



PLANNING OUR FUTURE!



Village of Bellwood, IL **Comprehensive Plan**

Adopted November 20, 2013



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ADOPTION

The Village of Bellwood Comprehensive Plan was recommended for adoption by the Bellwood Plan Commission on October 22, 2013 and adopted by the Bellwood Board of Trustees on November 20, 2013.

ACKNOWLEDGMENTS

A plan that does not involve those it hopes to serve cannot fully realize its potential or vision. The Village of Bellwood Comprehensive Plan is the result of the collective insight and effort of numerous residents, Village staff and officials, regional entities. It is important to recognize and thank those Steering Committee members who were an integral part of this process including:

- Tonita LeShore, Village Project Manager
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- Leo Tyo
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CHAPTER ONE

Introduction

VILLAGE VISION STATEMENT

Through workplace innovation, efficient service provision and a commitment to being a business-friendly town, the close-knit community of Bellwood remains an ideal village to live, work and play. Our daily operations and long-term plans both focus on growing Bellwood as a vibrant suburb for people of all interests and backgrounds, and for businesses of different sizes in diverse industries.

Engaging our residents, employees and business owners as we create and refine our plans for the future includes highlighting Bellwood's:

- Excellent infrastructure
- Low crime rate
- High-quality water supply
- Contact with Village departments
- Easy access via highways, streets and public transportation to navigate one of the nation's most thriving metropolitan areas, among many other attractive attributes that bode well for the future.

Bellwood's history of developing creative public-private partnerships, quality local workforce and strategic economic development planning has the village on solid ground and on a path to progress. --- *The Honorable Mayor Frank A. Pasquale*

INTRODUCTION

This is the first Comprehensive Plan for the Village of Bellwood, an inner-ring suburb west of Chicago. The Village desires to control its own destiny, stabilize housing, grow its population, and increase retail and entertainment amenities to enhance the quality of life for its current and future citizens. Bellwood is ideally situated to capitalize on two of its greatest assets - affordable housing and excellent multi-modal access.

PURPOSE AND COMPREHENSIVE PLAN MANDATE

The Comprehensive Plan will serve as a guide in considering policy changes as it relates to land use planning, budget preparation, diversifying housing stock, commercial opportunities, and adding recreational venues, in the creation of a mixed land use development plan conducive to the utilization of the transit opportunities in the Village of Bellwood's.

The Comprehensive Plan will help the Village address future issues and opportunities in fiscally, socially, and ecologically responsible ways and to achieve the vision and goals contained within. Having a plan may also provide an advantage when pursuing funding from public projects.

In accordance with the Illinois Municipal Code (65 ILCS 5/11-12-5(1)), a city or village plan commission is charged with preparing and recommending a comprehensive plan for the

present and future development or redevelopment of the municipality. This plan may also include requirements for streets, alleys, public lands and facilities.

State law allows the incorporation of many more sections into a plan to address issues and goals specific to each jurisdiction. These can include sections on the natural environment, transportation and parks and recreation, economic development or community identity.

HOW TO USE THIS PLAN

Bellwood's Comprehensive Plan represents a long-range initiative to guide the future of the Village in a way that reflects its particular challenges and unique characteristics. Each chapter states the Goals and Recommended Strategies that will influence the successful implementation of the priorities of Bellwood residents and stakeholders. The format and presentation of Goals and Recommendations are depicted and described below:

A Goal directly supports the collective efforts and ideals of the community reflected in the Vision Statement.


Recommendation

- A recommendation contains tangible steps that can be taken by Village officials, business leaders, community organizations, and residents to implement the goal.

In addition, "Profiles" are included in relevant areas throughout this document to further explain certain concepts or recommendations.

The plan should be reviewed annually by the Plan Commission and Village Board of Trustees and updated every five to ten years in response to land use trends, changes in population, or any major events that may affect Bellwood's future. This will ensure the plan and its individual elements remain relevant.

SUSTAINABILITY

Attention to both ecological and economical sustainability is a goal that can be achieved through smart land use, transportation planning and stormwater management decisions. Continued enhancement of the natural environment is an essential part of a high quality of life. The leaf icon  denotes a sustainable policy.



RELEVANT PLANS AND DOCUMENTS

Though this is the Village of Bellwood's first Comprehensive Plan, there are several Plans that reference Bellwood and that include recommendations for development of specific corridors or on a specific topic such as housing. How this comprehensive Plan addresses the recommendations can be found in the Appendix at the end of the Plan. These plans are:

- *GO TO 2040 Comprehensive Regional Plan, 2010 (GO TO 2040)*
- *Homes for a Changing Region, Phase 3: Implementing Balanced Housing Plans at the Local Level, 2012*
- *Mannheim Road Corridor Revitalization Plan, 2008*
- *St. Charles Road Redevelopment Plan, 2008*

PUBLIC INPUT OVERVIEW

The success of Bellwood's Comprehensive Plan depends on how well it reflects the vision and desire of the Village's residents, business owners, and other stakeholders. In order to ensure support and "buy-in", the planning process employed a variety of public input techniques to gather information providing a conduit for expression of concerns and hopes for the future. The following is a brief summary of the public input process.

Project Steering Committee

A Steering Committee was established in the fall of 2012 to oversee the year long comprehensive planning process. The committee, representing diverse sectors of the community including business leaders, residents, and town officials, helped develop the Plan's **Goals**, associated **Objectives**, reviewed and provided input for the drafts of the Plan and kept the community informed.

Key Stakeholder Interviews

Part of the public input included invited representatives from various groups within the community for informal conversations about Bellwood's future. The groups included Village staff, the Mayor, residents, park and library representatives, business owners, social and community services, and local clergy.

Public Workshops

On the evening of November 1, 2012, the public was invited through media announcements to the Eisenhower Center to take part in visioning activities and discussion. Following a Power Point during the public workshop introducing planning trends, economic sustainability, and housing issues. Attendees were then asked to work in small groups to mark their comments on large maps to identify issues, concerns, needs or desires. A second public workshop was held on January 10, 2013 to collect input for the first comprehensive plan for the Village of Bellwood. It is the goal of this planning process to balance essential needs with visionary objectives.



Community Planning Kits

To increase community outreach, the consultant team prepared a Do-It-Yourself Community Planning Kit which would allow a group leader to administer exercises and gain input from citizens on the future of the community in 45 minutes to an hour. Several middle school classes and a church group participated.



Community Planning Kit

Open House

An informal public open house was held on September 26, 2013 inviting those interested to come review and comment on the plan. This gave the consultant team an opportunity to make adjustments prior to the production of an adoption draft presented at a public hearing before the Village Plan Commission on October 22, 2013.



Metroquest

MetroQuest, a digital engagement software company, established an accessible website <http://Bellwood.metroquest.com> that enabled residents and property owners to participate in survey and mapping exercises at their convenience 24/7. The Website was live for 90 days and widely advertised in the Village newsletter, **on flyers, postcards and posters. A special kiosk with internet access was also set up in the lobby of the Village community center.** Surprisingly the response was light (54 total) and primarily African American women between the ages of 39 and 55.

Collaboration

Bellwood has been proactive in partnering with regional and state agencies, many of which have provided input into this Comprehensive Plan.

- West Cook County Housing Collaborative (WCCHC)
- Chicago Metropolitan Agency on Planning (CMAP)
- Illinois Facilities Fund (IFF)
- University of Illinois at Chicago (UIC) - Voorhees Institute

Tools of Engagement

ISSUE PRIORITIZATION	
Comprehensive Plan Village of Bellwood, Illinois	
WORK INDIVIDUALLY: Use the blue dots to choose three items that are most important to you and the red dots to select three items that are your lowest priority. Feel free to write in your own priority at the bottom.	
<p>Strengthen the Village Core – Enhance the area around the Village Hall to create a Downtown District.</p> <p>Enhance Major Roadway Corridors – Revitalize commercial areas, enhance streetscapes (sidewalks, lighting, curbs, trees, etc.) and improve parking 25th Avenue, St. Charles Road, and Mannheim Road.</p> <p>Improve Commercial Nodes – Identify opportunities to enhance existing shopping areas and underutilized land to create neighborhood commercial areas that are vibrant during the day and in the evening.</p> <p>Strengthen Intergovernmental Cooperation – Continue and enhance coordination between taxing bodies (schools, village, county, park district) to ensure the most effective and efficient use of revenue and delivery of services.</p> <p>Enhance Village Gateways – Concentrate on improving the image of the entry points, or “front door” to the community.</p> <p>Add Parks & Open Space – Provide additional park space and/or enhance existing parks with updated facilities. Work with Memorial Park District to provide a Parks Master Plan.</p> <p>Increase Housing Diversity – Ensure a variety of housing types exists for different lifestyles (families, empty nesters, couples, seniors) like attached (townhomes/apartments) or detached (houses).</p> <p>Increase Multimodal Opportunities – Improve residents’ access to both local and regional forms of transportation (PACE bus, bicycle facilities, sidewalks, Metro station, Village circulation, etc.).</p> <p>Redevelop Near Transit Stations – Create mixed use developments (offices, housing, retail) in the vicinity of Mannheim Rd. and St. Charles Road or 25th and St. Charles. This is also known as Transit Oriented Development (TOD).</p> <p>Add Youth Activities – Provide additional recreational and educational places (youth center and club or Teen Zone) for school age children.</p> <p>More Community Events – Provide more festivals and community events for residents and visitors such as the Annual Family Day Picnic.</p> <p>Replace Jobs – Solicit and provide incentives for major employers to locate in the Village, whether commercial, industrial, administrative, or other.</p> <p>Other –</p>	<p>About You</p> <p>Are you a resident of Bellwood?</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes</p> <p>If so, how long have you lived in the area?</p> <p><input type="checkbox"/> 0-5 year</p> <p><input type="checkbox"/> 6-10 years</p> <p><input type="checkbox"/> 11-20 years</p> <p><input type="checkbox"/> 20+ years</p> <p><input type="checkbox"/> Entire life</p> <p>Encourage your friends and neighbors to also prioritize these objectives by visiting: www.Bellwood.MetroQuest.com</p>



1 Welcome

INTRODUCTION

The West Cook Housing Collaborative and the Village of Bellwood

Recognizing that housing issues don't end at Village limits, three years ago leaders from five communities decided to deal with their housing issues together. They formed The West Cook County Housing Collaborative. With financial support from philanthropy, the Collaborative hired IFF, a nonprofit community development financial institution, to serve as coordinator. The Collaborative completed a Homes for a Changing Region housing policy plan. Now, the Collaborative workplan aims to make housing investments that increase access to transit and jobs.

2 COLLABORATIVE PRIORITIES

3 BELLWOOD PRIORITIES

4 INTERACTIVE MAP

5 STAY INVOLVED

The West Cook County Housing Collaborative (Collaborative) was formed in 2009 to address shared housing issues stemming from the recent market crash and resulting foreclosure crisis.

Help us understand what priorities most important to you.

Metroquest Community Engagement Website

PLANNING PRINCIPLES

Transit-Oriented Development

Focus on mixed use development of a density, size, character and look like no other in Bellwood that vertically or horizontally integrates residential, office, light industrial, and retail within a 1/4 to 1/2 mile of rail or bus transit lines.

Transit Oriented Development (diverse, higher density, vibrant) should be encouraged within 1/4 mile of the Bellwood Metra Station.



Housing Diversity

Bellwood has an abundant supply of single family detached homes under 1200 square feet. We heard from the community that now is the time to appeal to a different buyer from both within and outside the community with alternative housing selections including townhomes, flats, and rowhouses. These multifamily offerings are considered commercial ventures and can generate revenue for the Village.

Maintain Connectivity

Bellwood is a multimodal hub laced with interstate and US highways, a grid street network, freight and commuter rail lines, bus transit and a well-known, bike and pedestrian multiuse path. Maintaining and enhancing this access is an asset and key to attracting both new residents and commercial and industrial investors.

Strengthen and Market the Bellwood Brand

Market the Village to workplaces and less affordable communities as a well-located, affordable alternative. Continuing work on beautification of gateways and streets and housing rehabilitation will contribute to the image and therefore success of the community.

A photograph of a playground with a large tree in the background and a person standing near the equipment.

CHAPTER TWO

CHARACTER AND IDENTITY

2 Character and Identity

LOCATION

The Village of Bellwood is ideally located in the Chicago metropolitan area. Bellwood is among the first-ring suburbs just 10 miles west of downtown Chicago and east of I-294. It's southern border is the Eisenhower Expressway (I-290) and Union Pacific railyards on the north. The Village which is laced with multimodal transportation corridors, is 2.3 square miles and built out meaning there are no previously undeveloped properties.

First-ring or inner ring suburbs are the older, more populous communities of a metropolitan area that experienced urban sprawl before the Post-World War II baby boom, thus significantly predate those of their outer suburban or exurban counterparts.

Source: Wikipedia



Source: West Cook County Homes for A Changing Region

IDENTITY

Bellwood is an unintentionally well-kept secret and is unknown to many who live in the Chicagoland area and the region despite its location along corridors through which thousands of people pass daily. Citizens and Village leaders take pride in the community and are united in their desire to maintain the well-kept tree lined residential areas. They are just as eager to enhance the corridors, so key to the identity of the community, that have suffered from disinvestment due to the economy, and negative impacts of road widening projects. According to the 2010 census, the Village of Bellwood has a population of 19,071 and the population of Bellwood has remained virtually the same since 1960 as the Village became built out within its own boundaries and growth in adjacent communities in West Cook County and Eastern DuPage County surrounded the community.

HISTORIC AND CULTURAL RESOURCES

The Bellwood area's first two additions were laid out in the early 1890s and attracted residents and a handful of businesses. Several saloons and taverns soon opened to serve the new residents. An attempt by the neighboring dry community of Maywood to annex the area led local business owners to push for incorporation. The Village of Bellwood was incorporated on May 21, 1900. The village's population reached 943 by 1910 and doubled

by 1920. In 1926 the village annexed land west of Mannheim Road, bringing the population to 4,991 by 1930.

Bellwood's growth was facilitated by a variety of transportation options. The Chicago & North Western Railway provided passenger service to Bellwood. The Chicago, Aurora and Elgin Railroad was an interurban electric light rail line connecting Chicago to Wheaton, Elgin, and Aurora via Bellwood from 1902 until 1957. By the 1920s, the advent of mass automobile ownership provided another option for travel to and from Bellwood.

Bellwood developed as a suburban community composed mainly of detached, single-family houses. Neighborhood commercial centers developed along St. Charles Road at the intersections with 19th, 25th, and 28th Avenues. These areas formed walkable commercial nodes for the surrounding areas, with grocery stores, drug stores, and other services.

Some industries located in Bellwood before World War II, but postwar growth drew many large factories that became major employers in the near western suburbs. Much of this industrial development occurred along the Indiana Harbor Belt Railway. The period following World War II was one of unprecedented prosperity and rising household incomes. As a result, Bellwood's residents were able to find good jobs and to build comfortable lives for their families.

The completion of the Eisenhower Expressway along Bellwood's south border during the 1950s fueled further growth as families left urban neighborhoods for single-family houses in the suburbs. Bellwood's population more than doubled between 1950 and 1960, growing from 8,746 to 20,729. By the late 1960s much of the vacant land in Bellwood had been developed and growth slowed. The population reached 22,096 by 1970.

Many of the families who settled in Bellwood were of Italian, Serbian, and Polish descent. Many were the children of immigrants who had come to the U.S. over the last 50 years. Immigrants from eastern and southern Europe often faced discrimination from native-born white Americans, and often found safety and community in ethnic neighborhoods.

Like most postwar suburbs, Bellwood developed as a racially homogenous, if not overtly segregated, community. The white families who settled postwar suburbs in the 1950s and 1960s often moved in response to fears about the racial integration of their former neighborhoods or schools, among other factors. Until the late 1960s Bellwood was known as a "sundown suburb," a community where African Americans and other minorities were not permitted to live and where they might face harassment or violence after dark.

The community's first African American family did not move in until 1968, and Bellwood remained 98.9 percent white in 1970. Rather than accepting or embracing the changing demographics and the increasing opportunities for



Bellwood Architecture



Art Deco Factory

2 Character and Identity

African Americans, many whites attempted to maintain segregation by fleeing to more remote suburbs.

In Bellwood, this white flight was accompanied by a migration of middle-class African American families who left urban neighborhoods in search of more space, safer neighborhoods, and better schools. The period between 1960 and 1991 saw a rapid rise in violent crime throughout the U.S., and this wave drove many families out of urban neighborhoods toward suburbs like Bellwood.



During the 1970s, the Village of Bellwood worked to maintain racially integrated neighborhoods and tried to prevent filtering, the rapid change of a neighborhood's population from one single race to another single race. In 1975, Bellwood filed a lawsuit over alleged racial steering by local real estate brokers. In 1979 the Supreme Court upheld the right of the Village of Bellwood to sue real estate agents who were steering prospective African American home buyers toward integrated neighborhoods while steering white customers away from these neighborhoods. Bellwood sought to prevent the creation of de-facto segregation that would result from separate black and white neighborhoods. Bellwood's African-American population grew from 1.1 percent in 1970 to 35 percent in 1980 and 70 percent in 1990.

The community has experienced some challenges over the last three decades. The decline of American manufacturing has closed factories and eliminated jobs. Further suburban growth has provided newer and larger houses competing with older and smaller houses in earlier suburbs like Bellwood. Many of the small businesses that once populated the neighborhood commercial centers have vanished. Despite these challenges, Bellwood retains urban fabric with potential for future redevelopment.

ARCHITECTURAL CHARACTER

Bellwood's architectural character reflects the period in which it developed. Neighborhood commercial nodes along St. Charles Road reflect the period between 1900 and 1930 when the village first began to develop and when most household errands would have been made on foot or by mass transit. The urban street grid and small lot sizes also reflect this period of pedestrian and transit focused development. Post World War II development within this urban grid added suburban-style curb-cuts and driveways leading to rear garages.



Most of Bellwood's residential buildings are detached single-family houses of one or two stories. These reflect a variety of architectural styles, from bungalows in the Mediterranean Revival and Craftsman styles of the 1920s to postwar Minimal Traditional cottages and compact Ranch houses.

While most of Bellwood's housing units are detached single-family houses, several double houses, townhome courts, and apartment buildings exist within the neighborhood. Townhome or rowhouse courts were a popular development model from the 1910s and 1920s. Several of these courts were developed around 1950 on the blocks adjoining the intersection of Bellwood Avenue and Van Buren Street. Apartment buildings are mixed in throughout the village, often at corners on major streets. These attached housing and multifamily housing developments offer some variety of housing types.

Bellwood retains a variety of landmark buildings that help to define the village's unique sense of place. Among the most architecturally significant are the Art Deco style Universal Form Clamp Co. Building (c.1925) on 25th Avenue, the International style Nikolas & Co. Building (c.1930) at 2800 Washington Boulevard, and the Midcentury Modern St. Simeon's Church (c.1960). Buildings like the former Bellwood Municipal Building and the historic commercial buildings along St. Charles Road reflect the early development of Bellwood and the focus on pedestrian and transit oriented development. These neighborhood commercial buildings include opportunities for upper-floor apartments over neighborhood retail or service businesses. Vacant lots adjacent to these buildings offer opportunities for compatible urban infill development.

Bellwood retains a number of civic buildings that reflect its development and investment in community services. These include the Thurgood Marshall School (1919/c.1960), McKinley School (c.1920/c.1955/c.1965), Hillside Berkeley Pumping Station (c.1930), MECA Elementary Christian Academy (c.1950), Lincoln Primary School (c.1950), Lincoln Elementary School (c.1950), Living Word Christian Academy (c.1955), the Bellwood Public Library (c.1955), the Shrine of Our Lady of Mount Carmel Church (c.1965), and the West Suburban Senior Services Building (c.1965).

These buildings reflect the investment of generations of local residents and showcase Bellwood's development over the course of the twentieth century. They also provide a connection to the village's past and opportunities for redevelopment that can improve quality of life in the community today. The preservation and adaptive reuse of these historic buildings will help to retain Bellwood's authentic character while helping to meet present-day demands for varied housing types and walkable neighborhoods.



Bellwood Architecture



Mannheim Road streetscape

2 Character and Identity

Thoughtful Design and Development Guidelines contained in Chapter 4, p. 49 of the 2008 St. Charles Road Redevelopment Plan (SCRRP) by Houseal Lavigne Associates, can easily be incorporated in to the Bellwood Zoning Ordinance and most guidelines could be applicable to new development that could occur throughout the Village.

Goal 1: Approach each Village project using standards that strengthen and enhance the image of Bellwood



Recommendation 1

Ensure that infill and redevelopment in the Village is compatible with existing neighborhood character.

Redevelopment in the core urban areas should respect the historic development patterns (grid-streets, alleys, sidewalks and street trees). Attempt to inventory and preserve any historic structures in Bellwood such as the Art Deco era industrial buildings on 25th Avenue.

Recommendation 2

Update Zoning and Subdivision Control Ordinances

Review the Village's land use ordinances to ensure the "look" of actual development matches the vision of an attractive, inviting, and safe community. To facilitate redevelopment into transit-oriented or mixed use neighborhoods, establish standards for not only building type, but layout, open space, landscaping and parking.

All development (structures and roadways) should be subject to the same minimum development, design and construction standards.

Recommendation 3

Lead by Example

Public facilities, buildings, roads and bridges represent an opportunity for the Village to set the standard for quality design and materials. Public investment in quality design symbolizes to potential private developers the community's commitment to quality future growth.

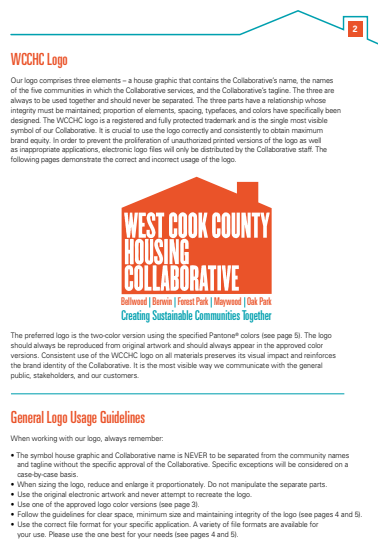
Incorporate works of art (sculptural, murals, etc.) by local talent into public spaces. Partner with local school art classes or host a competition to produce public artwork.

Recommendation 4

Marketing and Promotion

Continue to promote, and support community-wide events like the Bellwood Community Festival in August. Create additional seasonal events. Develop a campaign that touts Bellwood's strength such as the "Perfectly Situated Community". Use diverse media (radio, television, Facebook, Twitter, bus and train advertising, etc) to deliver the message.

Develop a relationship with large employers and institutions (Loyola Hospital, Borg Warner) in the region and encourage them to advertise/sell Bellwood as a place to live.



Page from WCHC Branding guidelines

Profile: Gateways and Wayfinding

A gateway / wayfinding system should take into account both pedestrian ,bicycle and vehicular traffic, as well as the perspective of visitors and residents. As such, the scale of these elements should relate to the scale and speed of traffic, as well as the character of the surrounding area or community. The design and location of gateway and wayfinding elements should reflect the unique aspects of Plymouth and concisely inform and guide motorists and pedestrians to attractions within the community.

Gateways

Gateway features can delineate and announce one's arrival into a region, town, neighborhood, or unique public place. They may be the first determinant of a community's image - the first impression. Gateway features may vary in scale or function, and can take the form of signage, public art, a signature building, or decorative streetscape enhancements such as lighting and landscaping roadside, at intersections, or in medians or roundabouts. Gateway features may be a singular element, an element repeated at every gateway, or elements that reflect the character of each individual gateway.

Wayfinding

Many communities recognize the importance of creating a "user-friendly" environment that directs both residents and visitors to prominent places once they are within the community. A well designed wayfinding system has the potential for economic benefit by providing directional assistance to commercial shopping areas, historic areas of interest, or major employment destinations. A comprehensive wayfinding system should:

- Increase the sense of place by furthering the community's brand or evoking the local character
- Increase commercial awareness by providing opportunities to represent each significant business node
- Encourage exploration of a community by including special destinations that can pique a visitor's or resident's interest

In 2012, artistic roadway markers were installed in the median of Washington Boulevard along with an allee' of trees to give this corridor significance. But additional efforts are needed to tout the advantages of living, working and doing business in Bellwood. The sketch on page 30 illustrates how the theme established on Washington Boulevard can be employed at other gateways including Mannheim Road (US Highways 12/20/45) and St. Charles Road.



2 Character and Identity

Goal 2: Support efforts to enhance community corridors and gateways.

Recommendation 1

Bellwood as a Brand

Communicate the desired Village image/brand to the larger region. Enhance existing gateways into the community by increasing the size and improving the setting in the vicinity of the signs. Consider placing the Village logo and/or name on prominent features including rail and road overpasses on the expressways (I- 290).

Continue to plant street trees where they are missing and undertake a campaign to underplant in the area of mature trees before they die.

Work with WCCHC on compatible ways to their logo and brand into Bellwood gateway and/or wayfinding signage in order to comply with a goal of the Collaborative and identify Bellwood as one of the five member communities.

Existing and Potential Gateway Treatments



CHAPTER THREE

LAND USE



LAND USE STATEMENT OF PURPOSE

Land use planning is of principle importance to communities such as the Village of Bellwood as they seek to retain existing residents and businesses while simultaneously leveraging opportunity sites to entice investment.

The Comprehensive Plan recommends incentives to support redevelopment opportunities including density bonuses, compatible infill development, the elimination of incompatible uses, and a range of housing densities to position the community as a place where people want to live, work and invest their time, energy, and resources.

EXISTING LAND USE

Bellwood which is sandwiched between two major transportation facilities is approximately 2.4 square miles. A major portion of the community is residential neighborhoods constructed after World War II. There is a core of current and former industrial development (approximately 74 acres) extending north/south along the freight rail line west of 25th Avenue from the Union Pacific rail yards on the north to the Eisenhower Expressway (I-290) on the south. In addition there is sizeable acreage of commercial uses (retail and office), and institutional uses. Besides the tree-lined streets, the Village has many acres of parks and open space distributed throughout the community with a 1.25 trail (Illinois Prairie Path) with an east/west alignment.

FUTURE LAND USE

Land use issues in a community that is not built-out might address growth, development and land preservation, but in a mature community like Bellwood, the issues this plan focuses on are redevelopment, transportation-oriented-development (TOD), land use diversity and balance.

The proposed land uses in this Plan reinforce recommendations from the GO TO 2040 Comprehensive Regional Plan and the Homes for a Changing Region, Phase 3: Implementing Balanced Housing Plans at the Local Level which support the use of residential infill and redevelopment to fill gaps in the urban fabric. Appropriate infill not only preserves the character, but encourages redevelopment, generates tax revenues for the local area, provides more students to keep schools viable, and brings positive activity to the streets which leads to increased safety and security. It is imperative to maintain or increase the density and walkability of the Village.

Redevelopment land use planning focuses on prioritization of sites near the two Metra Stations, along major CTA and Pace Routes as well in other areas within the Village. The Land Use Plan and Land Use Map (beginning on page 28) provide land use designations for not only the Target Redevelopment Opportunities, but the entirety of the Village. Chapter Eight, Target Redevelopment Opportunities provides much more detail as pertains to individual redevelopment scenarios.

RESIDENTIAL GOALS

Goal 1: Attract new residents and respond to the lifestyle housing needs of existing residents.

Recommendation 1

Encourage a diversity of housing types and neighborhoods

Offer multi-generational housing (post-school, family, senior, retirement) including neighborhood serving commercial, community health facilities, and open space as part of the equation for success.

See also Chapters 4 and 8 for additional information on housing and urban redevelopment standards.



Recommendation 2

Leverage regional transit access

New development near transit will add supply for family households a variety of housing options that results in a vibrant mix of residents and create a critical mass of people to support commercial activities. Diverse housing types include apartments, single family homes, townhomes, second story lofts, and duplexes. Redevelop vacant industrial / commercial properties for new housing supply.



Recommendation 3

Maintain traditional urban development patterns

Redevelopment that occurs in Bellwood should be reflective of and respect historic development patterns. Suburban-type subdivision development on curvilinear or cul-de-sac streets, large front yard setbacks, and front-loading double-wide garages detract from the urban traditional neighborhood character that Bellwood is known for. It is possible to increase house and yard size, and still provide compatible infill development with on-street parking and/or garages to the rear of residential lots.



Traditional Bellwood neighborhoods have alleys with access to parking and trash collection

Goal 2: Reduce foreclosures and stabilize values / increase demand



Recommendation 1

Support the rehabilitation of homes in older neighborhoods as a method of providing affordable housing.

Use intermediary (WCCC/IFF or other) to purchase and turn-around foreclosed properties to the market. One way of providing opportunities for affordability and homeownership is to make improvements including energy efficiency upgrades) to existing homes in Bellwood.

Recommendation 2

Grow the non-residential tax base to balance the burden on residential property owners.

COMMERCIAL GOALS

Goal 1: Strengthen and support existing retail to foster vibrant active environments

Recommendation 1

Facilitate Infrastructure Improvements

There are opportunities for small business development that wants to take advantage of population density / transit, but there is a lack of quality space.

Assure quality retail areas by managing access, connecting to neighborhoods and transit, ensuring adequate lighting. Consider matching grant program to encourage existing property owners to enhance facades or provide landscaping in parking lots.

Recommendation 2

Cluster Commercial for Success

Allow struggling retail that is interspersed on corners throughout Bellwood to be developed as residential. This serves to stabilize some neighborhoods by eliminating gathering spots and does not dilute the commercial along the Village's corridors on in targeted redevelopment areas.

See also Chapter 5: Economic Development, pages 40-47 for an overview of and recommendations for Bellwood / regional Commercial and Industrial markets.



INDUSTRIAL GOALS

Goal 1: Attract new businesses and major employers by promoting attractive land/ building packages and favorable taxes

Recommendation 1

Preserve access

Bellwood is well situated in terms of access to the region via 25th Avenue and I-290 and to regional rail networks and this bodes well for the Chicagoland industrial sub-market (as defined by Colliers).

Recommendation 2

Facilitate the modernizing of existing facilities

Modern manufacturing and innovation businesses require right-sized, modern facilities. Since there is a lack of available undeveloped land, the Village may have to partner with industrial developers to get existing industrial structures “shovel-ready” for new business.



Former industrial facility for sale

PARK AND OPEN SPACE GOALS

Goal 1: Ensure the continuance of service and access to active and passive use parks and trails as a key component of Bellwood’s quality of life



Recommendation 1

Provide additional open space in areas not currently served

There are currently 27 acres of parks and 14 acres of trails in or adjacent to Bellwood, averaging 2.1 acres per 1000 people which is considered good. Both the Village and Memorial Park District are involved in park construction and maintenance. Most residents are fortunate to be within 1/4 mile walk to a park or the Prairie Path trail (see Parks Map on page 27). Areas targeted for redevelopment should provide common open space as shown in the illustrations on pages 72 and 73 in Chapter 8.



Recommendation 2

Increase programming, upgrade equipment, and continue maintenance levels

Create strong connection between organizations including the Boys and Girls Club on Madison, the Teen Zone, and the VFW Post 5081 to the Prairie Path and other recreation areas in the vicinity.



Recommendation 3

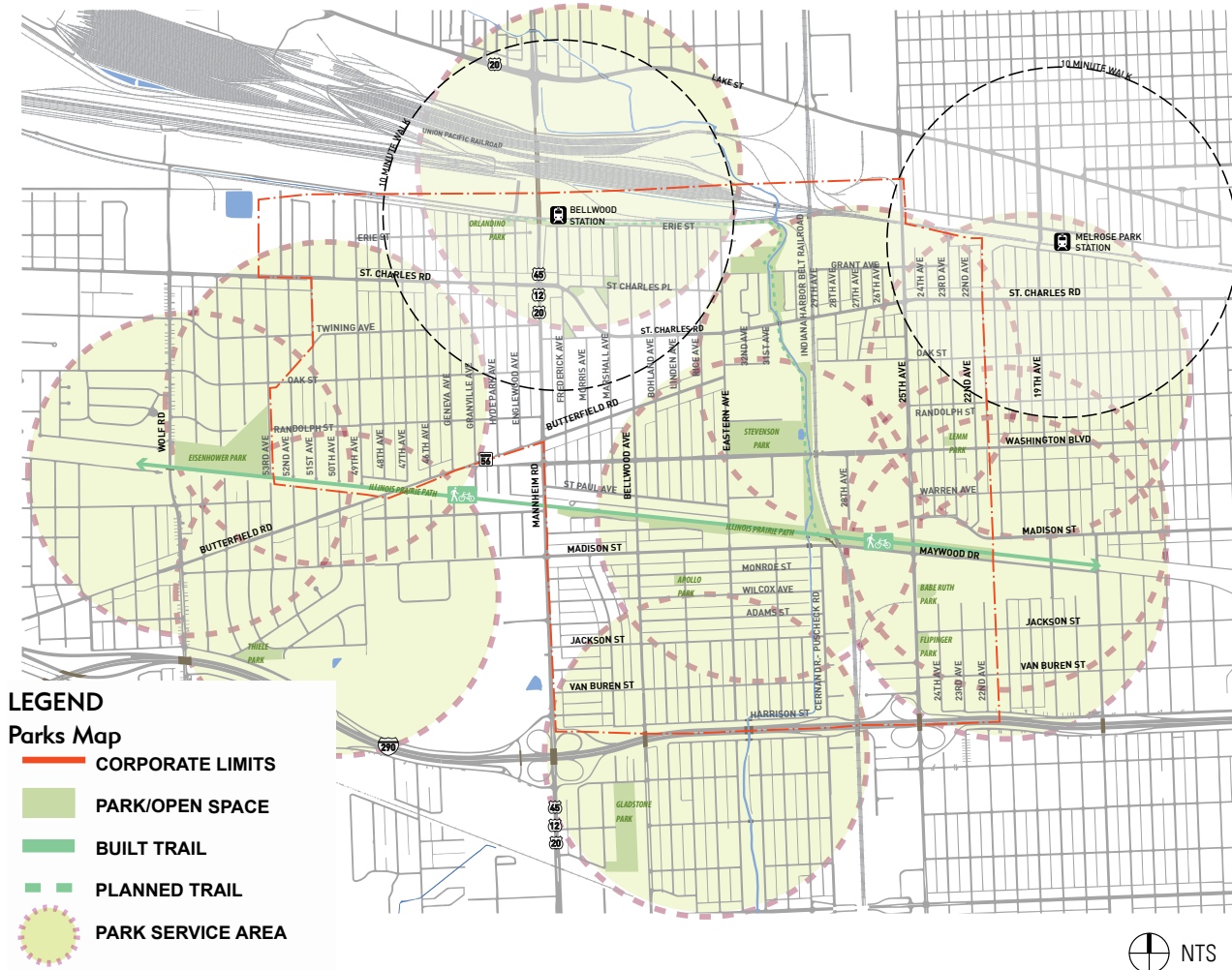
Encourage enhanced connectivity by utilizing open space corridors.

This connectivity between parks and open space to be utilized as a linear corridor will foster for enhanced connectivity to neighborhoods, and public transit amenities. Incorporate a linear greenway into the Addison Creek stormwater improvements in order to provide a safe, and attractive corridor connection between the Bellwood Metra Station, parks and open space, schools and neighborhoods.



Corner of Bellwood Avenue and Harrison Street

PARKS AND TRAILS MAP



See additional information on pages 58 and 59 regarding community connectivity.

LAND USE DESIGNATIONS

The Land Use Plan and map on the next page provide land use designations which reflect the character and intensity of future development and redevelopment. Land Use designations are somewhat broad brush depictions and are not zoning. While the actual pattern of land development may vary somewhat, the principles should be maintained. This Plan should be used in conjunction with the Thoroughfare Plan, the Bellwood Zoning Map, and Redevelopment recommendations to assist the Plan Commission, Village Trustees, and Village staff in making decisions that provide prosperity and lead to opportunities.



Single- & Two-family residential

Single- and Two-Family Residential

Typical Uses: This designation refers primarily to the traditional neighborhood pattern that currently exists within Bellwood. It is primarily single-family residential and two family/ duplex development. This may also provide for opportunities to create high quality infill housing and additional dwelling units "Granny Flats."

Characteristics: Mix of single and two-family homes located close to the street on individual lots with rear-loaded garages on alleys, located on streets with low traffic volumes. This development pattern exhibits a high level of connectivity, typically via a grid street network, with sidewalk and local street connections to thoroughfares with public transportation access. Typically, there is proximate access to parks, commercial centers, and civic buildings.



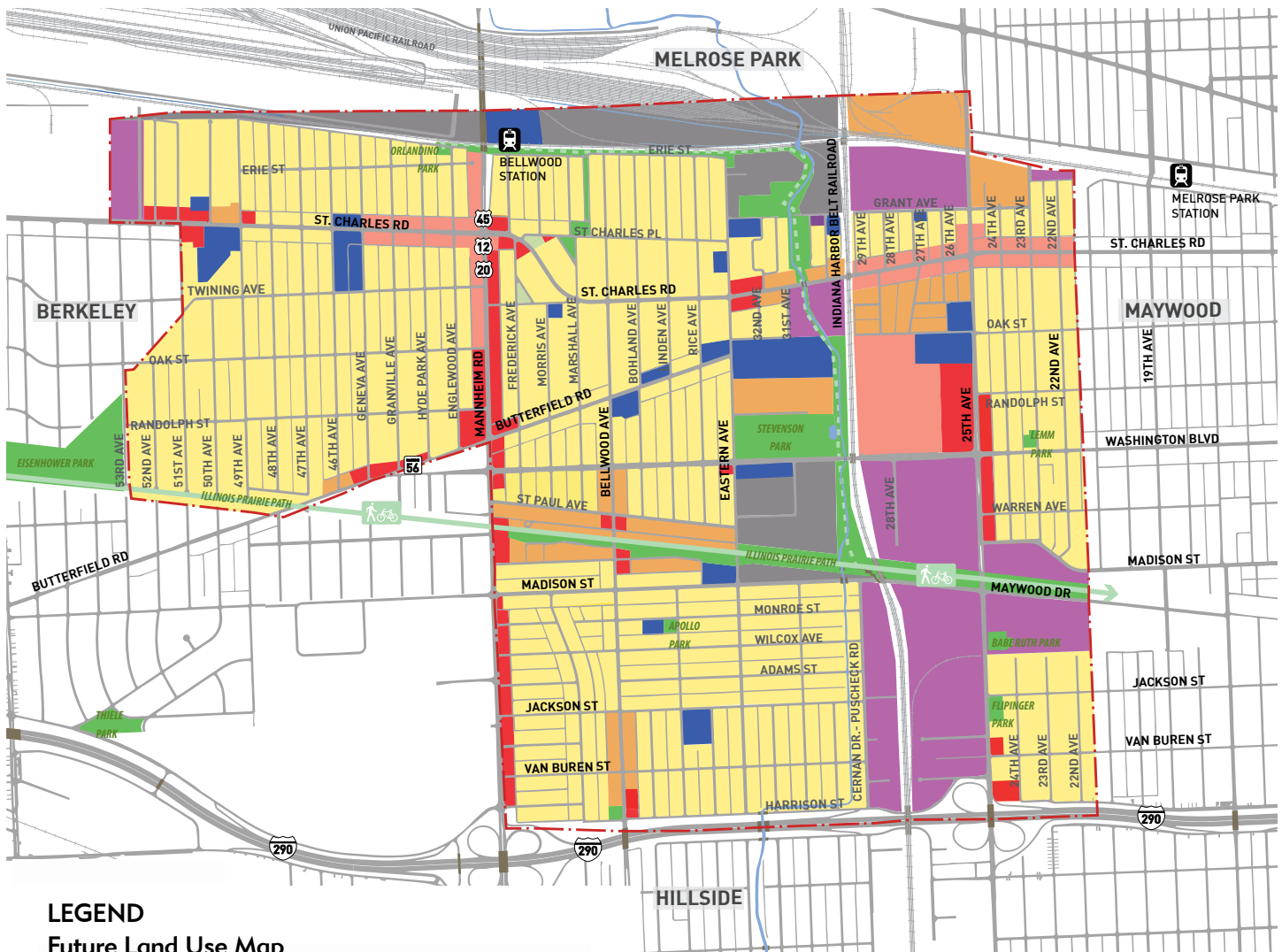
Multifamily residential

Multifamily Residential

Typical Uses: This designation refers to housing where three or more separate housing units for residential inhabitants are contained within one or several buildings within a development or neighborhood.

Characteristics: triplex, quadplex, cottage homes and townhouses located close to the street on single lots generally not exceeding three stories. Similar to single and two-family residential, the multifamily designation exhibits a high level of connectivity, typically via a grid street network, is an integral part of a walkable neighborhood and also typically is connected to public transportation, parks, commercial centers, and schools. Multifamily residential may be located on more heavily traveled streets and may serve as a transitional use between lower density single family and neighborhood mixed-uses.

FUTURE LAND USE MAP



LEGEND

Future Land Use Map

- CORPORATE LIMITS
- SINGLE/TWO FAMILY RESIDENTIAL
- MULTI FAMILY RESIDENTIAL
- MIXED-USE COMMERCIAL/OFFICE/RESIDENTIAL
- COMMUNITY COMMERCIAL
- BUSINESS PARK/LIGHT IND./MFG.
- GENERAL INDUSTRIAL
- INSTITUTIONAL/MUNICIPAL
- PARK/OPEN SPACE





Mixed-Use Development

Mixed-use Commercial / Office / Residential

Typical Uses: This designation refers to mixed-use residential and commercial areas designed to maximize access to public transit such as Metra Trains or Pace Buses. Many of these commercial spaces are geared to entice pedestrians and transit riders to patronize businesses. Ground floors should be active with uses which include: professional/personal services, storefront retail, restaurants, cafes, and shops. Upper floors may be residential or office. Sites targeted for this sort of redevelopment may be found in Chapter 8, beginning on page 63.

Characteristics: Often Mixed-use developments are infill opportunities, allowing the traditional neighborhood street wall to be completed and are popular ways to revitalize transit active neighborhoods. Typically Mixed-use development occurs along arterial roads, in nodes or clustered together with proximity to a major transit stop. Mixed-use developments may also be TOD's ideally located within a radius of one-quarter to one-half mile around the transit stop which is considered a comfortable walking distance for pedestrians. In Bellwood, these developments are envisioned to not exceeding six stories and can be a transition between single- and multifamily neighborhoods and commercial areas.



Community Commercial

Community Commercial

Typical Uses: Community commercial includes higher intensity commercial uses that generally include retailers, offices, food services, lodging, entertainment, and health care providers, all of which draw customers from the Village and adjacent communities. The designation may also contain medium to high density multifamily residential for a mix of uses.

Characteristics: Typically located along major arterial routes, such as Mannheim Road and 25th Avenue, and intersections, uses planned for these areas require high visibility (enough daily traffic to support significant sales), convenient access, and connectivity to the greater community and region. These developments are generally sited on larger parcels with dedicated parking lots for customers. They are predominately one-story buildings, but may be more. New development should have cohesive architectural styles, landscaping, high quality building materials, screening from adjacent residential areas, and internal vehicular circulation to reduce congestion on main thoroughfares.

Business Park / Light Industrial / Manufacturing

Typical Uses: This designation includes professional and business services, light assembly plants, flex-tenant type facilities, and research and development businesses.

Characteristics: These business facilities should have good access and connectivity to highways and main thoroughfares, as well as good internal circulation. This use also tends to act as a buffer between industrial and commercial uses. The tendency for these developments to serve as major employers warrants a need to consider connectivity to nearby neighborhoods (potential resident workforce) and the possibility of public transit. Attention should be paid to architecture, building orientation, landscaping, and signage to ensure cohesive design that will attract future investors.



Light Industrial

General Industrial

Typical Uses: This designation refers mostly existing industrial uses that may constitute a moderate to heavy industrial use. This land use designation may encompass such uses as large manufacturing facilities, distribution, warehousing centers (not self-storage), processing plants, and other similar businesses. Industrial uses require significant utility services for production as well as protection (fire suppression, etc.).

Characteristics: Areas for industrial land uses are limited to existing sites in the Village as they are less compatible with other desired land uses. Some of the sites which fall within this designation in Bellwood are vacant or underutilized and present an opportunity for redevelopment/reinvestment especially near the two Metra Stops, freight rail and along thoroughfares. This use typically produces the greatest amount of large truck traffic with a strong dependence on the roadway network. They have the potential to generate noise, vibration, dust, or odor as well. Industrial facilities should be located on large lots that can accommodate business and future expansion needs. To minimize the impact on surrounding land uses, perimeter fencing and vegetative screening are encouraged.



General Industrial

Institutional / Municipal

Typical Uses: Institutional uses include civic uses such as libraries, schools, town offices, fire stations, and utilities, as well as hospitals, places of worship, and similar land uses essential to the Villages's efficient operation and overall well-being.

Characteristics: Institutional uses are often integrated into the community close to the populations they serve. However, some uses listed above may require larger settings separate from residents, such as utility treatment plants, schools, or hospitals, that may require significant amounts of land or that generate high quantities of traffic. Site planning, architectural design, and landscaping set the tone for the image and identity of the community and should be carefully evaluated.



Institutional/Municipal

Park/ Open Space

Typical Uses: This designation refers to land that are designated as either a park or open space and are usually accessible to the public. These may include both active and passive recreation areas and may be dedicated to outdoor physical activity, organized recreation, leisure, urban agriculture, playgrounds, ecological functions, and public events.

Characteristics: Land within these areas should be protected from intense development. The intent is to preserve both the sensitive natural resources that may be contained within, and to reserve land for active lifestyles, social interaction, and access/exposure to, the natural environment. Parks range from softscaped, rolling lawns with shade trees to hardscaped urban plazas with public art and street furniture. Parks and open space should be accessible from public transportation, sidewalks, and the road system. They should be integrated into neighborhoods and commercial areas.



Park./Open Space

A photograph of a row of suburban houses with green lawns and trees under a clear blue sky. The houses are mostly two-story with brick and white siding. A blue handicapped parking sign is visible on the right side of the image.

CHAPTER FOUR

HOUSING & NEIGHBORHOODS

4 Housing and Neighborhoods

HOUSING OVERVIEW



Most of the land area in Bellwood is devoted to quiet, stable residential neighborhoods and there is a strong desire to maintain that use. For Bellwood to achieve stability and economic success, the existing housing, primarily developed after World War II must remain occupied which was a challenge with the recent economic downturn. In late 2012, over 400 housing units were in some stage of foreclosure. The Village, regional and state agencies are joining forces to reduce those numbers.

Another challenge is the lack of 21st Century “family-size” housing. Much of the housing stock averages less than 1,000 square feet. There has been a decline in family households between the 2000 and 2010 census and there is a desire to construct homes to attract that demographic. As important is the need provide additional diversity in housing types represented by multifamily housing that appeals to families, commuters, seniors / retired that is close to rail and bus transit, includes amenities (proximity to shopping, health services, parks and trails).

Housing Units by Type			
	Bellwood	Proviso Township	Cook County
1, detached	72.5%	59.2%	39.8%
1, attached	4.0	3.7	5.4
1, attached	5.8	9	10.6
3 or 4	5.7	7.6	11.4
5 to 9	8.5	6.7	9.6
10 to 19	1.7	4.3	5.3
20-49	0.7	4.0	5.6
50 or more	0.2	4.2	11.6
source: 2000, 2010 Decennial Census			

In this chapter are examples of homes that provide additional square footage (either new or expanded through renovation), are attached multifamily that would work also for seniors, and that are compatible with the traditional street layout and inner-ring suburbs that gives Bellwood its unique character. New housing development should be reflective of and respect historic development patterns. Suburban-type subdivision development on large lots, with cul-de-sacs, large front yard setbacks and front-loading double garages visible from the street, detract from the character that new buyers are seeking in urban areas. It is possible to increase house size and still provide compatible infill development with on-street parking, garages to the rear of residential lots. Home values in Bellwood are \$25,000 to \$50,000 less on average than those in Proviso Township or Cook County. There is room to offer housing above the average \$150,000 - 250,000 value of the adjacent areas and still be affordable and attractive to new buyers looking for value in a community with excellent transportation options.

Goal 1: Offer multi-generational housing (post-school, family, senior, retirement)



Recommendation 1

Leverage regional / transit access to add supply for family households and rental units



Recommendation 2

Redevelop vacant industrial / commercial properties for new housing supply

Recommendation 3

Allow / provide assistance for appropriate additions to existing stock to make them more appealing

Goal 2: Reduce foreclosures, Stabilize Values / Increase Demand, Attract new tax base through new residents

Recommendation 1

Use intermediary (WCCC/IFF or other) to purchase and turn-around foreclosed properties to the market

Recommendation 2

Grow the non-residential tax base to balance burden on residential property owners



Above: Second story addition provides more space. Below: Example of new attached housing for infill for existing neighborhood



URBAN HOUSING AND NEIGHBORHOOD DESIGN STANDARDS

Chapter 7, Target Redevelopment Areas, contains illustrative examples of neighborhood and mixed-use developments at proposed locations in Bellwood. The examples incorporate the principles described here and are applicable to other opportunity sites around the Village that have not yet been revealed.

Single Family Detached Housing

- small front yards between the street and the sidewalk
- Structures limited to three (3) stories in height
- Accessory residential uses including carriage houses, granny flats and parking to the rear and preferably accessed from the alley
- Side yard setback a minimum of five feet (5')

Attached Housing

Attached row housing may attract new residents looking for an alternative living situation.

- Structures may be developed as independent properties, or as property under common ownership.
- Parking facilities shall be located behind structures, accessible from alleys or drives, and not visible from public streets.
- Structures shall be sited to interact with the street.
- No more than eight (8) structures shall be attached in a single group.

Multi-Unit Housing

Larger structures of primarily multi-family use. The proportions, mass, and scale should respect the context in which it is placed. Off-campus student apartments, condominiums, assisted living facilities, and nursing homes are typical uses in these structures.

- Multi-family residential building forms should be sited in ways that protect the privacy of residents yet present the building to the street.
- Gathering spaces should be provided.
- Surface parking and garages should be minimized.

Mixed-Use Transit-Oriented Development

Mixed-use developments that allow a mix of retail, office, residential, and entertainment uses in a specified node.

- Structures should have a high level of transparency on the first floor / street level.
- Streetscape should include a wider sidewalks, crosswalks, lighting, on-street parking, and prominent crosswalks.
- Additional curb cuts from public streets should not be permitted. Access from main thoroughfares should be by alley entry or side yard
- Parking areas shall be in the rear and if on the side should be screened with landscaping or a low wall to provide an edge.

HOMES RENOVATED FOR MORE SQUARE FOOTAGE



NEW HOMES ON INCORPORATED INTO TRADITIONAL DEVELOPMENT PATTERN



MULTIFAMILY HOME DEVELOPMENT TYPE



4 Housing and Neighborhoods



New housing development on Bellwood Avenue just north of I-290 is proving to be popular with those desiring more space.



CHAPTER FIVE

ECONOMIC DEVELOPMENT

OVERVIEW

Falling employment, leakage in the retail market, and difficult redevelopment sites all work to prevent Bellwood from becoming an economically sustainable community. Unlike many communities, the availability of local employment opportunities is not a pressing need as Bellwood residents have ready access to the vast Chicago Metro Area labor market – only 3% of Bellwood residents are estimated to both live and work within the Village.



Instead, the primary economic issue that is in need of focus is the tax base. As of 2013, the Village of Bellwood had the second highest tax rate in Proviso Township and one of the highest in all of Cook County. The tax rate has become a burden on both residents and businesses, and is one of the greatest hurdles for redevelopment. In order to achieve sustainability, Bellwood must focus its economic development efforts on increasing its non-residential tax base.

This is obviously easier said than done, and Bellwood will have to work against some market trends that have driven retail businesses to locate outside of the Village, and manufacturing employment decline by overall 2,200 jobs in less than a decade – leaving numerous vacant and under-utilized industrial properties.



Bellwood Industry

However, the Village has several assets it can leverage. The first are those same vacant and under-utilized sites, which offer large concentrations of land that can be redeveloped into new and better uses. The second is its regional location, with excellent regional access, with proximity to both Chicago via interstate and commuter rail, the western suburbs, and O'Hare Airport.

25th Avenue is likely to be the primary driver for economic development within the Village. What is currently a mixed retail and industrial corridor has the potential to transition into a wider range of uses that take advantage of proximity to transit, access to I-295, vacant land, and future upgrades like the rail overpass that will improve traffic and mobility. In order for progress to be made, the Village must act as a redevelopment agent, organizing business incentives and pro-actively moving to re-position real estate under-utilized and blighted real estate to new market opportunities. While this strategy has been used by the Village in the recent past, it nevertheless must continue if the Village hopes to both achieve revitalization and an expanded tax base.

Industrial Market Supply Demand Gap Analysis

	DEMAND	SUPPLY	GAP	DEMAND	SUPPLY	GAP
GAFO Retail Goods	\$73.2M	\$30.0M	\$43.2M	\$857.4M	\$1,003M	\$(143.4)M
Food & Drink	\$23.5M	\$11.5M	\$11.8M	\$274.9M	\$310.6M	\$(35.7)M

RETAIL MARKET

Most retailers will see Bellwood market as well supplied with retail (numbers in red previous page, indicate there is no excess demand), even though that retail is not necessarily located within Bellwood.

- The community's opportunity to recruit larger scale, national retailers is limited - lying primarily with retailers not yet served within the local (Proviso Township) marketplace.
- A lack of supply in terms of both space and land limits retail opportunities. Any new retail development is likely going to have to occur due to redevelopment, adding cost to a project;
- Bellwood's high tax rate is a deterrent to doing business in the village. While this can be alleviated due to tax abatement, commercial development is one of the community's best ways to reduce the tax burden on both businesses and residents;
- Focusing on independent, small-scale retail development that can take advantage of commuter rail and major corridor like Mannheim and 25th Avenue is an opportunity, but there are no obvious locations to create a urban commercial district. Previous planned areas such as St. Charles & 25th Avenue have some potential, but the community may be better off by focusing on Mannheim and St. Charles, or a newly built project based commercial development built on vacant or under-used industrial property.

INDUSTRIAL MARKET

Industrial sub-market (as defined by Colliers) is small but strong with lots of recent activity. Industrial space in West Cook County is currently in demand due to its access to the region. Industrial space with good access to Chicago is predicted to increase in value over the next several years.

- Bellwood has a surplus of under-utilized industrial space following the departure of several large-scale employers over the past decade;
- The village's location along I-290 and access to several major rail lines provide several location based assets that can be leveraged;
- The opportunity for industrial development is hindered by the quality of existing industrial space (right-sized, modern facilities that are "shovel-ready"), as well as the cost to demolish facilities with several hundred thousand square feet of space;
- Despite losses in manufacturing, industrial development may be one of Bellwood's best opportunities to achieve economic sustainability. Since the village's industrial properties represent its best redevelopment opportunities for a number of uses (Housing, retail, employment, etc.) Bellwood will need to carefully evaluate how the re-use of this land is handled.

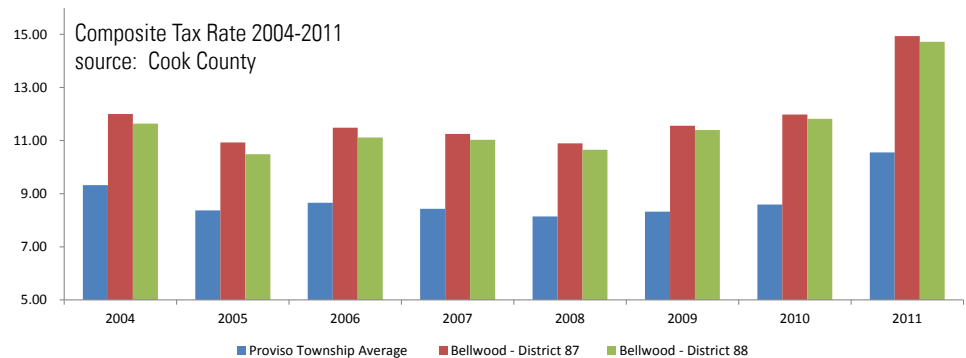


*Washington Plaza Shopping Center
on 25th Avenue*

ECONOMIC PRIORITY: TAX BASE GROWTH & STABILIZATION

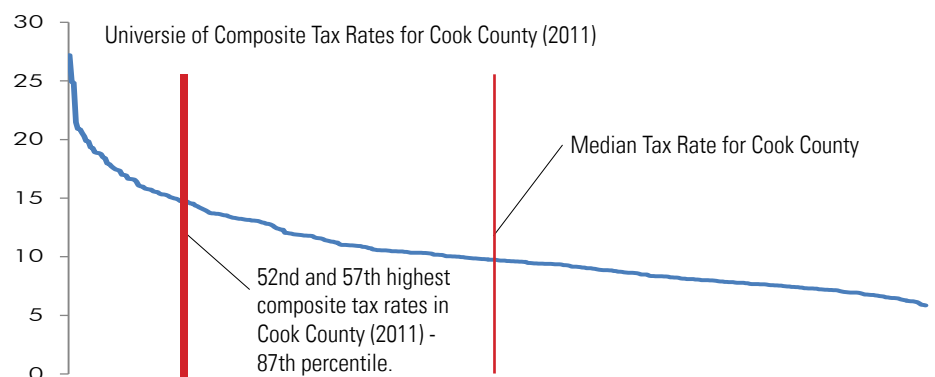
Whereas the economic development priority for many communities is employment growth, this is less of a priority in Bellwood due to the number of residents employed locally. Only 3 percent of Bellwood residents are estimated to both live and work in the Village, a percentage that has dropped from 6% in 2002. With over 2 million jobs accessible within a 30 minute drive or train ride, Bellwood residents have access to a good labor market.

Instead, the major issue that has evolved from recent employment losses is on the tax base. Having lost many of its major non-residential tax payers, Bellwood is suffering from an abnormally high tax rate that impacts both businesses and residents.



Within Proviso Township, Bellwood has the second highest tax rate of all communities (after Maywood). Between 2005 and 2011, Bellwood's tax rate has been between 30-40% higher than the average community tax rate within the Township.

Of the 410 individual community / school district units in Cook County, the two in Bellwood (Districts 87 and 88) ranked 52nd and 57th highest, respectively in composite tax rate. Of 130 incorporated communities in Cook County, Bellwood's tax rate ranked 18th highest.



GOAL 1: Increase the non-residential tax base through the transition of under-utilized industrial property into better performing residential, retail and employment related uses.

Recommendations

- Redevelop vacant and/or under-utilized property for new commercial, industrial or multi-family uses;
- Seek new uses that will generate tangible amounts of commercial tax base;
- Create a process to engage and retain existing businesses;
- Use higher density housing, mixed-use development and proximity to the Metra to leverage small retail and dining business growth;
- Leverage regional proximity for commercial/industrial growth near I-290;
- Identify target investment zones with priority land uses
- Create a business retention program designed to interact on a regular basis with local businesses and work together to solve business related issues.
- Collapse and re-establish Tax Increment Finance (TIF) districts in key redevelopment target areas.
- Create a “toolkit” of available incentives to recruit or retain commercial and industrial businesses, including HOME/CDBG, allocations from the General Fund, Tax Abatement, and land banking.
- Designate a point person within City government that coordinates economic development, redevelopment, code enforcement, building codes, and community development activities and funding.
- Encourage multi-family rental units, which are underrepresented in the community, and are taxed as commercial property.
- Identify public private partnership opportunities.
- Provide assistance with parcel assemblage along Mannheim Road so as to create large-enough sites for existing and new commercial businesses.
- Add landscaping and greenery to soften the appearance of vacant and blighted properties.
- Form partnerships with Melrose Park and Maywood to coordinate infrastructure and transportation improvements, including upgrades to the Melrose Park Metra station.

PROPOSED AREAS FOR RETAIL REDEVELOPMENT



RETAIL REDEVELOPMENT FOCUS AREAS

Three areas have been identified, analyzed, and are subject to further study regarding retail redevelopment scenarios.

1. Mannheim Road and St. Charles Road Intersection
2. St. Charles and 25th Avenue Commercial Corridor
3. Washington Plaza



25th Avenue Corridor Redevelopment Focus Areas

Four areas along 25th Avenue have been identified as redevelopment areas for further study.

1. Multifamily / Industrial Development
2. Small Scale Retail /Office Development and Residential
3. Mixed-use Large Scale Multi-Family and Retail Development
4. Industrial/Business Development

See also Chapter 8: Targeted Redevelopment Areas beginning on page 61 for illustrative concepts for these areas.

ECONOMIC DEVELOPMENT TOOLS

Tax Increment Financing

Cook County defines Tax Increment Financing, or “TIF” as a special tool that a city can use to generate money for economic development in a specific geographic area. TIFs allow a city to re-invest all new property tax dollars in the neighborhood from which they came for a 23-year period. These “new” revenues arise if new development takes place in the TIF district, or if the value of existing properties rises, resulting in higher tax bills. These funds can be spent on public works projects or given as subsidies to encourage private development. But TIFs can also make it easier for a city to acquire private property and demolish buildings to make way for new construction.

Bellwood has a few TIF districts, but the recession, combined with job loss and transition of industrial / commercial users has left property value in a state where it is difficult to use the existing districts for economic development incentives. The Village may need to collapse the existing districts and re-form to re-establish the “base” property tax value from which the increment will be determined.

Special Service Areas (SSAs) / Special Service Districts (SSDs) / Business Improvement Districts (BIDs)

This tool is used to finance public infrastructure and maintenance through a special assessment levied on a business / commercial districts. This assessment is commonly used for things like beautification, marketing, and infrastructure maintenance. Commonly used throughout the Chicago region, SSAs or SSDs could be useful in the Village’s plans to create an urban commercial district along St. Charles street. Special districts would provide a funding source for improvements that would not have to come from the Village itself.

Business Districts

In Illinois, specially designated business districts can be established for the purpose of levying taxes - usually sales taxes - for economic development activities. Similar to BIDs or SSAs, these can be effective methods to raise capital. This tool could be an additional incentive layered on top of Tax Abatement and potentially TIF on the Village’s major commercial corridors - particularly 25th Street and Mannheim. The funds could be used from anything from property redevelopment, infrastructure investment, or business incentives.

Tax Abatement

The abatement of taxes for new development projects runs somewhat contrary to an broad land use and economic development strategy designed to enhance the local tax base. However, abatement is likely one of the primary economic development tools available to Bellwood in the short-term, as other tools, like Tax Increment Financing, need to be readjusted or begun.

If used effectively, abatement could attract significant investment to the Village that would otherwise look at other locations. Also, if enough investment can be brought to the Village, it is possible that Bellwood could receive a sizeable bump in commercial tax base within a 5-10 year period.

Class 7a

The Class 7a incentive of the Cook County Real Property Assessment Classification Ordinance is intended to encourage commercial projects with total development costs that do not exceed \$2 million. The incentive is intended for areas determined to be “in need of commercial development” and would not be economically feasible without the incentive. The twelve-year incentive applies to all newly constructed buildings or other structures, including the land upon which they are situated. Projects which qualify for the Class 7a incentive will receive a reduced assessment level of ten percent (10%) of fair market value for the first ten years, fifteen percent (15%) for the eleventh year and twenty percent (20%) for the twelfth year. Without this incentive, commercial property would normally be assessed at twenty-five percent (25%) of its market value.

Class 7b

The Class 7b incentive is intended to encourage commercial projects with total development costs OVER \$2 million. Like the Class 7a incentive, it is intended to be used in areas determined to be “in need of commercial development”, which would not be economically feasible without the incentive. The twelve-year incentive applies to all newly constructed buildings or other structures, including the land upon which they are situated. Projects which qualify for the Class 7b incentive will receive a reduced assessment level of ten percent (10%) of fair market value for the first ten years, fifteen percent (15%) for the eleventh year and twenty percent (20%) for the twelfth year. Without this incentive, commercial property would normally be assessed at twenty-five percent (25%) of its market value. For projects involving substantial rehabilitation of existing structures, the incentive applies to the added value which is attributable to the rehabilitation and to the land, if vertical or horizontal square footage has been added, in such proportion as the square footage added by the rehabilitation bears to the total square footage of the improvements on the parcel.

Class 8

The Class 8 real estate tax incentive is designed to encourage industrial and commercial development in areas of the County which are experiencing severe economic stagnation. Class 8 is structured to permit the Assessor, upon application of the local governing body, to certify that such areas are in need of substantial revitalization. Within an eligible certified Class 8 area, all subsequent new construction, substantial rehabilitation or re-utilization of abandoned buildings, developed or reoccupied for industrial or commercial use, may qualify for the Class 8 incentive.

5 Economic Development

This incentive assesses qualifying real estate at a reduced assessment level for a period of twelve years from the date that new construction or substantial rehabilitation is completed and initially reassessed or, in the case of abandoned property, from the date of substantial reoccupation. Class 8 assessment levels are ten percent (10%) of market value for ten years, fifteen percent (15%) in year eleven and twenty percent (20%) in year twelve. This constitutes a substantial reduction from the twenty-five percent (25%) at which industrial and commercial properties are commonly assessed.



Businesses are again setting up shop in some of the older industrial structures on 25th Avenue.

CHAPTER SIX

MOBILITY



Bellwood can certainly lay claim to the title of a premier multimodal community with near access to three expressways, a US highway, a Metra line, two freight lines, Union Pacific - West (UPW) and Burlington Northern Santa Fe (BNSF), two airports, the Illinois Prairie Path and the PACE bus system. These multimodal transportation facilities hold the key to economic development and to attracting new residents and businesses to Bellwood and providing convenient travel to employment centers outside of Bellwood. As stated in the West Cook County Housing Collaborative (WCCHC) Transit-Oriented Development Strategy Existing Conditions Report, “strong transit assets effectively increase the affordability of housing in the sub-region by decreasing residents’ transportation costs and providing attractive travel options.” This chapter addresses functionality, streetscape enhancement, gateways, bike and pedestrian opportunities and more.

Roadways

IDOT and other organizations place roads into functional classes which determine the required right-of-way, design, desired flow, and facilities. The functional classifications include arterials, collectors and local streets. The three roads listed below are arterials. Refer to the color-coded map on page 57 to see what other streets are classified.

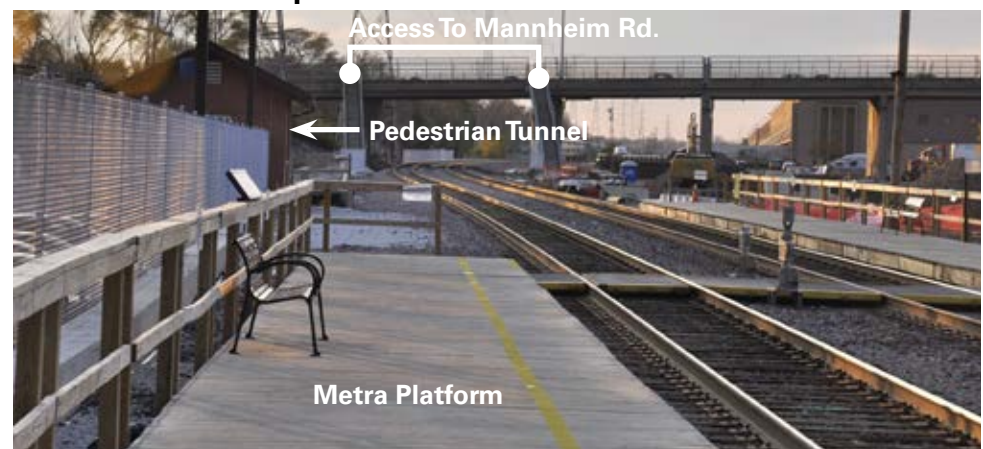
Mannheim Road

The Mannheim Road (US 12, 20 and 45) Corridor Plan from 2008, addressed the function as well as the adjacent land use of the busy roadway. The whole plan can be reviewed on the Village website http://www.vil.bellwood.il.us/economic_development/default.aspx. Many of the recommendations for the corridor which is classified by the Illinois Department of Transportation (IDOT) as a principal arterial still remain relevant. Designed to make the corridor commercially successful and to enhance the community’s image, these recommendations include shared parking, additional parking behind businesses with access from side streets, cross-access easements between businesses, and fewer curb cuts. The image below shows the Mannheim Road overpass and pedestrian amenities that were incorporated into the design. A 10’ pedestrian underpass is also included so pedestrians can safely walk from the stations parking lot to the platform without crossing the tracks.



Pedestrian Tunnel

Mannheim Road Overpass At Bellwood Station



St. Charles Road

The St. Charles Road Redevelopment Plan (SCRRP) from 2008, assumed the development of a new Metra station, consolidating the Melrose Park and Bellwood UPW stations, which did not occur. Instead each community kept its own station and some recommendations are no longer applicable. Still there are many recommendations made in this plan that are relevant and should be considered when attempting any development south of the UPW tracks to the south side of St. Charles Road and including Addison Creek proposed greenway. St. Charles Road and 25th Avenue discussed below are classified as minor arterials by IDOT as shown on the map on page 57.

25th Avenue

There is a planned overpass/bridge (grade separation) on 25th Avenue over the railroad north of St. Charles Rd. Bellwood lobbied for the much needed project to reduce long delays that had plagued the community for decades. IDOT projects a total of 55,000 cars per day after improvements, an increase of 27,000 vehicles that will pass through Bellwood on their way to I-290 and points south. These vehicles are potential customers and at the least they will take a lasting image of Bellwood with them. The Transportation and Circulation Plan (of the SCRRP) covers policies for street circulation (including grade separation of the UPW line at 25th Ave.), pedestrian crossings and flow, and public transit facilities.

A 2' clear-zone from the back of curb should be instituted as a best practice when installing streetlights and landscaping improvements to prevent damage from vehicles.

Proposed 25th Avenue Grade Separation / Overpass



There also are planned interchange improvements at 25th Avenue and I-290. Improvements include the addition of a Diverging Diamond Interchange which will further enhance 25th Avenue's viability as a major corridor through the Village.

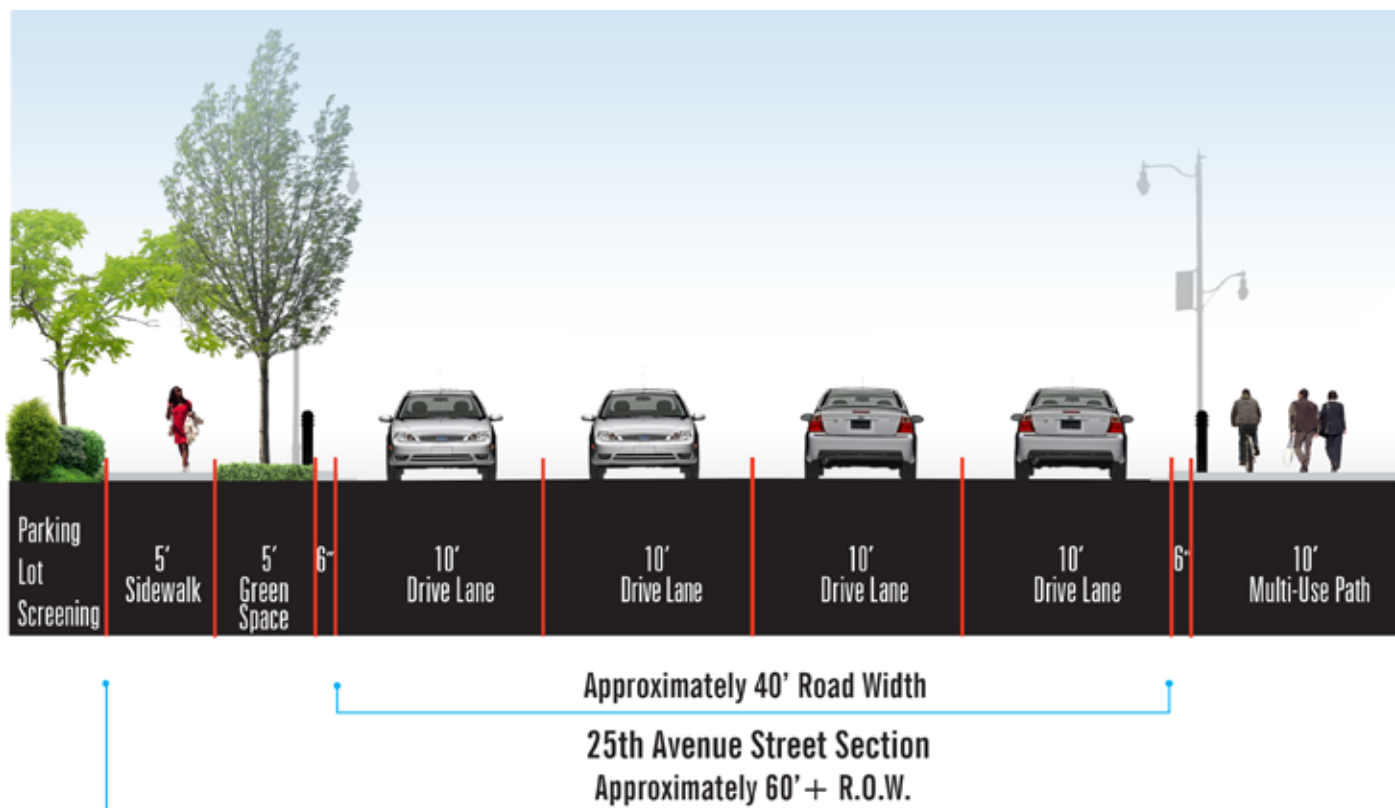
25th Avenue Diverging Diamond Interchange Concept

Existing I-290/25th Avenue
Interchange with Diverging Diamond
Concept superimposed on top



Since I-290, Mannheim Road, and St. Charles Road are all controlled by IDOT, 25th Avenue proves the best opportunity for the Village to invest in a signature street which includes pedestrian improvements, gateway elements, streetlighting and signage to make this an attractive thoroughfare. Traffic counts suggest investments in 25th Avenue are warranted. Traffic counts in conjunction with planned interchange improvements at I-290 on the south side of the Village and the new rail overpass on the north side of the Village provide an opportunity to capitalize on improvements already occurring and maximize the affect of Village investments in this corridor. The following street section illustrates how these improvements may be implemented.

25th Avenue Street Section



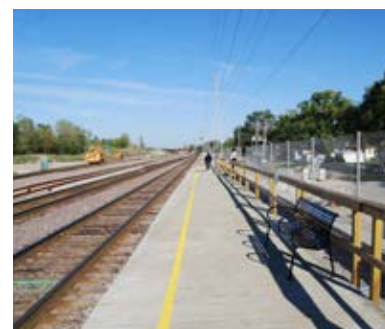
Transit

Metra Commuter Rail

According to Metra, Bellwood station has about 100 users per day. Renovated in 2012/13, it now has an underground tunnel to the westside of the overpass. There is a desire for village center (TOD) type development around the station but the station area is not conducive to that being somewhat isolated next to a residential area, highway overpass and tracks. The connection to bus from the Bellwood station is also poor.

However, there is a scenario to redevelop the prominent intersection of St. Charles Road and Mannheim with a strong connection to the station as depicted in the illustrations on pages 70 and 71 in the Targeted Redevelopment Area chapter.

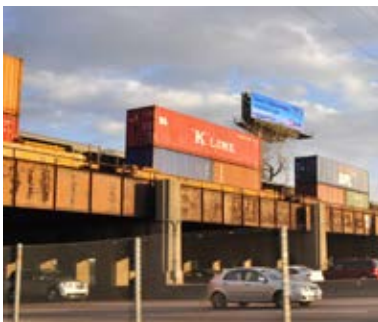
Providing Transit-oriented development and increasing the density and diversity of housing and commercial development around transit stations is one of the top goals of the Chicago Metropolitan Agency for Planning (CMAP)'s GO TO 2040 Comprehensive Regional Plan and the Homes for A Changing Region Report.



Metra Bellwood Station



PACE bus shelter.



Freight Rail in Bellwood



Mixed-Use Development

PACE

There are 4 PACE bus routes through Bellwood (Routes 310, 313, 317 and 330. In 2013, Route 303 was which had traveled north-south on 25th Avenue was relocated to 19th Avenue. Three of the five proposed target redevelopment areas in Bellwood center on 25th Avenue. The area is ripe for new and upgraded businesses and housing development that differs from the predominant single family detached. It is critical for there to be excellent connectivity between the Bellwood and Melrose Park stations, the commercial development, schools and industry that will surely increase with the completion of the grade separation project.

Freight

Bellwood has a north-south freight route and ample east-west freight infrastructure. It is important to preserve access to freight routes to retain current businesses and for future industrial development.

Goal 1: Balance the need for traffic flow with the desire to create a pedestrian-friendly environment and access to adjacent development.

Recommendation 1 Implement the Mannheim Road Corridor Plan

To effect the changes recommended in the MRCP, there are several steps to be taken including updating the zoning ordinance, coordination meetings with IDOT to express the Village's desires for roadway enhancements, and including phased changes in the community's Capital Improvements Plan (CIP).

Recommendation 2 Manage access and improvements on 25th Avenue

Implement roadway improvements for the 25th Avenue streetscape that manages curbcuts, provides sidewalks buffered from traffic by tree lawns, decorative streetlights, bus shelters, bike lanes and an multi-use path on at least one side (see road section on page 51).

Goal 2: Create an environment to foster and facilitate Transit-Oriented Development (TOD)

Recommendation 1 Update the Zoning Ordinance and Map for mixed-use TOD developments

Housing studies since the recession have indicated a future need for housing at the lower end of the market.

New development that has access to transit reduces transportation costs, thereby increasing housing affordability. This can be further enhanced by creating new communities of a more dense housing type, whether owned or rented within 1/2 mile (walkable distance) of a station.

Recommendation 2 Require design and development standards for TOD

Objections to housing other than single-family residential were noted in the preparation of this plan. But when attention is paid to materials, landscaping, color, design of structures and integration into the neighborhood, proposed redevelopment that includes commercial retail/office and residential uses represent viable opportunities for attracting new residents, generating higher revenues from property taxes. This type of development is more likely to be favorably considered for revolving loan funds if residential is a component.



Recommendation 3 Create strong connections

All new development should connect to the Metra station of PACE stops with lighted, landscaping, signage, ADA compliant walks or trails. Reestablish the PACE bus route on 25th Avenue as redevelopment occurs.

Goal 3: Expand the locations of gateways into Bellwood which communicate the Village's brand and identity to locations on primary travel routes including the expressway and rail routes.

Recommendation 1 Create a hierarchy of gateways

Streets and sidewalks form the greatest amount of public space in urban communities. The scale, proportion and amenities contribute to the image and vibrancy of the adjacent neighborhood and the Village as a whole. To that end, at every turn there is an opportunity to make a statement about the community. What will it say?

Locations to make that statement include Eisenhower (I-290) at Mannheim Road and 25th Avenue, St. Charles Road and Mannheim Road, St. Charles Road and 25th Avenue. The monument on Washington Boulevard could become an iconic image used at the gateways.



Potential Gateway at the Intersection of Mannheim and St. Charles Roads

Potential Gateway Treatment of Interstate 290 / Eisenhower Expressway



Recommendation 2 Incorporate the WCCHC logo

To the extent that Bellwood's individuality and branding is not compromised, consider ways to incorporate the new logo / brand developed to identify the five WCCHC communities.

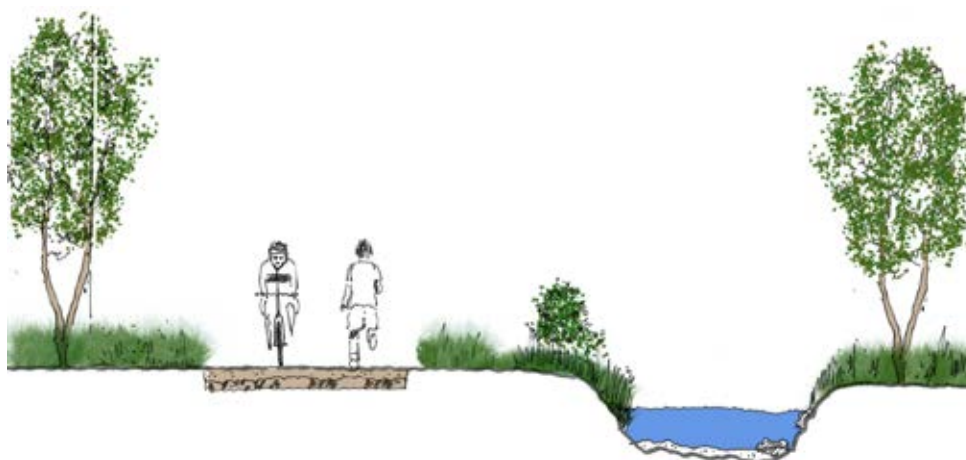
Goal 4: Enhance all modes of transportation

Recommendation 1 Improve Bicycle Access

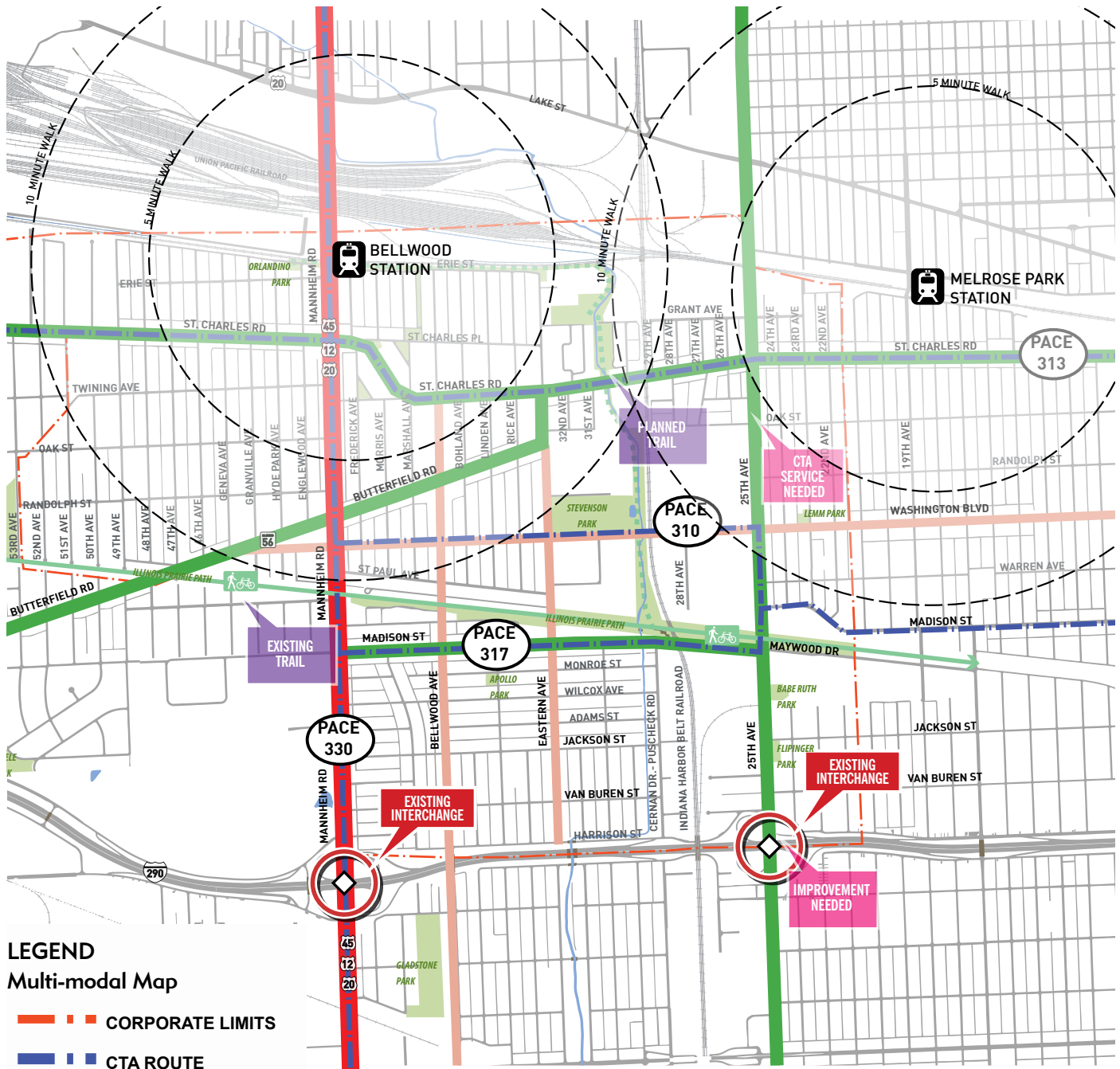
Connect transit options to the Illinois Prairie Path. The Illinois Prairie Path is a multiuse, paved bicycle and pedestrian trail that roughly follows Madison Street from the east to the western border of Bellwood.

As suggested in the report, TOD Recommendations West Cook County Housing Collaborative 1/17/2013, the Village should work with IDOT to pursue a flashing yellow light signal at minimum. Wayfinding signs should also be placed at the intersection to help cyclists understand the safest route for crossing.

Paved trails along waterways such as Addison Creek provide for a safe path of travel, a natural area that will not be disturbed by flooding and actually allows the water to infiltrate, and a recreational amenity as well as a practical amenity to provide connectivity.



MULTI-MODAL MAP



LEGEND

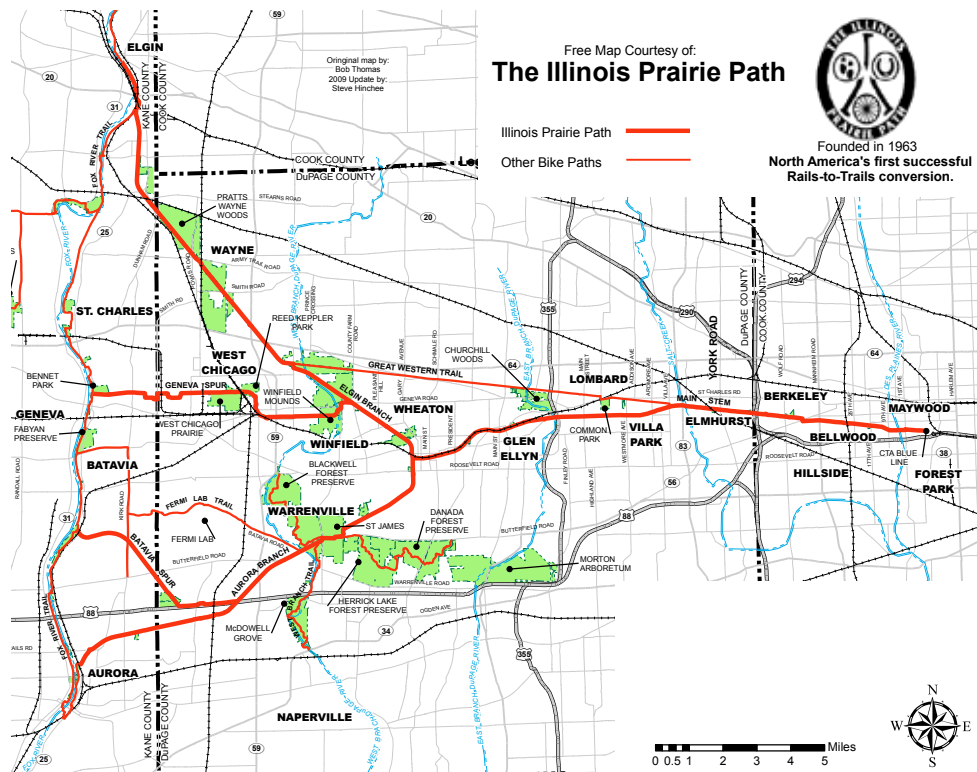
Multi-modal Map

- CORPORATE LIMITS
- CTA ROUTE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- LOCAL
- BUILT TRAIL
- PLANNED TRAIL

COMMUNITY CONNECTIVITY - CORRIDOR TRAIL DEVELOPMENT

The Village of Bellwood has one existing developed trail corridor and one untapped, with the potential to reshape how bicycle and pedestrian connectivity functions within the community. Providing connectivity between parks, trails, where people live and work is a primary tenet of the GO TO 2040 Comprehensive Regional Plan. In addition, the Recreation, Open Space and Urban Design Plan in the SCRRP includes recommendations for additional neighborhood parks, multi-use trails (with trail linkage), improved gateways, uniform streetscaping, and enhanced strategic landscaping.

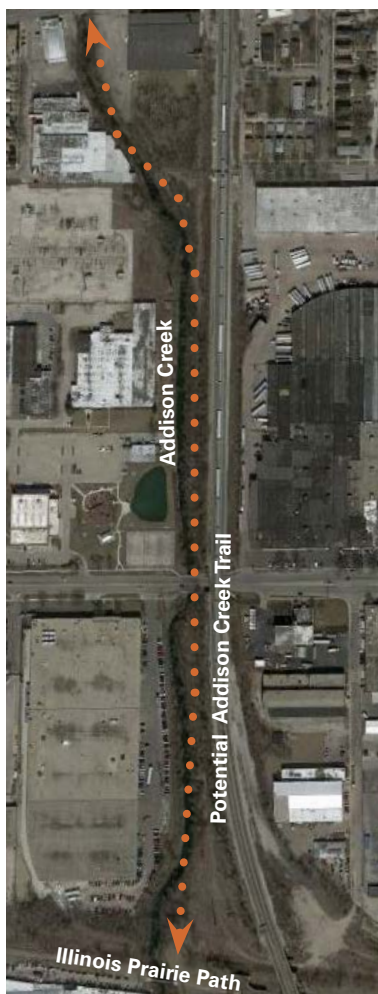
The Illinois Prairie Path, traverses the Village east/west north of Madison Street. The Illinois Prairie Path was the first successful “rail-to-trail” conversion in the United States and inspired a national rail-to-trail movement in the United States in the mid-1960s and now encompasses 61 miles of trail. Bellwood is situated near where the trail begins in neighboring Maywood. The trail then continues to the west through the remainder of Cook, Will, and Kane Counties as shown in the trail map below available on the website at <http://www.ipp.org/trail-maps/>.



The non-for-profit which oversees the Illinois Prairie Path is supportive of the connection of the Illinois Prairie Path to other trails to form a regional network of greenways. The SCRRP recommends the creation of a trail that extends from the area of the Bellwood Metra Station south along the Addison Creek corridor to the central part of the Village and the Prairie Path.

The existing Illinois Prairie Path is a great amenity for residents of Bellwood. This east-west bicycle and pedestrian path provides connectivity between four counties and is an opportunity for the Village to enhance its image and brand.

Stormwater project underway to improve Addison Creek, which may potentially decrease flood insurance requirements for many residents. Opportunities exist to beautify the creek and recognize it as an amenity which may provide considerable connectivity within the Village.



This sort of greenway development would be a key attraction for residents and visitors. The creation of a trail along Addison Creek, untapped resource, between the Prairie Path Trail and the Bellwood Metra station allows direct connectivity within the community and to redevelopment opportunities which furthers the mission and goals of several plans and agencies.

It is important to note that if constructed the Addison Creek in conjunction with the completed Illinois Prairie Path would allow the majority of residents to access these corridors within a 10 minute walk (see map on page 60).



ADDISON CREEK

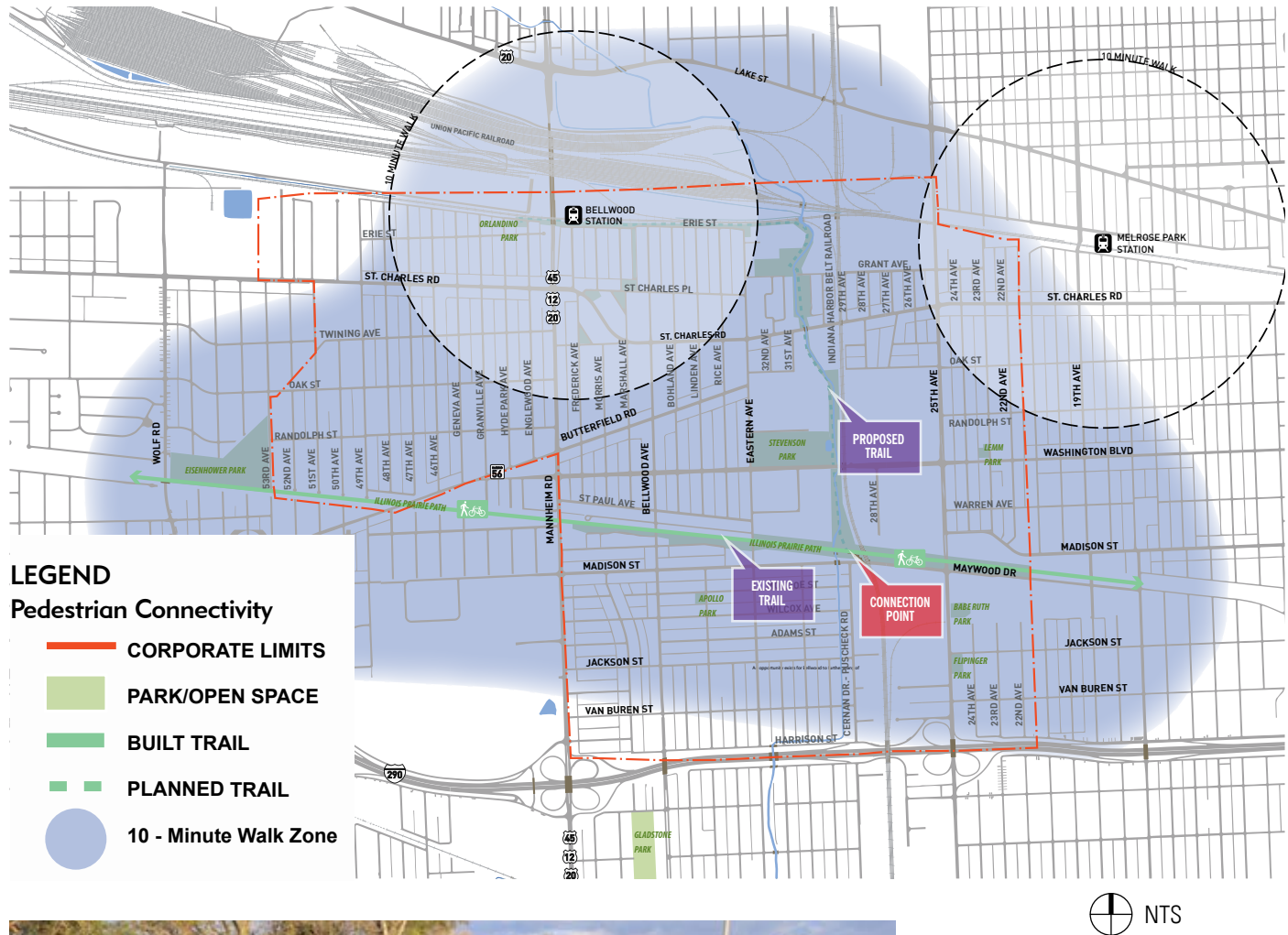
Addison Creek traverses Bellwood in a north-south channel just east of the Indiana Belt Harbor Railroad. At the southern border of the Village, the channel turns to the west before passing under the Eisenhower Freeway (I-290) between 32nd Street and Eastern Avenue.

Many Bellwood properties are located in the Addison Creek Flood Plain according to current Federal Emergency Management Association (FEMA) maps and the properties have unfortunately experience several flood events over the years. The Addison Creek Restoration Commission was established in 2004 to develop solutions to mitigate flooding impacts of Addison Creek on seven communities, including Bellwood. Preliminary studies looked at the relocation of the Addison Creek retention pond within the Village of Bellwood, the restoration of creek beds, and enhanced fencing for security and safety.

Addison Creek borders or travels through several areas targeted for redevelopment and discussed in Chapter 8. An opportunity exists for Bellwood to further many of its redevelopment and economic development goals, while at the same time resolving flooding issues by creating a retention reservoir. The reservoir would allows detention and infiltration, eliminate an unsightly concrete-lined channel with steep banks and could also become an amenity or centerpiece for future development with a greenway that parallels the creek or circumvents the basin.

Concepts for Addison Creek continue on page 76.

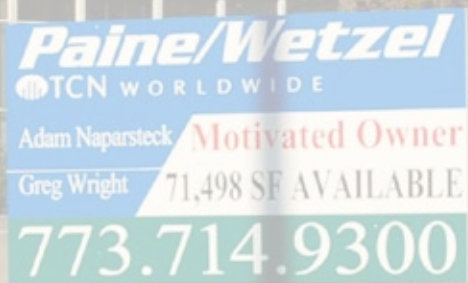
Blue-shaded Areas are within a 10 Minute walk of illinois Prairie Path and Planned Addison Creek Path



Addison Creek channeled in a concrete lined basin.

CHAPTER SEVEN

TARGET REDEVELOPMENT AREAS



7 Target Redevelopment Areas

Bellwood has always had a history of great neighborhoods of vibrant retail districts with shops and restaurants for people to gather. During the last several years these neighborhood retail districts have struggled both due to the economy and to big box retail centers that have been built in the region.

One of the goals of the Plan, based on the Community's input, was to identify ways to bring more retail and restaurants to Bellwood and to reinvigorate some of the existing commercial areas so that they may be vibrant districts with both day time and evening activity with a variety of shopping and dining experiences. There are significant challenges to creating retail areas and as we have learned from the economic development report there may be limited opportunities for bringing in a significant amount of retail to Bellwood.

To meet this goal, given the market realities, the Plan is concentrating retail and entertainment into a few small areas in key locations. These districts will focus on smaller scale retailers and retail developments that can take advantage of commuter rail (2 Metra stations), the major corridor of Mannheim Road and the increased traffic that will be on 25th Avenue with the completion of the 25th Avenue Bridge over the Railroad tracks.

These target development areas also identify locations for new residential uses. The Plan also identifies areas that can transition from commercial uses to residential uses in places where commercial has struggled. These are primarily parcels along St. Charles Road that may be too far from either the 25th Avenue or Mannheim Road intersections to be good retail addresses.

With the community's help the Plan has identified six target redevelopment areas;

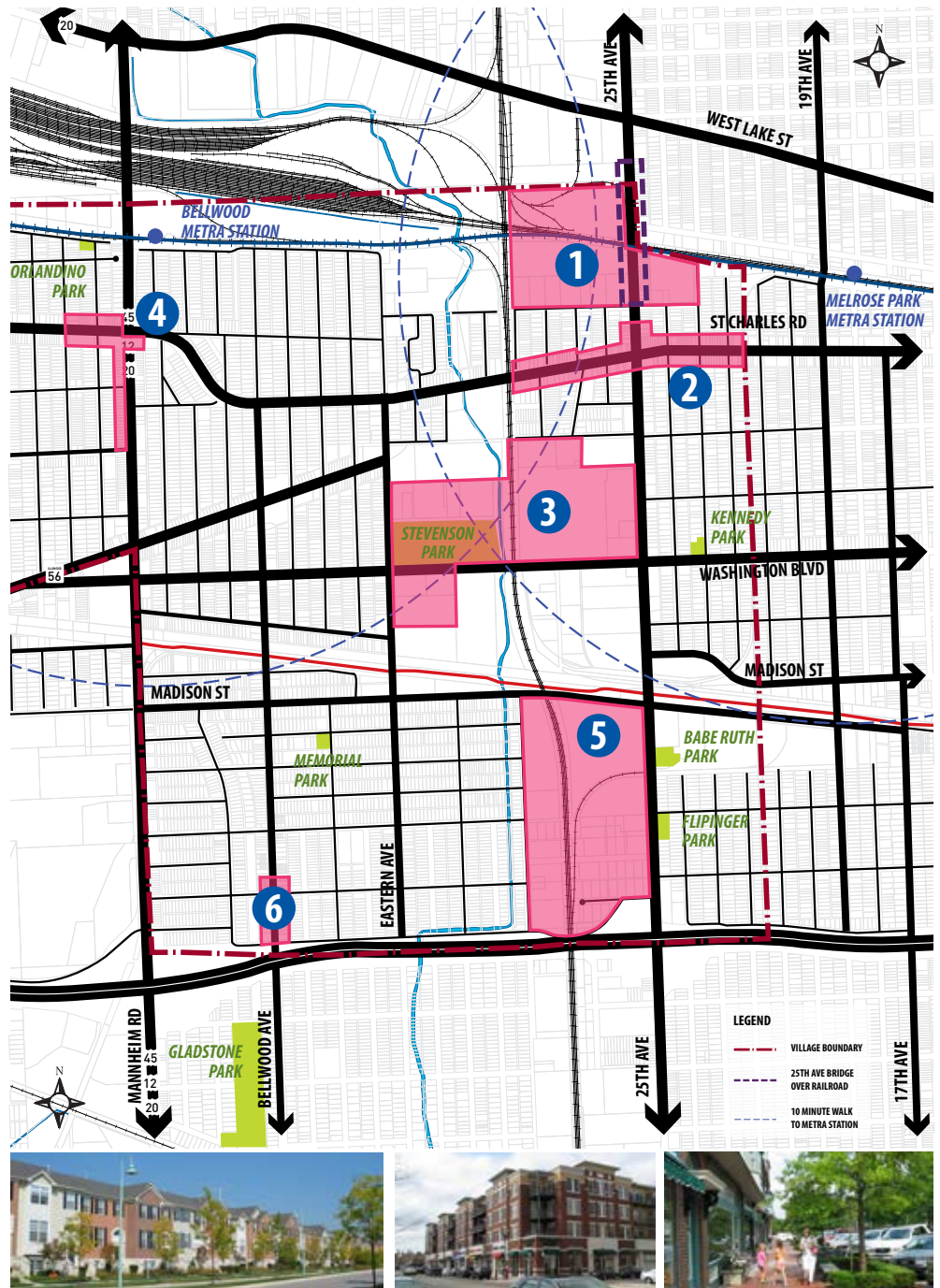
1. 25th Avenue and Grant Street
2. St. Charles Road and 25th Avenue
3. Washington & 25th Avenue, including land around the Stevenson Park and the Village Hall
4. Mannheim and St. Charles Roads
5. 25th Avenue and Madison Street
6. Park Place homes and the commercial area on Bellwood Avenue north of Harrison Street

The transformation of Target Area 3 to a desirable residential and retail district as shown on page 69, can serve as a catalyst for other redevelopment opportunities throughout the Village of Bellwood.

Of these six redevelopment areas the one with the greatest potential to positively impact the Village is Target Area 3, at Washington and 25th Avenue. The transformation of this underutilized site to a desirable residential and retail district can serve as a catalyst to residential and commercial development in the other target areas as well as throughout the Village of Bellwood.

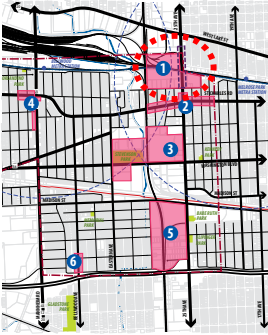
REDEVELOPMENT AREA KEY

1. A new transit-oriented mixed-use development north of the tracks, within walking distance of two Metra stations and job producing industrial uses.
2. Redevelopment of St. Charles and 25th Avenue, with new retail and residential opportunities
3. A new mixed-use neighborhood with the Village Hall, Stevenson Park and Addison Creek as anchors. Commercial uses along 25th Avenue and Washington Boulevard, and a variety of housing types near the Roosevelt Middle School and remainder of the redevelopment area.
4. Redevelopment of St. Charles and Mannheim Roads intersection with new retail and residential opportunities.
5. New industrial and job producing uses along 25th Avenue from Interstate 290 to Madison Street.
6. Residential development (2012-13) and commercial neighborhood retail on Bellwood Avenue north of Harrison Street.



Examples of Mixed-Use and Transit-Oriented Development

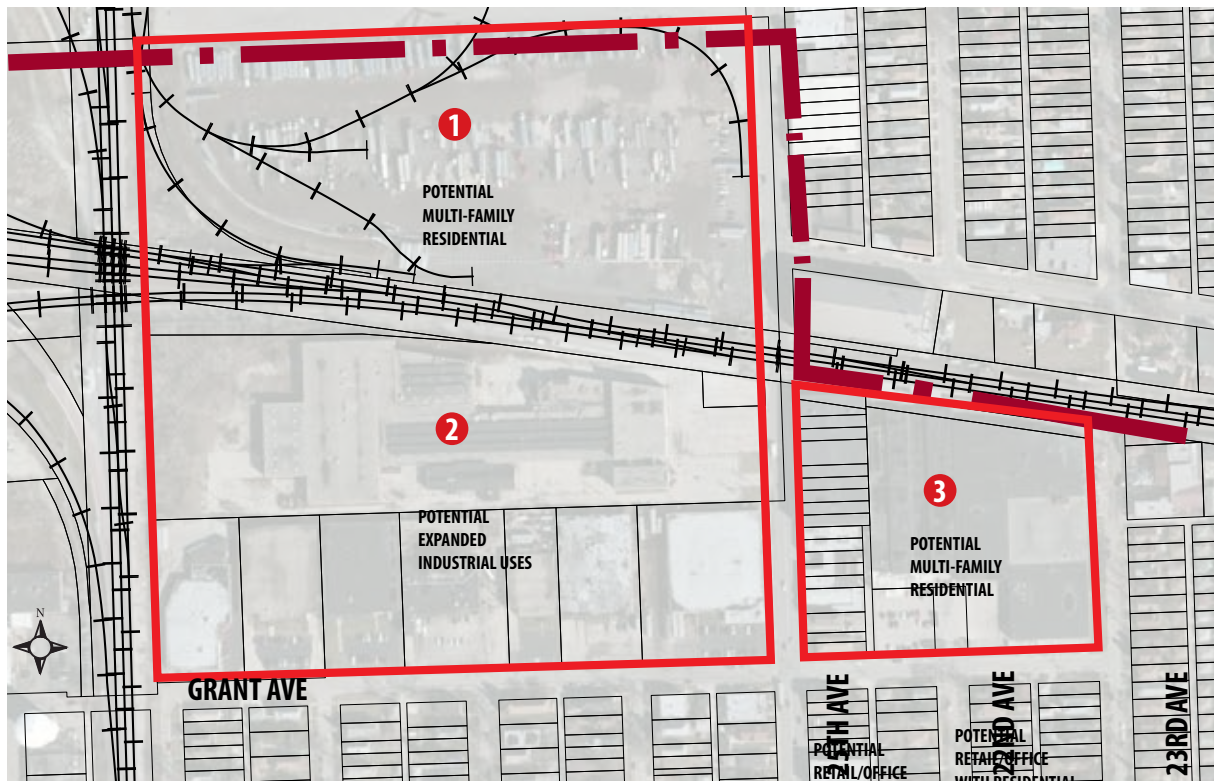
7 Target Redevelopment Areas



AREA 1 - OPPORTUNITY SITE - 25TH AVENUE NORTH OF GRANT

(Potential TOD, Close to Metra job producing uses)

The layout describes a concept for a new Transit-Oriented Development on the west side of 25th Avenue north of the tracks to the Village Border and on the east side of 25th Avenue from Grant to the tracks. This area is within walking distance of both the Bellwood and Melrose Park Metra Stations. West of 25th Avenue between Grant and the tracks can be reserved for job producing industry. The 25th Avenue Overpass is depicted on page 51.



1



Site 1: Existing Industrial uses

- Current owner expanding industrial business

2



Site 2: Vacant site

- Opportunity for multi-family residential and mixed use buildings

3



Site 3: Existing Industrial Uses

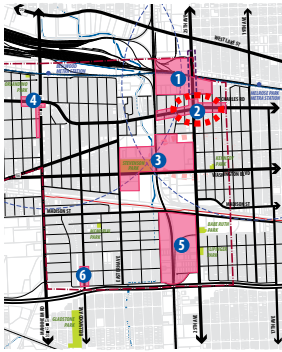
- Potential for long-term transformation to multi-family residential



OPPORTUNITIES

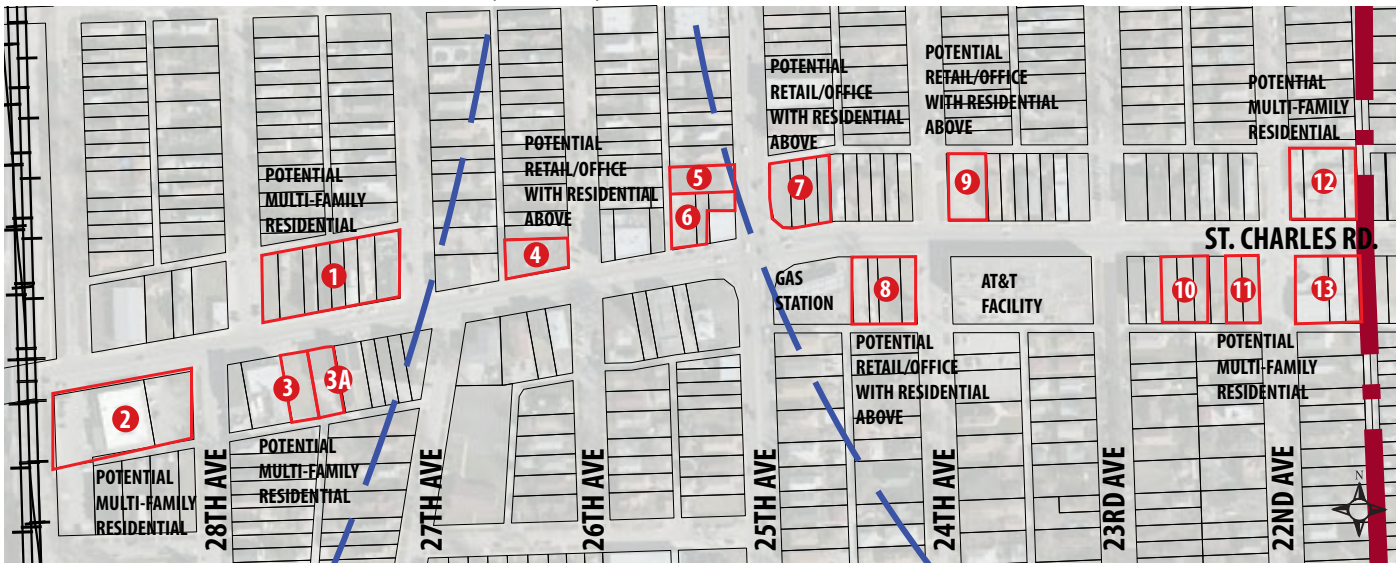
- New Residential Developments within a 5 minute walk to the Melrose Park Metra Station
- A Central Neighborhood Park as a catalyst and focal point for new residential development
- Extending the street grid to break the super block into small, walkable blocks
- Blocks that can accommodate a variety of housing types: row houses, condominiums, apartment buildings and single family homes
- Buildings lining the streets with parking, to the rear, around private green spaces

7 Target Redevelopment Areas



AREA 2 - OPPORTUNITY SITES (25TH AVENUE & ST. CHARLES ROAD)

St. Charles Road was Bellwood's Historic Main Street with shops lining both sides from 22nd Avenue west to the railroad overpass near 29th Avenue. With the construction of the new 25th Avenue bridge over the railroad tracks, there is the opportunity to capitalize on the increased traffic expected on 25th Avenue each day. Major opportunity sites for potential infill and redevelopment that can reenergize the corridor are shown on the map below. This is consistent with the SCCRP which recommends attracting local serving neighborhood retail. With such an anchor, fast casual/fast food establishments, coffee shops, dry cleaners, hair and nail salons, video stores, and medical or financial offices could potentially be attracted as well.



OPPORTUNITY SITES

1



Site 1: Site is vacant with two small temporary structures

- May be too far from 25th Ave to be a viable retail site
- Opportunity for Apartments or Condos.

2



Site 2: Post Office - For Sale

- May be too far from 25th Ave to be a viable retail site
- Opportunity for Apartments or Condos

3



Site 3: Vacant site

- Too far from 25th Ave to be a viable retail site
- Opportunity for multi-family residential

3A



Site 3A: Vacant Single Story commercial building

- May be too far from 25th Ave to be a viable single use retail site
- Opportunity to consolidate lot with Site 2
- Opportunity for multi-family residential

4



Site 4: Commercial building with bar on the east corner

- Building façade does not have transparency on the street level
- Site is close enough to 25th Ave to be a viable retail site
- Potential mixed use building with ground level retail and residences above

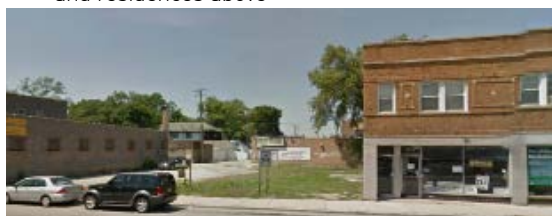
5



Site 5: Vacant Commercial Building

- Site is potential retail site
- Site can be consolidated with 5A
- Potential for mixed use building with ground level retail and residences above

6



Site 6: Vacant Site

- Can be consolidated with Site 5
- Site is a potential retail site
- Potential for mixed use building with ground level retail and residences above

7



Site 7: Vacant site

- Site is a potential retail site
- Potential for mixed use building with ground level retail and residences above

8



Site 8: Vacant site

- Site is a potential retail site
- Potential for mixed use with ground level retail and residences above

9



Site 9: Vacant site

- Site is a potential retail site
- Potential for mixed use with ground level retail and residences above

10



Site 10: Vacant site

- May be too far from 25th Ave to be a retail site
- Potential for multi-family residential

11



Site 11: Vacant site

- Site may be too far from 25th Ave to be a retail site
- Potential for multi-family residential

12



Site 12: Existing Commercial Use

- Long term Potential to transition to residential
- Site may be too far from 25th Ave to be a retail site
- Potential for multi-family residential

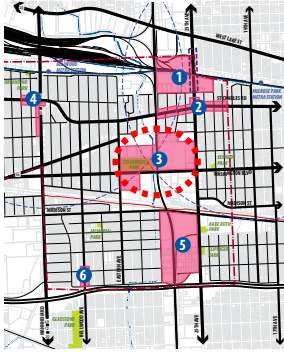
13



Site 13: Vacant Commercial Building

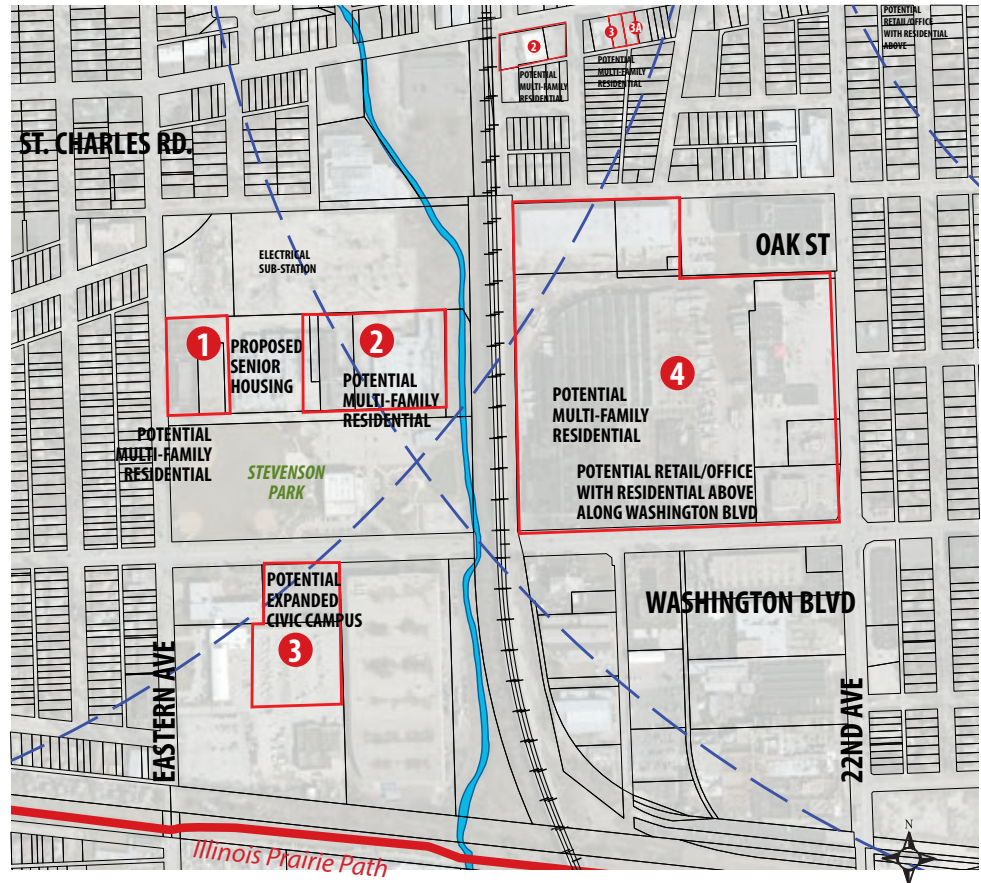
- Site may be too far from 25th Ave to be a retail site
- Potential for multi-family residential

7 Target Redevelopment Areas



This key redevelopment area can be transformed into a new mixed-use neighborhood with the Village Hall, Stevenson Park and Addison Creek as anchors. Commercial and civic uses remain prominent on 25th Avenue and Washington Boulevard with a variety of housing types that can be offered north of the park, west of the shopping center and connecting to the schools.

AREA 3 - OPPORTUNITY SITES (25TH AVENUE AND WASHINGTON BLVD)



OPPORTUNITY SITES

1



Site 1: Vacant site

- Potential for multi-family residential building facing Stevenson Park

2



Site 2: Existing commercial/manufacturing buildings

- Potential for multi-family residential building facing Stevenson Park

3



Site 3: Under utilized land around the Village Hall

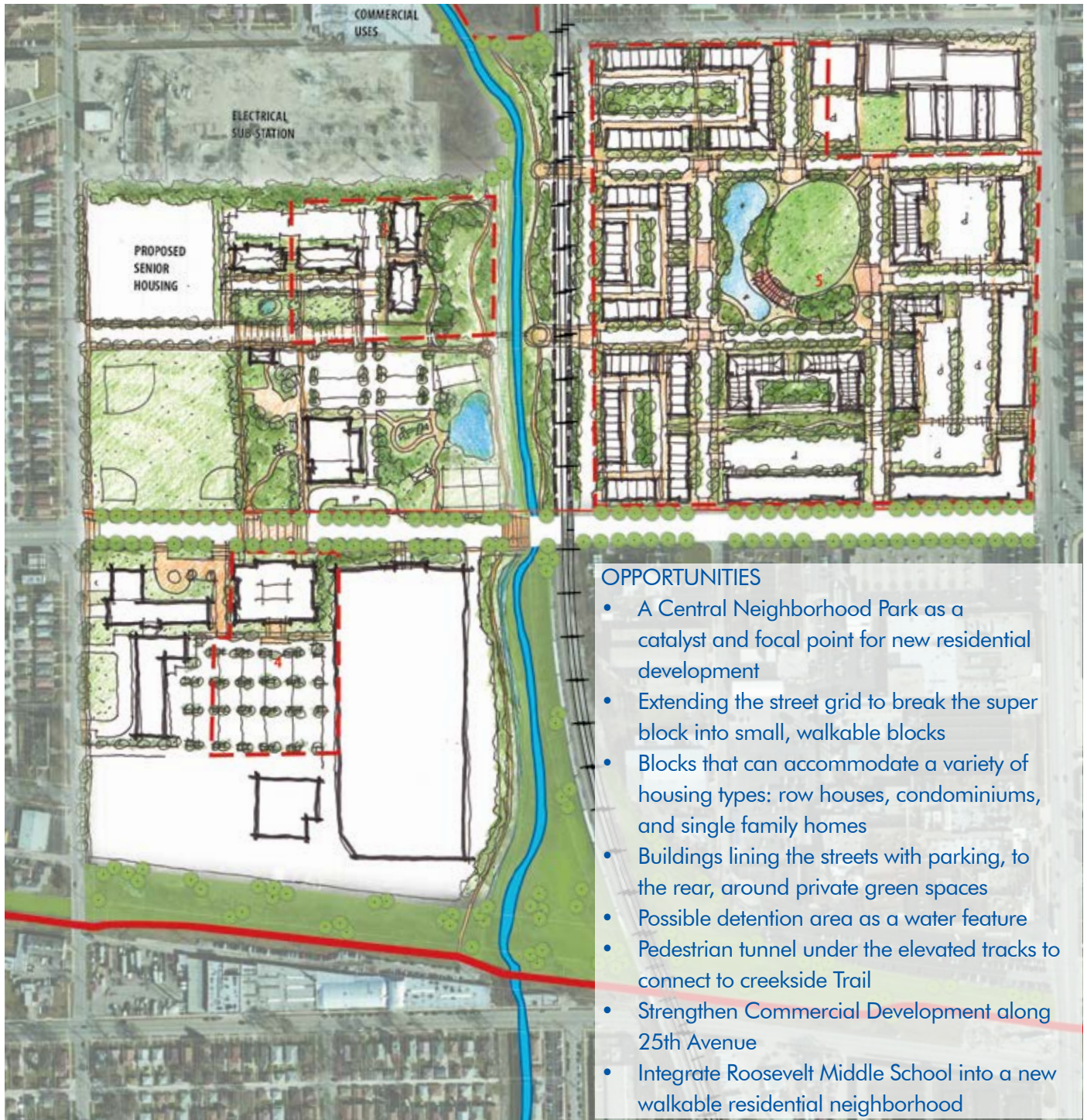
4



Site 4: Industrial buildings on west end of the site

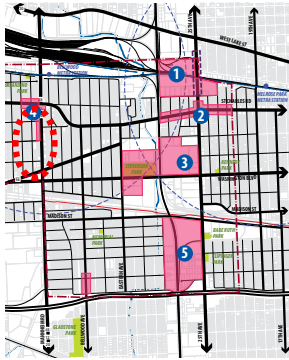
- Strip Retail & Outlots long on 25th Ave
- Potential for a new mixed use neighborhood

A Vibrant New Neighborhood at the Heart of Bellwood



See principles of TOD / Urban neighborhood layout in the concepts illustrated on pages 72 and 73.

7 Target Redevelopment Areas



AREA 4 - OPPORTUNITY SITES (MANNHEIM ROAD & ST. CHARLES ROAD)

Mannheim Road is primarily a retail street with a large volume of traffic. The busy intersection of Mannheim and St. Charles has the potential for transforming into a vibrant retail and residential district walking distance from the Bellwood Metra Station. Major opportunity sites for potential in-fill and redevelopment projects that can reenergize the area are shown in map below.

The opportunity sites at the intersection are prime locations for mixed-use development with retail on the ground level and residences above. Sites further away from the intersection can also redevelop as attached rowhouses where retail is not as viable such as those shown on page 73.

OPPORTUNITY SITES

1



Site 1: Illinois Department of Public Health - 3 year lease

- Potential for multi-family residential building or mixed use with ground level retail

2



Site 2: Existing Storefront buildings - corner is vacant

- Good retail site.
- Potential for mixed use building with ground level retail and residences above

3



Site 3: Vacant Site at SE corner of Mannheim & St Charles Roads

- Good Retail Site
- Potential for mixed use building with ground level retail and residences above

4



Site 4: Vacant Building

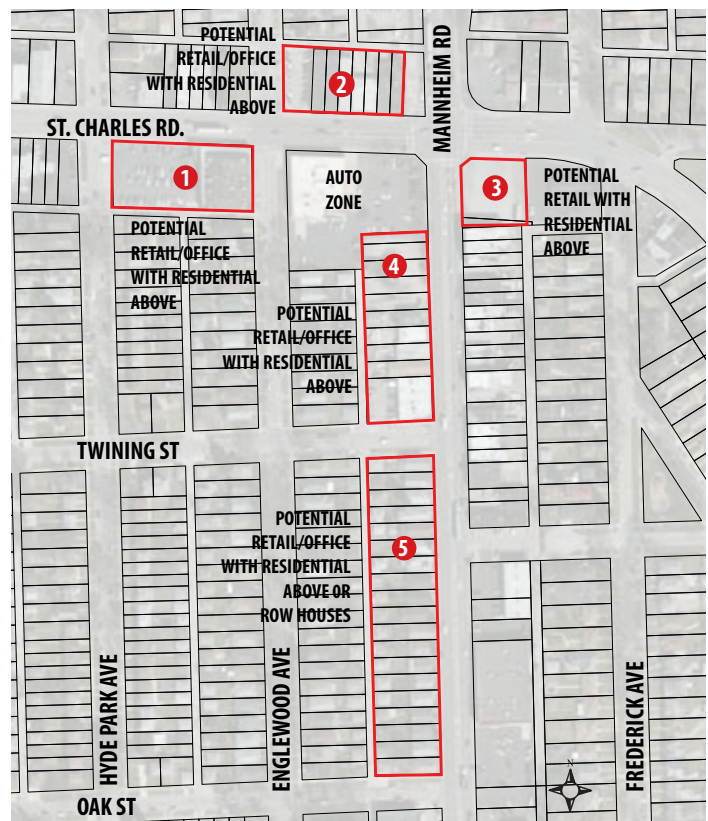
- Good Retail Site
- Potential for mixed use building with ground level retail and residences above

5



Site 5: Existing single family homes very close to the street

- Potential for mixed use buildings or row houses



Intersection of Mannheim Road and Saint Charles Road

Recommendations from the 2008 Saint Charles Road Redevelopment (TOD) Plan and Mannheim Road Corridor Plan both prepared by Houseal Lavigne Associates for Bellwood focus on creating a pedestrian friendly frontage on Saint Charles Road and auto-oriented commercial south on Mannheim Road to Miami/Twining Road. Early redevelopment efforts should focus on signage and streetscape improvements that improve the Bellwood UPW station and draw pedestrian traffic south on Frederick Avenue to St. Charles Road and Mannheim Road. Improvements might include pedestrian wayfinding signage, widened sidewalks, planters and lighting. These improvements should have design elements in common with other Collaborative Communities as described in the subregional recommendations. The conceptual sketches and precedent photos included in the redevelopment scenario on pages 70-74 illustrate the opportunities for this area that would bring an influx of new residents and businesses and establish a significant gateway at the intersection, all of which benefit Bellwood and its citizens by increasing revenue for the Village.

The plans go on to say that it will be important to work closely with residents and community organizations immediately southeast of the Bellwood UPW station from Mannheim Road to Bellwood Avenue and from the railroad to Saint Charles Road to help them understand that people will be walking from the train station area through their neighborhood to a commercial and mixed-use intersection. Pedestrian crossing should be improved at the intersection of Mannheim Road and St. Charles Road.

The Plan acknowledges that the existing housing stock near the Bellwood UPW station is almost exclusively single-family detached. Increasing opportunities for attached townhomes and compact development in the station area would lower overall cost of living and improve regional access to jobs and housing.



Examples of walkable community commercial development and condominium rowhomes that could be incorporated into the Mannheim and St. Charles Road urban fabric.

7 Target Redevelopment Areas

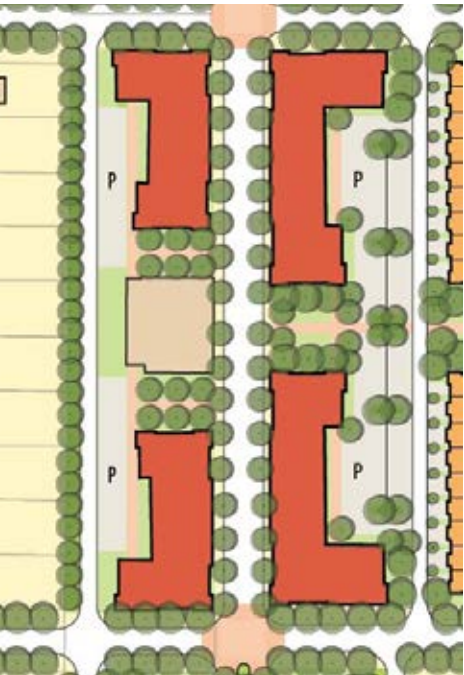
MIXED USE INFILL DEVELOPMENT

Place buildings along the streets and parking, garages and driveways to the rear.

Consolidate parking into shared parking lots accessed from alleys or private drives.

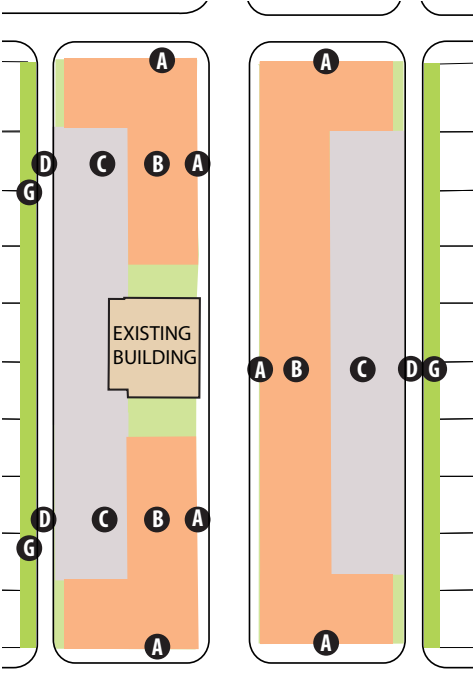
No curb cuts along St. Charles Ave; parking is accessed from the cross streets.

Illustrative Plan



Suggested building placement and site configuration

Block Layout Diagram



A	Front Setback	5 ft. max. depth
B	Building Zone	Varies
C	Parking Zone	Varies
D	Alley or Private Drive	18' width
G	Landscape Buffer	Varies

Mixed-use buildings with retail on the ground floor and residences above.

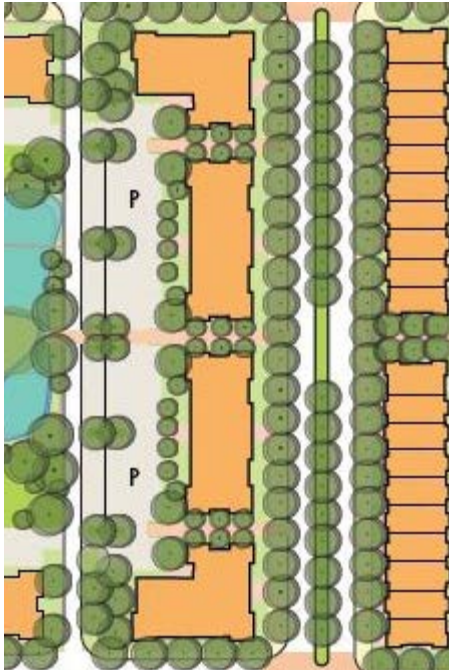


Examples of Mixed-Use development



MULTIFAMILY INFILL DEVELOPMENT - ROWHOUSES & CONDOMINIUMS

Illustrative Plan

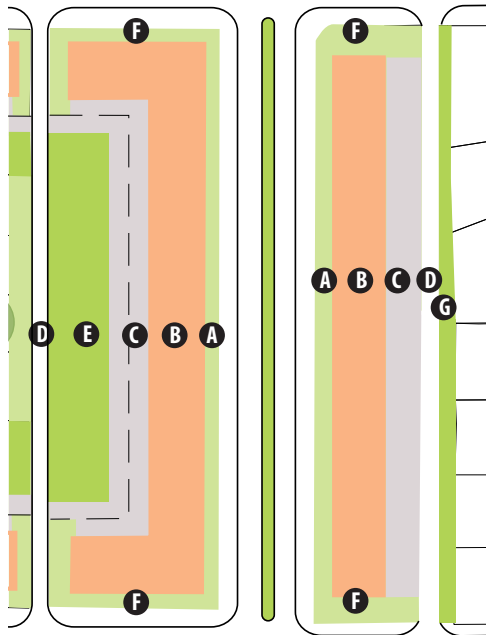


CONDOMINIUMS

ROWHOUSES

A	Front Setback	15 ft. maximum
B	Building Zone	Varies
C	Unit Parking and Driveway	18 ft. width
D	Alley or Private Drive	18 ft. width

Block Layout Diagram



CONDOMINIUMS

ROWHOUSES

E	Open Space / Stormwater Area	Varies
F	Side Setback	15 ft. maximum
G	Landscape Buffer	10 ft. minimum

Rowhouses

Rowhouses should face the street, provide front yards, and gain primary pedestrian access from the street.

Garages can be either attached or detached and should be at the rear and accessed by a rear alley or private drive.

The building mass should be broken up every 6-8 units by a 25' minimum width gap that accommodates pedestrian access.

Condominiums

Condominiums should face the street, provide front yards, and gain primary pedestrian access from the street.

Parking areas should be at the rear and accessed by a rear alley or private drive.



Examples of Rowhouses

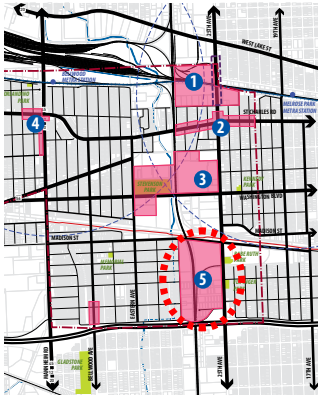


Examples of condominium Buildings

Rowhouses and Condominiums can add to the variety of housing types available to attract new residents to the community.

To preserve the single family character of Bellwood, Rowhouses and Condominiums would be located primarily in new development areas and infill development sites along main arterials.

7 Target Redevelopment Areas

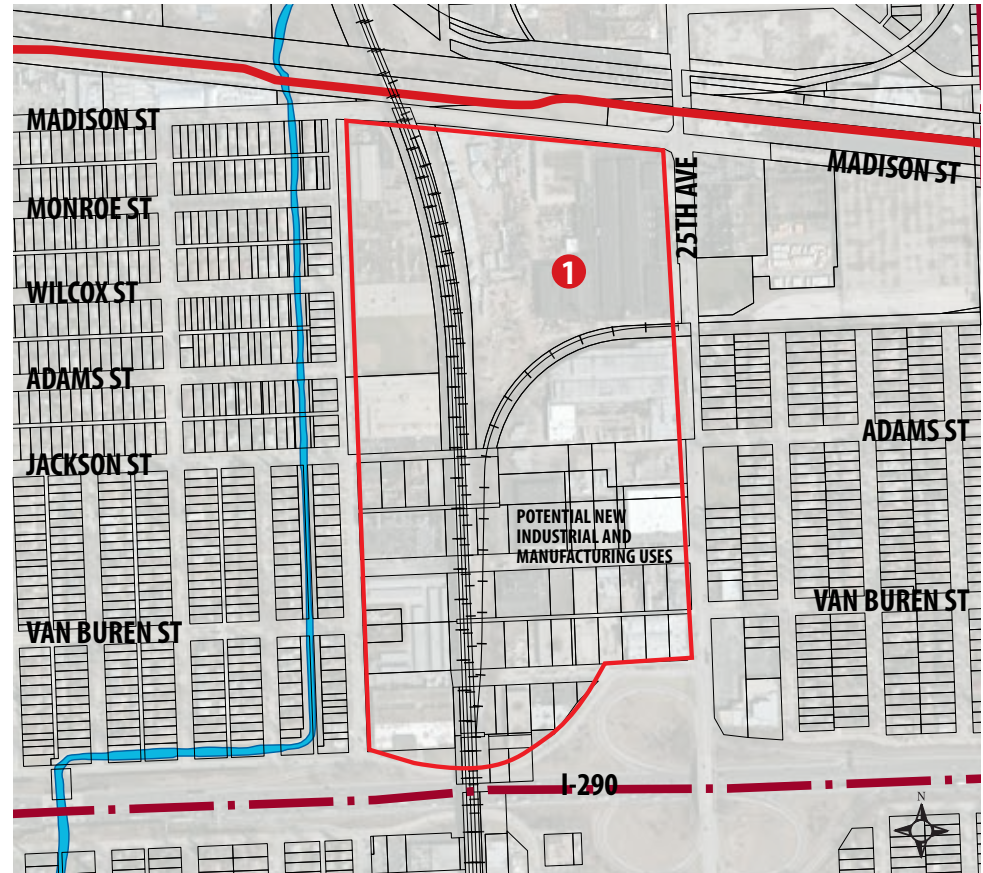


AREA 5- OPPORTUNITY SITES (25TH AVE AND I-290)

This area along 25th Ave from Interstate 290 to Madison Street has historically been an industrial and manufacturing district. Adjacent to freight rail service and I-290 the area has the potential to attract new industrial and job producing uses.



The Diverging Diamond Interchange is one of the concepts proposed by IDOT at I-290 and 25th Avenue which will further enhance Bellwood's regional access.



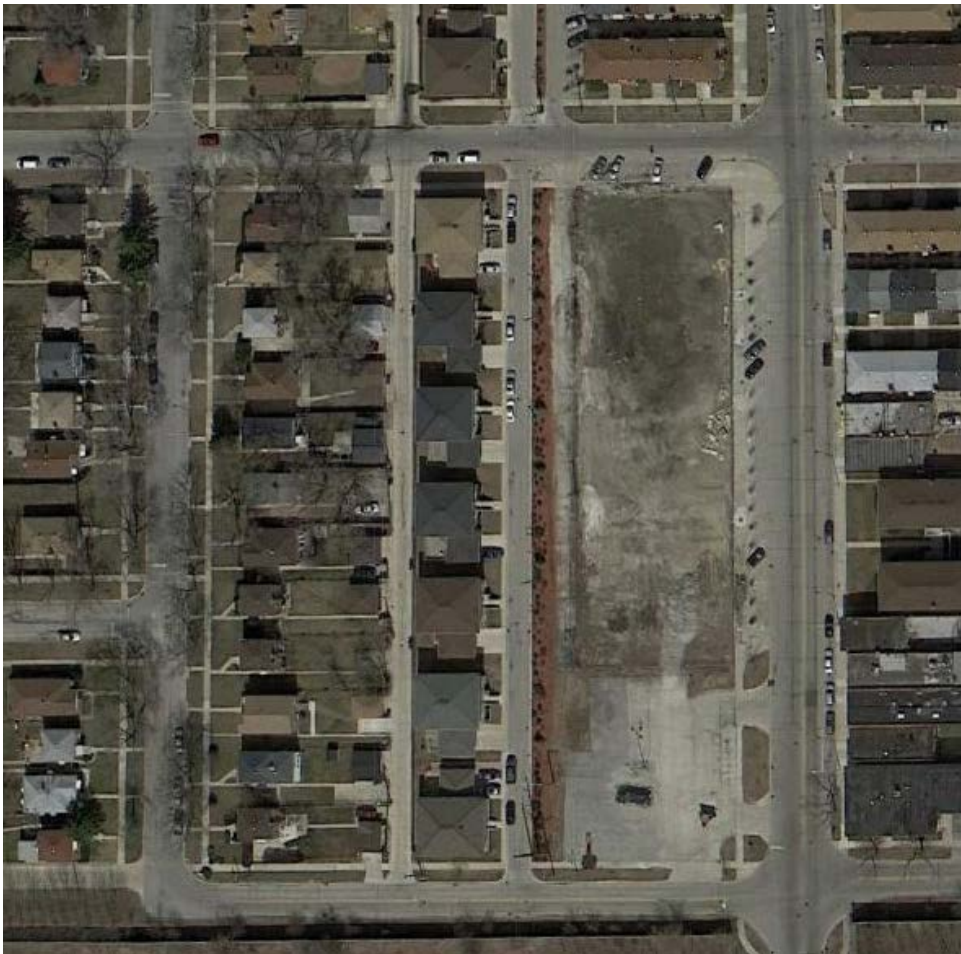
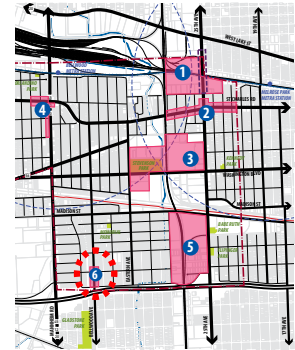
- A variety of existing industrial buildings
- Under utilized
- Many Building are vacant
- Potential to attract new industrial uses
- Adjacent to rail



AREA 6- OPPORTUNITY SITES (BELLWOOD AVENUE)

Due to the success of the first phase of new homes known as Park Place on Bellwood Avenue the second phase of the project will soon be underway. The first phase was a planned unit development consisting of sixteen 4 bedroom homes in the 2,400 sq ft. range.

Phase 2 was originally designed to be Town Homes ranging from 1,600 to 2,000 square feet, but due to the demand for larger homes in the area the project is shifting to single family homes similar to those in phase one.



OPPORTUNITIES

- Increase the variety of housing types and sizes
- New construction can be a catalyst to attract new residents to Bellwood

7 Target Redevelopment Areas

See also information regarding Addison Creek on page 59.

OPPORTUNITIES

Addison Creek can be transformed into a linear public open space that includes park land and a Creekside Trail to connect the Village to the Illinois Prairie Path.

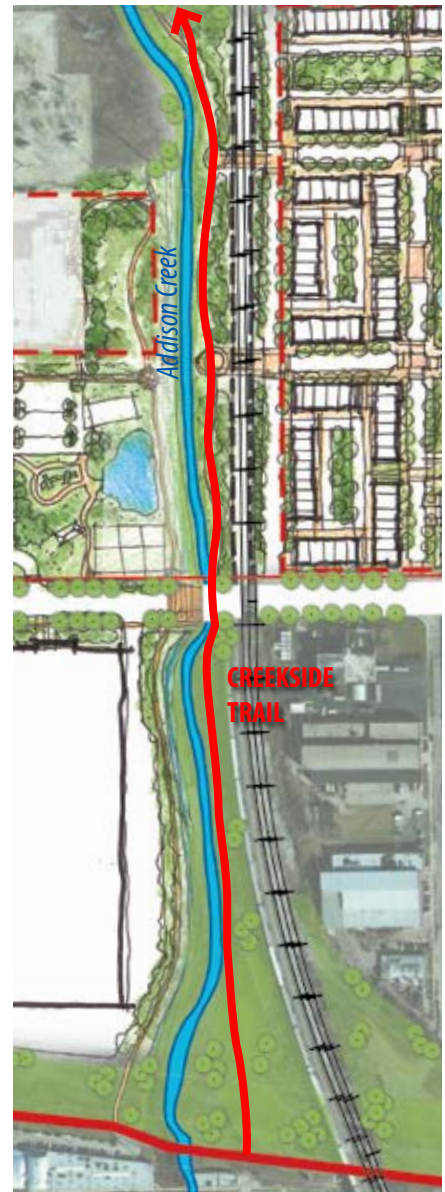
Potential to create detention area as a water features along the creek corridor

Pedestrian tunnel under the elevated tracks to connect the new neighborhood or major open space redevelopment at Washington and 25th Avenue to the Creekside Trail.

Creekside Trail and Linear Park as a Neighborhood Focal Point

Addison Creek is a hidden natural resource that meanders through Bellwood, and is waiting to be rediscovered. There is a unique opportunity to preserve this natural resource, and transform this forgotten gem as a valuable public outdoor recreational corridor.

Building on the work of the Addison Creek Restoration Commission to address the flooding issues, additional creek enhancements can serve as a catalyst for redevelopment in the areas along the creek corridor. A new multi-use trail can be developed along the creek to provide better access to the Illinois Prairie Path Trail for residents and visitors.



The background image shows a school campus. On the left, there are several large green trees. In the center, a tall metal flagpole holds an American flag and two other flags. To the right, a large white sign with a blue and yellow border features the 'Village of Bellwood' logo and the tagline 'Your Family Is Our Future'. Below the logo, the names 'Frank A. Pappalardo' and 'Leticia M. Maryland' are listed. A dark grey car is parked in front of the sign, and a white car is partially visible on the right. A small statue of a person stands next to the white car. In the background, a tall communication tower is visible against a cloudy sky.

CHAPTER EIGHT

IMPLEMENTATION

INTRODUCTION

This Plan was prepared with input from residents, property owners, workers and those that generally care about the future of Bellwood. Though the Plan is primarily a tool of the Village Plan Commission, it should be used also by those considering land use, transportation and education decisions and business investment in the community.

The success of the 2013 Bellwood Comprehensive Plan will be measured in part by the application and practice of the goals and recommendations contained within. These recommendations are strategies to be included as performance indicators to assess the success of implementation measures, laws, plans and other programs. The performance indicators should be measured annually, deleting what has been accomplished and reshifting priorities as necessary until a new plan is completed.

AGENCIES AND PARTNERS

As the Comprehensive Plan is intended to be implemented over several years during which administrations, boards and commissions may change, it is important to identify which organization is taking the lead in a particular task. Agencies identified as a lead will not only be from the Village, nor only from the public sector, since it takes coordination and support to be successful.

Agencies:

- VBT Village Board of Trustees
- VPC Village Plan Commission
- VS Village Staff
- RC/CD Redevelopment Commission/Community Development
- WCHC WCC Housing Collaborative
- IFF Illinois Facilities Fund
- PK Memorial Parks Board
- CC Chamber of Commerce
- U Utility Companies
- IDOT Illinois Dept. of Transportation

Time Frame

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors.

Quick Wins / Opportunities

Projects that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.

Mid-Term Opportunities

Projects that could be initiated within 1-5 years of the Comprehensive Plan's adoption.

Long-Term Opportunities

Projects that are on the 6-10+ year of the Comprehensive Plan's adoption.

Ongoing Opportunities

Projects that may require initial studies to determine their feasibility or may depend on other work prior to implementation. Such projects may also be implemented in a series of incremental steps involving numerous agencies or departments. These recommendations may go beyond the time frame of this Comprehensive Plan.

8 Implementation Strategies

Performance Matrix			
Recommendations	Lead Agency	Time Frame	Completed Date
Character and Identity (Pg. 18)			
Goal 1: Approach each Village project using standards that strengthen and enhance the image of Bellwood			
Ensure that infill and redevelopment in the Village is compatible with existing neighborhood character. Redevelopment in the core urban areas should respect the historic development patterns (grid-streets, alleys, sidewalks and street trees). Attempt to inventory and preserve any historic structures in Bellwood such as the Art Deco era industrial buildings on 25th Avenue.	RC/CD, VPC	Ongoing	
Update Zoning and Subdivision Control Ordinances Review the Village's land use ordinances to ensure the "look" of actual development matches the vision of an attractive, inviting, and safe community. To facilitate redevelopment into transit-oriented or mixed use neighborhoods, establish standards for not only building type, but layout, open space, landscaping and parking.	VPC	Quick Win	
Lead by Example Public facilities, buildings, roads and bridges represent an opportunity for the Village to set the standard for quality design and materials. Public investment in quality design symbolizes to potential private developers the community's commitment to quality future growth.	VB	Quick Win	
Public Art Incorporate works of art (sculptural, murals, etc.) by local talent into public spaces. Partner with local school art classes or host a competition to produce public artwork.	CC	Ongoing	
Marketing and Promotion Continue to promote, and support community-wide events like the Bellwood Community Festival. Create additional seasonal events.	CC,VB	Ongoing	
Develop a campaign that markets Bellwood as the "Perfectly Situated Community" (just an idea to prompt discussion). Use diverse media (radio, television, Facebook, Twitter, bus and train advertising, etc) to deliver the message.	CC,VB	Mid-Term	
Develop a relationship with large employers and institutions (Loyola Hospital, Borg Warner) in the region and encourage them to advertise/sell Bellwood as a place to live.	CC,VB	Mid-Term	
Goal 2: Support efforts to enhance community corridors and gateways.			
Communicate the desired Village image/brand to the larger region. Enhance existing gateways into the community by increasing the size and improving the setting in the vicinity of the signs. Consider placing the Village logo and/or name on prominent features including rail and road overpasses on the expressways (I- 290).	VB, IDOT	Mid-Term	
Continue to plant street trees where they are missing and undertake a campaign to underplant in the area of mature trees before they die.	VS, PK	Mid-Term	
Work with WCCHC on compatible ways to their logo and brand into Bellwood gateway and/or wayfinding signage in order to comply with a goal of the Collaborative and identify Bellwood as one of the five member communities.	VB, WCCHC	Mid-Term	

Performance Matrix			
Recommendations	Lead Agency	Time Frame	Completed Date
Land Use (Pg. 23)			
Residential Goal 1: Attract new residents and respond to the lifestyle housing needs of existing residents.			
Encourage a diversity of housing types and neighborhoods Offer multi-generational housing (post-school, family, senior, retirement) including neighborhood serving commercial, community health facilities, and open space as part of the equation for success.	VB, VPC, RC/CD	Quick Win	
Leverage regional transit access New development near transit will add supply for family households a variety of housing options that results in a vibrant mix of residents and create a critical mass of people to support commercial activities. Diverse housing types include apartments, single family homes, townhomes, second story lofts, and duplexes. Redevelop vacant industrial / commercial properties for new housing supply.	VB, RC/CD	Mid-Term	
Maintain traditional urban development patterns Redevelopment that occurs in Bellwood should be reflective of and respect historic development patterns. Suburban-type subdivision development on curvilinear or cul-de-sac streets, large front yard setbacks, and front-loading double-wide garages detract from the urban traditional neighborhood character that Bellwood is known for. It is possible to increase house and yard size, and still provide compatible infill development with on-street parking and/or garages to the rear of residential lots.	VPC, VS	Ongoing	
Residential Goal 2: Reduce foreclosures and stabilize values / increase demand			
Support the rehabilitation of homes in older neighborhoods as a method of providing affordable housing. Use intermediary to purchase and turn-around foreclosed properties to the market. One way of providing opportunities for affordability and home-ownership is to make improvements including energy efficiency upgrades) to existing homes in Bellwood.	WCCHC, IFF, RC/CD	Quick Win	
Grow the non-residential tax base to balance the burden on residential property owners.		Long-Term	

8 Implementation Strategies

Performance Matrix			Completed Date
Recommendations	Lead Agency	Time Frame	
Commercial Goal 1: Strengthen and support existing retail to foster vibrant active environments			
Facilitate Infrastructure Improvements There are opportunities for small business development that wants to take advantage of population density / transit, but there is a lack of quality space. Assure quality retail areas by managing access, connecting to neighborhoods and transit, ensuring adequate lighting. Consider matching grant program to encourage existing property owners to enhance facades or provide landscaping in parking lots.	VPC, CC, RC/CD	Mid-Term	
Cluster Commercial for Success Allow struggling retail that is interspersed on corners throughout Bellwood to be developed as residential. This serves to stabilize some neighborhoods by eliminating gathering spots and does not dilute the commercial along the Village's corridors on in targeted redevelopment areas.	VBT, RC/CD	Mid-Term	
Industrial Goal 1: Attract new businesses and major employers by promoting attractive land/ building packages and favorable taxes			
Preserve access Bellwood is well situated in terms of access to the region via 25th Avenue and I-290 and to regional rail networks and this bodes well for the Chicagoand industrial sub-market (as defined by Colliers).	VBT, IDOT	Ongoing	
Facilitate the modernizing of existing facilities Modern manufacturing and innovation businesses require right-sized, modern facilities. Since there is a lack of available undeveloped land, the Village may have to partner with industrial developers to get existing industrial structures "shovel-ready" for new business.	U, VBT, CC	Mid-Term	
Park and Open Space Goal 1: Ensure the continuance of service and access to active and passive use parks and trails as a key component of Bellwood's quality of life			
Provide additional open space in areas not currently served There are currently 27 acres of parks and 14 acres of trails in Bellwood, averaging 2.1 acres per person which is considered good. Most residents are fortunate to be within 1/4 mile walk to a park or the Prairie Path trail (refer to illustration on page 27). Areas targeted for redevelopment should provide common open space as shown in the illustrations on pages 72 and 73 in Chapter 8.	PK, VBT	Ongoing	
Increase programming, upgrade equipment, and continue maintenance Create strong connection between organizations including the Boys and Girls Club on Madison, the Teen Zone, and the VFW Post 5081 to the Prairie Path and other recreation areas in the vicinity.	PK, VS	Quick Win	

Performance Matrix			
Recommendations	Lead Agency	Time Frame	Completed Date
Housing and Neighborhoods (p.35)			
Goal 1: Offer multi-generational housing (post-school, family, senior, retirement)			
Leverage regional / transit access to add supply for family households and rental units	IDOT, CC, VBT	Long-Term	
Redevelop vacant industrial / commercial properties for new housing supply	RC/CD	Long-Term	
Allow / provide assistance for appropriate additions to existing stock to make them more appealing	VPC, VS	Mid-Term	
Goal 2: Reduce foreclosures, Stabilize Values / Increase Demand, Attract new tax base through new residents			
Use intermediary (WCCC/IFF or other) to purchase and turn-around foreclosed properties to the market	WCCHC, IFF, RC/CD	Mid-Term	
Grow the non-residential tax base to balance burden on residential property owners	RC/CD, VBT, CC	Ongoing	
Economic Development (p.43)			
GOAL 1: Increase the non-residential tax base through the transition of under-utilized industrial property into better performing residential, retail and employment related uses.			
Redevelop vacant and/or under-utilized property for new commercial, industrial or multi-family uses	RC/CD	Mid-Term	
Seek new uses that will generate tangible amounts of commercial tax base	RC/CD	Ongoing	
Create a process to engage and retain Existing Businesses	VBT, RC/CD, CC	Quick Win	
Use higher density housing, mixed-use development and proximity to the Metra to leverage small retail and dining business growth	VPC	Long-Term	
Leverage regional proximity for commercial/industrial growth near I-290	IDOT, VBT	Ongoing	
Identify target investment zones with priority land uses	RC/CD	Quick Win	
Create a business retention program designed to interact on a regular basis with local businesses and work together to solve business related issues.	CC	Quick Win	
Collapse and re-establish Tax Increment Finance districts in key redevelopment target areas.	RC/CD, VBT	Mid-Term	
Create a "toolkit" of available incentives to recruit or retain commercial and industrial businesses, including HOME/CDBG, allocations from the General Fund, Tax Abatement, and land banking.	RC/CD	Quick Win	
Designate a point person within City government that coordinates economic development, redevelopment, code enforcement, building codes, and community development activities and funding.	RC/CD	Mid-Term	
Encourage multi-family rental units, which are underrepresented in the community, and are taxed as commercial property.	RC/CD, VBT	Ongoing	

8 Implementation Strategies

Performance Matrix			
Recommendations	Lead Agency	Time Frame	Completed Date
Identify public private partnership opportunities. Provide assistance with parcel assemblage along Mannheim Road so as to create large-enough sites for existing and new commercial businesses.	RC/CD, VBT	Ongoing	
Add landscaping and greenery to soften the appearance of vacant and blighted properties.	VS	Mid-Term	
Form partnerships with Melrose Park and Maywood to coordinate infrastructure and transportation improvements, including upgrades to the Melrose Park Metra station.	VS, U	Ongoing	
Mobility (p.54)			
Goal 1: Balance the need for traffic flow with the desire to create a pedestrian-friendly environment and access to adjacent development.			
Implement the Mannheim Road Corridor Plan To effect the changes recommended in the MRCP, there are several steps to be taken including updating the zoning ordinance, coordination meetings with IDOT to express the Village's desires for roadway enhancements, and including phased changes in the community's Capital Improvements Plan (CIP).	VS, VPC	Mid-Term	
Manage access and improvements on 25th Avenue Implement roadway improvements for the 25th Avenue streetscape that manages curbcuts, provides sidewalks buffered from traffic by tree lawns, decorative streetlights, bus shelters, bike lanes and an multi-use path on at least one side.	VS, VPC	Mid-Term	
Goal 2: Create an environment to foster and facilitate Transit-Oriented Development (TOD)			
Update the Zoning Ordinance and Map for mixed-use development Housing studies since the recession have indicated a future need for housing at the lower end of the market. New development that has access to transit reduces transportation costs, thereby increasing housing affordability. This can be further enhanced by creating new communities of a more dense housing type, whether owned or rented within 1/2 mile (walkable distance) of a station.	VS, VPC	Mid-Term	
Require design and development standards for TOD Objections to housing other than single-family residential were noted in the preparation of this plan. But when attention is paid to materials, landscaping, color, design of structures and integration into the neighborhood, proposed redevelopment that includes commercial retail/ office and residential uses represent viable opportunities for attracting new residents, generating higher revenues from property taxes. This type of development is more likely to be favorably considered for revolving loan funds if residential is a component.	VPC	Mid-Term	
Create strong connections All new development should connect to the Metra station of PACE stops with lighted, landscaping, signage, ADA compliant walks or trails.	VPC	Ongoing	

ORGANIZATIONAL CAPACITY

To begin to accomplish the tasks set forth in this plan, Bellwood may want to consider at least a parttime position dedicated to Community Development and Redevelopment to coordinate with the many organizations that may have resources for the community.

REDEVELOPMENT

Six areas within Bellwood are strong candidates for redevelopment. A stronger market has already lead to businesses investing or expanding in industrial buildings on 25th Avenue and new commercial investment at Mannheim Road and St. Charles Road. Still redevelopment should be guided within the selected areas. Refer to Chapter 8 for specific steps to take to position Bellwood for success.

ECONOMIC DEVELOPMENT TOOLS

Tax Increment Financing

Cook County defines Tax Increment Financing, or “TIF” as a special tool that a city can use to generate money for economic development in a specific geographic area. TIFs allow a city to re-invest all new property tax dollars in the neighborhood from which they came for a 23-year period. These “new” revenues arise if new development takes place in the TIF district, or if the value of existing properties rises, resulting in higher tax bills. These funds can be spent on public works projects or given as subsidies to encourage private development. But TIFs can also make it easier for a city to acquire private property and demolish buildings to make way for new construction.

Bellwood has a few TIF districts, but the recession, combined with job loss and transition of industrial / commercial users has left property value in a state where it is difficult to use the existing districts for economic development incentives. The Village may need to collapse the existing districts and re-form to re-establish the “base” property tax value from which the increment will be determined.

Special Service Areas (SSAs) / Special Service Districts (SSDs) / Business Improvement Districts (BIDs)

This tool is used to finance public infrastructure and maintenance through a special assessment levied on a business / commercial districts. This assessment is commonly used for things like beautification, marketing, and infrastructure maintenance. Commonly used throughout the Chicago region, SSAs or SSDs could be useful in the Village’s plans to create an urban commercial district along St. Charles street. Special districts would provide a funding source for improvements that would not have to come from the Village itself.

Business Districts

In Illinois, specially designated business districts can be established for the purpose of levying taxes - usually sales taxes - for economic development activities. Similar to BIDs or SSAs, these can be effective methods to raise capital. This tool could be an additional incentive layered on top of Tax Abatement and potentially TIF on the Village’s major commercial corridors - particularly 25th Street and Mannheim. The funds could be used from anything from property redevelopment, infrastructure investment, or business incentives.

8 Implementation Strategies

Tax Abatement

The abatement of taxes for new development projects runs somewhat contrary to an broad land use and economic development strategy designed to enhance the local tax base. However, abatement is likely one of the primary economic development tools available to Bellwood in the short-term, as other tools, like Tax Increment Financing, need to be readjusted or begun. If used effectively, abatement could attract significant investment to the Village that would otherwise look at other locations. Also, if enough investment can be brought to the Village, it is possible that Bellwood could receive a sizeable bump in commercial tax base within a 5-10 year period.

Class 7a

The Class 7a incentive of the Cook County Real Property Assessment Classification Ordinance is intended to encourage commercial projects with total development costs that do not exceed \$2 million. The incentive is intended for areas determined to be “in need of commercial development” and would not be economically feasible without the incentive. The twelve-year incentive applies to all newly constructed buildings or other structures, including the land upon which they are situated. Projects which qualify for the Class 7a incentive will receive a reduced assessment level of ten percent (10%) of fair market value for the first ten years, fifteen percent (15%) for the eleventh year and twenty percent (20%) for the twelfth year. Without this incentive, commercial property would normally be assessed at twenty-five percent (25%) of its market value.

Class 7b

The Class 7b incentive is intended to encourage commercial projects with total development costs OVER \$2 million. Like the Class 7a incentive, it is intended to be used in areas determined to be “in need of commercial development”, which would not be economically feasible without the incentive. The twelve-year incentive applies to all newly constructed buildings or other structures, including the land upon which they are situated. Projects which qualify for the Class 7b incentive will receive a reduced assessment level of ten percent (10%) of fair market value for the first ten years, fifteen percent (15%) for the eleventh year and twenty percent (20%) for the twelfth year. Without this incentive, commercial property would normally be assessed at twenty-five percent (25%) of its market value. For projects involving substantial rehabilitation of existing structures, the incentive applies to the added value which is attributable to the rehabilitation and to the land, if vertical or horizontal square footage has been added, in such proportion as the square footage added by the rehabilitation bears to the total square footage of the improvements on the parcel.

Class 8

The Class 8 real estate tax incentive is designed to encourage industrial and commercial development in areas of the County which are experiencing severe economic stagnation. Class 8 is structured to permit the Assessor, upon application of the local governing body, to certify that such areas are in need of substantial revitalization. Within an eligible certified Class 8 area, all subsequent new construction, substantial rehabilitation or reutilization of abandoned buildings, developed or reoccupied for industrial or commercial use, may qualify for the Class 8 incentive. This incentive assesses qualifying real estate at a reduced assessment level for a period of twelve years from the date that new construction or substantial rehabilitation is completed and initially reassessed or, in the case of abandoned property, from the date of substantial reoccupation. Class 8 assessment levels are ten percent (10%) of market value for ten years, fifteen percent (15%) in year eleven and twenty percent (20%) in year twelve. This constitutes a substantial reduction from the twenty-five percent (25%) at which industrial and commercial properties are commonly assessed.

A P P E N D I X



REFERENCED PLANS AND DATA

GO TO 2040 Comprehensive Regional Plan

The Chicago Metropolitan Agency on Planning is committed to regional planning for a seven-county area. The GO TO 2040 Plan addresses many types of communities and includes “best practices” for communities such as the Village of Bellwood under four Primary Plan themes:

- Livability
- Human Capital
- Efficient Governance
- Regional Mobility

The Bellwood Comprehensive Plan should further the implementation of the GO TO 2040 Plan. What makes sense in the inner ring suburb of Bellwood is to pursue reinvestment with denser and mixed use development near transit, in the form of transit oriented development (TOD). The definition of “denser” development differs between communities but generally means densities that are somewhat higher than prevailing patterns of development. The definition of “mixed use” also varies and can refer to mixing land uses (such as residential, office, or retail) within a single structure or on the same block, or even simply providing connections between residential and commercial areas of a community. Regional mobility, a key tenet of GO TO 2040 is one of Bellwood’s primary assets.

Land Use and Housing

GO TO 2040 treats housing as a critical part of the region’s infrastructure and seeks a balanced supply of housing distributed throughout the region. In Bellwood, priority housing issues center on housing diversity and affordability (foreclosures). To create quality environments, the relationship and compatibility and connectivity of housing to other land uses is a part of the Comprehensive Plan.

Public Transit

As GO TO 2040 states, transit works best in walkable communities; making a community walkable requires infrastructure investments such as sidewalks, pedestrian crossings at major roads, and curb cuts and ramps for wheelchairs to allow access by disabled residents.

Creating transit oriented communities in Bellwood not only enhances the success the of transit but is an opportunity to provide a style of housing that may attract new residents.

Freight

GO TO 2040’s freight recommendations are oriented primarily toward federal, state and regional groups, and private industry, but Bellwood has worked with the various agencies to construct a grade separation to reduce traffic delays on 25th Avenue.

Resource Conservation

GO TO 2040 focuses its recommends that communities take action to conserve energy and water and manage stormwater. This plan contains recommendations currently being considered and alternatives that could be included as part of redevelopment to reduce flood impacts from Addison Creek. Municipalities can support GO TO 2040 by encouraging stormwater best management practices through the development process.

Local Food

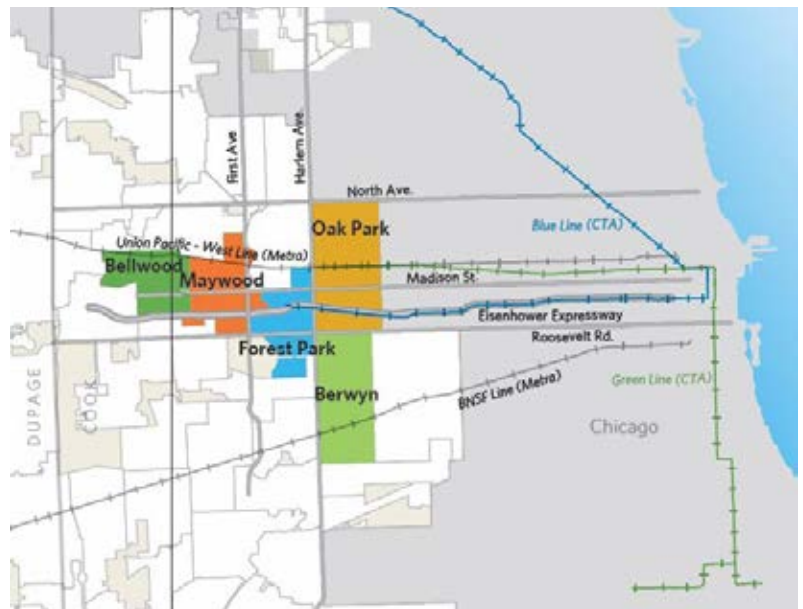
GO TO 2040 highlights the fact that local food production and distribution is increasingly being recognized as an element of livable communities. There is a desire to bring a farmers' markets to Bellwood for wellness and as a community activity.

Homes for a Changing Region, Phase 3: Implementing Balanced Housing Plans at the Local Level.

- The Village of Bellwood is a member of the five-community West Cook County Housing Collaborative (WCCHC), formed in 2009 to address the housing and foreclosure issues of the time and to plan for a recovery that would include more transit-oriented development.

Common Goals

Common goals are to first develop integrated transportation and land use decisions to strengthen the transit oriented development market, second to develop a marketing strategy to encourage new investment in the sub-region and attract new populations to the area, and third to work together to preserve the current housing stock, support current homeowners to create economic stability and respond to foreclosure crisis.



Recommendations Specifically for Bellwood

Each community has its own challenges and the report provides recommendations to address these.

- Consider conducting a detailed market study to understand the possibility of reusing large industrial properties it currently owns.
- Create a comprehensive plan which unifies the village's sub-area plans into a cohesive whole with a long-term vision for development.
- Consider increasing density and mixed-use development near the existing station area at the corner of Mannheim and St. Charles Road.
- Pursue rehabilitation programs which can help preserve existing homes.
- Continue with frequent code inspection efforts and consider adding landlord education programs

Mannheim Road Corridor Revitalization Plan, 2008 (MRCRP)

The Mannheim Corridor Plan prepared for the Village by Houseal Lavigne recommends a long range (10-15 year) strategy “to improve and enhance the Mannheim Road corridor and promote compatible new development and redevelopment. The full plan may be viewed on the Village Website http://www.vil.bellwood.il.us/economic_development/mannheim_road.aspx.

Many of the recommendations in the MRCRP are relevant still as the economy continues its recovery 5 years later. However, the Bellwood Metra Station was reconstructed in the 2008 location instead of merging with the Melrose Park Metra stops for a new station near 25th Avenue.

The plan identifies priority actions for the Village including:

- Code Enforcement
- Streetscape Improvements
- Establishment of a Tax Increment Finance (TIF) District
- Intersection Improvements,
- Creating a Corridor Overlay District

St. Charles Road Redevelopment Plan, 2008 (SCRRP)

Like the Mannheim Road Corridor Revitalization Plan, the St. Charles Road Redevelopment Plan is a long range (10-15 year) strategy for enhancement, improvement and redevelopment. Two significant events in the last 5 years affect the St. Charles Plan and reduces the number of Priority Redevelopment Sites identified on page 32 of the 2008 document.

- The Metra Station did not relocate in the vicinity of 25th Avenue and St. Charles.
- A grade separation project is under construction at 25th Avenue and the Union Pacific Railroad Proviso Yards and Metra/UP-W to alleviate traffic delays.

There will be several thousand additional vehicles per day on 25th Avenue as a result of the overpass, but the community is hoping to achieve success with transit-oriented development near 25th Avenue though it will be more than 1/4 mile away (considered easily walkable).

First tier priority projects within this corridor include:

- Mannheim / St. Charles Road Intersection
- East Gateway (St. Charles from 25th to 27th Avenues) Mixed Use Development
- Addison Creek Park and Multi-use Trail



Illustration of Redevelopment Progression. Source: St. Charles Road Redevelopment Plan by Houseal Lavigne



TOD Recommendations West Cook County Housing Collaborative 1/17/2013

This goal of this report was to ensure that each collaborative community prepared plans that encouraged transit-oriented development, created consistent TOD and improve bicycle and pedestrian access to transit and other amenities. The plan set forth standards to 1) rank potential station areas and sites for redevelopment projects and 2) recommend appropriate land uses, densities and housing types within station areas.

Recommendation 1:

Focus Public-Funded Development Efforts Within ½ Mile of Transit Stations

Consider adopting redevelopment overlay districts with building design and use standards in core TOD areas and design guidelines for wayfinding and streetscape elements within ½ mile of train stations.

Recommendation 2:

Create a West Cook County Housing Collaborative Brand

Create a sense of common identity that can be applied to stations, signage and other streetscape elements in the TOD core areas.

Recommendation 3:

Develop or Preserve Housing Affordable to Low and Moderate Income Families Within TOD Areas

Use funding received through HUD and DCEO to increase the supply of housing affordable to families earning up to 60% of Area Median Income (AMI) as defined by HUD for the Chicago region, which is \$36,420 for a family of two and \$40,980 for a family of three.

Recommendation 4:

Create and improve bicycle facilities connecting major existing trails to points north and south in Collaborative communities.

Incorporate recommendations from the recently completed Active Transportation Plan for the West Central Municipal Conference (WCMC) which includes strategies to improve bicycle and pedestrian connections between transit, housing, public institutions and essential amenities. In Bellwood, this includes increasing the links to the Prairie Path with wayfinding and on-street facilities on north-south streets, such as Bellwood, Eastern and 25th Avenues.

The TOD recommendations also include strengthening the St. Charles Road corridor between the Melrose Park UPW station and the Bellwood UPW station by improving corridor's aesthetics through code enforcement and design guidelines.

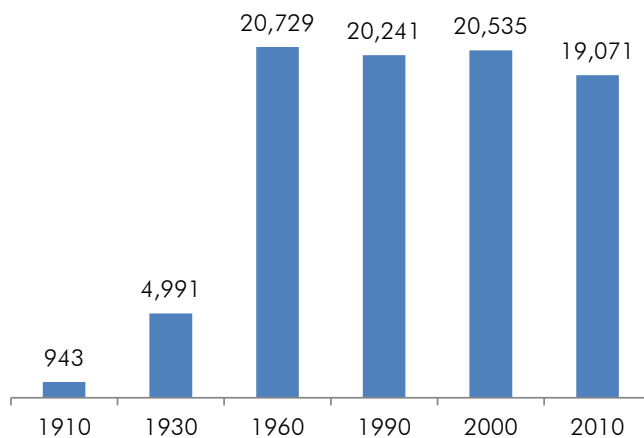
Bellwood Specific Near Term Recommendations:

- Bellwood's first comprehensive plan should revisit the ½ mile areas around the existing Bellwood and Melrose Park UPW stations with the assumption that they provide the best opportunities for transit-oriented development in the Village.
- Near Term Recommendation: Improve Bicycle Access to Transit and the Illinois Prairie Path (see also Transportation section)

DEMOGRAPHIC OVERVIEW

Bellwood, founded in 1900, experienced steady growth in population and employment until the 1970's when rust belt factories began shutting down and consequently, the Village lost Sunbeam, Jefferson Electric and Stanadyne, which employed thousands of local residents. After that time, while the total population was steady, the African-American population increased from 1% to 70% due to the increasing economic status of blacks and relocation of former white residents to outer-ring suburbs. Currently the population is 19,071 per the 2010 census. Bellwood's population declined slightly during the past decade, but generally the community has had around 20,000 residents since the 1960s.

POPULATION GROWTH 1920 - 2010



Source: US Census

Summary

Bellwood's Demographics Profile is summarized as follows:

- Bellwood is a minority-majority community, with 86% of its residents coming from non-white backgrounds, including 76% from African-American households.
- Bellwood has increased its level of education to parallel the high school graduation of the Cook County region, but still falls far behind in the percentage of residents with a college education.
- Bellwood is losing family households – virtually all of its population loss between 2000-2010 came from residents aged 0-50. Meanwhile, the community has seen a net increase in residents aged 50-70. The majority of this growth is likely from residents "aging in place" rather than an influx of senior residents to Bellwood.
- Bellwood has a regionally average median household income – slightly lower than Cook County on the whole, but slightly higher than many adjacent communities.

Like many areas across the country, Bellwood residents lost a significant amount of buying power relative to income growth - a 13% drop in inflation adjusted purchasing power from year 2000.

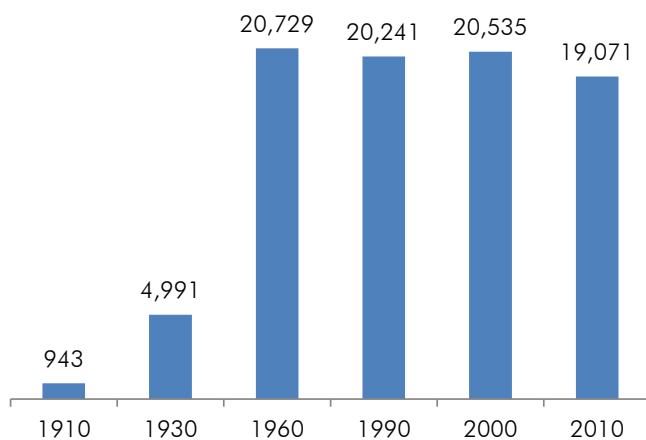
Bellwood was traditionally a community with a balance of land uses including several stable residential neighborhoods. In the last 20 years, the amount of commercial retail, industrial and manufacturing has declined resulting in residential development as the primary land use.

Much of the information and recommendations for residential development in this chapter comes from recent studies including Homes for a Changing Region , and the West Cook County Housing Collaborative (WCCHC) Transit-Oriented Development Strategy and the market analysis prepared for this comprehensive plan. Highlights of Bellwood Housing follow:

Housing Statistics

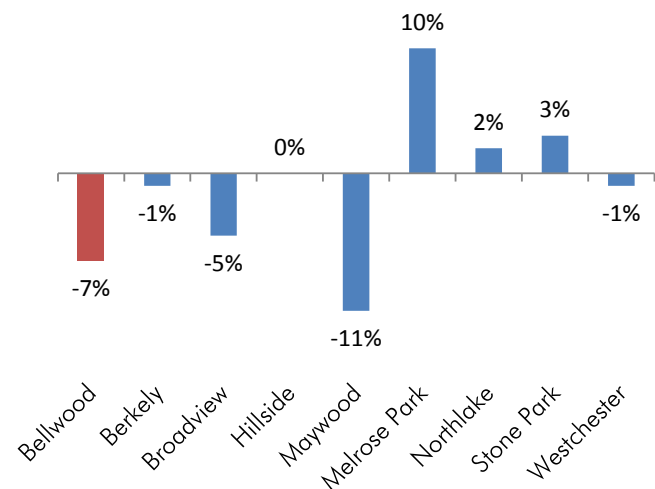
- 72% Single Family Detached Units compared with 59% for Proviso Township and 39% in Cook County)
- 67% Owner Occupied Units
- 9.7% Vacancy - a 2% vacancy rate is normal for a vibrant community
- Higher density residential districts are located generally along Bellwood Avenue.

POPULATION GROWTH 1920



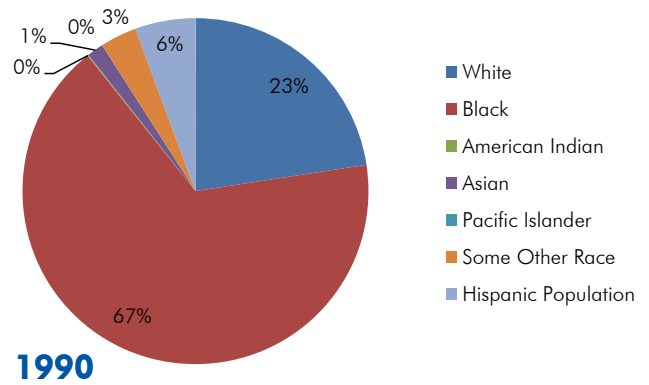
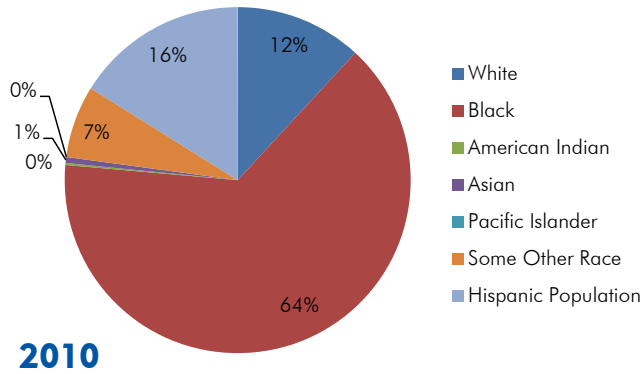
Source: US Census

CHANGE IN POPULATION 2000-10 COMPARED TO ADJACENT COMMUNITIES.

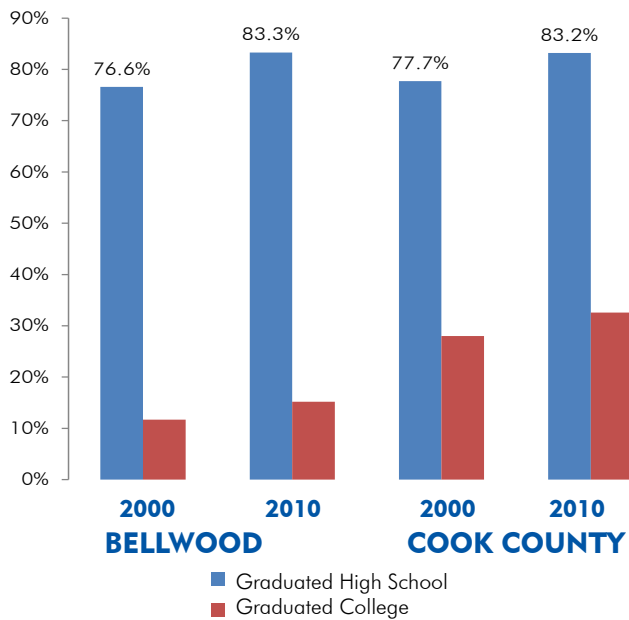


Source: US Census

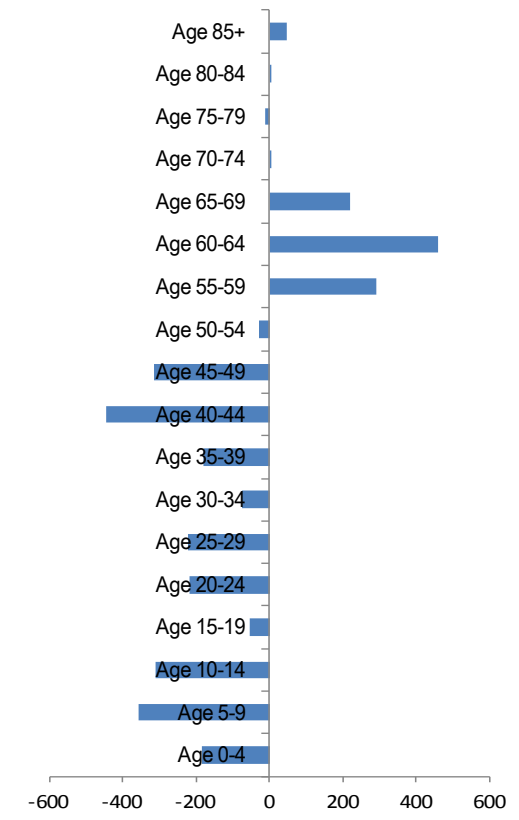
POPULATION BY RACE



POPULATION 25+ BY EDUCATIONAL ATTAINMENT



CHANGE IN POPULATION BY AGE (2000-2010)



Population

According to the 2010 census, the Village of Bellwood has a population of 19,071 and has experienced a 7% decline from its 2000 population of 20,535. Despite this decline, the population of Bellwood has remained virtually the same since 1960 as the Village became built out within its own boundaries and growth in adjacent communities in West Cook County and Eastern DuPage County surrounded the community. The majority of the Village was built out between 1930 and 1960, when the population went from roughly 5,000 people to 20,700.

Within West Cook County, Bellwood was not alone in its population loss. Adjacent communities including Maywood, Broadview, Stone Park and Westchester all lost population, though Bellwood is second only to Maywood in the total population decline, as well as percentage decline. Proviso Township also lost population, dropping from 155,834 in 2000 to 151,704 in 2010. Melrose Park, on the other hand, experienced a tangible population increase of 10% (2,200 people), driven in large part by a influx of Hispanic residents.

Of the five communities that make up the I-290 / Union Pacific West corridor (Oak Park, Forest Park, Maywood, Berkeley and Bellwood), all lost population between 2000 and 2010. Together, these communities saw a net loss of 6,470 people, or 5% of total population. It is difficult to say whether this decline is a tangible trend, considering that these communities experienced a slight net increase between 1990 and 2000, and the 2011 census estimates show another slight increase between 2010 and 2011.

However, in examining the trends between 1990 and 2010, it is clear that the Village of Maywood is hemorrhaging population at the highest rate (11%). Bellwood, Oak Park and Forest Park show both increases and decreases over the years, with overall net declines in the 3-5% range.

ETHNICITY

Bellwood is a “minority-majority” community, meaning that ethnic groups considered to be non-white minorities outnumber White or Caucasian residents. The largest group is Black or African-American residents, who make up 76% of the population, following by Hispanics, who make up 19% (a number that can be inclusive of several races). Although there are other communities in the West Chicago region that are also minority-majority, only Maywood has a smaller percentage of white residents (12.6%) than Bellwood (13.9%). Bellwood’s white population was as high as 23% of the total population as recent as 1990, but has been declining for several decades. Conversely, the Hispanic population has grown from just 6% in 1990 to 19% in 2010.

Bellwood can be considered to be located within somewhat of a convergence of various ethnic groups located in Western Cook County. Communities to the east (Maywood, Forest Park) have heavy concentrations of African-Americans, communities to the north (Melrose

OVERVIEW OF DEMOGRAPHIC AND SOCIO-ECONOMIC DATA

Population by Race		
	Bellwood	Greater Bellwood*
Population		
2000	20,535	192,577
2010	19,180	184,894
Households		
2000	6,440	69,857
2010	6,049	66,923
Avg. Household Size (2010)	3.16	2.70
Housing Units		
2000	6,683	72,363
2010	6,702	72,976
Vacancy (2000)	3.6%	3.5%
Vacancy (2010)	9.7%	8.3%
% of Owner Occupied Homes	66.6%	62.3%
Median Household Income	\$57,723	\$54,372
% of High School Graduates Aged 25+	83.3%	84.8%
% of College Graduates (Bachelor of above) Aged 25+	15.2%	27.4%
* Greater Bellwood equals the Village and 14 communities that surround Bellwood, including Hillside, Melrose Park, Maywood, Forest Park, Northlake, Stone Park, Berkeley, Westchester, North Riverside, Brookfield, and LaGrange Park.		
Source: US Census and ESRI Business Analyst		

POPULATION GROWTH IN BELLWOOD AND SURROUNDING COMMUNITY (2000-2010)

Community	Population		
	2000	2010	% Change
Bellwood	20,535	19,156	-7%
Berkeley	5,244	5,232	-1%
Broadview	8,315	7,966	-5%
Hillside	8,163	8,193	0%
Maywood	26,924	24,196	-11%
Melrose Park	23,144	25,524	10%
Northlake	12,133	12,375	2%
Stone Park	5,098	4,966	-3%
Westchester	16,816	16,790	-1%
Source: US Census			

POPULATION GROWTH IN COMMUNITIES PART OF WEST COOK COUNTY HOUSING COLLABORATIVE

Community	Population		
	2000	2010	% Change
Bellwood	20,535	19,156	-7%
Berwyn	54,030	56,906	5%
Forest Park	15,666	14,228	-10%
Maywood	26,924	24,196	-11%
Oak Park	52,518	52,104	-1%
Source: US Census			

POPULATION BY RACE

BELLWOOD, IL (1990, 2000, 2010)

	2010	2000	1990
Total Population	19,071	20,535	20,241
White	2,648	2,412	4,790
Black	14,407	16,783	14,157
American Indian	43	49	21
Asian	123	197	325
Pacific Islander	1	4	5
Some Other Race	1,508	779	721
Hispanic Population	3,596	1,631	1,197

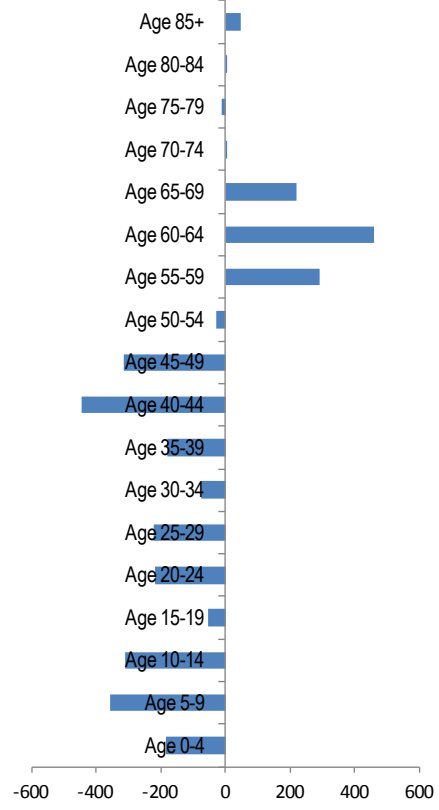
Source: 1990, 2000, 2010 US Decennial Census

Park) are heavily Hispanic, communities to the west (Elmhurst) are predominantly White, and those to the south (Hillside, Westminster) are mixed. Overall, Proviso Township is mixed, with an overall ethnicity breakdown of 48.1% White, 34.9% Black, and 27.7% Hispanic (inclusive of several races).

AGE

The age of residents is relatively well-distributed, with a slight emphasis of residents aged 35-64 – the prime working years. However, the change in age between 2000 and 2010 shows clear adjustments in certain age categories. All age cohorts from Age 0 to 5 saw losses in the 2000s, while the cohorts between 55-69 showed increases. These shifts demonstrate in part why Bellwood has experienced recent population decline. The only increases in resident population have occurred among senior residents. These increases are likely due to residents aging in place - those aged 45-55 in 2000 who are now aged 55-65, for example. Thus, there is no real growth within the community to balance losses. Of note is the fact that the residents 40-49 - those who will make up the 55-65 senior population in 2020 - are leaving Bellwood in the largest numbers. This could indicate population loss at an even faster pace between 2010 and 2020.

CHANGE IN POPULATION BY AGE (2000-2010)



EDUCATION

In 2010, 83.3% of Bellwood residents had a high school degree, and 15.2% had a bachelor degree. This is an improvement from 2000, when only 76.6% of residents had a high school degree, and 11.7% had a bachelor's degree. The increase in high school educated residents puts Bellwood on par with that of all of Cook County. However, Bellwood still falls far behind in terms of college-educated residents – 15.2% vs. 25.2% for Proviso Township and 32.6% for Cook County.

INCOME

In 2010, Bellwood was estimated to have a median household income of \$57,723 by the American Community Survey. This was only slightly lower than the MHI for Cook County - \$59,447, and higher than the 15 Cook County communities that surround Bellwood (inclusive of Berwyn – another West Cook County Housing Collaborative member).

In most areas across the country, Median Household Income as a raw number increased between 2000 and 2010. However, when adjusted for inflation, the purchasing power of these incomes actually dropped in value. Bellwood was no different. Though the community's median income rose from \$52,328 in 2000

to \$56,723 in 2010, the value of that income dropped 13% in value when adjusted for inflation. Fortunately, Bellwood has experienced less of a decline than Cook County on the whole, which experienced a 21% decline in median value during the

SUMMARY

- The number of jobs located within Bellwood has declined 36% since 2002.
- Bellwood's primary economic base – manufacturing – has seen significant declines locally, regionally, and nationally. Bellwood experienced a net decline of 4,138 manufacturing jobs between 2002 and 2010. This is 88% of the net losses within Proviso Township.
- Very few (3%) of Bellwood residents both live and work in the Village. Virtually the entire labor force commutes outside for work.
- While Bellwood's economic decline isn't necessarily impacting its residents, it is likely impacting its tax base. Already carrying the second highest tax burden within Proviso County (and 18th highest in Cook County), Bellwood's taxes have risen since 2005 in real terms, as a percentage above the average township tax rate, and by percentage growth between 2005 and 2011.

EMPLOYMENT

The US Census estimates that there were 4,281 private jobs located within Bellwood in 2010. This represents a 36% decline in total employment since 2002 – a loss of 2,434 private jobs. While a slight majority of these losses occurred after 2007 (the beginning of the 2007-2009 recession), many occurred between 2002 and 2006, meaning that the Village was leaking employment prior to the recent national recession. Virtually all of this employment loss can be traced to the manufacturing sector, which declined from 4,138 jobs in 2002 to 1,907 in 2010. Many of the jobs lost are likely from the closing of the Sanford Packaging Facility at 25th & Washington and the United Form Clamp Facility at Madison & 25th Avenue.

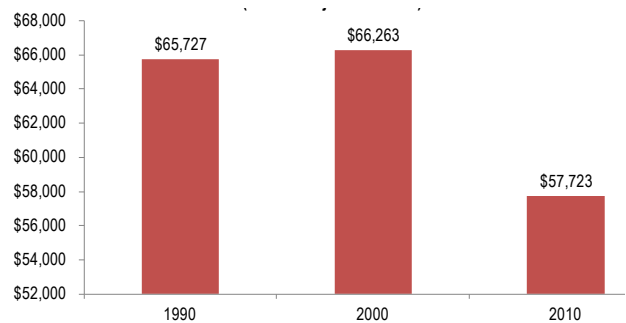
Despite the massive loss in employment, Manufacturing still represents the largest employment sector within the Village – 42% of all jobs. This is followed by Health Care and Social Assistance (10%), Utilities (8%) and Transportation and Warehousing (7%). Conversely, only 11% of Bellwood residents are employed in the Manufacturing sector, and this is on the decline. The loss of local manufacturing jobs is one reason, but the percentage has always been relatively low (15% in 2000). Overall the local labor

POPULATION 25+ BY EDUCATIONAL ATTAINMENT

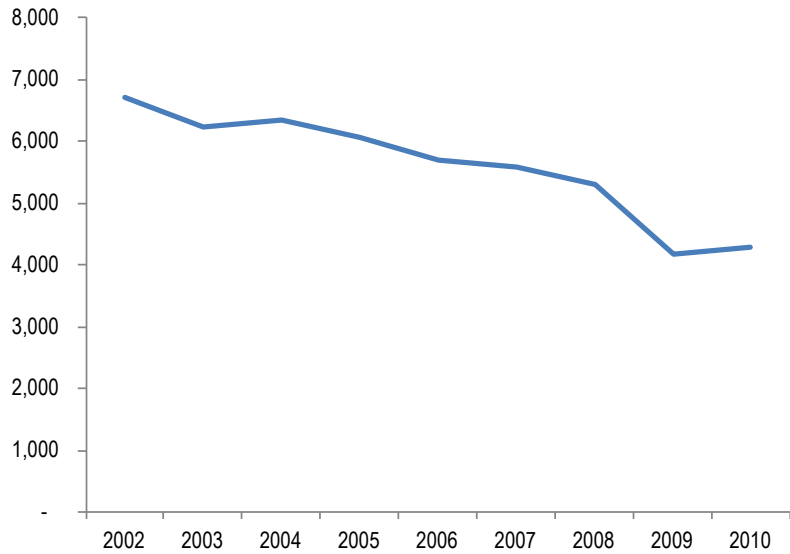
	Bellwood		Cook County	
	2000	2010	2000	2010
Less than 9th Grade	6.4%	5.4%	9.6%	8.2%
9th - 12th Grade, No Diploma	16.8%	11.4%	12.7%	8.7%
High School Graduate	31.1%	33.4%	24.2%	25.2%
Some College, No Degree	28.2%	27.5%	20.3%	18.9%
Associate Degree	5.6%	7.2%	5.2%	6.5%
Bachelor's Degree	8.4%	10.4%	17.2%	19.7%
Graduate / Professional Degree	3.3%	4.8%	10.8%	12.9%
High School Graduate	76.6%	83.3%	77.7%	83.2%
College Graduate	11.7%	15.2%	28.0%	32.6%

source: 2000 & 2010 Decennial Census

BELLWOOD MEDIAN HOUSEHOLD INCOME (1990 & 2000 INFLATION ADJUSTED TO 2010)



PRIVATE EMPLOYMENT IN BELLWOOD (2002-2010)



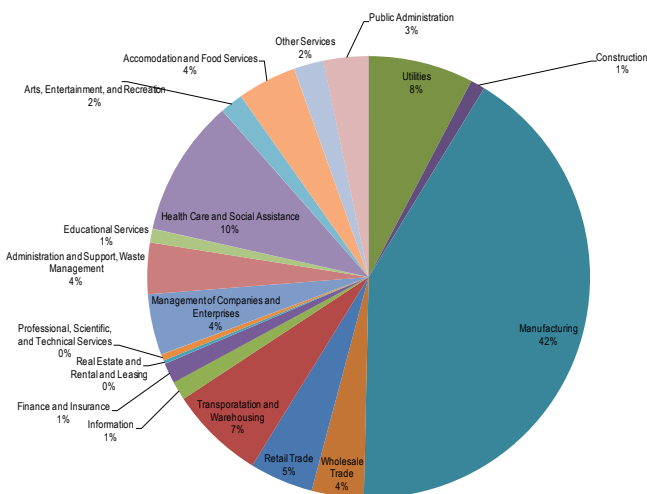
Source: US Census

LARGEST EMPLOYERS IN BELLWOOD

Employer	Employees	Rank
Borg Warner NC	1000	1
Village of Bellwood	315	2
Douglas Press, Inc.	280	3
Deltrol Fluid Products	125	4
McKinley Elementary School & Board of Education	118	5
Shamrock Scientific Specialty	100	6
Rider Dickerson, Inc.	55	7
K&S Automatic Sprinklers	50	8
Memorial Park District	50	9
First Student, Inc.	46	10
Walgreens	43	11
Gyro Processing	40	12
Little Achievers Daycare	38	13
Advanced Occupational Medicine	35	14(t)
HA Framburg & Co	35	14(t)

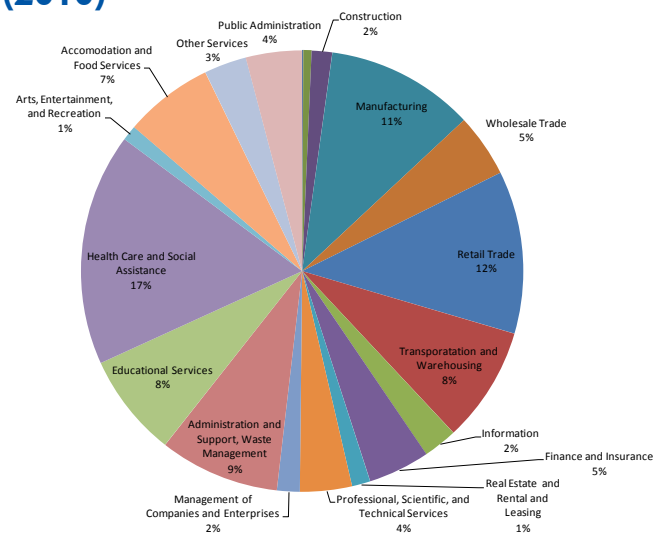
Source: ESRI Business Analyst

EMPLOYMENT WITHIN VILLAGE OF BELLWOOD BY SECTOR (2010)



Source: US Census

LABOR FORCE EMPLOYMENT OF BELLWOOD RESIDENTS BY SECTOR (2010)



Source: US Census

force is distributed, led by Health Care (17%), Retail Trade (12%), Manufacturing (11%), Administration (9%) and Transportation and Warehousing (8%).

Proviso Township also lost employment during the same period, though the net job loss (2,828 or 3.8%) is just slightly larger than the net loss for Bellwood alone. The Township was assisted in large part by the burgeoning Health Care sector, which added 8,000 jobs in Proviso Township alone between 2002-2010. The vast majority of this employment is based at the Loyola University Medical Center in Maywood.

Like Bellwood, the Township experienced a large loss in Manufacturing - 4,720 jobs. This, in turn, follows a massive decline in Manufacturing within Cook County, which lost 91,195 (32%) of its manufacturing employment between 2002-2010. During the same time period, the State of Illinois lost 187,776 manufacturing jobs, with Cook County alone accounting for 49% of this total.

88% of Proviso Township's decline in manufacturing employment came from Bellwood, indicating a concentration (or at least previous concentration) of good producing jobs within Western Cook County.

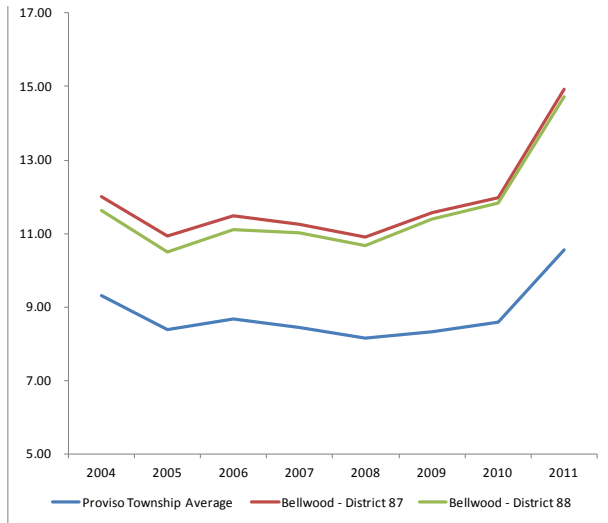
EMPLOYERS

Bellwood has very few major employers. According to ESRI data, the largest – by far – is Borg Warner NC, a motor vehicle parts supplier, with approximately 1,000 employees. The Bellwood School District employs more than 430, making it the second largest employer, followed by the Village of Bellwood with 315, Douglas Press, Inc. (250-300 employees), Deltrol Fluid Products (100-150), and Shamrock Scientific Specialty (100 employees). Overall, the top 10 employers make up more than 2,200 of all jobs in Bellwood – or approximately 50%.

TAX BURDEN

Unlike some communities, this job loss is less meaningful to Bellwood residents because virtually the entire Chicago labor market is readily accessible to residents (over 2 million jobs are accessible within a 30 minute drive). Additionally, very few residents of Bellwood actually work within Bellwood. In 2002, only 6% of the Bellwood labor force worked within Village boundaries. By 2010, this had fallen to 3% - only 248 of the 7,884 employed residents living in Bellwood.

TAX RATES OF BELLWOOD SCHOOL DISTRICTS AND PROVISO TOWNSHIP AVERAGE (2004-11)



Source: Cook County

On the other hand, this does have an impact on non residential property taxes that can be collected by the city. With the loss of jobs (and presumably entire companies or operations within Bellwood), more of a burden is placed on residents. Within Proviso Township, Bellwood has the second highest tax rate of all communities after Maywood. Between 2005 and 2011, Bellwood's tax rate has been between 30-40% higher than the average community tax rate within the Township.

In addition to already having the second highest tax burden within the Township, Bellwood's tax burden has been increasing. While all tax rates have been going up in Proviso Township – a rise of 21% between 2005 and 2011, much of which was added between 2010 and 2011 – Bellwood's grew the fastest behind only School District 91 in Forest Park and District 88 in Stone Park. Additionally, while Bellwood's tax rate was 25-31% higher than the township average in 2005, it was 40-42% higher in 2011.

Of the 130 incorporated communities in Cook County, Bellwood's tax rate ranked 18th highest in 2011.

HOUSING ANALYSIS

SUMMARY

- 72% of Bellwood's housing stock consists of is single family detached units, and 67% of all housing units are owner occupied - both higher percentages than either Cook County or Proviso Township;
- Vacancy has significantly increased due to population loss;
- Bellwood has experienced particular problems with foreclosures, ranking among the most concentrated locations of foreclosures in Cook County. As of December of 2012, about 13% of all owner-occupied homes were estimated to be in some state of foreclosure;
- Bellwood's housing ranks among the lowest valued in Cook County. Due to the recession, values have dropped back to where they were in the late 1990s. Its single family housing stock is generally small (800-1,000 square feet) and does not line up with many market based expectations for home ownership;
- Bellwood's population declined in all age groups below Age 55, further reducing opportunity to solve increasing vacancy and foreclosure problems;

- Bellwood's locational advantages are shared by many neighborhood communities, but recent unit construction (Park Place) demonstrates that if product is built more in line with market expectations (i.e. 3-4 bedrooms, 1,500+ square feet) then they will be in demand.

EXISTING HOUSING STOCK

As a community with little to no available land for growth, Bellwood has experienced a very small amount of housing development. The Village had 6,684 housing units in 2000. In 2010, estimates place the housing stock to be between 6,627 and 6,702, ranging between a very small addition in units and a net loss in housing units. The new residential construction index indicates that only 14 units were permitted within the Village between 2000 and 2010 – all in 2005. As a result, it can be concluded that Bellwood has seen very little recent housing unit growth, despite considerable housing growth throughout the Chicago region over the past 10 years.

Over 72% of the housing units in Bellwood are single family detached residences. This is a higher concentration than in Proviso Township (60%) and almost double the percentage of single family detached housing throughout Cook County (40%).

Accordingly, Bellwood has a much smaller number of multi-family units. Of the 4,000 units found in apartment complexes of 20 units or above in Proviso Township, only about 20 units are estimated to exist in Bellwood. The majority of multi-family units are found in small structures with 2-9 units.

Bellwood also has a higher percentage of owner-occupied housing (OOH) than Proviso Township - 66.6% vs. 61.6%. The Village's OOH percentage was 73.5% in 2000, meaning a transition of 6.9% of Bellwood's housing stock from owner occupied to renter occupied. This trend occurred throughout the township as well, with a 5.1% transition from owner occupied housing to renter occupied housing.

HOUSING UNITS BY UNITS IN STRUCTURE - BELLWOOD, IL VS. PROVISO TOWNSHIP AND COOK COUNTY, ILLINOIS

	Bellwood	Proviso Township	Cook County
1, detached	72.5%	59.2%	39.8%
1, attached	4.0%	3.7%	5.4%
Two	5.8%	9.0%	10.6%
3 or 4	5.7%	7.6%	11.4%
5 to 9	8.5%	6.7%	9.6%
10 to 19	1.7%	4.3%	5.3%
20-49	0.7%	4.0%	5.6%
50 or more	0.2%	4.2%	11.6%

source: 2000, 2010 Decennial Census

RECENT HOUSING DEVELOPMENT

Given the limited amount of recent housing development in Bellwood, there are two developments of note to discuss in the context of future opportunities.

Park Place

Located in the southern part of the community, adjacent to I-290, the Park Place development consists of 16 modern single family homes built on a former park. These homes are noteworthy due to their size - 3 to 5 bedrooms and between 2,000 and 3,000 square feet. These are much larger than most of the other homes in the community and more in line with the size and number of bedrooms that are the most popular type of single family home throughout the Chicago suburbs.

West Cook County Housing Initiative

As part of the affordable housing initiative being conducted by the West Cook County Collaborative, a number of single family homes have been purchased and rehabilitated by IFF, one of the country's largest community development finance institutions (CDFI). Since late 2011, IFF has been in the process of rehabbing and selling 28 homes in Maywood, Forest Park, and Bellwood. Out of the 14 that have been identified for rehabilitation as of December 2012, 9 of them are in Bellwood, with an estimated cost of approximately \$1,157,180. Most of these homes will be sold to households at or below 80% of the AMI and buyers will receive a \$10,000 downpayment subsidy. 3 of the rehabbed homes were sold to households at or below 120% of the AMI.

PLANNED / PROPOSED HOUSING

Park Place Phase II

The second phase of one of Bellwood's few recent housing developments, known as Park Place on Bellwood Avenue. The same developer of the 16 single family homes is slated to build 11 townhomes adjacent to the first development. The Park Place Townhomes will come in three models, and will afford residents and others who want to remain in or move to Bellwood more options for larger homes. Depending on the unit, the homes will range from 1,600 – 2,000 square feet with 3 bedrooms, 2.5 bathrooms, full basement and two-car garage.

VACANCY

As discussed previously, Bellwood lost approximately 7% of its population, which translates into approximately 270-370 households. This resulted in an increase in housing vacancy from a good rate of 3.6% in 2000 to 9.7% in 2010. Proviso Township experienced a similar increase in vacancy – 3.5% in 2000 to 8.4% in 2010. Such an increase in vacancy is typical of the past 10-12 years, but in most communities it is due to overbuilding housing units beyond local demand. The lack of household growth means that Bellwood's vacant housing stock may remain vacant for some time unless new growth can be captured within the community.

SALES TRENDS

The Village of Bellwood is one of the most affordable locations in all of Cook County. Based on home sales over the past 15 years, Bellwood ranks 96th of all 123 independent government units within Cook County in single family home value, with an average of \$141,291. Adjacent communities such as Broadview, Hillside, Maywood and Westchester have similar rankings within the County, but aside from Maywood, Bellwood is the lowest. Figure 3.2 charts the value of home prices between 1996 and August of 2012.* The



Examples of typical housing stock in Bellwood - mostly one story product, many of the "Chicago Bungalow" style built throughout the 1930s.



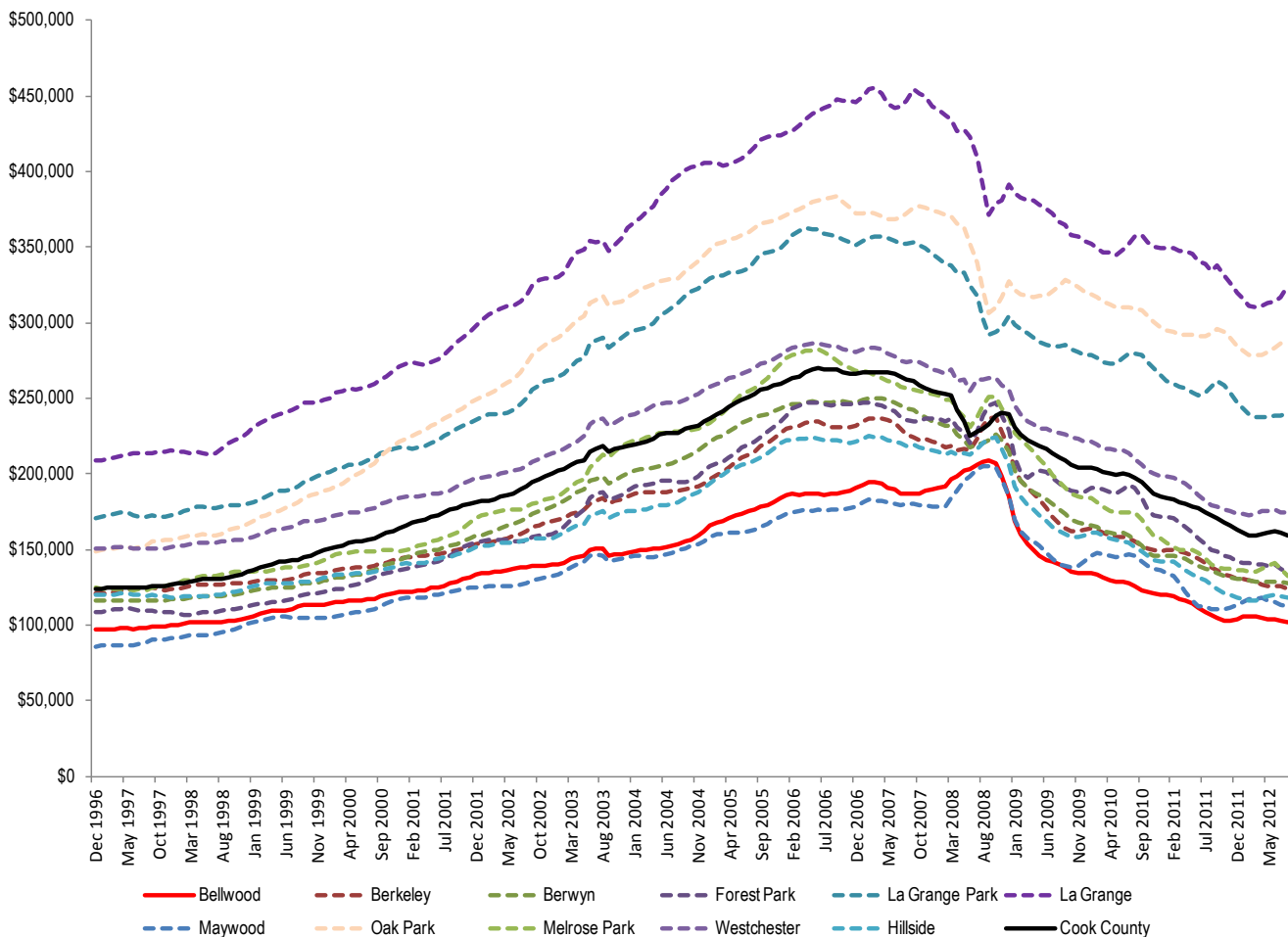
Typical multi-family buildings found in Bellwood, ranging from 4 to 10 units.



Phase 2 of the Park Place Development - townhomes in the \$250,000 - \$300,000 range and between 2-3 bedrooms.

TRENDS IN HOUSING VALUE FOR VARIOUS GEOGRAPHIES (1996 - 2012)

	1996 Value	2000 Value	Peak Month Value	Peak Month	% Rise '96-Peak Month	% Rise '00 - Peak Month	Aug 2012 Value	Peak to Present Value	% Present Value Above '96
Bellwood	\$96,900			Sep-08	216%	178%		-106%	5%
Berkeley				Oct-08	197%	171%		-91%	3%
Berwyn				Apr-07	216%	184%		-95%	9%
Forest Park				Feb-07	228%	191%		-84%	19%
La Grange Park				Apr-06	212%	173%		-51%	29%
La Grange				Sep-07	218%	175%		-40%	36%
Maywood	\$85,800			Oct-08	238%	185%		-81%	24%
Oak Park				Oct-07	254%	185%		-30%	49%
Melrose Park				Jun-06	227%	190%		-113%	6%



analysis includes the adjacent communities of Bellwood, as well as West Cook County Housing Collaborative communities such as Forest Park, Oak Park and Berwyn which do not border the Village. Bellwood, identified by a thick red line, can be seen at the bottom of the chart.

Through this illustration, one can see the gradual rise in housing value in west Cook County through the late 1990s and early 2000s, the notable rise in value leading up to the housing “crash” in 2007 and 2008, then the sharp and ongoing decline in value between 2008 and 2012. Bellwood experienced the same rise and decline of value as all comparison geographies, though its “peak” was a little later than most other communities, and its decline has been faster and more dramatic than comparison geographies. For example, LaGrange has the most valuable housing stock of all comparison geographies, rising from a value of a little over \$200,000 in 1996 to an average of more than \$450,000 in 2006 and 2007. Its subsequent crash has reduced its average to the \$310,000 - \$315,000 range. A significant decline, but still well ahead of its value in the 1990s - even inflation adjusted. Bellwood, on the other hand, rose from a value of about \$100,000 in 1996 to a little over \$200,000 in 2008. The Village has seen a decline to a value back to the \$100,000 average, which means that - at best - over a 15 year period, its overall housing stock has not seen only a marginal rise in value. Add in inflation adjustment, and Bellwood’s housing stock has declined in value since 2000.

Bellwood is hardly alone in this scenario - home values in Melrose Park, Hillside, and Berkely are all back to 1990s values after seeing rises as high as 227%. However, it is nevertheless worrisome and potentially worse than even these numbers suggest. Analyzing almost all 350+ single family home sales over the past four years shows an average sales price of only \$74,000.

Indeed, only one quarter of all homes sold between this period (2009-2012)(26.5%) were sold for over \$100,000. There are a number of factors that contribute to this status. Bellwood is not on an “EI” line and thus it hasn’t been able to generate market interest on the scale of communities like Oak Park. Cook County taxes are generally high, with Bellwood’s among the highest. One can live near just to the west in DuPage County with lower taxes and about an equal commute into The Loop. Also, adjacent communities like Maywood, Hillside and Melrose Park also have lower valued housing and, clustered together, represent an area that the most mobile portions of the market choose to ignore in favor of other locations.

However, Bellwood’s housing supply may be one of the most important criteria in both its relatively low value and recent population decline. To put it simply, Bellwood’s housing stock is small. Families or potential families are generally looking for 3 to 4 bedroom homes with 1,200 - 2,000+ square feet, with sacrifices made based on access to highways, proximity to the EI, and urban commercial centers like Downtown Oak Park (non-family units typically choose urban Chicago or suburban centers over single family homes). Of the approximately 350 homes sold in Bellwood between 2009 and 2012, 57% had less than 1,000 square feet, and 86% had less than 1,300 square feet. This is, on average, an extremely small housing stock and the lower than average value demonstrates that those

A composite of actual home sales for each community, by year, was unavailable. Data is used from Zillow.com, which uses its own modeling system to value housing based on actual home sales. Data can be considered to have a slightly less accuracy rate than MLS data (which can be inaccurate itself) and is best used in comparing geographic areas rather than within a single geography.

with means are either paying more to live in a larger house, or in a better location with lower taxes. Bellwood's housing stock, when considering size and tax burden, is among the least competitive in the Chicago region.

FORECLOSURE ACTIVITY

Another criterion impacting home value in Bellwood is its problem with foreclosures. As of January of 2013, foreclosure firm RealtyTrac tracked 414 homes in preforeclosure in Bellwood, with an additional 196 Bank Owned properties on the market and another 49 going to auction. At the same time, real estate website Zillow tracked a similar 340 preforeclosures. This means that, as this report was written, approximately 10% of all housing units - and 13.4% of all single family units - in Bellwood are currently in some state of foreclosure.

These trends do not seem to abating. As of December, approximately 1 home for every 161 homes went into foreclosure in Bellwood (RealtyTrac). The same went for Maywood (1 per 162). The only communities that were worse in Cook County were all in the southern part of the county, such as Park Forest (1 house per 137), Richton Park (134), Matteson (135) and South Holland (144). This compares to 1 foreclosure for every 446 homes in the City of Chicago, 1 per 373 in Forest Park, and 1 per 545 homes in Oak Park.

RENTAL TRENDS

Very little data was available to examine rental trends in Bellwood. Only 26.2% of all housing units are estimated to be renter-occupied in the Village, and only 2.6% of all housing units (almost all of which are likely to be renter occupied) were found in buildings with more than 10 units. Accordingly, rental units are not well advertised and likely marketed on a very local level. A review of apartments available online revealed 0-1 bedroom units priced between \$600-650 per month, 2 bedroom ranging between \$725-\$1,250 per month (an average of \$880) and a 3 bedroom for \$1,000 per month.

2005-09 ACS data estimates the median contract rent for housing units in Bellwood to be \$811, with an average of \$797. This was slightly higher than the median rent estimated for the median for all communities surrounding Bellwood, which was \$778 (average of \$821). Due to margin of error, these results can be seen as very similar, meaning Bellwood's rents are inline with surrounding communities.

HOUSING DEMAND

Bellwood is estimated to have lost a net of 273 households between 2000 and 2010, and its surrounding communities a net of 1,702 households. By themselves, these slight declines are not necessarily disconcerting but they do not immediately indicate any opportunity for growth that can be captured within Bellwood. More troublesome are the types of households being lost.

Census data shows a decline in population of all ages in Bellwood between 1-55, with the only growth occurring in ages 55+. This means a major transition in family households moving away from Bellwood, with growth only in seniors who likely already lived in Bellwood and are aging in place. Since these age groups represent the majority of mobility within the housing market, the overall demand for housing in Bellwood appears to be fairly limited. Adding in the negative characteristics of the supply and low value, demand can be considered to be weak. Even the one growth sector - seniors - will likely generate only limited demand since so much of the existing housing stock consists of affordable, small scale and one-story structures - ideal for senior living.

This is not to say that there are not opportunities. Bellwood has good access to the Loop via the Metra and I-290. It also is close to O'Hare and employment centers in western Cook / eastern Kane counties. Its housing stock can also be considered very affordable compared to nearby communities like Oak Park or Elmhurst, though this also works against the community.

The affordability of Bellwood's housing stock is more a symptom of low demand rather than an opportunity. Communities like Forest Park have grown due to their role as affordable alternatives to places like Oak Park, but Bellwood is in competitive with dozens of communities that offer similar locational advantages. Judging by the housing markets in nearby Maywood, Melrose Park and Hillside, good access to to employment centers has not enhanced their values either.

The final hurdle for demand remains the community's tax rate. The combination of a small, low valued housing stock and one of the region's highest tax rates is simply too much for the market to accept with so many other options in the marketplace.

Consider that a Bellwood home for sale between \$100,000 - \$150,000 would be expected to come with a property tax cost between \$5,600 - \$7,600. In calculating a mortgage, this equals 50% of a monthly payment. Alternatively, one could find a lower end market home in Park Ridge - a popular Chicago neighborhood on the westside of the county - for \$210,000 - \$250,000 and an annual property tax burden of about \$5,500 - \$6,000. When each 30 year mortgage is compared, the difference between each scenario is only about \$300 per month, including an additional 20-30% in square footage that can be found in areas like Park Ridge as opposed to Bellwood.

CONCLUSIONS

The inability of Bellwood's housing supply to meet market needs mitigates numerous opportunities to make the community a more complete and desirable place. Its supply of housing stock must be addressed in a number of ways in order to make Bellwood more attractive to the marketplace - and more importantly - to its own residents. There are 3 primary ways to address this. The first is to work to reduce supply on the market, which is primarily related to foreclosures. Compared to neighboring communities, Bellwood has a significantly higher percentage of its owner occupied housing stock (9%) currently on the market - either for sale or in foreclosure (see Figure 3.3). This leads to depressed housing value, among other problems such as the condition of homes as they sit vacant. The second is to find ways to improve existing housing stock.

Most Bellwood homes are not necessarily in bad condition - at least from the exterior - but need added square footage, amenities and bedrooms to appeal to the market. In some cases this means finding ways to build attractive additions to homes - something that has occurred in many parts of the Village already. In others, it may mean building up market interest and allowing buyers to "scrap" lots in order to build larger housing. The third way is to increase housing stock in ways that appeals to the overall market. This can mean new single family housing or rental product, since there is so little available. This requires targeted redevelopment of commercial and/or industrial sites, but the market interest can potentially be very impactful, as evidenced by the Park Place homes off of Bellwood Avenue. These 14 homes of 3, 4 and 5 bedroom sizes were built and sold pre-recession for \$320,000 and \$370,000. While these values were likely inflated by the housing bubble, they still represent value significantly higher than any other home sold in Bellwood in the 2000s. It shows that if product is built that ties in with market demand, Bellwood can offer appealing housing product that can compete with any nearby community.

HOMES CURRENT ON THE MARKET (1Q 2013) - SELECT GEOGRAPHIES

	For Sale	Foreclosure	Total	Total Owner Occupied Units	% of OOH Units On The Market
Bellwood	72	372	444	4,873	9%
Maywood	90	317	407	7,261	6%
Melrose Park	57	161	218	11,827	2%
Oak Park	179	173	352	12,988	3%
Forest Park	53	54	107	3,419	3%
Berwyn	186	531	717	14,119	5%
Hillside	49	119	168	3,817	4%

source: US 2010 Census, Zillow.com

As of October 2013, the number of foreclosures in Bellwood had been reduced to 317.

RETAIL ANALYSIS

SUMMARY

- Bellwood is highly underserved by retail within its own village boundaries. However, from a broader retail perspective, it is well served by locations found just outside of the community;
- The community's opportunity to recruit larger scale, national retailers is limited - lying primarily with retailers not yet served within the local (Proviso Township) marketplace.
- A lack of supply in terms of both space and land limits retail opportunities. Any new retail development is likely going to have to occur due to redevelopment, adding cost to a project;
- Bellwood's high tax rate is a deterrent to doing business in the village. While this can be alleviated due to tax abatement, commercial development is one of the community's best ways to reduce the tax burden on both businesses and residents;
- Focusing on independent, small-scale retail development that can take advantage of commuter rail and major corridor like Mannheim and 25th Avenue is an opportunity, but there are no obvious locations to create a urban commercial district. Previous planned areas such as St. Charles & 25th Avenue have some potential, but the community may be better off by focusing on Mannheim and St. Charles, or a newly built project based commercial development built on vacant or under-used industrial property.

RETAIL SUPPLY

Bellwood has two primary commercial corridors where the majority of the community's retail offerings are located - Mannheim Road and 25th Avenue. Both of these corridors have intersections with I-290, and are major north-south connectors in west Cook County.

Mannheim Road (Route 12/20) is a major north-south arterial that connects numerous West Cook County communities, from Countryside on the southern end, near the intersection of I-465 and I-55, leading north to NorthLake, O'Hare Airport and Des Plaines. Within Bellwood, Mannheim Road runs for about three-quarters of a mile through Bellwood and has a number of small and medium sized businesses ranging from national chains such as CVS, Aldi, Advance Auto Parts, and AutoZone to small scale dining, beauty, and service businesses. There are a number of shopping centers located on Mannheim, including a power center at Harrison and Mannheim with a SuperTarget, Staples and Petco, and Melrose Crossing, with a Family Dollar, Planet Fitness, and Burlington Coat Factory. These, however, are located outside of Bellwood in Hillside and Melrose Park, respectively.

EXISTING RETAIL CONCENTRATIONS IN BELLWOOD



Along 25th Avenue, the primary shopping center in Bellwood is Washington Square, which includes a Subway, McDonalds, Walgreens, Dry Cleaners and assorted clothing and accessory retailers. This is the Village's only traditionally anchored retail center. Overall, the 25th Avenue corridor is mostly an industrial corridor and with the exception of a small retail center anchored by a Food 4 Less grocery and several outlots in Melrose Park, has only a smattering of individual businesses between La Grange and O'Hare Airport.

Outside of these two corridors, there are only two other concentrations of retail business activity. Both are along St. Charles Street, which runs between Forest Park on the east and DePage County to the west, and both are located at the intersections of Mannheim Road and 25th Avenue. The western cluster - near Mannheim - is essentially an extension of the small scale, auto-oriented business operations that are found throughout the Mannheim corridor. The eastern cluster is found in a more historic commercial center, with a combination of traditional 2-3 story mixed-use buildings and newer single story structures. This stretch of St. Charles, which used to be the commercial center of the Village years ago, has fallen on hard times and has a very high ground floor vacancy. Notable uses in the area include a fish and chicken restaurant at the corner of St. Charles and 25th Avenue, a Pan American Bank branch, and the new "Teen Zone" sponsored by the Village of Bellwood.

FUTURE CONSIDERATIONS

In Bellwood, 25th Avenue has always had less traffic (20,000 - 25,000 ADT) than Mannheim Road, and thus has always been seen as a less viable arterial. This is due in large part by the traffic back-ups caused by rail activity north of St. Charles, where there is no grade separation between 25th Avenues and the numerous freight and commuter rail traffic. However, 25th Street has the potential to gain more prominence as an arterial since funding has been put into place to construct an overpass over the rail lines. While this overpass will not be complete for several years - as long as 2020 - it has the potential to change traffic routes through Bellwood and parts of West Cook County, as well as raising the importance of the 25th Avenue interchange along I-290. Given the concentration of under-utilized property along 25th Avenue, this is an important factor for future land use decisions.

RETAIL DEMAND

Using surplus / leakage data, also known as retail “gap” analysis, one can see how little retail supply exists in Bellwood relative to anticipated resident demand. By comparing retail “demand” - an estimate of the spending habits of households based on income, spending habits and other demographic components - and “supply” - an estimate of the total sales of all retailers by certain categories - one can see a total “gap” of over \$55 million dollars (See Figure 4.2). In short, the citizens of Bellwood are estimated to demand over \$96 million in retail goods, but with only \$41 million in supply, more than half is leaking to stores outside of the community. About 78% of this “leakage” is retail goods including furniture, clothing and general merchandise, with the remaining 22% a gap in food & dining (see Figure 4.2, above).

This lack of access to retail goods corresponds to observations made by the analyst, as well as anecdotal evidence from community residents. This leakage of retail goods represents a missed opportunity, since this could translate into stores that serve residents and provide non-residential tax base. Using a rough range of \$250 - \$300 / sf in sales (sales per square foot per retailer ranges widely, from \$100-150/sf for small operations to \$600/sf and higher for well-known, national retailers), it is estimated that Bellwood is missing out on the equivalent of 145,000 - 175,000 square feet of retail and 40,000 - 48,000 square feet of dining establishments.

In certain cases, this significant amount of leakage could be considered an opportunity, as the gap would represent latent opportunity for retailers. However, shopping trends do not follow political borders, and it is necessary to understand the retail trends occurring throughout Western Cook County to provide a more appropriate context for retail development opportunity in Bellwood. If one expands their focus to the communities that immediately surround Bellwood - including those located in and just outside of Proviso County, an area within a 15-20 minute drive from the center of Bellwood - the trade area expands significantly to 180,000 people and 67,000 households. This area is served by more than \$1.3 billion in retail sales and has a negative “gap” number of \$180 million, meaning that this

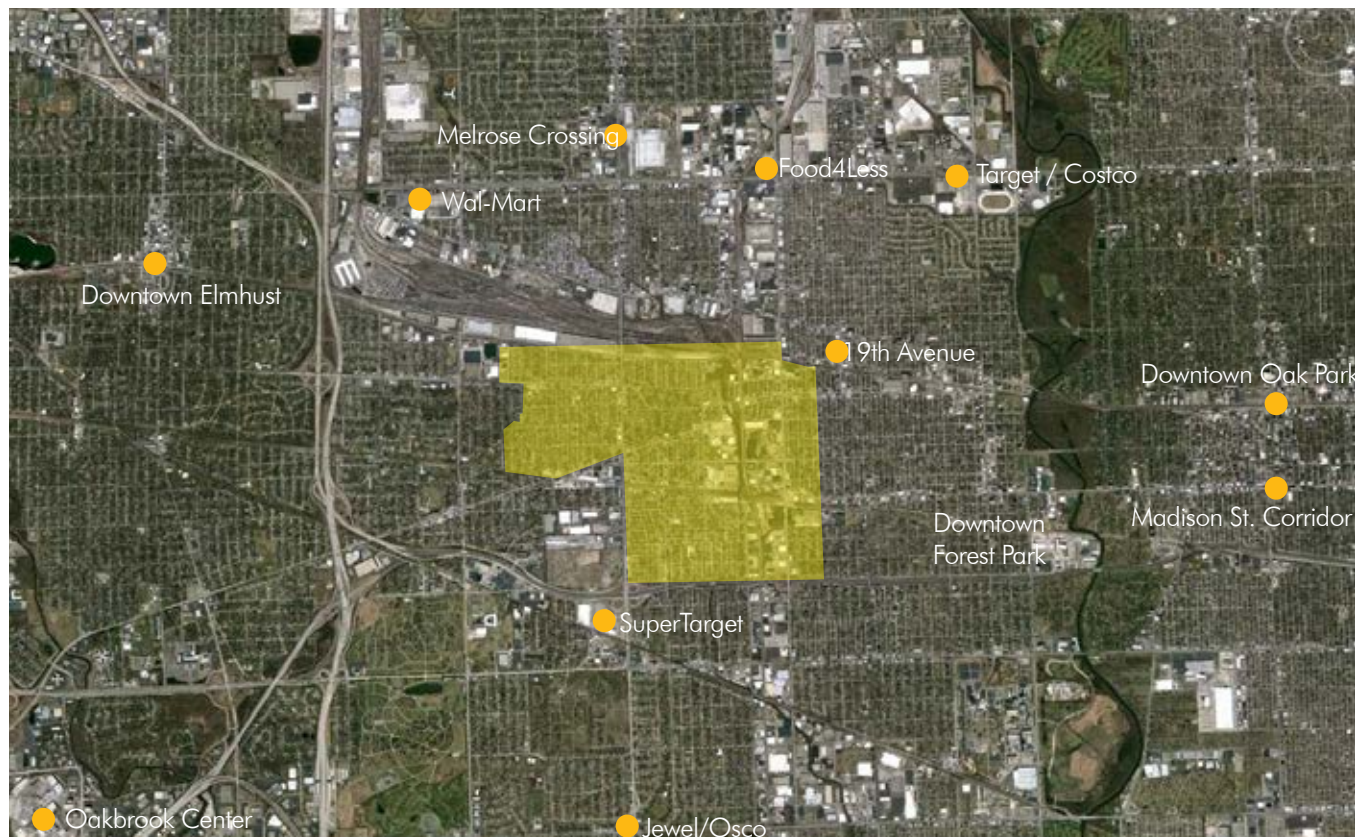


Typical commercial building found along St. Charles, near the 25th Avenue intersection.

RETAIL GAP ANALYSIS - BELLWOOD, IL VS. WEST COOK COUNTY TRADE AREA

	Bellwood			Trade Area		
Population (2010)	19,180			184,894		
Households (2010)	6,049			66,923		
Median Disposable Income (2010)	\$48,989			\$49,634		
	Demand	Supply	Gap	Demand	Supply	Gap
Furniture & Home Furnishings	\$4,180,159	\$2,244,135	\$1,936,024	\$49,944,553	\$62,621,122	-\$12,676,569
Electronics & Appliance Stores	\$3,815,529	\$1,896,689	\$1,918,840	\$44,900,079	\$47,749,483	-\$2,849,404
Building Materials, Supply	\$4,937,647	\$2,044,568	\$2,893,079	\$61,422,570	\$66,155,736	-\$4,733,166
Food & Beverage Stores	\$27,369,364	\$5,642,915	\$21,726,449	\$319,814,841	\$383,621,363	-\$63,797,522
Health & Personal Care Stores	\$5,328,166	\$4,065,592	\$1,262,574	\$59,716,132	\$64,584,423	-\$4,868,291
Clothing & Clothing Accessories	\$6,710,402	\$1,384,718	\$5,325,684	\$79,696,415	\$66,880,127	\$12,816,288
Sporting Goods, Hobby, Book & Music	\$1,620,451	\$357,722	\$1,262,729	\$19,389,052	\$28,819,774	-\$9,430,722
General Merchandise Stores	\$16,961,333	\$12,036,082	\$4,925,251	\$198,159,041	\$251,837,542	-\$53,678,501
Misc. Store Retailers	\$2,351,061	\$365,667	\$1,985,394	\$27,367,483	\$31,596,635	-\$4,229,152
Food Service & Drinking Places	\$23,451,599	\$11,589,373	\$11,862,226	\$274,926,750	\$310,665,655	-\$35,738,905
TOTAL	\$96,725,711	\$41,627,461	\$55,098,250	\$1,132,336,916	\$1,314,531,860	-\$179,185,944
GAFO	\$73,274,112	\$30,038,088	\$43,236,024	\$857,410,166	\$1,003,866,205	-\$143,447,039
FOOD & DINING	\$23,451,599	\$11,589,373	\$11,862,226	\$274,926,750	\$310,665,655	-\$35,738,905

COMPETITIVE RETAIL SUPPLY - GREATER BELLWOOD TRADE AREA



greater Bellwood Area draw in customer spending from outside its geographic borders in addition to the local demand - estimated to be about \$1.1 billion. Seeing this significant contrast in an area just outside of Bellwood indicates that Village residents are well-served by retail, it just happens to be located outside of Village boundaries. The scope of the retail offerings found just outside the Village suggests that there are limited opportunities for any medium to large scale, multi-tenant retail center developments. Most opportunity, then, should be focused on single format users that are not yet found within the West Cook County or eastern DePage County market, or smaller scale, independent operations that offer niche products.

RETAIL DEVELOPMENT POTENTIAL

There are three key hurdles to retail development in Bellwood: (1) Competition - the amount of retail and dining that can serve Bellwood residents without the need to operate within the Village borders; (2) Supply - the amount of available land or buildings for new users; and (3) Taxes. All of these formidable obstacles. As discussed above, there may be opportunities to recruit individual retailers not yet well positioned in the west cook county marketplace - such as the Village's previous attempts to secure a deal for a Wal-Mart on 25th Avenue but supply significantly restrains any of these opportunities. The Mannheim and 25th Avenue corridors each have unique challenges. Mannheim consists of numerous small parcels that need to be assembled in order to appeal to a user or users of any size larger than 3,000 - 5,000 square feet and attached parking. Additionally, the parcels are very shallow, many coming up well short of the standard 60-100 feet of depth preferred by many businesses. In order to create opportunities for new businesses, either the private or public sector will need to invest in property assemblage. For the private sector, this means confidence in the market and a willingness to take on Bellwood / Cook County taxes. For the public sector, it means resources and the ability to recruit a retail tenant desirable by the community.

As an industrial corridor 25th Avenue has larger tracts of vacant land, but most of these opportunities have existing industrial buildings located on them. The cost of acquisition, demolition and any potential environmental clean-up is enough to dissuade most private investors from taking the risk. The aforementioned Wal-Mart deal was going to take place on property assembled by the Village, but the local government no longer has the resources to carve out another deal within the short-term.

The lack of opportunity for traditional retail development means one must turn in large part to smaller-scale, independent business opportunity. Bellwood has two major assets in this regard: population density and transit. Based on the Village's population from the 2010 census, Bellwood has a population density of just under 8,000 people per square mile. This is typical of densities found within Cook County, and suggests a concentration of households that can support smaller-scale, non anchored retail centers and neighborhood commercial centers without the need to draw a significant amount of consumers from outside the immediate area. Regarding transit - Bellwood is accessible on the Union Pacific / West line of the Metra, the Chicago metro's commuter rail system. Commuter rail has been used throughout the Chicago area to support urban commercial centers,

with Elmhurst, La Grange, and River Forest representing good examples relatively close to Bellwood. Like the opportunities for traditional retail centers, these assets do not come without some hurdles to overcome. The Bellwood Metra station does not support a large enough ridership base to generate enough demand to support retail - especially on its own. Furthermore, the land issue comes up once again, as the existing (and future) Metra station will abut a residential neighborhood with no development opportunities. The closest area where activity driven by transit oriented development could impact retail growth is at the intersection of Mannheim and St. Charles, which has several under-utilized and/or vacant parcels that could be redeveloped into mixed-use product.

The ability for population density to impact retail development revolves a great deal around the supply of centrally located and pedestrian friendly commercial centers such as those that exist in many Chicago suburbs. The historic commercial center between 29th Avenue and 25th Avenue along St. Charles is the best example of this within Bellwood, but its current condition does not make it an obvious candidate for a market-driven revitalization, at least until 25th Avenue is improved and a generally oversupplied retail market is stabilized.

Ironically, the St. Charles commercial center was well positioned to see improvements when Metra was considering the combination of the Bellwood and Melrose Park stations to land just north of St. Charles on 25th Avenue. This would have combined a higher traffic commuter rail station with the high traffic of 25th Avenue and a supply of historic buildings along St. Charles. Now that the decision has been made to retain each of the stations and create the 25th Avenue overpass, the potential behind the revitalization of the St. Charles center has been mitigated.

CONCLUSIONS

Given the market-based hurdles that currently exist within Bellwood, it is difficult to see any tangible retail growth occurring without some sort of public sector investment, whether that include incentives, land acquisition, tax breaks, or other measures. Despite the fact that Village residents feel (correctly) that there are limited opportunities for shopping and dining nearby, from a retailer's perspective the Village is well-served in virtually all retail categories within a short drive. It is likely that small scale movement, such as new independent businesses showing up or moving around within the market, will continue to occur, but to reach growth of any scale, the Village will need to continue to search for partnerships that: (1) create adequate supply for targeted retailers (i.e. land or buildings); and (2) mitigate the negative aspects of Bellwood, such as the tax rate, through incentives.

Both dining establishments and grocery stores offer distinct opportunity for Bellwood. There are very few existing dining options in Bellwood - particularly for full service restaurants and this is a category that can best be seen as being able to capture latent demand within Bellwood itself. The Village is mostly well-served by grocery options, but a mid-level grocer like Jewel-Osco located on the northern end of the community could better serve Bellwood residents and also potentially capture market from the north, whereas an existing Jewel and Target serve Hillside and other communities to the south.

INDUSTRIAL ANALYSIS

SUMMARY

- » Bellwood has a surplus of underutilized industrial space following the departure of several large-scale employers over the past decade;
- » The village's location along I-290 and access to several major rail lines provide several location based assets that can be leveraged;
- » Industrial space in West Cook County is currently in demand due to its access to the region. Industrial space with good access to Chicago is predicted to increase in value over the next several years;
- » The opportunity for industrial development is hindered by the quality of existing industrial space, as well as the cost to demolish facilities with several hundred thousand square feet of space;
- » Despite losses in manufacturing, industrial development may be one of Bellwood's best opportunities to achieve economic sustainability. Since the village's industrial properties represent its best redevelopment opportunities for a number of uses (Housing, retail, employment, etc.) Bellwood will need to carefully evaluate how the re-use of this land is handled.



The vacant United Form Clamp facility on 25th Street. A fire in 2006 revealed numerous problems with the building in terms of its modernization for modern chemical and industrial uses.

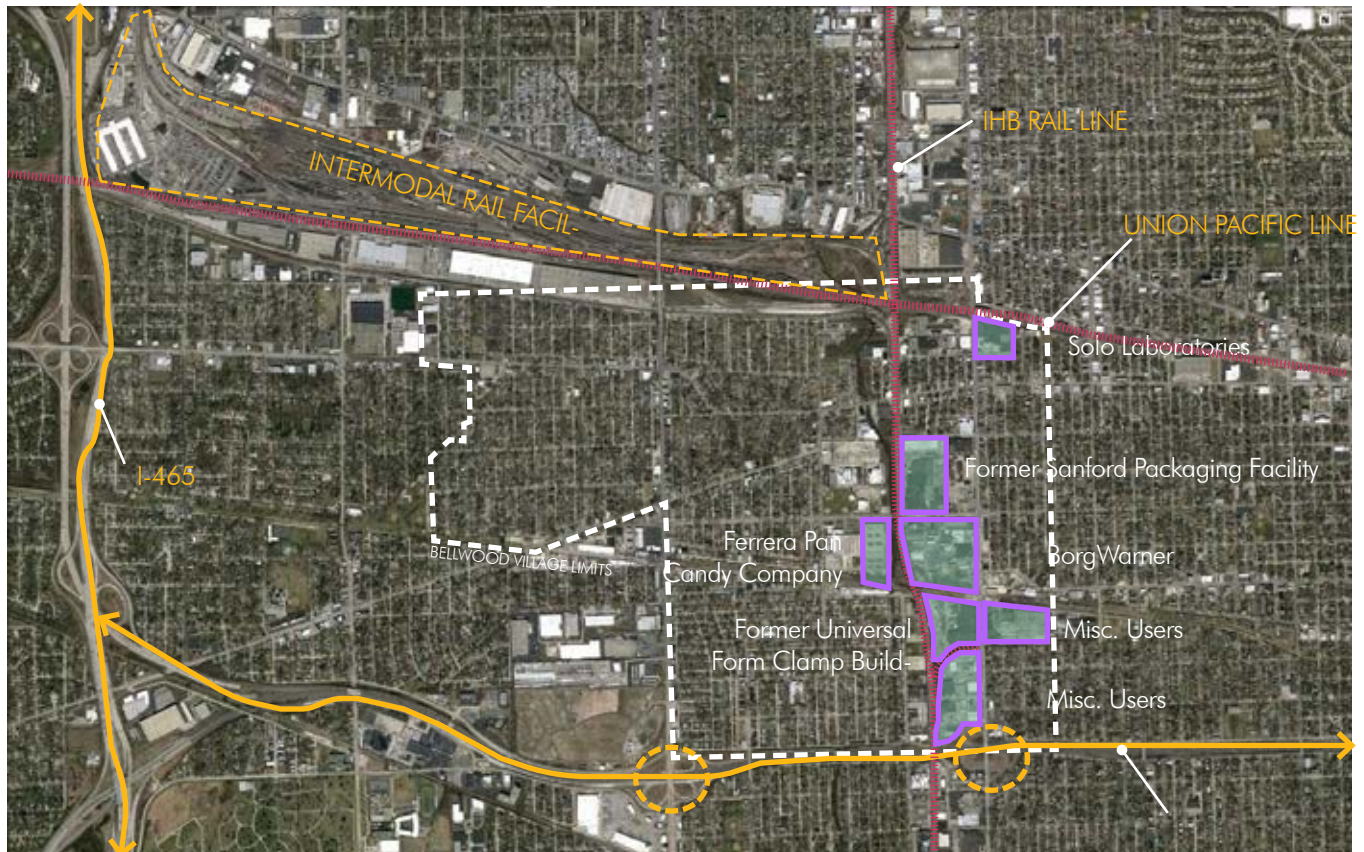


A portion of the Borg Warner facility, a motor vehicle parts supplier that is Bellwood's remaining private employer of any significant size - about 1,000 employees. It is also Bellwood's last large industrial user.

EXISTING CONDITIONS - OVERVIEW

As discussed in the economic overview, manufacturing represents the largest employment base in Bellwood, despite significant declines in this sector over the past two decades. The Village's largest employer - Borg Warner NC - is a manufacturing outfit with approximately 1,000 jobs, but after that most of the available jobs are in smaller operations of 50-200 jobs. Bellwood and surrounding communities have long had a large concentration of manufacturing and other industrial users. The caveat to this long-standing position is that a great deal of industrial facilities found in and around Bellwood are old - between 50-80 years in age.

INDUSTRIAL INVENTORY AND KEY ASSETS



Bellwood benefits from a good location with direct access to I-290 from two interchanges (Mannheim Road and 25th Avenue) and close proximity to the I-465 beltway. Between these two interstates, Bellwood is highly accessible to and from the central and western Chicago region. Additionally, Bellwood is served by a number of railways. A Union Pacific line is shared by both freight and Metra service on the northern edge of Bellwood. Union Pacific is currently in the process of upgrading the tracks and the Bellwood station so the lines are more separated. This line also connects to a major inter-modal terminal that separates Bellwood and Melrose Park. The other major line is an IHB line running north-south through Bellwood. This connects to the NIRC line to the north, and numerous southern Chicago/ suburban lines to the south. The UP and IHB lines intersect one block west of 25th Avenue. A third line - the Chicago Aurora and Elgin Railroad, an interurban- used to run parallel with Maywood Drive east-west through the center of the Village. This has since been decommissioned and turned into the Illinois Prairie Path, a multi-modal rails to trails project that connects Chicago to DuPage and Kane County over a 61 mile network of trails.

While there is right-of-way space to add industrially serving rail spurs along the IHB line, currently there is only one that still has tracks.

INDUSTRIAL PROPERTY

25th Avenue is the Village's primary industrial corridor, with no less than 6 major industrial facilities or concentrations of Industrial users. All of these locations except one - illustrated in Figure 4.1 - are either vacant or have been split into multiple users. Only BorgWarner remains

Four industrial properties are currently on the market on the 25th Avenue corridor. 950 S. 25th Ave., just south of the vacant ? property and located on the existing rail spur, is listed for \$4,990,000, or \$31.19 / sf for the 160,000 sf building. 2400 Maywood Drive is listed for \$2,195,000 or \$45.69 / sf for a 48,000 sf building. 1100 S. 25th Ave is a 42,000 sf building that does not have a listing price. 141-145 N 25th Avenue, north of St. Charles, is listed for \$500,000 for the 17,500 sf building. While it is difficult to gauge these prices without examining condition, the sales price of the larger facilities seem somewhat in-line with the sales price of property within the overall submarket, which averages \$39.02 / sf.

SUBMARKET TRENDS

Bellwood is part of Colliers International's "I-290 South" industrial submarket, which is used by this analysis to gauge market trends in areas surrounding the Village. At the end of 2012, the I-290 South submarket was estimated by Colliers to contain a little over 45 million square feet of leasable space, about 3.5 percent of the entire Chicago Industrial market, which includes submarkets in Illinois, Indiana, and Wisconsin, or 10% of the Metro Chicago market. Together with the I-290 North submarket, which essentially represents Western Cook County, there is approximately 121.4 million leasable square feet - 9.2% of the entire regional market, and about 41% of the Cook County market.

The I-290 South submarket showed distinct signs of strength in the regional marketplace. Its end of year vacancy rate was 6.89%, a notable decline from a rate of 8.62% at the end of 2011, and well ahead of the Metro Chicago rate of 9.74%. The submarket experienced 1.58 million square feet of absorption - 13% of all absorption in the Metro Chicago market and 3rd highest among its 18 submarkets. Third, the submarket saw two built-to-suit projects totaling 906,800 square feet, the largest amount of activity this submarket has seen in 10 years.

DEVELOPMENT OPPORTUNITIES

As a community that is built-out, Bellwood's industrial development opportunities lie with land that is already serving that purpose. 25th Avenue is the natural target with its industrial land use heritage and large number of properties in transition. However, while Bellwood's industrial submarket shows strength due to its access, proximity and infrastructure, it is debatable whether Bellwood can leverage growth from this opportunity. The key factors in this discussion are supply, taxes, and the condition of 25th Avenue. Market trends show that industrial users are willing to pay higher Cook County taxes to gain proximity to the city (indicative of the 6.9% vacancy in the I-290 Submarket and 7.2% vacancy in the North Chicago submarket) but Bellwood's taxes are among the highest in the region. While there is ample supply, much of it is dated and difficult to configure to modern standards.

POTENTIAL CARGO ORIENTED DEVELOPMENT SITES



source: Center for Neighborhood Technology (2012)

POTENTIAL CARGO ORIENTED DEVELOPMENT SITES



source: DCI Analysis

Much of it can be considered secondary or even tertiary space. 25th Avenue also provides a hurdle. It does not have a complete interchange with I-290, has a very small amount of acceleration space for trucks, and can get significantly congested to the north due to delays from rail crossings. Another question is whether Bellwood should bother with industrial development given regional and national trends. Manufacturing is on the decline nation-wide, and the Chicago region has a surplus of industrial space.

In its COD+TOD study completed in late 2012, the Center for Neighborhood Technology identifies a property on 25th Avenue, north of the UP line and east of the IHB line as having strong potential for Cargo-Based Development (COD). The site is currently being used for Trailer Storage, and was one of the key sites related to the proposed merger of the Bellwood and Melrose Park Metra Station. According to CNT: *"COD projects involve the development of logistics and industrial businesses in locations with excellent access to multiple modes of freight transportation, concentrations of complementary enterprises, and a ready logistics workforce. Besides creating jobs in a high-growth industry, COD establishes a relatively compact pattern of industrial development and reduces truck traffic by placing warehouses, distribution centers, and related businesses as close as possible to the point of intermodal cargo exchange."*

This analysis agrees that the Trailer Storage site makes some sense in terms of "cargo oriented development" near existing rail lines. It appears to have had a rail spur at one time, and has no existing improvements, thus reducing any redevelopment costs for a potential user. However, this site's proximity to the aforementioned rail network is also a liability in that the right type and scale of user will need to be considered since accessing the site with a spur so close to a major junction could cause scheduling delays. Instead, there are a couple of sites along 25th Avenue that seem to offer more ideal COD opportunity, despite the fact they have buildings on them already. Site #1 and the Universal Form Clamp Building (see map) have the potential to directly access the IHB line (in the case of the UFC Building - directly off an existing spur) which subsequently has access north along the line and west along the UP line and the Intermodal Terminal. The most likely scenario for the Trailer Storage site is to construct a spur off of the eastern side of the IHB line, which then would only have access north, skipping western access along the UP and the Intermodal Terminal. The flip side of this, of course, is the cost of demolition. However, each site is much larger than the Trailer Storage site that thus can handle a larger development footprint.

CONCLUSIONS

As discussed in the retail development section, the opportunity for industrial development in Bellwood is tied directly to the ability to make properties appealing to investors. With so much industrial space to consider, it will be a challenge to convince the overall market to invest in large, outdated facilities that are appropriate for only a few types of uses and which require costly demolition and re-purposing for modern users. However, the flip side to this is Bellwood's location. The industrial sub-market (as defined by Colliers) it is located in is doing well in terms of growth and vacancy. Colliers anticipates an increase in demand for redevelopment opportunities for land sites adjacent to major thoroughfares with quick access to the City of Chicago. Most of, if not all of Bellwood's 25th Avenue properties qualify.

CONCLUSIONS (Continued)

The issue of high taxes can be addressed through tax abatements, therefore the major issue with industrial growth and re-purposes is land acquisition and cost, and the Village's ability to assist private partners in making development opportunities financially feasible. The consideration of industrial land uses will be an important one for Bellwood to consider as part of its comprehensive plan. Local employers are less important for a source of jobs than their contribution to the tax base. If the community does not wish to invest in an industrial future, then it must plan around re-purposes its industrial properties to contributing land uses, possibly retail, housing that offers a wider diversity of options, or both.



Village of Bellwood, IL
COMPREHENSIVE PLAN

Public Input Summary - November 2012



RATIO



GINKGO



Community Input Overview



Meeting with community groups.



Reviewing a map with Mayor Pasquale.



The public workshop.

Bellwood, as part of the West Cook County Housing Collaborative, received a grant to prepare its first Comprehensive Plan. The Plan is an opportunity for the citizens of the Village of Bellwood to tell their story. The Comprehensive Plan will help the Village achieve a distinct and unique identity - one that residents of the community recognize and support.

A Comprehensive Plan may contain policies and strategies relating to land use, infrastructure, transportation, economic development, urban design, open space, and topics identified during the public input process.

On Thursday and Friday, November 1-2, 2012, a team of planners, designers and economic development strategists invited representatives from various groups within the community to participate in informal conversations about Bellwood's future. Those groups included Village staff, the Mayor, residents, parks representatives, business owners, community services, and local clergy. The conversations have been categorized into broad topics within this summary.

On the evening of November 1st, the public was invited, through media announcements, to the Eisenhower Center to take part in visioning activities and discussion.

Overall impressions from conversations throughout the day include:

- Bellwood has an ideal geographic position in the region
- Business owners are struggling to succeed, but mostly committed to staying in Bellwood
- A desire for efficient governance
- Desire to get citizens into more than 400 foreclosed and abandoned homes
- There was minimal notice regarding the workshop
- Folks were unclear on the purpose of the comprehensive plan

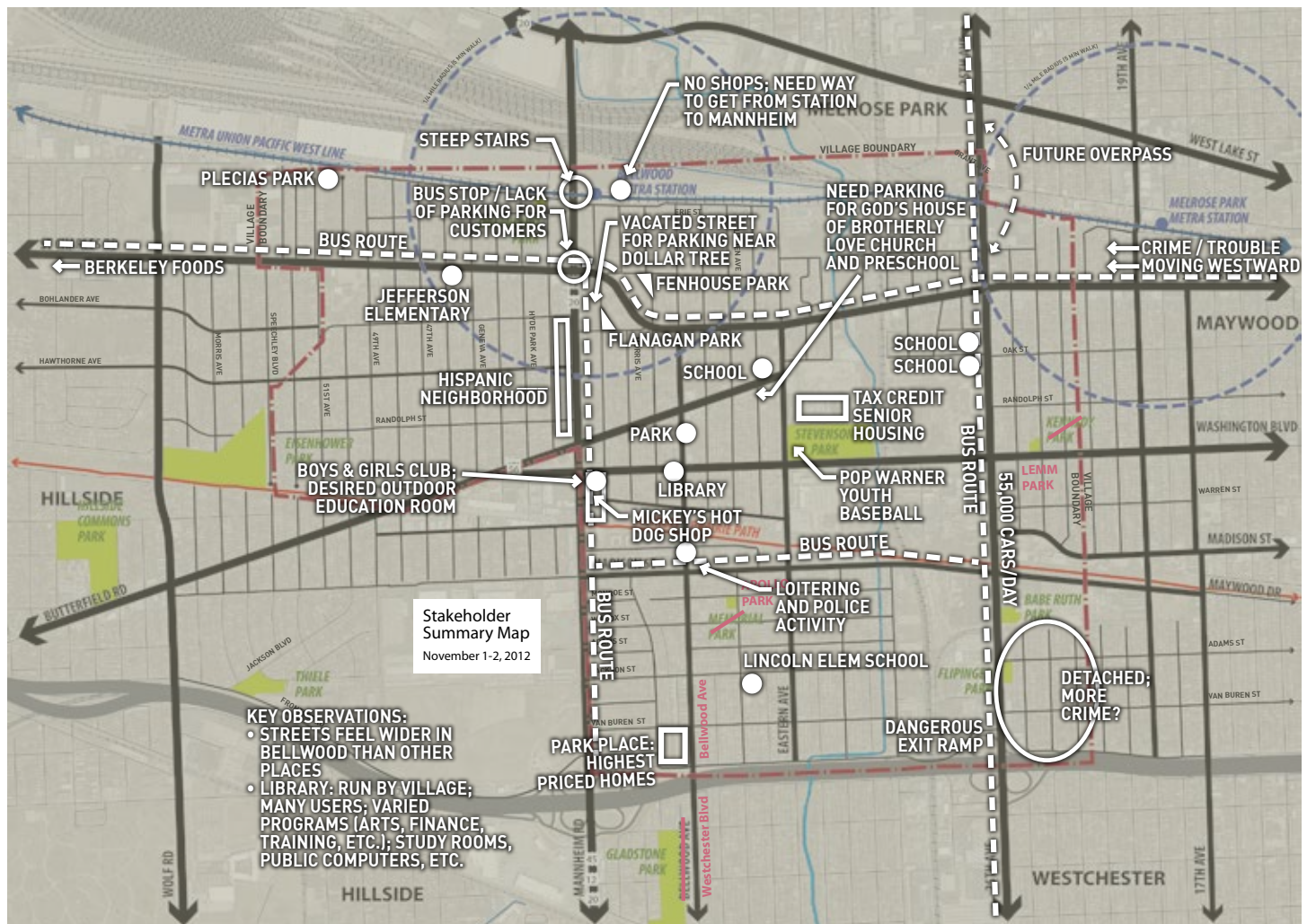
Public Workshop

Prioritization & Mapping

The Consultant team presented a Powerpoint during the public workshop introducing planning trends, economic sustainability, and housing issues. Attendees were then asked to work in small groups to mark their comments on large maps to indicate preferences for locations of the following needs or desires.

- Village Center (Preferred location for Village Center ("Downtown")
- Shopping / Commercial Needed or Needs Improving - Neighborhood location (corner store) or Community location (shopping center)

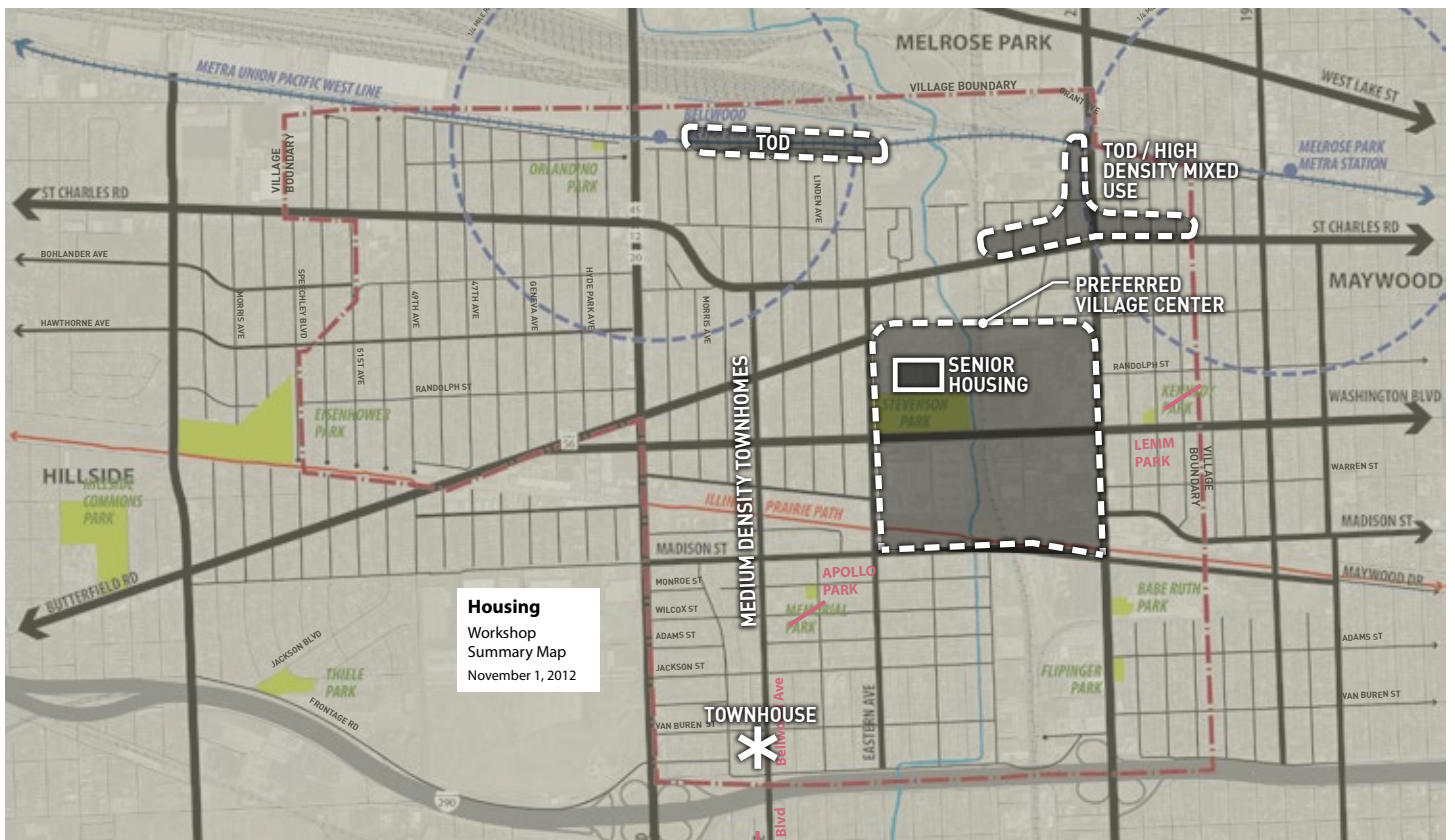
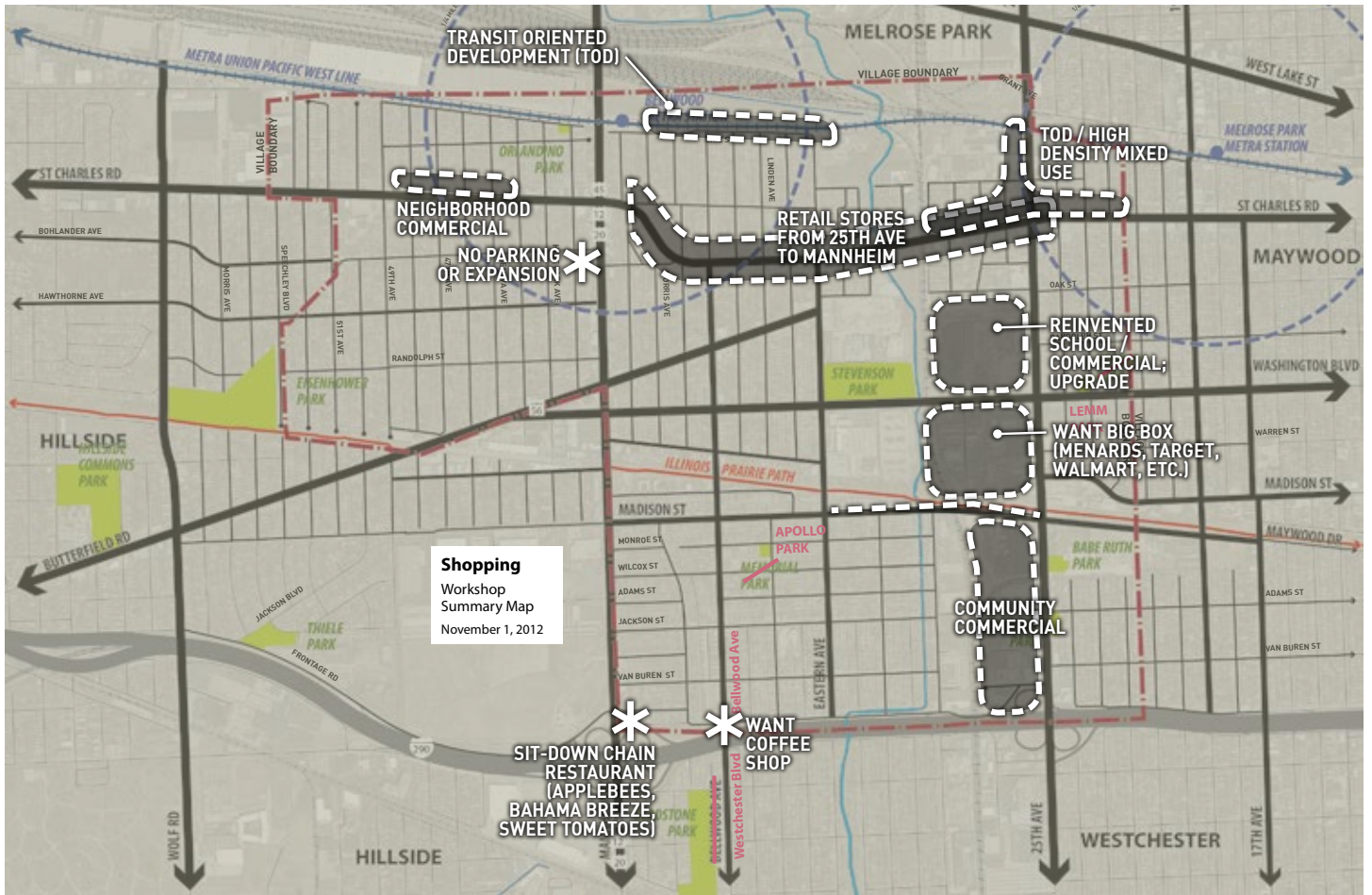
- Parks and Open Space
- Housing (apartments, townhomes, or other higher-density residential) or area needs improved or larger housing
- Streets (community gateways, major corridors, locations of parking challenges)



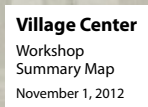
Stakeholder meetings summary map.



SUPPLEMENTAL MATERIALS



Public Workshop summary maps.



Public Input

Housing



Bellwood homes.

- New townhomes proposed at recently developed Park Place at Bellwood Ave and Van Buren.
- New residents are needed. More and more homes undergoing foreclosure. Need to try to help retain residents if possible and attract new residents.
- Bellwood needs to enlarge some houses or create larger houses. Many homes are too small for growing families.
- In order to support more retail options in Bellwood, a certain level of residential density may be necessary in the form of mixed use (shops below, apartments above) or multi-family apartment buildings.
- The easy access to Bellwood may make it ideal to attract empty nesters (parents whose children no longer live at home).
- Homes and properties are well-kept due to resident pride partly, but also maintenance codes are strongly enforced.
- Bellwood only has one designated senior housing development currently (Prairie View Senior Apartments). More are needed, according to the Senior Citizen Center.
- West Suburban Senior Services would like to start a program to assist seniors in finding new housing / what to do with current housing, moving, and identifying compatible roommates if needed.

Public Input

The Community & The People



The Veterans of Foreign War (VFW).



Addison Creek.



An expressway overpass.

- Population is predominately 75% African American
- Hispanic population is increasing in Cook County
- The Village is kept very clean, and public services are highly thought of.
- The Village needs more doctors in the area; many physicians have moved out.
- Taxes are very high in Bellwood, and more funds are collected from residential property owners than most other surrounding municipalities. Therefore the disposable income seems lower. More businesses and employers are needed for balance.
- New pocket park planned at Bellwood Ave and Harrison.
- Washington Blvd has planned enhancements including gateway elements, trees, benches, lighting, and medians.
- Stormwater project underway to improve Addison Creek, which may potentially decrease flood insurance requirements for many residents. Opportunities exist to beautify the creek and recognize it as an amenity.
- There are 15 churches in Bellwood.
- It is perceived that the southeast corner adjacent to Maywood experiences the most crime within the village; feels different; that area is separated from the rest of the village by railroad / creek / industrial property.
- The community needs to communicate their image/identity/brand to the larger region. For example, more prominent gateways to supplement signage, consider name and logo on expressway overpass, 290 signage, etc.

Public Input

Education & Recreation



Roosevelt Middle School.



The Teen Zone.



Local playground.

- The Teen Zone (opened Fall 2012 for ages 12-18) has opportunities for tutoring and recreation after school.
 - Would be nice to also have opportunities for younger children tutoring, after school programs, etc. in Bellwood.
 - Children can be introduced to illegal lifestyles earlier than age 12, and those kids need to be reached and kept “off the streets” before that happens
- The Boys and Girls Club of West Cook County serves kids between 6-18, has a gymnasium, and can fill some of the needs for younger children activities. However, most users come from a 4-block radius and the fees for membership are high compared to other clubs (\$50/yr). They are currently investigating the potential for an outdoor classroom / playground.
- The schools that serve Bellwood (87, 88, 209) have room for improvement, but districts are not defined by municipality; they are defined by township. This makes it difficult for any one village to affect schools. More communication and cooperation necessary. School Board member is on steering committee.
- Bellwood is well served by parks run by the Memorial Parks District; there are 12 in the village and at least one potential pocket park. All are less than 1/2 mile from any resident. The current programs are well supported.
- Would like to see more programming for recreation areas (sports, etc.) in addition to programs offered at the Eisenhower Center.
- The Illinois Prairie Path is funded by the Village, not Memorial Parks District. It is well-lit and well-maintained with a couple of benches. Consider additional bike and pedestrian routes and connections. The path is not lined with businesses catering to trail users. Create a snow-cone hut on the trail to capture trail-users?
- The village may need to consider the changing demographics and provide more services for the Hispanic community.
- The Library is seeking a new location to expand in size and services, possibly near Village Hall. They have programs for children and adults, academic, artistic, and employment focused.
- West Suburban Senior Services not only manages the Senior Citizen Center, but hosts many programs for seniors including financial advice, casework assistance, health services like checking blood pressure, educational and fitness programs, and limited food services. In addition they provide assistance and counseling for family members. They have many users.

Public Input

Shopping

- There are limited shopping opportunities in Bellwood, therefore residents interviewed tend to do 75-90% of their shopping elsewhere. There is an Aldi's grocery, but other grocery stores, hardware, etc. are in neighboring villages. Residents want stores with more choice and quality.
- McDonald's at Washington Blvd/25th Ave (Washington Commons) is one of the top five busiest in the western suburbs. Planning for expansion.
- Retail tax is maximum allowable. Some businesses say this makes it hard for them to compete with adjacent communities.
- New 7-11 at Mannheim and St. Charles; nicer design than typical
- It is unappealing to shop on Mannheim with its higher speed traffic
- Desire for an entertainment district at St. Charles and 25th Avenue. Old fire station could be renovated into trendy restaurant, etc. Want it to be like LaGrange or Hillside.
- Many residents would like to see a sitdown restaurants; not just fast food.
- Major roads (Mannheim, 25th Ave, etc.) are best suited for commercial development to cut down on loitering and attract more users. Only develop commercial on less major roads if it will have a downtown feel.
- Would like to see the area around Village Hall be more of a commercial center to complement park, senior housing, government services
- Perceptions are that there are drastically fewer businesses in Bellwood than there were a few years ago.



Aldi's grocery store.



Typical commercial center.



Local restaurant.



Typical commercial center.

Public Input

Employment, Tax Base & Economic Development

- Some of the community's previous development plans have not worked out (Consolidated Metra Station, Wal-Mart, etc.)
- Bellwood has three Tax Increment Finance (TIFs) districts in prime locations.
- There are several large vacant industrial sites in the village. The economic recession has supported continued vacancies.
- Major employers left Bellwood during the recession and greatly reduced the commercial tax revenue collected. Cost of services now falls heavily on residents.
- One industrial site east of Village Hall has made investments and now has tenants again. Similarly, the southwest corner of St. Charles and 25th Avenue has plans to be occupied.
- BorgWarner (automotive components) plant in Bellwood
- Charter bus service Lakeview Bus Lines is looking to expand



There are many vacant industrial and business properties.



An occupied office building on Bellwood's east side.



Lezza Spumoni & Desserts has been in Bellwood for many decades.

Public Input

Transit & Transportation

- Bellwood's location is great; near two airports, three expressways, METRA line.
- According to METRA, Bellwood station has about 100 users per day. It is currently being renovated with an underground tunnel.
- Train station needs better signage and arrangement for parking.
- There is a desire for town center-type development around the train station like in other places. The current station, isolated in a residential area, is not conducive to that.
- 25th Avenue has a planned bridge (grade separation) over the railroad north of St. Charles.
 - IDOT projects a total of 55,000 cars per day after improvements. Currently 28,000/day.
- Mannheim Road needs improvements to be commercially successful and to enhance the image for the whole community (shared parking, additional parking behind businesses with access from cross streets, cross-access easements between businesses, fewer curb cuts, etc.)
- Gateways
 - Eisenhower (I-290) and Mannheim
 - Eisenhower and 25th Avenue
 - St. Charles and Mannheim
 - St. Charles and 25th
- Poor connection to bus from Bellwood METRA station



The Bellwood METRA station.



PACE bus shelter.



Traffic on Mannheim Road.



Railroad crossing.



SUPPLEMENTAL MATERIALS



VILLAGE OF BELLWOOD
COMPREHENSIVE PLAN

Meeting Summary - January 10, 2013



Understand the Place Overview

A second public workshop was held on January 10, 2013 to collect input for the first comprehensive plan for the Village of Bellwood. It is the goal of this planning process to balance essential needs with visionary objectives. Below is an overview of related issues. A more detailed summary is found on the following pages. Summaries of previous meetings and the powerpoint shown January 10 can be found at www.CommunityCollaborate.com.

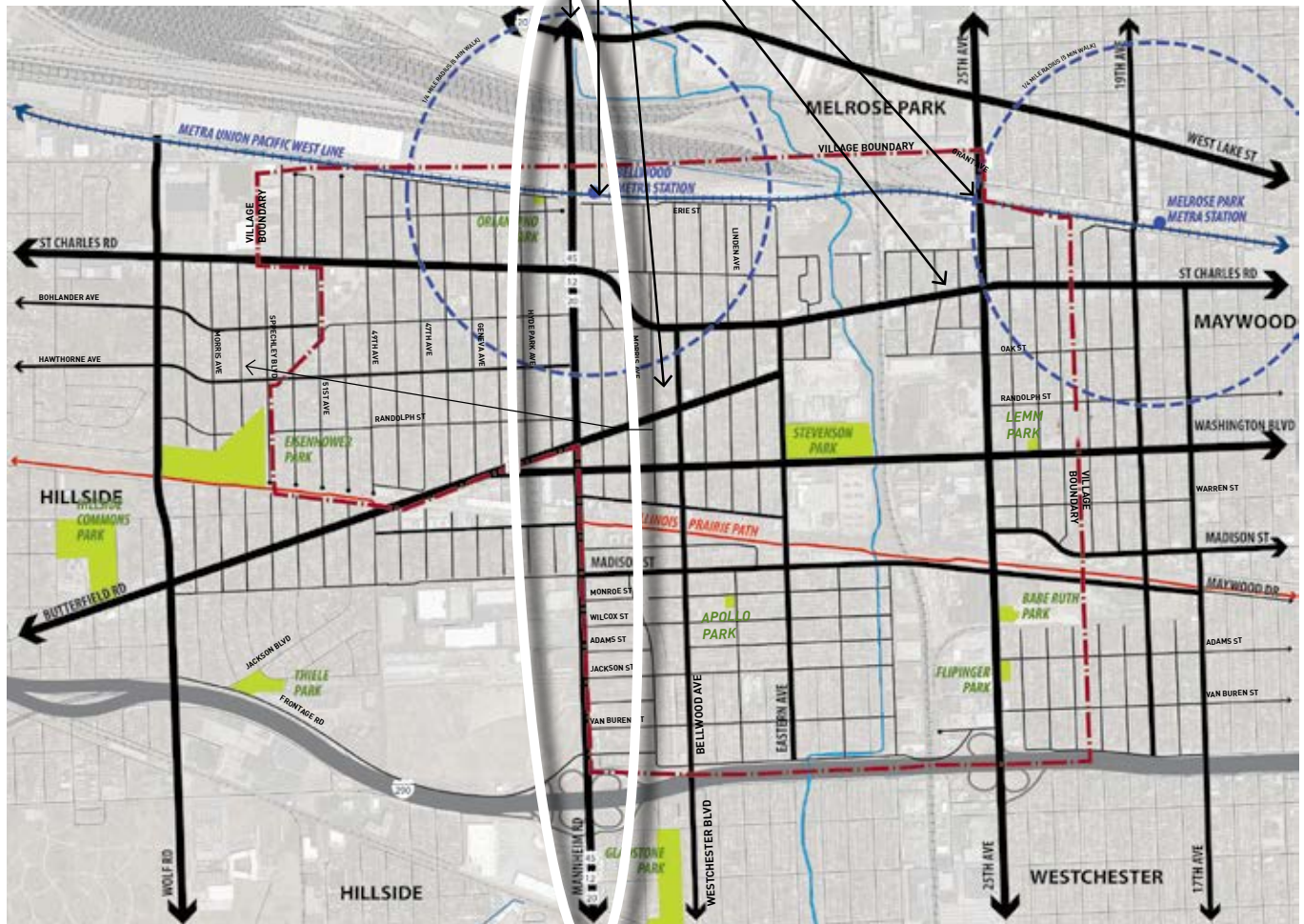
Mannheim Corridor is an unfriendly environment for pedestrians and local businesses. Any proposals must be vetted through IDOT.

Recently renovated METRA Station

Homogenous housing type: small, single-family detached homes are mostly in good condition but lack diversity of housing type and size

Soon-to-be constructed 25th Avenue overpass to span rail tracks

New "Teen Zone" after-school center



Community Input Issue Prioritization

Community members were each given an opportunity to prioritize 12 issues that could be included in a plan for Bellwood (see example at left). Each community member was given three blue dots to vote for their highest priority and three red dots to vote for their lowest priority issues.

While all issues on the survey are important, this priority voting gives direction for the issues to be prioritized in the Comprehensive Plan. A more detailed survey was available at www.Bellwood.Metroquest.com for 3 months ending January 31, 2013 (p.5). Below are the results from the workshop attendees.

Highest Priorities:

- Parks & Open Space
- Youth Activities
- More Jobs

Lowest Priorities:

- Village Gateways
- Intergovernmental Cooperation
- Community Events

Other Comments included:

- Green technology such as solar panels
- More dog parks
- Plant more trees
- A park where there is a walkway for joggers
- Public safety


ISSUE PRIORITIZATION

Comprehensive Plan | Village of Bellwood, Illinois

WORK INDIVIDUALLY:

Use the **blue** dots to choose three items that are most important to you and the **red** dots to select three items that are your lowest priority. Feel free to write in your own priority at the bottom.

●	Strengthen the Village Core – Enhance the area around the Village Hall to create a Downtown District.
●	Enhance Major Roadway Corridors – Revitalize commercial areas, enhance streetscapes (sidewalks, lighting, curbs, trees, etc.) and improve parking 25th Avenue, St. Charles Road, and Mannheim Road.
●	Improve Commercial Nodes – Identify opportunities to enhance existing shopping areas and underutilized land to create neighborhood commercial areas that are vibrant during the day and in the evening.
●	Strengthen Intergovernmental Cooperation – Continue and enhance coordination between taxing bodies (schools, village, county, park district) to ensure the most effective and efficient use of revenue and delivery of services.
●	Enhance Village Gateways – Concentrate on improving the image of the entry points, or “front doors” to the community.
●	Add Parks & Open Space – Provide additional park space and/or enhance existing parks with updated facilities. Work with Memorial Park District to provide a Parks Master Plan.
●	Increase Housing Diversity – Ensure a variety of housing types exists for different lifestyles (families, empty nesters, couples, seniors) like attached (townhomes/apartments) or detached (houses)
●	Increase Multimodal Opportunities – Improve residents’ access to both local and regional forms of transportation. (PACE bus, bicycle facilities, sidewalks, Metra station, Village circulator, etc.)
●	Redevelop Near Transit Stations – Create mixed-use developments (office, housing, retail) in the vicinity of Mannheim Rd. and St. Charles Road or 25th and St. Charles. This is also known as Transit Oriented Development (TOD) .
●	Add Youth Activities – Provide additional recreational and educational places (beyond Boys and Girls Club or Teen Zone) for school age children.
●	More Community Events – Provide more festivals and community events for residents and visitors such as the Annual Family Day Picnic.
●	Replace Jobs – Solicit and provide incentives for major employers to locate in the Village, whether commercial, industrial, administrative, or other.
●	Other –




About You

Are you a resident of Bellwood?





☐ No
☐ Yes

If so, how long have you lived in the area?

☐ 0-5 year
☐ 6-10 years
☐ 11-20 years
☐ 20+ years
☐ Entire life



Encourage your friends and neighbors to also prioritize these objectives by visiting:
www.Bellwood.MetroQuest.com

Community members were asked to fill out an Issue Prioritization survey as a way to assess the community's highest priority issues. Each person was given three blue dots which were to be placed next to the most important issues, and three red dots to be placed next to the least important issues.

Community Input Mapping



Residents, business owners and stakeholders gave input as to what they'd like to see in Bellwood's future.



Community members lead the discussion of issues that were most important to them.

Six citizens had attended the November 1, 2012 meeting and they focused on more specific recommendations to selected areas.

- Townhome style housing added around the park to create Village center neighborhood with parking "hidden" in the back
- Separate access from Washington Street for Stratton Hat Factory truck - keep truck traffic separate from residential traffic as much as possible
- Big box and other desirable retail development on prominent corner where Walgreens is
- Mixed use development at Eastern Avenue and St. Charles with buildings behind wide sidewalks and parking behind

Community members were divided into small groups of 3-5 people and asked to identify, on a map, physical elements they'd like to see in Bellwood in the future.

Comments came from a variety of user groups: residents, business owners, parents, students, and other stakeholders. Common themes arose among those with different backgrounds and areas of vested interest, which suggest topics of particular importance. It is understood that the physical layout and features of the community reflect the values of the Village and can contribute to economic vitality.

Common themes:

- Village needs higher quality apartments
- Add variety of housing types to the current homogeneity of single-family homes
- Village needs option of larger homes for growing families
- Focus redevelopment on 25th Avenue
- Need a grocery store
- Need more shopping centers or regional venues offering something different than Hillside or Melrose Park (i.e. Dave and Busters)
- Taxes are too high and prevent businesses from being successful in Bellwood
- More parks
- Better housing
- Would like Medical facilities/ professional offices
- Want a strong Village Center
- Better control of speeds on Mannheim Road and on 25th Avenue
- Want more prominent gateways into Village from Eisenhower Expressway on the south as well the east, west and north
- Job producing uses and major employers
- Want Village to hold rental property owners more accountable
- Add more desirable retail to the west side of Village
- Add cultural activities and facilities such as a performing arts venue for local and small theater and arts groups
- Community gardens - opportunity for teaching the youth about sustainability, local food and composting
- Farmers market
- Attract people from other community to spend money in Village

Community Input MetroQuest Survey

West Cook County Housing Collaborative, WCCHC, engaged a consulting firm, MetroQuest, to administer public input surveys via the internet. The survey was publicized on the Village newsletter, in flyers, and posters. A special kiosk with internet access was also set up in the lobby of the Village community center.

The survey had 5 sections:

1. Introduction to the WCCHC
2. An interactive list of the user's suggested priorities for the WCCHC
3. An interactive list of the user's suggested priorities for Bellwood
4. An interactive map that allows user's to identify important places such as the Village Center, shopping, streets, housing, and parks
5. The last section collected user demographics and contact information

Survey Results as of Friday, January 25th:

- 47 total responses

Priority Rankings for WCCHC

1. Homebuyer Assistance
2. Community Marketing
3. Employee Incentives
4. Funding Collaboration
5. Multifamily Housing

Priority Rankings for Bellwood


1. Intergovernmental Cooperation
2. Improved Commercial Nodes
3. Village Core
4. Parks and Open Space
5. Youth Activities
6. Jobs
7. Enhanced Major Roadway Corridors
8. Redevelopment Near Transit
9. Transit, biking, and walking
10. Village Gateways

Other Comments:

- Need for multifamily housing
- More retail and dining options
- Bellwood needs a college
- Taxes are too high
- Need a grocery store, and less junky stores
- Improve pedestrian lighting on Bellwood Ave
- Solar panel initiatives for homeowners
- Create a "downtown feel" like Oak Park
- We need more jobs and to attract businesses to the Village



MetroQuest is an interactive survey available to all Bellwood residents and business owners.




ENVISION OUR FUTURE




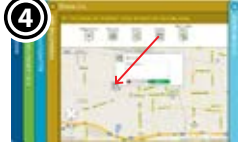

At this kiosk, take the 5-10 minute survey to weigh in on Bellwood's future.

Steps

1. An introduction by the West Cook County Housing Collaborative (WCCHC)
2. Prioritize goals of the WCCHC by dragging five of your favorites above the dashed line
3. Prioritize goals for Bellwood by dragging five of your favorites above the dashed line
4. Comment on Bellwood regarding:
 - enhancements to the Village Center
 - need for improvement
 - condition or safety of streets
 - existing and new housing options
 - condition and use of Bellwood's parks and open spaces
5. Finally, tell us a little about yourself and sign up to stay informed of future meetings and opportunities to contribute!



Or on any personal or public computer, go to
www.Bellwood.MetroQuest.com.

Posters, flyers, and email's were sent out to spread the word about using MetroQuest. A MetroQuest kiosk is conveniently located in the front lobby of the Village Hall for the public to use.



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