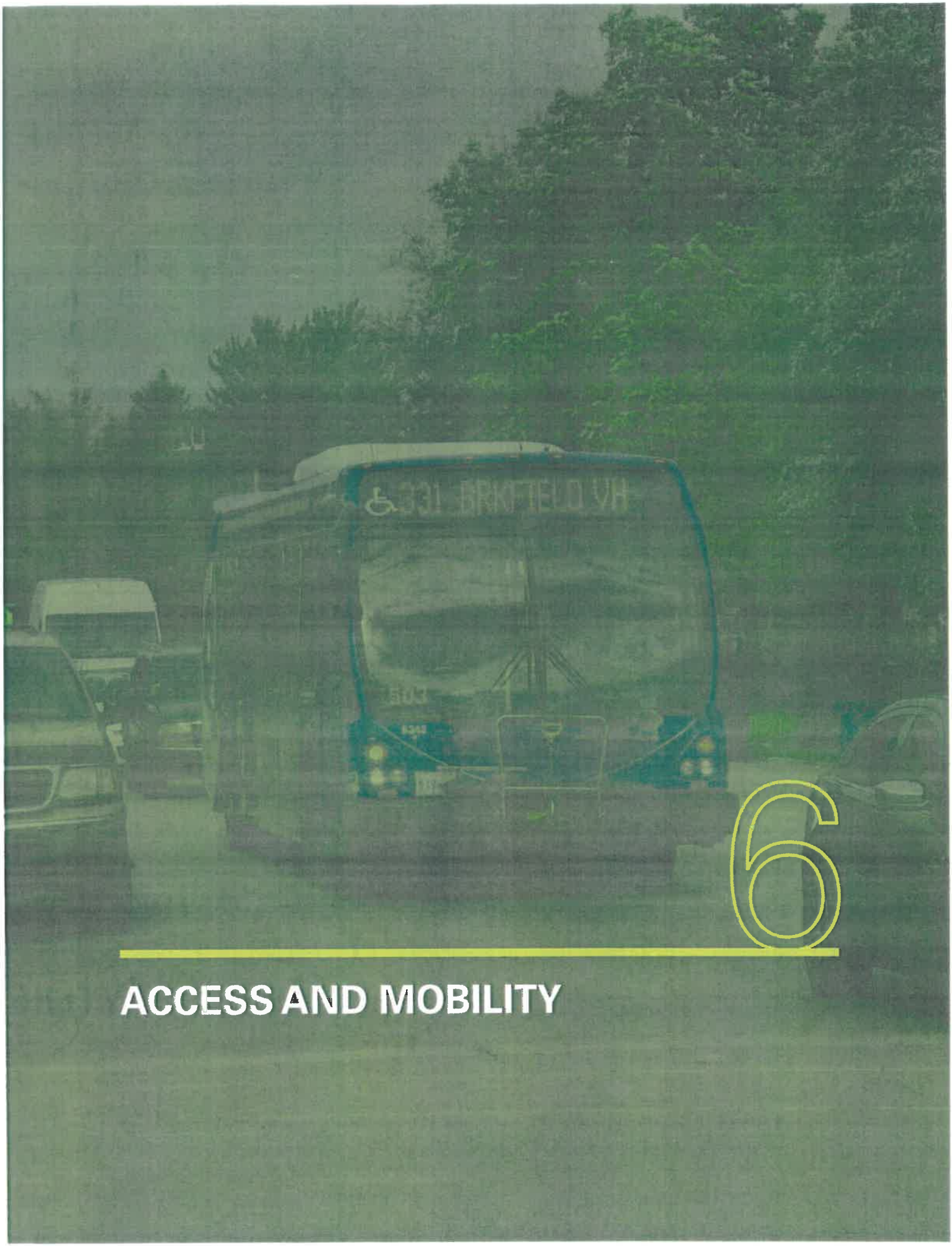
The Des Plaines River is great for kayaking and the river bike trail is part of a larger network of regional trails. The Maywood Grove located at Ohio St and Des Plaines Ave features a picnic grove as well as a carry-in canoe landing. It is home to the Greater Maywood Paddling Program that provides opportunities for organized groups within the Maywood community to connect to nature and water through kayaking experiences. The Forest Preserve in partnership with the Maywood Park District provides family-oriented programming throughout the year.

Open Space Planning and Recommendations

Protecting and improving important Village open space and recreational facilities can greatly enhance the attractiveness of Maywood and encourage compatible growth in the future. Well-maintained and well-used open space typically raises the taxable value of adjacent properties. On-going open space planning and assessments can provide the opportunity to assess Maywood's existing recreational facilities, determine current use, and how likely people will increase usage based on better programming, marketing, facility improvements and improvements to access and mobility.

Below are recommendations to better leverage Maywood's existing open space to better serve the community.

- Market Maywood Park and the Veterans Memorial. Monitor the use to maximize the recreational programs offered to the community and regional events.
- Create synergies between local businesses, recreational assets and open space assets. For example, market downtown Maywood to provide accommodations, restaurants or food trucks to serve the needs of bike riders and kayakers.
- Improve and strengthen public access and connectivity from downtown Maywood and local neighborhoods to the open space assets such as local parks, recreational facilities, bike trails and the Forest Preserves of Cook County.
- Continue to market and increase use and stewardship of open space assets for passive and active recreation, as well as environmental preservation.
- Market the history of Maywood with park users, so they are aware of the background of Baatan day and other historic places nearby.
- Continue to plan and market special events which will increase awareness of the Metra service, emerging downtown businesses and services.
- Review existing recreation programs and compare with level of service and needs from the community.
- Evaluate funding needs, staffing needs, maintenance and operational needs of the Park District, along with, pedestrian and bicycle modes of transportation needs.
- Maintain and improve the parks spaces by prioritizing future capital investments and identify funding opportunities including public/private partnerships.
- Work with Cook County to improve access to the natural resources and ensure the forest preserve land is maintained and the recreational facilities are strengthened through thoughtful planning and active stewardship.
- The Fred Hampton Aquatic Center's cultural and historic significance, in addition to its community and recreational benefits, is an important part of Maywood's history. The Village of Maywood recently received a $330,000 Open Space Lands Acquisition and Development (OSLAD) grant from the State of Illinois for restoration of the Fred Hampton Pool. The facility will need ongoing invest to ensure it remains open and accessible to the community.



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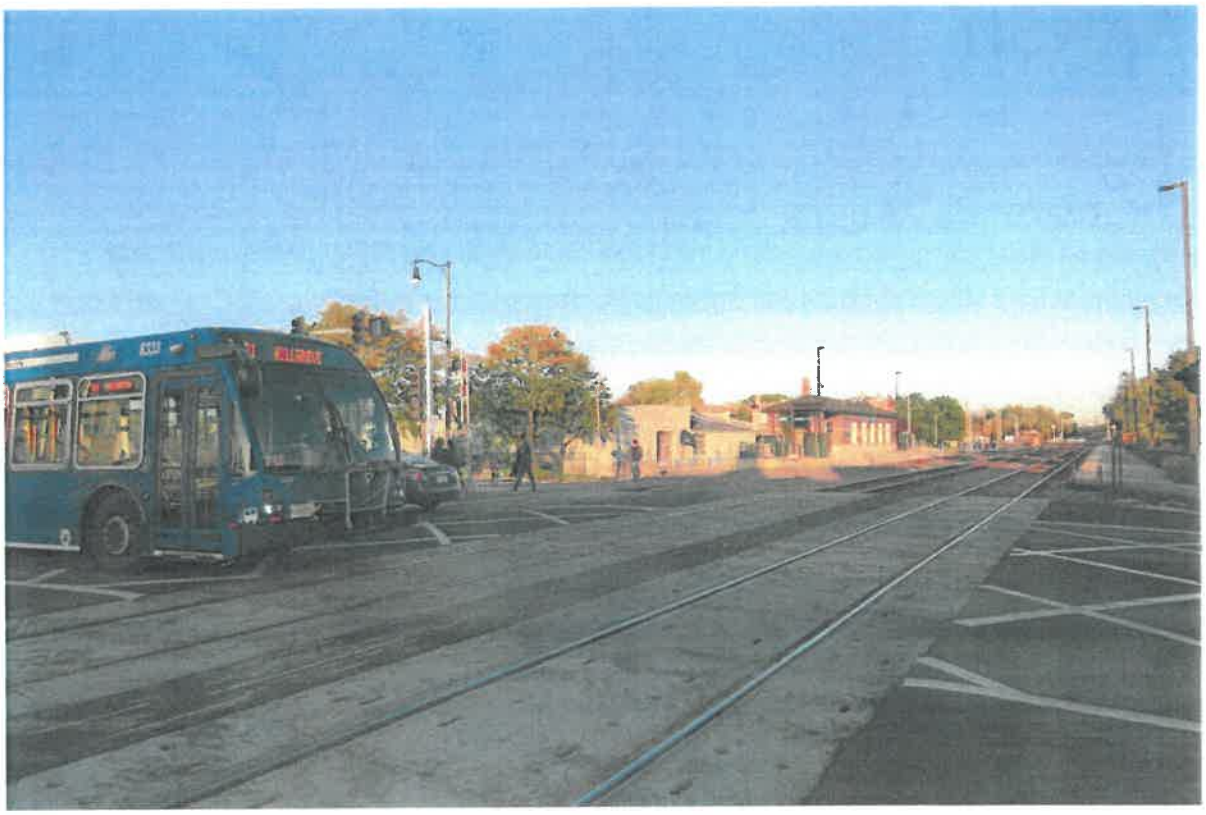
ACCESS AND MOBILITY



ACCESS AND MOBILITY

Downtown Maywood is well served by transit with the Metra station providing a direct connection to downtown Chicago as well as multiple Pace bus routes. Locating business, housing, and services near transit contributes significantly to a healthy and thriving community that is accessible to all of its members. The Village can also capitalize on the activity generated by transit to increase interest in, and awareness of downtown businesses, services, and events.

The Village recently completed streetscape upgrades in the downtown, and should continue and expand these investments in streetscaping, sidewalk improvements, bicycle trails, and parking, and other amenities in transit-oriented or pedestrian-oriented commercial areas of the Village. This chapter highlights the Village's rich transit amenities and provides recommendations for enhancements.

TRANSIT

METRA

The Maywood Metra station is located along the Union Pacific West Line (UP-W), which offers daily service between the Village of Elburn and Ogilvie Transportation Center in Chicago. In 2017 a new indoor station replaced an existing, smaller outdoor shelter. Metra and the UP are working on the UP West Line Improvement Project, adding a third rail track east to improve the flow of rail traffic of over 100 trains per day, while enhancing pedestrian and motorist safety. Metra is upgrading the railroad crossing at 5th Avenue as part of this project to improve access to the Metra station. Union Pacific is the owner of the railroad in Maywood. Future coordination with the UP would need for any projects on or adjacent to the railroad right of way.

Metra recently released updated ridership counts collected in the fall of 2018. Average weekday boardings at the Maywood station have rebounded slightly from ridership declines over the last few years to 87 from a low in 2014 of 81. Compared to other stations along the line, Maywood is tied with La Fox for the highest drive alone access to the station at 83% and has a very low walk (13%) or bike (0%) to the station. Since downtown is a very walkable and bikeable area, efforts should be focused on increasing non-auto access to the station.



A westbound Metra train at the Maywood Metra Station



Maywood's Metra Station



Metra riders awaiting a train on the south platform.

TRANSIT

PACE

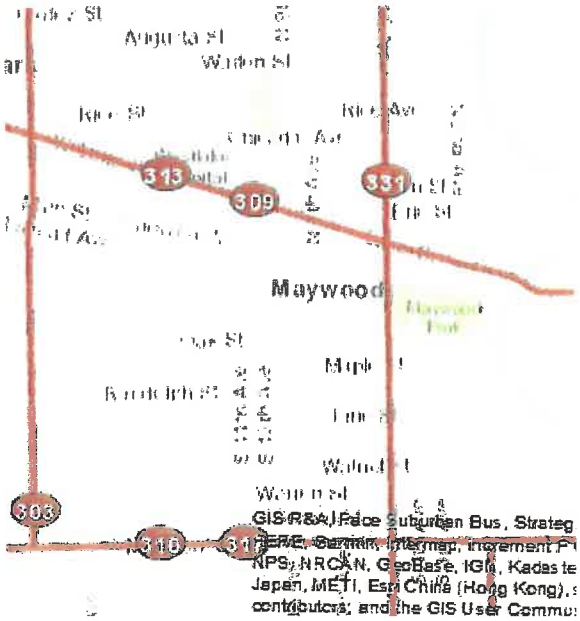
The Village of Maywood is served by seven Pace bus fixed routes. Of these seven routes, three routes directly serve the downtown area (Routes 309, 313, and 331). The intersection of Lake St. and 5th Ave. is a key stop location, with nearly 200 daily boardings and alightings taking place here.

Pace bus lines serve an important role in transit-oriented development by directly connecting people to jobs, housing, and services. Route 331 runs on 5th Avenue and not only provides access to the Maywood Metra Station and downtown Maywood, but also connects residents to jobs and services at Loyola University Medical Center, planned affordable housing and veterans housing, rapid transit connections to Chicago via the Cumberland Blue Line station, and commercial centers on Roosevelt Road and North Avenue. Routes 313 and 309 run on Lake Street, largely paralleling the Metra line, connecting to nearby communities and providing complementary service to Metra which typically provides less frequent mid-day service. Route 309 also provides connections to job centers in Elmhurst and Oak Brook. Continuing to develop along Pace lines is an important component to TOD and supporting residents without access to personal vehicles.

The Village of Maywood should continue to focus residential and commercial development along these bus lines that link together key destinations in the Village. Ease of use should be enhanced through improved bus stop amenities and pedestrian connections.



A #331 Pace bus headed south on 5th Ave



Pace downtown Maywood Route Map

PARKING



Dedicated Metra Station parking along Main St



2-hour public parking lot at the corner of 5th Ave and Main

Public parking in the downtown area is provided generally through free, on-street parallel parking with a few locations with angled parking. Two Village lots are located on 5th Ave between Main St. and Lake St. providing two hour free parking. Observations on a typical weekend indicated low usage of these lots. Overall, based on weekday field observations, on-street parking is moderately used except for St. Charles Road, which was fully occupied.

The supply and management of parking influence travel decisions, which in turn impact the overall downtown character and development. Research studies have shown a correlation between abundant parking and driving. An oversupply of surface parking can negatively impact the pedestrian and bicycling environment and safety. However, if it is too difficult to park, then local businesses may suffer. The key is to appropriately manage parking resources.

As the downtown grows and develops, parking needs and demands will also change. Addressing parking resources, usage, and management should be part of a comprehensive multi-modal transportation system plan that considers not only the available modes, but also the Village goals and objectives. Charging for commuter rail parking without managing other public spaces will cause commuters to park in other locations. This process should include undertaking a detailed evaluation of the existing conditions for supply and usage rates, conduct public outreach, implement the appropriate changes, monitor results, and adapt as needed. The Village should consider how their zoning policy and parking requirements impact parking.

PEDESTRIAN AND BIKE CONNECTIVITY

REGIONAL TRAILS AND LOCAL BIKE ROUTES

Downtown Maywood is highly walkable and well-situated to a network of local and regional bicycle trails and routes.

The Illinois Prairie Path

The Illinois Prairie Path, located south of Madison St., is a multi-use bike/ped trail extending from the CTA Forest Park Blue Line station to the Fox River and has connections with other regional trails. While maintenance has been an issue along some portions of the Prairie Path through Maywood, the Village has made improvements over the last couple of years, including additional wayfinding signage.

The Des Plaines River Trail

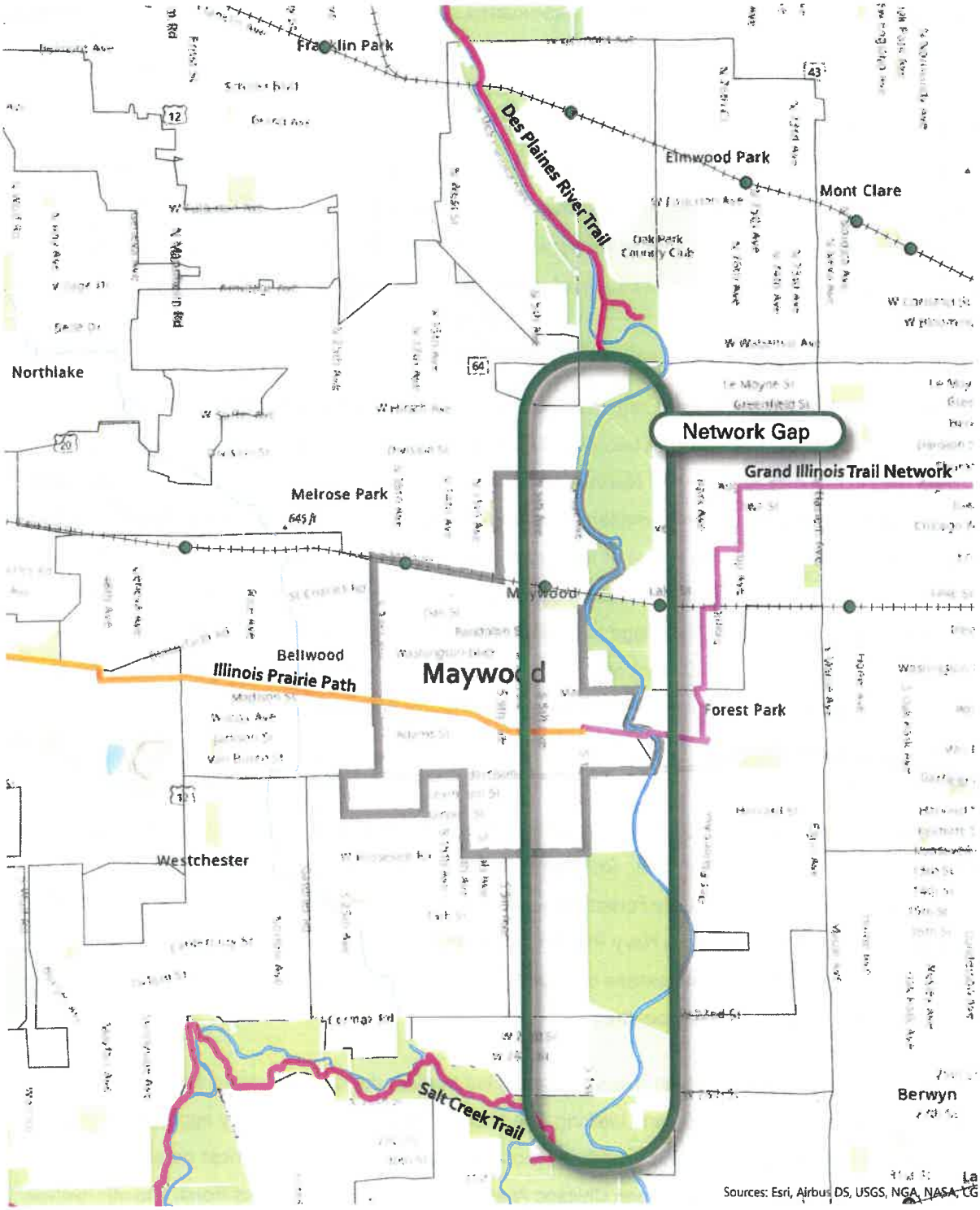
The Des Plaines River Trail is a major, regional, multi-use trail that runs north-south for approximately 55 miles from near the Illinois-Wisconsin border to its current southern terminus in the Forest Preserve's Jerome Huppert Woods, just north of North Avenue (IL-64). Between Touhy and North Avenues, the trail is unimproved and presents significant challenges in terms of access and use. From North Avenue south to Ogden Avenue and including the Village of Maywood, the trail is, in large part, not constructed. This gap, approximately 6.5 miles in length, provides an opportunity to connect to two major east-west regional trails: the Illinois Prairie Path in the Village of Maywood and the Salt Creek Greenway Trail in the Village of Brookfield. The Forest Preserve District of Cook County (FPDCC), local municipalities, and trail advocacy groups are currently studying potential improvements along this segment.

On-street Routes

There are a number of east-west/north-south arterial streets that are common bike routes: Chicago Avenue, Lake Street, Washington Blvd., St. Charles Road, 5th Avenue (signed route), 17th Ave., and Thatcher Ave along the Cook County Forest Preserve. The Grand Illinois Trail, a 500-mile bicycle route that loops through northern Illinois from Navy Pier in Chicago to East Moline, Mississippi Palisades State Park and Galena, and back to Navy Pier passes through Maywood along Washington Blvd. and connects to the Prairie Path. This route is generally on-street.

Bicycle and pedestrian activity "heat maps" are provided through the crowd-sourced app called Strava. Data is populated by people biking and walking. The heatmap shows 'heat' made by aggregated, public activities over the last two years and is updated monthly. Based on this data the most popular biking routes in downtown Maywood are along Chicago Avenue, Lake Street, St. Charles Road, and 5th Avenue.

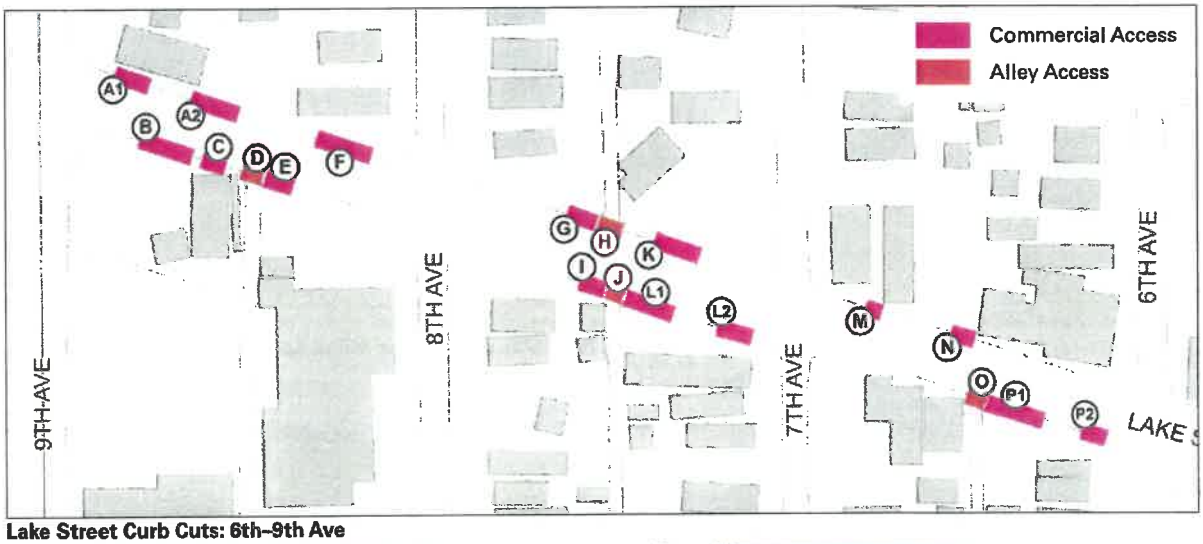
EXISTING REGIONAL TRAILS



PEDESTRIAN AND BIKE CONNECTIVITY

CURB AND SIDEWALK ISSUES

Maywood is fortunate to have a complete sidewalk network in downtown. There are no significant gaps or areas of significant deterioration due to the recently installed streetscape. Walkability is most impeded on Lake street where the auto-dominated land uses result in wide swaths of the sidewalk being converted into access drives, and in some areas, an extension of parking lots. This situation puts pedestrians in frequent conflict with vehicles making it a unsafe and unpleasant walking environment.



Lake Street Curb Cuts: 6th–9th Ave



Curb cuts (B), (C), and (D) near 820 W. Lake Street



Curb cuts (L1) and (L2) near 700 W. Lake Street



Curb cuts (P1) and (P2) near 600 W. Lake Street



Curb cut (F) near 811 W. Lake Street

CURB AND SIDEWALK ISSUES

The Village of Maywood can improve Lake Street by:

- Auditing existing businesses to confirm proper use of existing curb cuts and sidewalks
- Narrow and eliminate unnecessary curb cuts now if possible, and remove curb cuts for future developments
- Identifying opportunities to eliminate curb cuts by moving vehicular site access to existing alleyways



Curb cut (Z) near 320 W. Lake Street



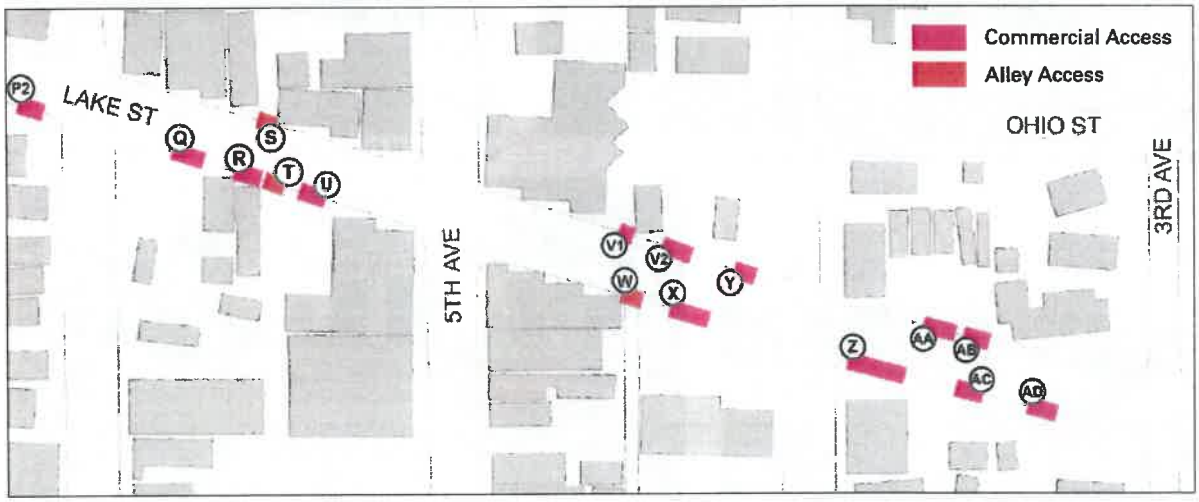
Curb cuts (V1), (V2), and (Y) near 409 W. Lake Street



Curb cut (AD) near 306 W. Lake Street



Curb cuts (Q), (R), (T), and (U) near 514 W. Lake Street



Lake Street Curb Cuts: 3rd–6th Ave

MOBILITY RECOMMENDATIONS

OVERALL STRATEGIES

COMPLETE STREETS CONTEXT

As stated in the Village's Comprehensive Plan, multi-modal mobility is critical to support regional access, circulation between areas within the Village, and provide access to schools, parks, commercial areas, and other destinations. To support multi-modal mobility, the Comprehensive Plan recommended the Village adopt a Complete Streets Policy. A Complete Streets approach not only addresses the travel lanes, but also crosswalks, sidewalks, bike lanes, and transit stops, integrating the needs of all users into everyday transportation planning and design practices. A Complete Streets approach additionally provides the framework for implementing mobility recommendations.

GOALS AND OBJECTIVES

The Existing Conditions Report (ECR) identified key strengths, weaknesses, opportunities, and threats (SWOT) for the downtown. This SWOT process, combined with public input, was essential in the development of mobility goals and specific opportunities for improvement. The Comprehensive Plan goal for Transportation and Mobility focused on enhancing the multi-layered transportation system to support multi-modal regional and local mobility. In support of this overall goal, objectives were developed specific to the Downtown TOD Plan:

- Improve the pedestrian environment and walkability throughout the downtown.
- Enhance bike and pedestrian access to the downtown and Metra station area.
- Enhance the transit environment with improvements to Pace bus stop locations and the Metra station.
- Improve overall safety of the roadway network with intersection improvements and reduced modal conflicts.
- Address parking resources and management in a comprehensive manner.
- Consider the environment and impact of climate change when developing new parking and multi-modal transportation strategies.

MOBILITY RECOMMENDATIONS

OVERALL STRATEGIES

The following improvement strategies are proposed as a "toolbox" for addressing selected downtown locations:

Improved Intersection Improvements:

- Curb extensions
- High visibility crosswalks
- Pedestrian countdown signals / Leading pedestrian intervals

Safe Design of Mid-Block/Unsignalized Crossings:

- Curb extensions
- High visibility crosswalks
- Signage
- Lighting

Expanded Bicycle Routes and Infrastructure:

- Bike lanes
- Marked shared lanes
- Bike parking at Metra station and throughout downtown
- Signage / wayfinding

Improved Roadway Segments:

- Narrowed/consolidated driveways
- Widened sidewalks
- Streetscape improvements
- Signage/wayfinding

Transit Service Infrastructure:

- Enhanced bus stop locations
- Bus bulbs
- Lighting
- Signage/wayfinding

Parking System Improvements:

- New on-street angled parking
- Shared parking opportunities
- Increased enforcement
- Management techniques

All recommendations will require further analysis and details, along with coordination with other agencies such as IDOT, Metra, Pace, Cook County Forest Preserve, and potentially private land/ property owners.

MOBILITY RECOMMENDATIONS

PEDESTRIANS

Intersection of Lake Street and IL 171/1st Avenue

- Widened sidewalks, with 5ft. clear zone
- Enhanced bus stop with bus shelter
- High visibility crosswalks
- Pedestrian Countdown signal



Existing conditions at the SW corner of Lake St. and 1st

Lake Street and 3rd Avenue / Lake Street and 7th Avenue

- Widened sidewalks, with 5ft. clear zone
- Curb extensions
- High visibility crosswalks
- Pedestrian crossing signage



Existing conditions looking west on Lake St. at 7th Ave

Intersection of Lake Street and 5th Avenue

- Widened sidewalks, with 5 ft. clear zone
- Bus bulbs on Lake Street at near-side bus stops, with bus shelter
- High visibility crosswalks
- Pedestrian countdown signals with leading pedestrian interval



Existing conditions looking west on Lake St at 5th Ave

Lake Street and 9th Avenue

- Widened sidewalks, with 5ft. clear zone
- Curb extensions on northwest and southeast corners
- High visibility crosswalks
- Pedestrian countdown signals
- Narrowed driveway widths at corner businesses
- Enhanced bus stop with shelter



Existing conditions looking west on Lake St at 9th Ave

PEDESTRIANS

Although the downtown area is very walkable, opportunities exist to expand and enhance the pedestrian network and experience, increasing the attractiveness and safety of walking. Widened and improved sidewalk conditions, ADA accessibility, enhanced and highly visible crosswalks and mid-block crossings, streetscape elements such as lighting and street furniture, clean and attractive bus stops and shelters, along with a system of wayfinding signage are all strategies relevant to the downtown.

Public input consistently noted that the pedestrian environment, including pedestrian crossings and sidewalk width and conditions were a high priority for downtown. While the Village has added streetscape improvements, the existing pedestrian facilities can be further developed and improved to provide a safe and inviting walking experience.



Example: Bus bulb



Example: High visibility crosswalks / Intersection at US 45 and Joliet Road



Pedestrian countdown crossing signal



Curb bumpout on 5th Avenue

MOBILITY RECOMMENDATIONS

PEDESTRIANS

5th Avenue

- Reconfigure roadway width to accommodate bike lanes
- Mid-block crossing at 1) Library and 2) Multi Purpose building with raised crosswalk, signage, and flashing beacon
- Eliminate unnecessary driveways
- Add curb extensions at Main Street
- Add bike parking

Lake Street

- Widened sidewalks with 5 ft.. clear zones
- Repair broken or missing sidewalks
- Narrowed and/or consolidated driveways, especially between 9th Ave. and 7th Ave.
- Streetscape elements with LED lighting
- Add bike parking

4th Avenue

- Pedestrian-oriented street design
- Widened sidewalks
- Eliminate unnecessary driveways
- Add curb extensions at Main Street
- Add bike Parking

Main Street, west of 5th Ave

- Add bike lanes
- Add bike parking
- Include pedestrian-scale lighting



Examples: Wide sidewalks with clear zones



Examples: Wide sidewalks with clear zones



Example: Unsignalized crossing with bump outs

BICYCLES

Downtown Maywood is in close proximity to a network of local and regional bicycle trails and routes. The Prairie Path, located south of Madison St., is a multi-use bike/ped trail extending from the CTA Forest Park Blue Line station to the Fox River and has connections with other regional trails. While maintenance has been an issue along some portions of the Prairie Path through Maywood, the Village has made improvements over the last couple of years, including additional wayfinding signage. The Village's Comprehensive Plan recommends improvements to enhance and expand a network of on-street routes. Local roadways of 5th Ave., 17th Ave., and Washington St. are prime corridors to consider dedicated bike lanes. Popular bike routes based on Strava heat maps (as described in Existing Conditions Report) include Chicago Avenue, Lake Street, Washington Blvd., St. Charles Road, 5th Avenue (signed route), 17th Ave., and Thatcher Ave. along the Cook County Forest Preserve.

ON-STREET BIKE LANES

5th Avenue

Estimated ROW of 62 ft. with 44 ft. pavement width. Potential to add 5 ft. bike lanes, with shared lane markings at intersections. This would connect the entire Village to downtown and Metra.

Main Street – West of 5th Avenue

Low volume roadway under Maywood jurisdiction. Reconfigure roadway width to include 9 ft.. lanes, 7 ft.. parking lane on north side, 2-way bike lane on south side. This would connect neighborhoods on the west and north to the downtown area and Metra station.

Chicago Avenue – East of 5th Avenue

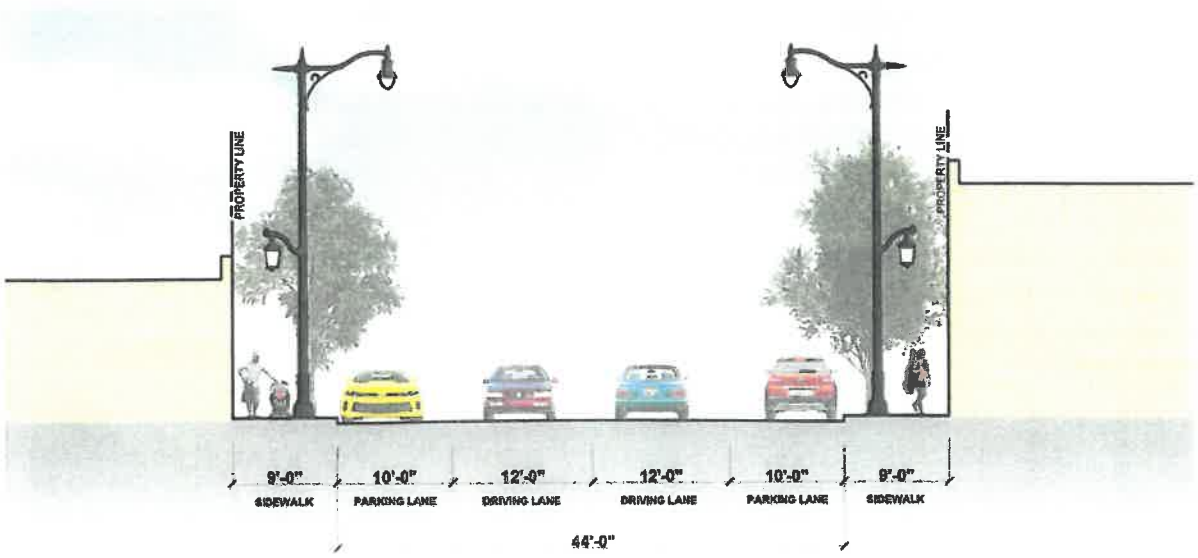
Chicago Ave. carries 4,200 average daily traffic (ADT) between 5th Ave. and 1st Ave., increasing to about 9,000 ADT east of 1st Ave. Roadway width approximately 44 ft.. in Maywood. Under IDOT jurisdiction. Comprehensive Plan identified potential for bike lanes. Would provide connections between Maywood and Cook County Forest Preserve.

Washington Boulevard

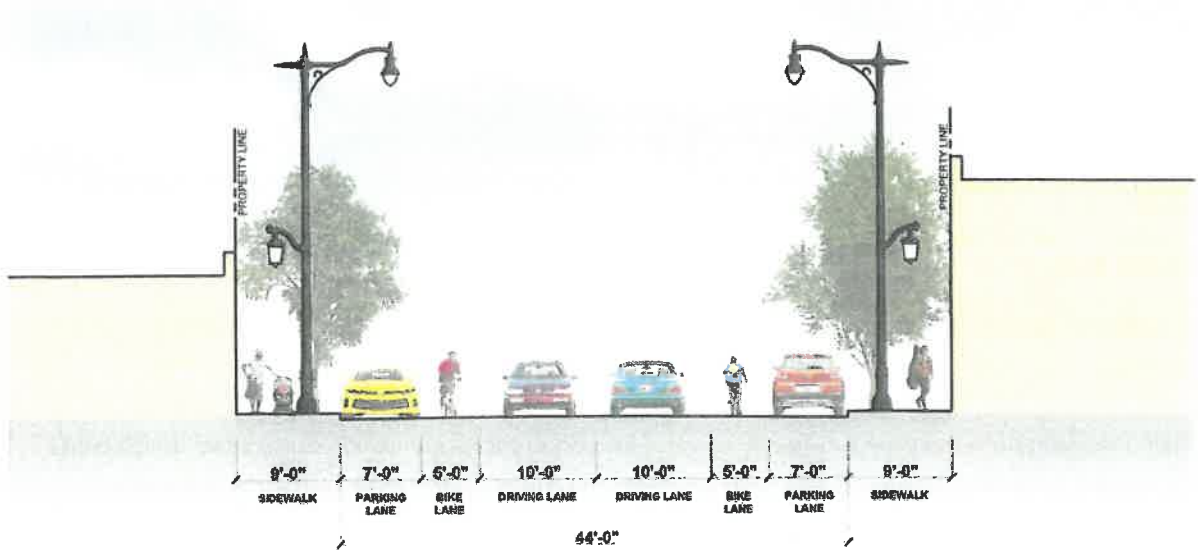
To the south of downtown but would provide excellent opportunity for on-street bike lanes connecting to Cook County Forest Preserve and Proviso East High School. Lower volume roadway with 5,000 – 6,500 ADT. Comprehensive Plan identified potential for bike lanes.

MOBILITY RECOMMENDATIONS

BICYCLES



Existing typical 5th Avenue cross section



Proposed typical 5th Avenue cross section with 5'-0" dedicated bike lanes

BICYCLES

BIKE PARKING

Bike parking should be increased throughout downtown. Specifically, the Village should work with Metra to add parking at the Metra Station. Parking strategies for commuters should consider protection from the weather such as "bike lids" or covered parking. Security can be increased by placing parking in areas of high visibility such as near the Station along well traveled streets.



Example: Elegantly designed racks can be added to sidewalks and other public areas



Example: Covered bike parking at the Clyboum Metra Station



Example: Bike lids can provide weather protection for bikes

PRAIRIE PATH

While the Prairie Path is outside of the Downtown TOD study area, this regional trail provides key east-west travel, with opportunities to connect to north-south routes to the downtown.

- Trail management – The Village currently has an Environmental Beautification Committee, which could be designated as the Village's Prairie path oversight committee. Additionally, a bicycle/pedestrian commission could be established to support bike/ped projects in the Village, providing input and recommendations on issues or actions needed, including the Prairie Path.
- Roadway crossings – The Prairie Path crosses many north-south streets as it travels across the Village. While there are signs posted, the crossings are not highly visible with additional signage needed. All roadway crossings should stand out and reflect the importance of this trail through the Village.
- Wayfinding – The Prairie Path is an excellent opportunity to direct users to Village destinations. Wayfinding signage should be in place to show users not only where they are at within the Village but direct them to other bike routes and destinations.

MOBILITY RECOMMENDATIONS

PARKING SYSTEM

Public parking in the downtown area is provided generally through free, on-street parallel parking with a few locations providing angled parking. Two Village lots are located on 5th Ave between Main St. and Lake St. providing two-hour free parking. Based on weekday field observations, on-street parking is moderately used except for St. Charles Road, which was fully occupied.

The Village has discussed the need to consider parking management strategies to better develop a transit and pedestrian oriented downtown. Both the 2004 Station Area Plan and the Village's Comprehensive Plan suggest addressing parking resources and management. As development opportunities arise in the downtown, there will be a need to better regulate and manage existing resources. Parking management strategies could include shared parking, employee parking locations, and pricing or timing strategies. Important considerations when determining appropriate factors can include the presence of a Metra commuter station, availability of bus service, population and employment density, available continuous pedestrian network, and bicycle facilities. Since the downtown has both bus and commuter rail service, is walkable and bikeable, initiating parking regulations would be appropriate.

CMAP's ON TO 2050 recommends that municipalities should pursue parking strategies that best support their local priorities and development. Local governments should consider their local transportation systems holistically and apply parking strategies, both management and pricing, that best support their local needs and priorities. Considerations should also be given to how priced parking might alter travel habits and improve the travel experience for all residents and visitors, whether they are walking, biking, driving, or taking transit. CMAP also notes that the goals for parking pricing should never be tied to revenue collection, but to creating parking availability and creating a livable community.

As the downtown grows and develops, parking needs and demands will also change. The general industry rule of thumb is parking should be designed to achieve an 85 percent occupancy level. At this level, there should be an appropriate amount of parking spaces available. Should parking demand increase beyond this level, the Village should pursue parking management and pricing strategies, along with opportunities to increase on-street and small surface lots before considering the need to add structured parking or expansive lots. Costs for parking can range from $25,000 to $35,000 per space for structure parking and $8,000 to $10,000 for a surface parking space.



Two-hour public parking lot on 5th Ave

Key Parking Findings

- Overall, there appears to be an adequate supply of public parking in the downtown area. Observed parking occupancy results do not indicate a demand high enough to warrant an investment in a significant addition of new, off-street parking.
- There are opportunities to expand public, on-street parking.
- The Village has a pedestrian-friendly downtown, with excellent commuter rail and bus service. Many destinations and amenities are within close proximity that can be improved with enhanced connections and wayfinding, reducing reliance on parking.
- Demand for parking near Metra stations increases when walking and biking are not viable alternatives. Parking demand can be decreased through improvements in bike and pedestrian amenities.
- As opportunities for new development arise, parking management and pricing strategies should be pursued, along with opportunities to increase on-street and small surface lots.

MOBILITY RECOMMENDATIONS

PARKING SYSTEM

Recommendations

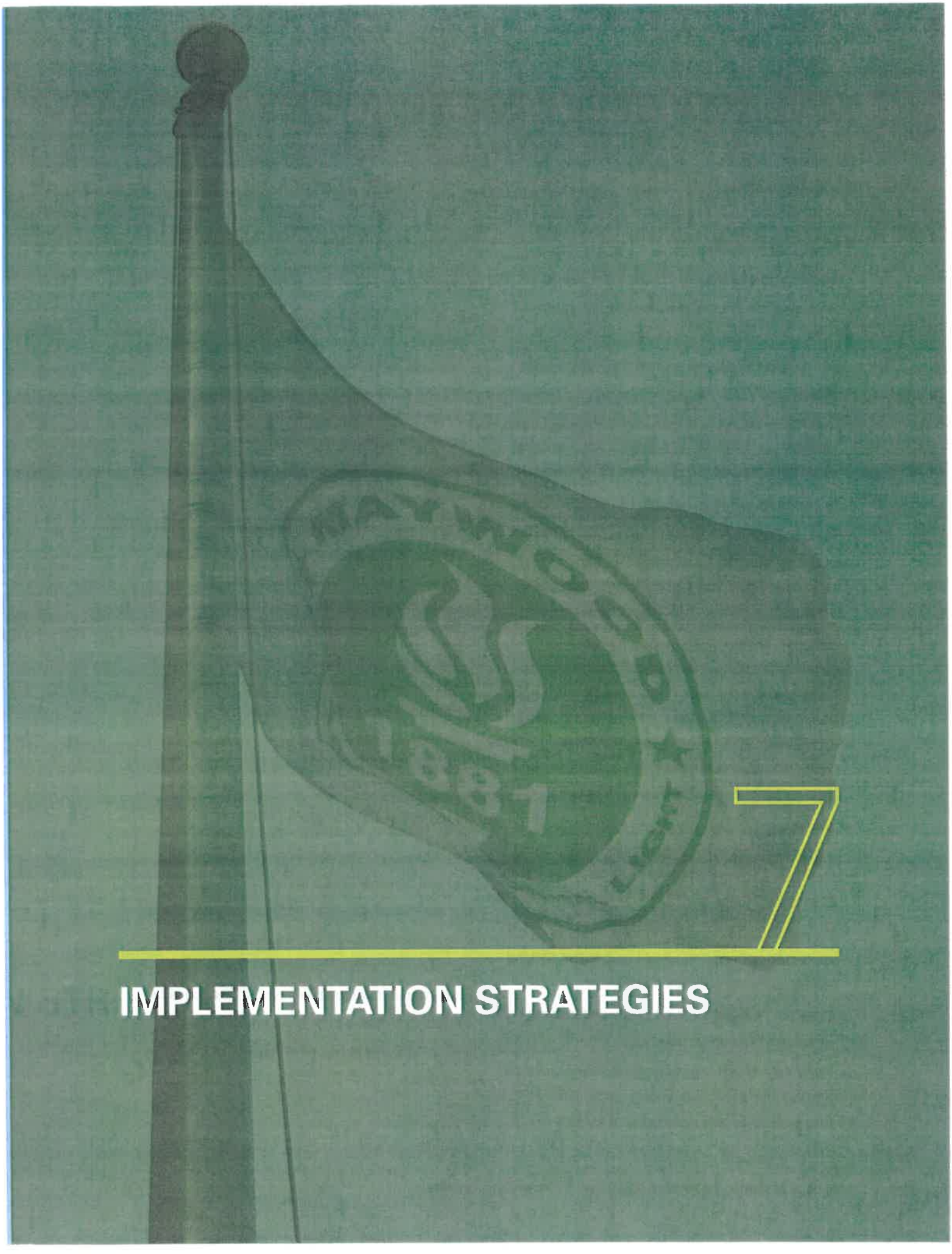
Consider opportunities to increase the supply of public parking as demand increases:

- Expand on-street, angled commuter parking on Main Street along the railroad right of way, both east and west of 5th Ave.
- With the wide right of way on 4th Ave., between Lake St. and Main St., on-street angled parking could be added to the west side of 4th Ave.
- Expand bike parking throughout the downtown.
- Many businesses have parking in the rear of buildings that can be improved/re-organized to provide additional employee and customer parking.
- Consider shared parking opportunities, particularly taking advantage of commuter parking. Different uses often have different peak-parking times. Mixed use developments provide an opportunity for sharing parking, allowing multiple businesses park in the same area, generating a more efficient use of space.
- Manage public parking use by time limits or permits. Should demand for commuter parking increase, adding a daily fee of $1.00 could be considered.
- Wayfinding and signage improvements to direct visitors to parking and use of commuter parking during evenings and Saturdays.
- Consider how their zoning policy and parking requirements impact parking.
- The Village should continue to regularly examine parking use and management, particularly as future changes and development occur.

The next step for Maywood should be to conduct a detailed parking analysis of the downtown.

- Evaluate existing use during different time periods and review parking citations to identify any problem areas such as constrained supply or congested areas, overnight parking, illegal parking, commuter parking needs, and employee parking needs.
- Engage the community regarding findings, challenges, and opportunities
- Complete a cost-benefit analysis of potential parking management and pricing alternatives, including estimated revenues, including costs for management, enforcement and infrastructure, and estimated revenues.
- Identify potential parking technology – such as smart meters. Parking apps such as Passport Parking, pay by plate, and other mobile phone options. Investments in parking technology can improve the collections and reduce violations.
- Identify potential pilot areas to test recommended changes

The supply and management of parking highly impacts not only how a community functions, but the overall character and connectivity of the area. Addressing parking resources, usage, and management should be part of a comprehensive multi-modal transportation system that considers available modes, a priority on walking, biking, and transit, and in line with Village goals and objectives.



7

IMPLEMENTATION STRATEGIES



IMPLEMENTATION

A PHASED APPROACH

The strategies presented in this report will happen over time. The Village Board, Commissions, the Department of Community Development, stakeholders, local investors, and developers should work together to identify catalyst projects and work towards a unified approach. Underutilized sites that are located in close proximity to the Metra station, restaurants, and entertainment venues are key sites for redevelopment and offer the highest demand and potential return on investment. Priority investment should be focused on sites that will generate activity and interest in downtown even if they don't produce the most tax revenue. Once downtown is seen once again as vibrant, commercial tax-generating businesses will follow. Focusing development on sites near the Metra station and in the center of downtown will serve the area well. Other sites along the periphery of downtown will most likely develop later than the prime sites in the central Downtown area.

TRANSPORTATION

Many mobility and public realm recommendations incorporate roadway, parking, transit and pedestrian physical improvements that require coordination with the transportation agencies including Maywood Public Works Dept., Cook County Department of Transportation, Union Pacific Railroad, Illinois Department of Transportation (IDOT), and the Regional Transportation Authority.

Grant opportunities

CMAP Local Technical Assistance Program provides grants for Active Mobility Plans, Parking and Traffic Studies, Bike and Pedestrian Plans, and others. Refer to the list in the potential funding opportunities section for additional federal, state and local funding programs that can provide financing grants, loans and other resources to implementing these recommendations.

PARTNERSHIPS

The Village of Maywood has many opportunities to partner with local developers, non-profits, financial institutions, philanthropic organizations and government agencies to achieve the recommendations in the TOD plan. Representatives from many of the organizations listed below were interviewed for this plan.

Potential partners include the following:

- Maywood Park District
- Maywood Public Library
- Forest Preserves of Cook County
- Loyola University Health System
- US Department of Veteran Affairs Medical Center
- Proviso Partners for Health
- Maywood Proviso Arts Council
- Maywood Celebrates Inc
- Maywood Fine Arts
- Local Businesses
- Major Employers
- Local Institutions
- Governmental Agencies
- Cook County
- West Central Municipal Conference (regional council of governments (COG))
- Regional Transportation Authority
- Pace, suburban bus
- Metra, commuter rail
- Wintrust Bank and other community banks
- Community developers such as Interfaith Housing, IFF, ArtSpace, and Housing Helpers, Inc.
- Bellwood-Maywood Chamber of Commerce
- Proviso/Wintrust Bank
- Main Street America
- Community Reinvestment Fund
- Department of Public Health Sciences at Loyola University Chicago
- Public Health Institute of Metropolitan Chicago
- Local Schools and Faith Based Organizations
- Friends of the Des Plaines River Trail
- Local, State, and Federal Elected Officials

NEXT STEPS

MUNICIPAL ROLE IN DEVELOPMENT IMPLEMENTATION

Downtown TOD style infill development and redevelopment can be more complicated than typical suburban greenfield projects, and therefore requires a larger leadership role on the part of the municipality. The Village should proactively participate in marketing Downtown opportunities to attract the high quality and unique development that is desired. The role of the municipality in this process may include:

- Meet regularly with Downtown property owners to discuss investment potential, property goals, and to provide guidance for decision making.
- Help prepare development sites by proactively making infrastructure improvements.
- Attend regional real estate and development industry events to reach out to new partners.
- Ensure that the development review process occurs in a clear, timely, and efficient manner.
- Continuously look for opportunities for public private partnerships, as well as partnerships with other regional agencies.
- Understand contemporary development processes, funding techniques, and financial institutional standards to be able to negotiate development relationships more effectively.
- Foster good working relationships between all levels of Village leadership, to help provide a consistency, clarity, and confidence during the review process.

EVALUATING SITES FOR DEVELOPMENT READINESS

Many steps can be taken by a municipality to identify which opportunities are the most feasible in Downtown, and which sites should be prioritized for new development attraction efforts. By doing an initial pre-development assessment, the municipality can be better prepared to negotiate with a developer for the type of land uses that best fit the character goals of the Village.

- Some initial pre-development issues that the municipality should investigate about a potential redevelopment site can include:
- Parcel ownership structure, property owner's status, and potential land acquisition costs
- Potential anchor tenants and strength of the market for those land uses
- Site layout, access, and infrastructure needs
- Potential development costs and impacts
- Identification of potential financial support mechanisms

- Potential traffic impacts and transportation coordination
- Impact on neighboring properties
- Site contamination status, Phase 1 Environmental Assessment
- Confirm that existing zoning is consistent with development goals

Grant opportunity

The RTA Community Planning Grant Program provides support for municipalities for TOD developer discussion panels to help municipalities better understand the marketability of their development sites

MULTI-FACED IMPLEMENTATION APPROACH

To initiate and encourage the implementation of the TOD Plan goals, the Village will need to continue to actively engage in and support the Downtown development process. A multi-faceted implementation approach that balances the needs of the community with the realities of development financing and market demand will be needed.

There are several common types of incentives that are possible to assist developer's financial needs, and some have been used by the Village in the past:

- Tax Increment Finance (TIF)
- Property tax rebates / abatements
- Municipal paid infrastructure improvements
- Grants or rebates
- Waving of fees or other costs
- Municipal support for projects seeking tax credits
- Village provided development land
- Update zoning to be supportive of TOD style development

ORGANIZATIONAL SUPPORT

The Village of Maywood has numerous boards, commissions, and committees that have a role in enhancing economic development, including the Economic Development Commission and the Chamber of Commerce. They also work in partnership with larger neighboring entities, including the Cook County Land Bank and Loyola University Health System.

The establishment of an organization focused primarily on improving the downtown Maywood TOD District through business marketing support, business recruitment, grant writing, and management of any financial incentives to either local property owners or businesses will help ensure success of this plan. Since there are various jurisdictional and tax implications for these various types of organizations, further study of the pros and cons of each should be conducted as a follow-up to this TOD plan.

Below are some organizational opportunities to consider:

- **Business District Designation**
  A municipality may designate an area as a Business District and create a Business District Development and Redevelopment Commission to act as an agent for the municipality to acquire, manage, help fund, or otherwise work on development and redevelopment projects within the District.

- **A Community Development Corporation**
  Typically, an independent, not-for profit organization governed by a board that brings expertise in real estate, businesses development, and community-building. CDCs often bring financial commitments from local financial institutions or public funding sources.

- **National Main Street Program**
  The potential exists for a downtown Maywood organization to have a strategic partnership with a larger group. For example, if Maywood chooses a preservation-based approach for all or a portion of its downtown, it could work with the National Main Street Center.

Since there are various jurisdictional and tax implications for these various types of organizations, further study of the pros and cons of each should be conducted as a follow-up to this TOD plan.

POLICY UPDATES

Aligning municipal zoning regulations with the recommendations of the TOD 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 TOD Plan:

ZONING

The Village should review and amend the zoning code to accommodate transit-oriented development that responds to current market demand. Consider the following amendments to the zoning code in the TOD district:

- Allow for more dwelling units
- Reduce number of parking spaces
- Encourage mixed-use
- Encourage mixed-income and affordable housing
- Look at examples such as Chicago's TOD and ARO ordinances
- Revisit proposed Land Use Plan from Comprehensive Plan - consider allowing single-family attached or multi-family from 6th Avenue to 8th Avenue between Main Street and Lake Street.

As referenced in the 2014 Maywood Comprehensive Plan, consider allowing single-family attached or multi-family from 6th Avenue to 8th Avenue between Main Street and Lake Street. "Currently Pedestrian-Oriented Commercial (C-2) zoning limits building height to no more than 3 stories (40 feet) with a minimum lot are 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 create density around the station area. While current market realities may not support this scale of development, as demand evolves over time the zoning regulations should 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".

Grant opportunity

The RTA Community Planning Grant Program provides support for municipalities for TOD zoning code updates.

WAIVE MUNICIPAL FEES

In order to attract new development or new businesses to locate to Maywood, the deferral and waiver of municipal fees may help encourage the desired development that is consistent with the policies and goals of Maywood's TOD and comprehensive plans.

POLICY UPDATES

STREAMLINE THE APPROVAL PROCESS

Predictability in Village approvals is critical for developers, who carefully assess the financial risks associated with any development. To lower the perceived risk in attracting a developer to Maywood its important to be perceived as an informed, committed and fair community. As a result, providing a consistent Municipal Review Process with guidelines for evaluating projects requiring approvals, zoning variances and/or financial assistance, will provide assurances to consistency. In addition, the saying "time is money" is true for any developer, so implementing a timely development review process can also add to lowering the development risks.

COMMUNICATE WITH REAL ESTATE AND DEVELOPMENT COMMUNITY

The Village should engage in conversations with successful commercial brokers in the region who could provide connections to developers who specialize in housing, retail and mixed-use development. For each opportunity site prepare a summary of the TOD development goals, market data, adequacy of the infrastructure, current zoning and any incentives as well as challenges such as any environmental issues, to solicit real estate brokers to "market" the opportunity sites to appropriate developers.

Grant opportunity

The RTA Community Planning Grant Program provides support for municipalities to prepare plan to develop special funding districts in transit areas

FUNDING PROGRAMS

As noted in the Market Study, financial incentives are likely to continue to be needed to attract developers and businesses into downtown Maywood. In recent years, the Village has acquired numerous parcels that have been sold (often at strongly discounted prices) or given to non-profit entities or businesses / developers. In addition to lowering the purchase price of a parcel, on-going financial incentives including the following may be necessary to bring in needed investors.

TAX INCREMENT FINANCING (TIF) DISTRICT

A Tax Increment Financing (TIF) District should also be considered that includes the portions of 5th Avenue and Lake Street that are in the TOD District. In a TIF district, the incremental property taxes over the base year amount can be used to pay for incentives or infrastructure improvements. The St. Charles TIF, expired in 2013. The Madison Street/5th Avenue TIF, which is south of the Downtown, was set to expire in 2020.

At the Maywood Board of Trustees meeting on September 17, 2019, the Board voted to extend the term of the Madison Street TIF as well as the TIF along Roosevelt Road. One way of including portions of the TOD area in a TIF would be to expand the boundaries of the Madison Street TIF up to Lake Street. This may be politically more expedient and financially more viable than creating a new TIF for the Downtown

ENTERPRISE ZONES

The Maywood Enterprise Zone was created in 1988 to spur economic investment by offering a variety of tax breaks to businesses seeking to move or expand their operations in the community. Since then, it has twice been renewed, and was recently expanded at the direction of the State of Illinois to include the neighboring Proviso Township communities of Bellwood, Broadview, and Melrose Park. This larger Enterprise Zone is now known as the West Regional Enterprise Zone, and it could potentially provide tax breaks to businesses moving into the Study Area.

IRS OPPORTUNITY ZONES

It should also be noted that the Study Area south of the railroad tracks is located in an Opportunity Zone, designated low-income census tracts created following the 2017 Federal Tax Cuts and Jobs Act. Opportunity zones are designed to spur economic development by providing select tax benefits to investors, including tax deferrals, reductions, and exemptions, based on the time-frame the asset is held. In general, investors indicate these tax benefits do not in and of themselves make a deal viable, but can impact the fundamentals of a marginal deal.

Opportunity Zones investments nationally have largely been opportunistic thus far, representing deals already in the pipeline. There have been limited deals to date in Chicago and Cook county, although some may be announced by year's end. Perhaps future deals in Maywood could benefit from this investment incentive if paired with other financial incentives.

TAX ABATEMENTS

Tax abatements come in a variety of forms and durations, for various types of developments. According to market research and feedback from local property owners, the businesses municipal tax rates are a major deterrent to development and business attraction in Maywood. The taxes in Maywood were notably higher than in adjacent communities. Consideration of tax abatements or lowering taxes to encourage investment in the TOD area and can be a significant incentive to attract new development. A property tax abatement program can eliminate or significantly reduce property tax payments on property for a specific duration. Some municipalities offer tax abatements on designated areas or to low-to-middle-income property owners, but many programs have no income restrictions.

FUNDING PROGRAMS

FACADE IMPROVEMENT PROGRAM

The revitalization of a deteriorated commercial district often begins with improvements to a single building or storefront. Façade improvement programs are incentive programs that were established to encourage property owners and businesses to improve the appearance of their buildings and storefronts in historic or non-historic areas. The financial incentives are typically from a municipality and can be in the form of a matching grant or loan, a tax incentive, and/or design assistance.

MUNICIPAL DISCOUNTED LAND SALE OR USE AGREEMENT

In order to encourage a specific type of development, the Village can offer to sell municipally-owned land at a discounted price or with a specific use agreement. Specific terms of the agreement can be incorporated into the land sale of use. City of Chicago offers a similar program in low income communities lacking investment.

MUNICIPAL REBATES FOR INFRASTRUCTURE IMPROVEMENTS

Municipal tax rebates can partially fund or totally fund infrastructure improvements. Initially the developer, not the municipality, who funds the up-front costs of making the infrastructure improvements. Later the municipality reimburses the developer for qualified expenditures paid from revenues generated by the project.

REVOLVING LOAN FUND

A revolving loan fund (RLF) is a gap financing measure primarily used for development and expansion of small businesses. It is a self-replenishing pool of money, utilizing interest and principal payments on old loans to issue new ones. A majority of RLFs support local businesses, some target specific areas such as healthcare, minority business development, and environmental cleanup.

Often, the RLF is a bridge between the amount the borrower can obtain on the private market and the amount needed to start or sustain a business. Typically, RLFs are used as gap financing products for commercial real estate development and small and medium sized business development and work in conjunction with private finance to leverage the capital needed to help businesses grow and expand.

LOW INCOME HOUSING TAX CREDIT PROGRAM

The Low Income Housing Tax Credit (LIHTC, Housing Credit) is a dollar-for-dollar federal tax credit for affordable housing investments. It was created under the Tax Reform Act of 1986 and gives incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans. The program is administered at the state level by state housing finance agencies (i.e. IHDA) with each state getting a fixed allocation of credits based on its population.

NEW MARKET TAX CREDITS

The NMTC Program incentivise community development and economic growth through the use of tax credits that attract private investment to distressed communities. The NMTC Program attracts private capital into low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax in exchange for making equity investments.

ILLINOIS HISTORIC PRESERVATION TAX CREDIT PROGRAM

The Illinois Historic Preservation Tax Credit Program (IL-HTC) provides a state income-tax credit to owners of certified historic structures who undertake certified rehabilitations. The substantial investments will create jobs in Illinois, stimulate local economies, and revitalize historic structures and neighborhoods.

OTHER POTENTIAL FUNDING OPPORTUNITIES

Municipal Funding Opportunities for Transit-Oriented Development

The Regional Transportation Authority (RTA) in conjunction with the Regional Transit-Oriented Development Working Group created this document to assist communities with the development of TOD. The document is intended to be used primarily by economic and community development practitioners throughout the northern Illinois region.

Included is a comprehensive directory of funding programs that serve Transit-Oriented Development initiatives in Northeastern Illinois. It includes programs for municipalities, government agencies, businesses, non-profit organizations, and other organizations that work to promote Transit-Oriented Development. It should be used by agencies to inform themselves of the various funding opportunities available. Programs are from government agencies as well as philanthropic agencies and financial institutions are included. This guide has been organized by Sources, Agencies, Program Description, and Eligibility.

FUNDING PROGRAMS

The majority of funding programs listed were compiled by the RTA from various website sources. Including CMAP's Community and Economic Development Funding Resource Guide.

- Enterprise Zone / Business Incentives for Local Municipalities:
  https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/taxassistance/Pages/EnterpriseZone.aspx
- HUD Community Development Block Grant (CDBG)
  https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs
- Cook County Department of Transportation and Highways: Invest in Cook
  https://www.cookcountyil.gov/investincook
- Cook County Bureau of Economic Development
  https://www.cookcountyil.gov/service/economic-development-division
- Cook County Recovery Zone Facility Bonds
  https://www.cdfa.net/cdfa/cdfaweb.nsf/ord/f9d5fe357ecdf6738825793600677255/$file/rzfb_brochure.pdf
- Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance Program
  https://www.cmap.illinois.gov/programs/lta

Transportation Grants and Programs

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) and TAP Program
  https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq
- IDOT Surface Transportation Program
  https://www.cmap.illinois.gov/committees/advisory/council-of-mayors/stp
- Illinois Department of Transportation (IDOT) – Grants/ Capital Infrastructure and Planning
  http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/economic-development-program
- RTA Access to Transit Program
  https://www.rtachicago.org/index.php/plans-programs/access-transit-program
- RTA Transit Improvement Program funds- Enhanced Mobility of Seniors and Individuals
  https://www.rtachicago.org/plans-programs/programs-and-projects/section-5310-enhanced-mobility-seniors-and-individuals
- Illinois Department of Natural Resources, Illinois Bicycle Path Grant Program
  http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/economic-development-program
- Recreational Trails Program
  https://www.dnr.illinois.gov/AEG/Pages/FederalRecreationalTrailsProgram.aspx

State of Illinois programs

- Illinois EPA and Illinois Office of the State Fire Marshal (underground storage tank fund) https://www2.illinois.gov/epa/topics/cleanup-programs/lust/publications-regs/Pages/introduction.aspx
- Illinois Department of Commerce and Economic Opportunity
- Workforce Development Initiatives, grants, etc https://www2.illinois.gov/dceo/WorkforceDevelopment/Pages/default.aspx
- Community Development Assistance Program (CDAP) Public Building Housing rehab grants https://www2.illinois.gov/dceo/communityservices/communityinfrastructure/pages/default.aspx
- Economic Development For a Growing Economy Tax Credit Program (EDGE) https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/Pages/EDGE.aspx
- High Impact Business (HIB) - Business Tax Incentive https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/Pages/HighImpactBusinessProgram.aspx
- Community Service Block Grant Loan Program https://www2.illinois.gov/dceo/CommunityServices/HousingAssistance/CSBG/Pages/default.aspx
- Illinois Housing Development Authority https://www.ihda.org/wp-content/uploads/2016/03/360_Affordable_Housing_Program.pdf

Local reports and initiatives

- Community Health and Wellness Hub Workshop Summary Report, November 14, 2019 American Planning Association - Illinois Chapter, Pro Bono Services Program and Proviso Partners for Health https://www.provisopartners.com/uploads/5/8/9/3/58938449/pp4h_and_apa-il_community_health_hub_workshop_report_final_11.14.19.pdf

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Chicago, IL 60611

2018302.000

STATE OF ILLINOIS)
) **SS**
COUNTY OF COOK)

CLERK'S CERTIFICATE

I, Viola Mims, Clerk of the Village of Maywood, in the County of Cook and State of Illinois, certify that the attached document is a true and correct copy of that certain Resolution now on file in my Office, and is entitled:

RESOLUTION NO. 2020-26

A RESOLUTION APPROVING OF THE VILLAGE OF MAYWOOD DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN 2020 UPDATE

which Resolution was passed by the Board of Trustees of the Village of Maywood at a Special Village Board Meeting on the 19th day of May, 2020, at which meeting a quorum was present, and approved by the President of the Village of Maywood on the 19th day of May, 2020.

I further certify that the vote on the question of the passage of said Resolution by the Board of Trustees of the Village of Maywood was taken by Ayes and Nays and recorded in the minutes of the Board of Trustees of the Village of Maywood, and that the result of said vote was as follows, to-wit:

AYES: Mayor Perkins, Trustees I. Brandon, M. Jones, A. Sanchez, K. Wellington, M. Lightford and N. Booker

NAYS: None

ABSENT: None

I do further certify that the original Resolution, of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Maywood, this 20th day of May, 2020.

_____
Viola Mims, Village Clerk

[SEAL]