Village of Midlothian

Village Center Enhancement Plan

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Executive Summary

Recently, the Village of Midlothian has completed several comprehensive planning efforts in the vicinity of the Midlothian Metra Station. This transit-oriented development study is the next step in the realization of redevelopment in the Village Center area. This report further refines the relationship between the growth of the downtown area and the adjacent transit amenities.

Introduction

The Village of Midlothian is a stable community in the Chicago metropolitan area. It is located within Cook County just 17 miles southwest of Downtown Chicago. This area of Chicago-land was rural until the 1900's and as growth occurred; retail development was centered along 147th Street and Pulaski Road. The Rock Island Railroad has served the Village of Midlothian since the 1800's and passenger service continues today by the Metra/Rock Island Main Line.

Existing Land Uses and Business Mixes

The Village of Midlothian's Village Center Area consists of a diverse mix of land uses, including residential, commercial, industrial, public/semi public, open space, parking, and vacant parcels. Most of the Study Area is developed, and the existing land use pattern was an important consideration in the development of the Village Center Enhancement Plan.

Land use issues addressed in this Plan include strategies for transitioning auto-oriented uses currently focused along 147th Street to other locations in order to make way for mixed-use pedestrian-oriented development, phasing out remnant industrial uses within the Village Center core, provision of open space to anchor new development, and the introduction of higher-density housing.

The Village Center has a strong base of locally-owned and operated restaurants in proximity to 147th Street. Commercial uses range from small appliance and furniture stores to a relatively new CVS drugstore, which demonstrates the commercial viability of the area for new commercial investment. Service uses include banks, insurance agencies, computer services, day spas and others.

Automotive businesses are located on highly visible corner and frontage properties and dominate the visual character of the district. Eight industrial businesses are located adjacent to the railroad corridor. Overall, occupancy levels are good with only 17,000 sf of vacant space in the Study Area.

Existing Transportation Conditions

The existing transportation system in the Study Area consists of arterial, collector and local streets arranged in a grid system bisected by the Metra/Rock Island District Line. The Study Area is served by both Pace bus and Metra commuter rail service.

Existing traffic counts are above 20,000 Average Daily Trips (ADT) for both Pulaski Road and 147th Street. Even with these large volumes of vehicles, the traffic conditions through the Study Area are not over capacity. With the large volumes of traffic and the existing public transportation options, the Study Area is well positioned to become a transit-oriented community.

Existing Environmental Conditions

Floodplain and Floodway designations are an impediment to development within the Study Area as they currently exist today. In Midlothian, most of the floodplain areas and some of the floodway areas are developed. Therefore restoring floodplain and floodway as open space will have the beneficial effect of reducing long-term flooding issues. The nature of the open space that is created will be different in each area of the Plan. Some areas could be designed to be storage basins; some could be designed to have minimal flooding during rain events.

Market Review Summary

The Midlothian station area has the opportunity to prosper. It has the natural market advantages of nearby substantial spending power and attractive high traffic counts very close to the Midlothian Metra Station that offers rapid transportation into downtown Chicago. This Plan identifies key development sites to take advantage of market opportunities.

Commercial Development Program:

- Entire Village Center District = 325,000 sq-ft (90,000 sq-ft increase from current sq-ft)
- Pedestrian-Oriented District = 220,000 sq-ft (50,000 sq-ft increase from current sq-ft)

Residential Development Program:

- 500-700 new units.
- Mix of multi-story condominiums, attached town homes and two-flats.

Development Goals and Vision

Based upon the results of visioning sessions with community stakeholders, extensive analysis of current conditions, and consideration of the community's position within the region, the following goals were identified to guide development of this Plan.

- Create a central place for the Midlothian community.
- Establish a pedestrian-oriented, mixed-use district.
- Improve the business mix and tax base of the Village.
- Maximize transit-oriented redevelopment opportunities.
- Improve pedestrian and vehicular access and circulation.
- Enhance the visual character and appeal of the Study Area.

The vision for the Study Area is to create "The Midlothian," the village green that ties natural resources together and serves as the focal point of the community. The Village recognizes that other, less complicated options exist that would not require the high levels of regulatory approval required for this approach. Those options, however, would not create the central place within the community that residents seek.

This bold vision will provide a new identity for Midlothian around which high quality development can be attracted, beautiful gathering space for the community can be created, and a strategic solution for floodplain and floodway issues can be implemented.

Concept Plan

This report provides an illustrative concept plan that demonstrates the development potential of Midlothian's Village Center. This Plan illustrates preferred land uses, development opportunity sites, building footprints and parking configurations, as well as open space features. The site design of Midlothian Metra Station and adjacent parking lot are not modified by this Plan. There are five main areas of focus in the Plan.

- Pedestrian Core including Residential and Commercial
- Residential Development
- Streetscape and Transportation initiatives
- Auto-Oriented Development and Redevelopment

- Floodplain and Floodway Restoration

Implementation

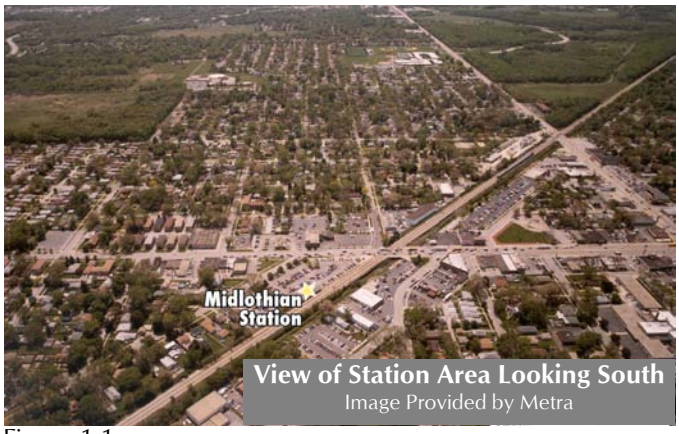
An implementation plan is provided as a "call to action" that supports the Midlothian Village Center Enhancement Plan. It provides strategic elements for the revitalization of the Village Center while also incorporating organizational and economic development principles. These include:

- Establish a Village Center Coordinating Committee (VCCC)
- Establish a Public Relations Program
- Establish a Tax Increment Finance District (TIF)
- Establish the Regulatory Framework
- Implement Multi-Phase Floodplain Mitigation Strategy
- Assemble Land
- Implement Site and Business Marketing Program
- Implement Public Infrastructure Projects
- Implement Municipal Facilities Program

Section 1
Introduction

1 Introduction

The Village of Midlothian is pleased to present this Village Center Enhancement Plan for the area surrounding the intersection of 147th Street and Pulaski Road, and the Midlothian Metra Station located two blocks east. This Plan defines a bold vision for redevelopment of this area of Midlothian to serve as the central place within the community. The Plan recommends mixed use development, higher density residential and recreational uses within a pedestrian-oriented development by taking advantage of transit resources to support new investment in the community.



View of Station Area Looking South
Image Provided by Metra
Figure 1-1

Planning for the Study Area provided the opportunity for the Village to comprehensively address issues related to market conditions, land use, transportation networks, environmental constraints, development character and implementation strategies. This Plan identifies key public sector initiatives that will improve the function and appearance of the Study Area and support private sector reinvestment.

A 20-year timeframe is envisioned for this Plan and the Village recognizes that its successful implementation will be driven in part by long-standing property owners within the Study Area. Another reason for the 20-year timeframe is the financial and environmental conditions that exist currently in Midlothian. Therefore, redevelopment opportunities are identified for land owners who seek to maximize the value of their properties, whether today or in the future.

The Plan Making Process

Planning for the Village Center spanned 11 months, from February to December 2005, and included eight specific tasks.

- Task 1: Data Collection and Analysis
- Task 2: Market Assessment
- Task 3: Community Involvement and Visioning
  - Visual Preference Survey – April
  - Final Presentaiton - December
- Task 4: Urban Land Institute Workshop
- Task 5: Concept Planning
- Task 6: Implementation Strategies
- Task 7: Developer Summit
- Task 8: Report Production

Community Involvement

Community stakeholders participated in every phase of the development of this Plan. Information was provided to the general public via local newspapers and the Village website regarding meeting dates and availability of presentation materials. A series of public meetings was held throughout the process to discuss issues, opportunities and development alternatives for the Village Center.

In April 2005, residents participated in a visual preference survey to identify the visual character most suitable for mixed use, residential, park and open space, streetscape, and Village Hall development in Midlothian. The findings of this survey are summarized in this report, and the complete survey is provided in the Appendix.

ULI Chicago Workshop

In June 2005, the Chicago Chapter of the Urban Land Institute (ULI) conducted a workshop focused on the Study Area. This two-day workshop was closely coordinated with the Village Center planning process and provided valuable access to the knowledge of practicing professionals in the fields of market studies, property development and leasing, stormwater management, transportation

infrastructure and municipal finance. The workshop concluded with a public presentation of findings and recommendations which were taken into account in the formulation of this Village Center Enhancement Plan. The complete PowerPoint presentation from the ULI event is in the Appendix.

Developer Summit

A Developer Summit will be sponsored by Midlothian to present the Village's vision and plan strategies to the development community. Developers of mixed-use, commercial and residential projects will be invited to participate. The purpose of the summit is to build developer interest in Midlothian and the Village Center, and to discuss key opportunity sites and projects with professional builders and leasing agents.

The event will provide opportunities for developers to meet with Village officials to gauge their commitment to implementing the Plan and to discuss the types of municipal actions typically needed to secure investment.

Use of this Plan

This Village Center Enhancement Plan will serve as the guidance document for Village evaluation of all development proposals within the Study Area. It is intended to provide a clear representation of the type and character of development sought by Village residents and elected officials, as well as to identify preferred land uses and opportunity sites. It is the Village's intent to provide access to this document to the private sector in order that it may serve as a helpful tool to aid in the design and development approval process.

The Village will also use this document to pursue a long-term municipal implementation program. Key actions include programming capital improvement projects and facilitating private sector investment and development.

Section 2
Planning Area Overview

2 Planning Area Overview

Introduction to the Village of Midlothian

The Village of Midlothian is a stable community in the Chicago metropolitan area. It is located within Cook County just 17 miles southwest of Downtown Chicago.

Until the turn of the century, Midlothian was a rural community served by the Rock Island Railroad. At that time the Railroad made morning and evening "milk stops" near the intersection of149th Street and Pulaski Road.

The Midlothian Country Club was founded in 1898. The Club, located two miles west of the Midlothian Rock Island Station, was connected to the station via the Midlothian and Blue Island Railway Company that ran service along a spur track from Hamlin Avenue to 143rd Street and then west to the golf club. This branch line was discontinued in 1928.

Figure 2-1

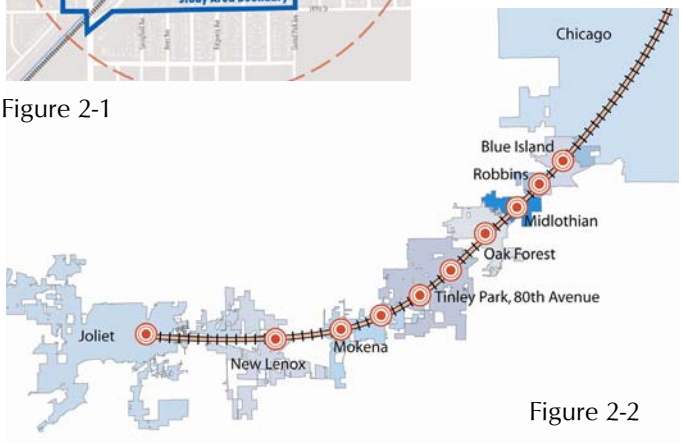


Figure 2-2

The Village of Midlothian was incorporated in March 1927, and named after the golf club around which the Village had grown. Midlothian continued to experience population growth over the following decades reaching a population today of 14,315 residents (2000 census).

Location

The Study Area for the Village Center Enhancement Plan is located in the eastern portion of the Village of Midlothian and is bisected by the Metra Rock Island District Line. The Study Area is bounded by 143rd Street to the north, Homan Avenue to the east, 149th Street to the south, and Keeler Avenue to the west.

The Study Area is an approximate ½-mile radius (10 minute walking distance) from the Midlothian Metra Rock Island Line Station. The Study Area's commercial focus is along 147th Street and Pulaski Road.

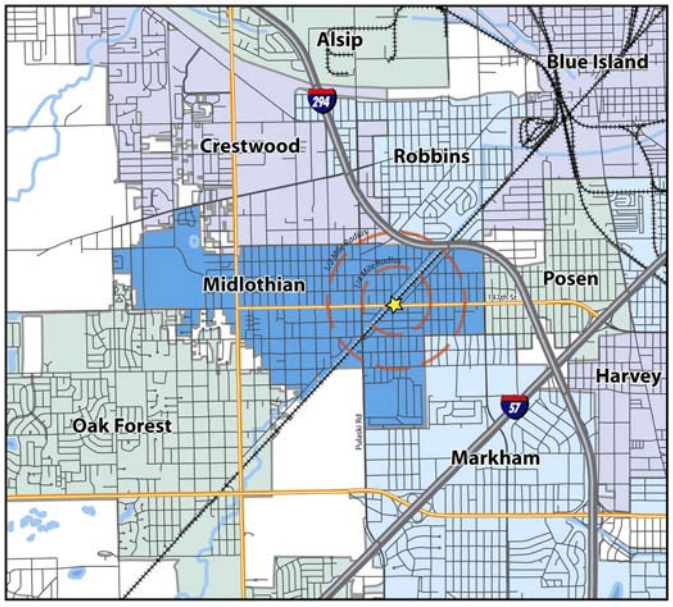


Figure 2-3

Current Land Use

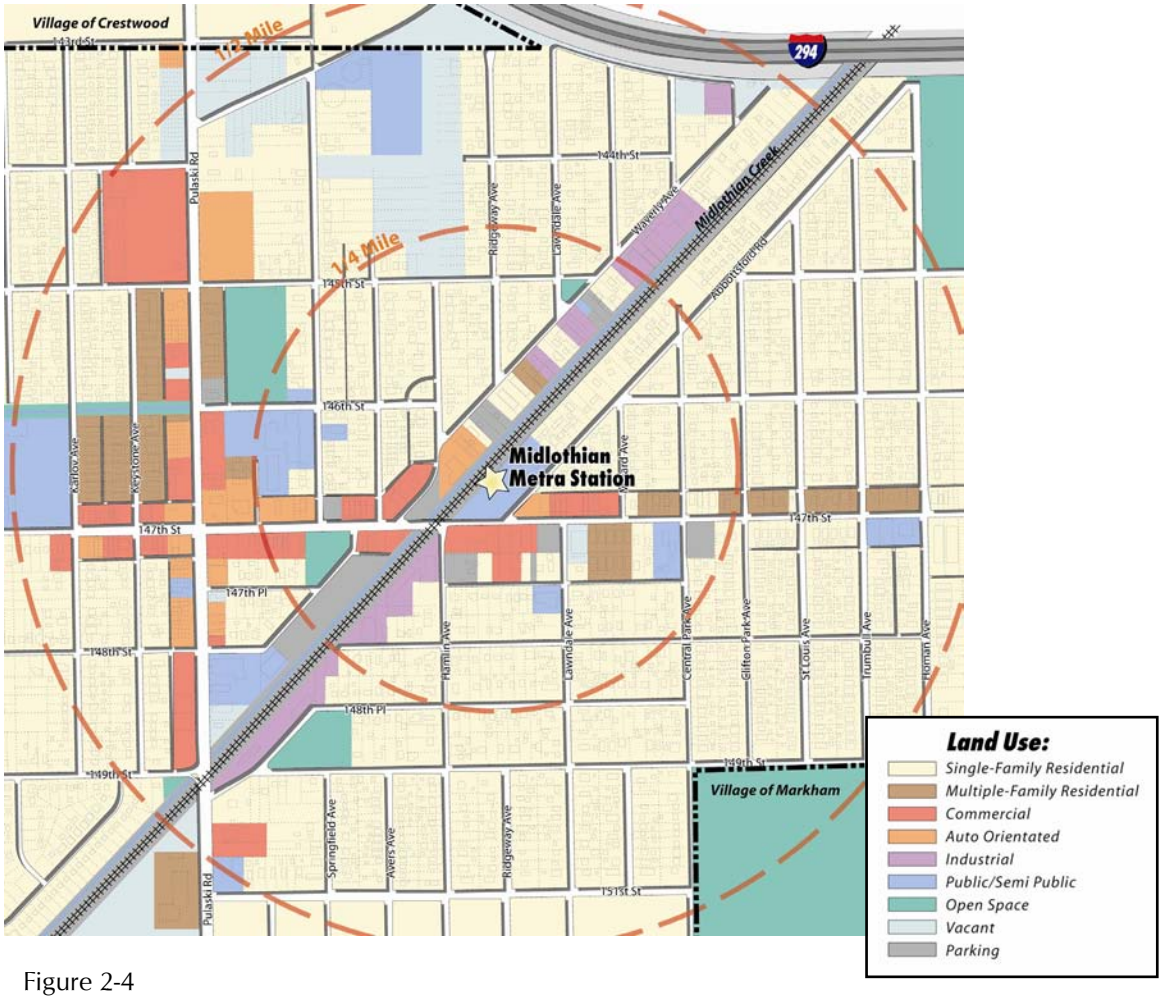


Figure 2-4

The Village of Midlothian's Village Center Area consists of a diverse mix of land uses, including residential, commercial, industrial, public/semi public, open space, parking, and vacant parcels. Most of the Study Area is developed, and the existing land use pattern was an important consideration in the development of the Village Center Enhancement Plan. Figure 2-4 highlights the existing land use, within ½ mile of the Midlothian Metra Station.

A majority of the residential land use within the Study Area is well maintained single-family homes. Multi-family residential land uses are primarily located along Pulaski Road and 147th Street and their level of maintenance varies.

Both commercial service and retail uses are located within the Study Area, primarily along Pulaski Road and 147th Street. The type of commercial use varies from national tenants, to small, individually-run businesses. The largest concentration of retail uses in the Study Area is located at the intersection of Pulaski Road and 147th Street. Much of the commercial activity in the Study Area is focused around auto oriented services.

A few small light industrial uses are located along the train tracks on both sides of 147th Street. Public and semi-public land uses consist of tax-exempt parcels owned by the Village of Midlothian, Midlothian School District #143, and the various religious institutions/churches within the Study Area.

There are three locations of open space within the Study Area including Springfield School Park, Waverly Park and Roesner Park. Several parking lots are located within the Study Area with a majority servicing commuters and shoppers for the existing retail and commercial activity. Vacant properties within the Study Area vary from small vacant subdivided lots, to larger parcels of multiple lots better suited for larger development.

Land use issues addressed in this Plan include strategies for transitioning auto-oriented uses currently focused along 147th Street to other locations in order to make way for mixed-use development, phasing out remnant industrial uses within the Village Center core, provision of open space to anchor new development, and the introduction of higher-density housing.

Current Business Mix

The Study Area is home to a diverse mix of businesses, including retail, service, food and beverage, automotive and light industrial establishments. Commercial uses vary from national chains to small, locally-owned businesses. Figure 2-5 identifies existing businesses within the Study Area by name, and provides an approximate building square footage for each use. Total area (in square feet) per classification is provided in order to understand the percentage of the district dedicated for each use.

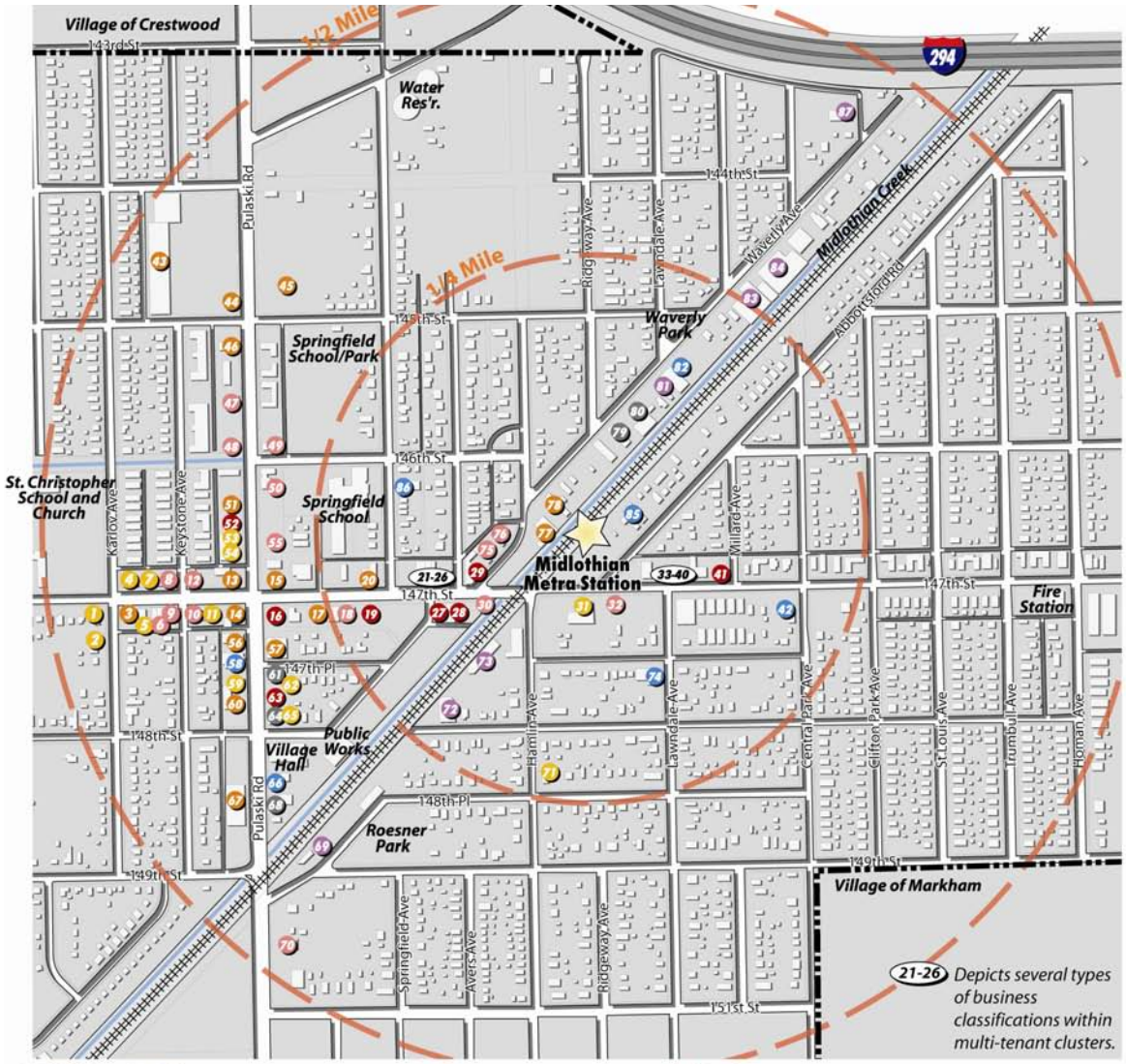
The Village Center has a strong base of locally-owned and operated restaurants in proximity to 147th Street. Commercial uses range from small appliance and furniture stores to a relatively new CVS drugstore, which demonstrates the commercial viability of the area for new commercial investment. Service uses include banks, insurance agencies, computer services, day spas and others. All totaled, restaurant, commercial, and service uses comprise 47% of the Village Center.

Automotive businesses are located on highly visible corner and frontage properties and dominate the visual character of the district. Eight industrial businesses are located adjacent to the railroad corridor. Overall, occupancy levels are good with only 17,000 sf of vacant space. All totaled, the automobile, industrial and vacant areas comprise 42% of the district.

Public/Semi-Public uses, including the Village Hall, Public Works, and Post Office, as well as schools, churches and other semi-public uses, comprise 11% of the district.

This Plan identifies strategies to expand and improve the overall business mix of the district, while providing opportunities for existing businesses to grow and expand their operations.

Current Business Mix



Public/Semi-Public (40,941 sq.ft., 11%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
42	Trinity Christian Fellowship Church	2795	82	Midlothian Recycling Center	8635
58	United States Post Office	6490	85	First Baptist Church of Midlothian	7255
66	VFW	3830	86	Midlothian Historical Center/ Chamber of Commerce/Fine Arts	3951
74	Midlothian Methodist Church	7985			

Industrial Businesses (73,650 sq.ft., 20%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
69	Vans Material	1855	83	Industrial (No sign)	20090
72	Durable Roofing	8895	84	Dober Environmental	27420
73	Quivfex	8770	87	Arch Sheet Metal	5465
81		1155			

Vacant (17,090 sq.ft., 5%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
61	Vacant	2280	79	Vacant	4840
64	Vacant	1895	80	Vacant Storage	3175
68		4900			

Automotive Businesses (61,285 sq.ft., 17%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
3	MM Auto Glass	4785	44	Clark Gas	905
13	Philip's 66 Gas Station	2690	45	Arrow Chevrolet	645
14	Watson Motor Sport	1580	46	Citgo	1580
15	7/11 Gas Station	460	51	Watson Motor Sport	1490
17	Strait Auto Collision Repair	3830	56	Suzuki	4545
20	Strait Auto Collision Repair	3830	57	Midlothian Honda	9360
24	Diamond Auto Parts	1940	60	Firestone	4660
33	Merlin Muffler	3895	77	Custom 77 Auto Re-builders	8630

Commercial Businesses (85,660 sq.ft., 23%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
16	CVS	3320	29	Outdoor Storage/EPI Graphics	7060
19	Dinette Store	1080	41	Midlothian Villa Plaza	905
21	Factory Bedding and Furniture	4620	43	Midlothian Plaza	42185
26	Tauras Flavors	1120	52	Mattress Store	880
27	Midlothian Music	1985	63	Raday's Appliance	2855
28			67		

Restaurants/Food (41,428 sq.ft., 11%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
6	The Diner Restaurant	2035	38	Ribs (ground level)	1390
8	China Inn Restaurant	885	47	Popeye's Chicken	2235
9	Midlothian Midwest Meat Market	3745	48	Submarine Port	1670
10	TJ's Sports Bar and Grill	2500	49	KFC	2298
12	Saravan's Restaurant	3720	50	Mc Donald's	4830
18	Jack's Place	1840	55	Dunkin Donuts	1510
30	Firehouse Hotdogs	620	70	Hogwild	3970
32	Brown's Chicken Gam Wah Chop Suey	2210	75	Double Play 2 Restaurant/Bar Halftime Lounge	2725

Service Businesses (47,940 sq.ft., 13%)

ID	Business Name	Sq.ft.	ID	Business Name	Sq.ft.
1	Smitherine Exterminators	1850	35	Midlothian Laundromat	2135
2	Vaught Chiropractor	1595	ID	Business Name	Sq.ft.
4	Harris Midlothian Bank	3600	36	Trane HVAC	1390
5	Air Tech	1905	37	Karate (upstairs)	2190
7	Insurance Agency	915	40	M & J Water	2750
11	Northwest Insurance Network	2500	53	Step by Step Preschool	2750
22	Southwest Messenger Press	3375	54	Modern Way Cleaners	1490
23	Abuma Computer	2960	59	Affordable Upholstery	815
34	Midlothian Day Spa	1120	62	We Do Storage	1450
31	First Midwest Bank	9990	65	Checks Cashed	1715
		1445	71	Step by Step Daycare	8895

Figure 2-5

Existing Transportation Systems

Figure 2-6

The existing transportation system in the Study Area consists of arterial, collector and local streets arranged in a grid system bisected by the Metra/Rock Island District Line. The Study Area is served by both bus and train public transportation.

The arterials within the Study Area are 147th Street (State Route) and Pulaski Road (Cook County Route). I-57 is accessible by driving east on 147th Street and I-294 is accessible by driving south to 159th Street, which ties into I-294.

Pace Route 354 serves the central portion of the Study Area along 147th Street providing access to the Midlothian Metra Station from Tinley Park in the west to Harvey in the east. The bus route serves several businesses within the Study Area along 147th Street.

An analysis was performed by the Consultant in April 2005 of key intersections focusing upon turning movements and traffic volume for peak hours. The intersections of Pulaski Road and 147th Street and Pulaski Road and 148th Street had the highest traffic counts within the Study Area. No excessive congestion was observed during these traffic counts – that is, a queue of traffic cleared the intersection within one signal cycle. During times that the railroad gates were down, the queuing of cars created a backup of a ¼ mile at most. This back-up cleared rather quickly after the gates rose;

however, when a car needed to make a left turn onto Waverly Avenue or Abottsford Road after the gates were raised, this vehicle blocked the left lane of through traffic and the backup was prolonged.

Metra provides passenger service to the Midlothian Station on the Rock Island District Main Line, which operates between Joliet and Chicago's LaSalle Street Station. Seven paved Metra commuter parking lots with a total of 623 spaces are located within the Study Area. The commuter parking lots are located throughout the Study Area and a map of these existing parking lots is shown in both the parking section of the implementation details and the prior existing transportation systems figure.

Existing traffic counts are above 20,000 Average Daily Trips (ADT) for both Pulaski Road and 147th Street. Even with these large volumes of vehicles, the traffic conditions through the Study Area are not over capacity. With the large volumes of traffic and the existing public transportation options, the Study Area is well positioned to become a transit-oriented community.

The Village of Midlothian has an extensive bike path and bike lane system. The Study Area is well accessed by these paths and lanes.

For a detailed review of the existing transportation conditions, please see the Transportation Memo in the Appendix.

Stormwater and Floodplain

Floodplain and Floodway

Floodplain and Floodway designations are an impediment to development within the Study Area as they currently exist today. To help discern between the two terms, floodway and floodplain, the following definitions and requirements are provided:

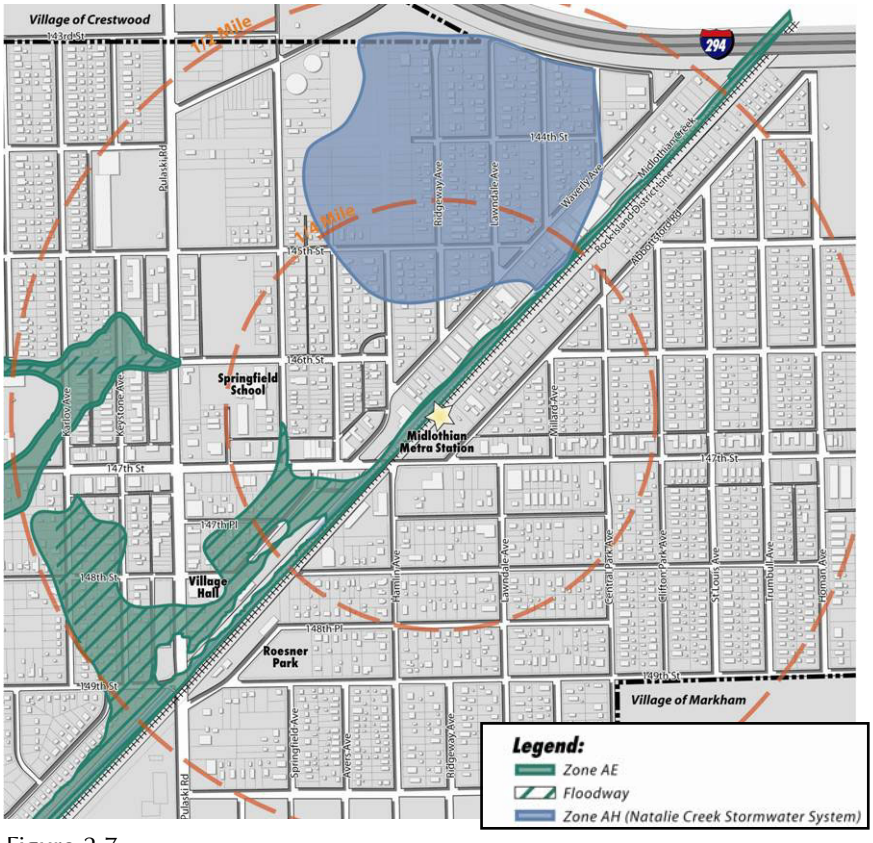


Figure 2-7

Floodway

A floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

- The floodway area generally is the channel where the majority of the flow of water is occurring. The most sustainable approach to development is to keep all development outside of the floodway.
- Limits of the floodway are taken directly from the Federal Emergency Management Agency (FEMA) map, and are not tied to actual existing elevations.
- Revisions to the limits of the floodway can only be granted if the applicant remodels the watercourse with revised, existing and proposed conditions to determine if the effects of the proposed development will cause an increase in the 100-year flood elevation. The amount of increase that is allowable is regulated most closely by the State of Illinois, which allows an increase of only 0.10 feet.

- Land use inside the floodway, without going through the process of removing the land from the floodway first, is limited to open space and parking as long as the grade is not elevated to construct these uses. Buildings placed on stilts may be allowable if the grade under the building is not changed and there is a free inflow and outflow of water. Public buildings may not be allowable due to insurance and document storage requirements.
- Renovations to buildings inside the regulatory floodway that are worth 50% or more than the value of the property may not be allowable as this will be viewed as new construction.

Floodplain

A floodplain is any land area susceptible to being inundated by water from any source. In most cases, this is the extent of a 100-year rain event.

- The floodplain area generally is outside the limits of the floodway where there is not too much flow, but instead water backs up into these areas as the waterway elevation rises. Developing land outside of the floodplain is not always possible, however keeping the floodplain in its natural state will reduce the long-term flooding issues a community will have.
- The limits of the 100-year floodplain are established by taking the 100-year flood elevation of the designated watercourse and tying them to the best known contour map. At the time of the creation of FEMA maps, the best known contours were on the United States Geological Services (USGS) maps, which are at 5' or 10' intervals.
- Revisions to the limits of the floodplain can be granted two different ways, either by completing a Letter of Map Revision (LOMR) or a Letter of Map Amendment (LOMA).
- LOMR uses the same process as the change to the Floodway.
- LOMA is a submittal that applies the 100-year flood elevation of the water course to better topographic data.
- Land use inside the floodplain is restricted similar to land use in the floodway.
- Renovations to buildings inside the regulatory floodplain that are worth 50% or more than the value of the property may not be allowable as this will be viewed as new construction.

For developed areas like Midlothian, most of the floodplain areas and some of the floodway areas have been developed. Therefore trying to restore floodplain and floodway as open space will have the beneficial effect of reducing long-term flooding issues. The nature of the open space that is created will be different in each area of the Plan. Some areas could be designed to be storage basins, some could be designed to have minimal flooding during rain events.

Current FEMA Activities

Current FEMA activities in Cook County: Starting in 2005, Illinois Department of Natural Resources (IDNR) (on behalf of FEMA) is beginning a 2 to 3-year effort to digitize into Geographical Information Systems (GIS) all Cook County FEMA maps. This will result in electronic maps that will be updatable and available via the web. This project will have the following affects on the floodplain and floodway limits in Midlothian:

- Incorporate all LOMR and LOMA from the past 5 years since 2000 maps were created.
- Incorporate all modeling and topographic information that is submitted to them in the next 6 months.
- Some remodeling of watercourses will be completed, in a prioritized manner due to funding.
- Applying all existing modeled watercourses as well as newly modeled watercourses to 1' contours, 2000 maps based on 5' contours.

This will result in all new maps regardless if new modeling was done or will be done. There is a possibility that the highest priority item on the IDNR list (creation of the Thornton Reservoir in 2003) may have an affect on the Flood Insurance Study (FIS) elevation of the Midlothian Creek. This will not be known until 2006 at the earliest.

Stormwater Detention

New development in the Study Area will be required to have detention facilities onsite. Two jurisdictions regulate water detention in Midlothian, as follows:

- Village of Midlothian: Detention will be required per Village code for all development.
- Metropolitan Water Reclamation District (MWRD): Sewer Separated Area - Therefore, if a project site is less than 5 acres, then no detention is required. If the project site is more than 5 acres, or if within 2 years the total contiguous ownership by the same developer is greater than 5 acres, detention will be required.

SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

The Village of Midlothian has the opportunity to prosper in the Study Area. It has the natural market advantages of nearby substantial spending power and attractive high traffic counts very close to the Midlothian Metra Station that offers rapid transportation into downtown Chicago. The challenge is creating appropriate development sites to take advantage of these market conditions.

From an economic and real estate market perspective, Midlothian is characterized by the following strengths, weaknesses, threats and opportunities related to the redevelopment of the Village Center using transit-oriented development (TOD) principles.

Market Strengths

- High proportion of young adult population, including young families;
- Availability of entry-level housing;
- Low residential property taxes;
- High population density means strong purchasing power;
- Strong existing businesses, including both national chains and longstanding local tenants;
- Affordable commercial rents;
- High average daily traffic counts on main access routes;
- 30-36 minute express trips into Chicago on Metra;
- Easy access to Interstate 57 and the Tri-State Tollway (I-294);
- Municipal interest and support for Village Center enhancement.

Market Weaknesses

- Obsolete, small, shallow parcels require complex land assembly;
- Adjacent residential neighborhoods constrain expansion;
- Commercial areas are bisected by railroad tracks;
- FEMA floodplain designation covers a significant portion of the Study Area, limiting development opportunities.

Like most downtown districts, the Study Area has its unique challenges. Key to the Study Area's success will be a realistic approach understanding the existing market conditions and the future market opportunities. It will remain a local shopping district, primarily serving nearby residents, commuters and employees. The market study shows that Midlothian will not attract many shoppers from outside the 5-mile radius; however, this type of retail and commercial area can be very successful.

There are a number of economic and real estate market considerations that will impact the effectiveness of the Enhancement Plan, including pro-active opportunity steps that the Village can take, as well as "threat" conditions that the Village should monitor during subsequent stages of planning.

Opportunities to Support the Enhancement Plan

- Plan public financing realistically, according to Village's capacity;
- Explore public-private partnerships with long-term commitment to the Enhancement Plan;

- Create a funded façade improvement program;
- Make streetscape improvements a high priority;
- Create a municipal land assembly process that encourages consolidation of opportunity sites;
- Use Village Hall and Post Office relocations as catalysts or anchors;
- Recruit businesses with employees who would eat lunch in area businesses;
- Maximize value of Hamlin Manor.

Threats to Success of Enhancement Plan

- Village is unable to set high enough impact fees to fund infrastructure improvements, for example; streetscaping, new streets, and floodplain and floodway improvements;
- Plan fails to provide adequate commercial and commuter parking;
- Business owners do not invest in façade and appearance improvements, fearing low return on investments;
- Over-reliance on commuter population to drive commercial success (or, under-emphasis on building residential clusters);
- Significant concentrations of senior housing in the Metra pedestrian access area;
- Land speculation for investment purposes drives up property prices;
- Village lacks sufficient general obligation bonding capacity to support Tax Increment Financing (TIF);
- Weak municipal development review process.

In addition to the enhancement of the Study Area, significant opportunity exists within the larger downtown for additional redevelopment, with projects recommended in this Plan serving as a catalyst. Most importantly, downtown Midlothian has the potential to become the place that Midlothian residents consider the center of their community.

The complete market study is located in the Appendix.

Section 3
Village Center Goals and Vision

3 Village Center Goals & Vision

Connect The "Lothians"

The Village of Midlothian takes its name from the Country Club which was established in 1898 as the first golf and summer retreat in the Chicago area. It was named after Sir Walter Scott's "The Heart of Midlothian," which is set in Scotland. This connection between the Village and Scotland has grown to be an endeared part of the community's identity.

Figure 3-1

The "Lothians" are three regions of Scotland that surround the City of Edinburgh. East Lothian is notable for its shoreline and hills, and West Lothian for its shale outcroppings. Midlothian is the rich, fertile valley region that ties The "Lothians" together.

Comparisons can be made between the Scottish features and the Village of Midlothian, as it is set among a series of open spaces amenities – "Lothians." It is bounded to the south, southeast and southwest by Forest Preserve land, and, within its boundaries, contains the Country Club, Memorial Park and several neighborhood and school parks. Its neighborhoods are distinguished by large, old growth canopy trees, and Midlothian and Natalie Creek are water resources.

Vision

The vision for the Study Area is to create "The Midlothian," the village green that ties natural resources together and serves as the focal point of the community. The Village recognizes that other, less complicated options exist that would not require the high levels of regulatory approval required for this approach. Those options, however, would not create the central place within the community that residents seek.

This bold vision will provide a new identity for Midlothian around which high quality development can be attracted, beautiful gathering space for the community can be created, and a strategic solution for floodplain and floodway issues can be implemented.

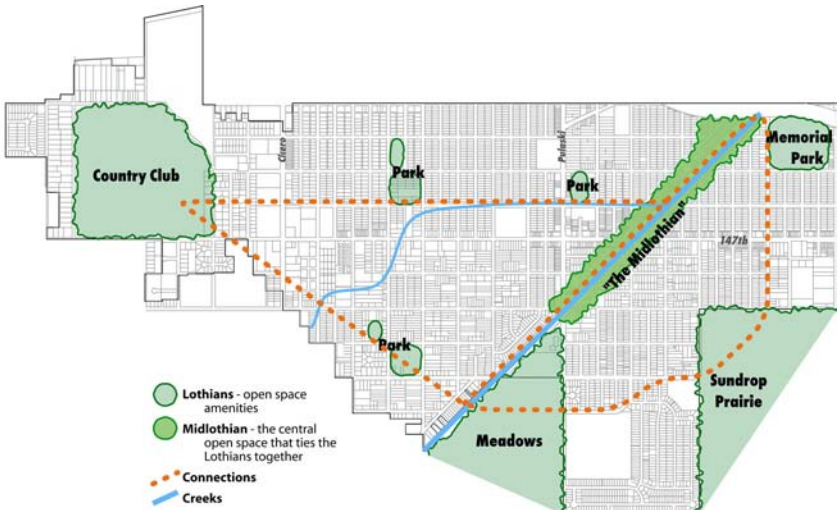


Figure 3-2

Village Center Goals

Based upon the results of visioning sessions with community stakeholders, extensive analysis of current conditions, and consideration of the community's position within the region, the following goals were identified to guide development of this plan.

- Create a central place for the Midlothian community.
- Establish a pedestrian-oriented, mixed-use district.
- Improve the business mix and tax base of the Village.
- Maximize transit-oriented redevelopment opportunities.
- Improve pedestrian and vehicular access and circulation.
- Enhance the visual character and appeal of the Study Area.

Planning Framework

These diagrams demonstrate application of "The Midlothian" concept to the Study Area.

Village Center Core Area

The Village Center Core extends from Central Park to Karlov Avenue along 147th Street, and from 143rd Street to 149th Place along Pulaski Road. This area is a functioning whole from the standpoint of business operations. Parcels fronting 147th Street, and Pulaski south of 147th are targets for pedestrian-oriented, mixed-use redevelopment that includes housing, while parcels fronting Pulaski north of 147th are likely to remain auto-oriented.

The Village Green

The Village Green concept would establish a major green space corridor through the heart of the Village Center along the railroad tracks and incorporate Midlothian Creek. It would be focused primarily on the northwest side of the tracks, south of 147th Street. Use of this area will provide destination-type, public gathering space and serve to anchor new development. It also provides strategic advantage for managing floodplain/floodway issues. This important recreation resource should be linked to the village-wide and regional bike trail systems – "all trails lead to Midlothian."

Adjacent Neighborhoods

Residential neighborhoods abut the Study Area and proposed Village Green. Housing within the neighborhoods is, for the most part, very well maintained and a key asset for the community. Opportunities exist, however, for higher density residential redevelopment adjacent to the Study Area in proximity to the train station.

Target areas for residential redevelopment include areas south of 147th Street, east of the railroad tracks, and the area north of 147th Street, west of the railroad tracks to Pulaski. Mixed density housing is ideal as it would add to the range of housing options available to the community while taking advantage of transit linkages.

Preferred Development Character

Midlothian residents and stakeholders were engaged in discussions regarding the character of development they consider appropriate for the community. This discussion was facilitated with a Visual Preference Survey.

Lothian Architectural Character

Figure 3-3

Descriptions of the community preferences that follow were the most highly ranked images from the Visual Preference Survey. The complete Visual Preference Survey is included as an Appendix.

Figure 3-4

Mixed Use

The community envisions a mixed-use core area focused along 147th Street comprised of ground-level shops with residential above. Three to four stories are preferred, though buildings up to five or six stories would be acceptable if set back from the road. Buildings with vernacular detailing that reflect an "old world" character, typified by brick construction and pitched roofs are preferred.



Residential

A variety of housing types are preferred for the residential areas that abut the Core, including larger single-family homes, attached town homes, and up-scale apartments. Many residents noted the need for adequate parking for the new residences as well as the desire for architecturally pleasing exterior style and materials.



Parks and Open Space

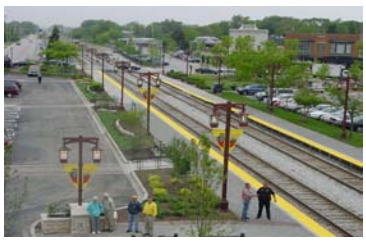
A variety of open space features were identified as desirable for the Village Green. These include a plaza-type focal point feature, performance space such as a "band pavilion," open lawn area suitable for picnics and festivals, and natural water features treated as amenities.



Transit and Parking

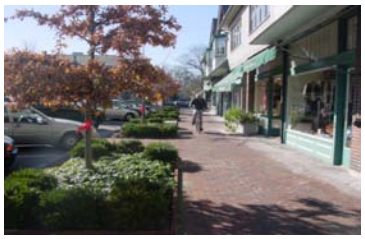
A unified visual character that treats the railroad corridor as a focal point amenity was preferred. Landscape lighting, signage and banners are elements that can be used to accomplish this.

A coordinated system of shared parking with directional signage is preferred. Parking should be easy to locate and shopping patrons should be able to park and walk to a variety of destinations. Structured parking was identified as an acceptable element for the Village Center. Structured parking wrapped with active uses at ground level is preferred.



Streetscape Character

The streetscape character of the Village Center should create a high-quality image for the community while making the area more user-friendly. Key elements include decorative street lighting and coordinated street furniture, street trees and landscaping, and focal point treatments to mark gateways and entrance features. Brick and decorative pavers are preferred in addition to utilizing stone for key elements to drawn upon the Scottish identity of the Village.



Village Hall Prototypes

Two Village Hall prototypes are viewed favorably: 1) A standalone Village Hall that serves as a landmark building, and 2) a Village Hall that is incorporated into a mixed use project. The standalone prototype could serve as an anchor for the Village Green or a prominent street fronting parcel on 147th Street. The mixed-use prototype could use the Village Hall to anchor a large scale development project that includes structured parking and other uses including commercial and residential.


Section 4
The Development Program

4 Redevelopment Strategies

The Concept Plan for Midlothian's Village Center is based upon the analysis of the market and physical conditions previously discussed in this Plan. The Concept Plan can be considered graphic representation of the community's vision and goals for the Village Center. This section presents a development program, recommended land use, rendered concept plan, phasing, zoning, transportation, and parking recommendations. This Plan was created with input from the public, the project steering committee and utilizing the results of a visual preference survey.

Development Program

Commercial

At present there are over 235,000 sq ft of commercial uses in the entire Study Area. Within the pedestrian-oriented target area focused along 147th Street, there are approximately 170,000 sq-ft of commercial uses. This is positive in that it demonstrates the holding capacity for development within the Study Area. Successful pedestrian-oriented commercial centers require concentrations of at least 150,000 sq ft to establish a critical mass with enough interest to attract patrons on a frequent basis.

Figure 4-1

Of this 170,000 sq ft, however, more than 60,000 sq ft are auto sales and service businesses. Although these are desirable uses to maintain within the Village and to a certain extent even within the Village Center area, they are not desirable uses for pedestrian-oriented shopping districts. These businesses could be relocated to the auto-oriented district focused along Pulaski, north of 147th Street, if opportunities to expand or enhance operational and sales capabilities are identified. Other uses within the district are located in obsolete or underutilized properties and should be considered candidates for redevelopment. Following are build-out square footage targets.

Development Program:

- Entire Village Center District = 325,000 sq-ft (90,000 sq-ft increase from current sq-ft)
- Pedestrian-Oriented District = 220,000 sq-ft (50,000 sq-ft increase from current sq-ft)

Residential

The desirability of Midlothian as a residential community is well established. Opportunity exists, however, to increase the choice of housing options available to residents while taking advantage of the Study Area's proximity to public transit resources. At present, the Study Area is comprised primarily of single-family houses, with some measure of apartment buildings and condominiums. Introduction of new prototypes into the Midlothian housing market is recommended within the Village Center.

Development Program:

- 500-700 new units.
- Mix of multi-story condominiums, attached town homes and two-flats.

Land Use Plan

The Generalized Land Use Plan depicts the preferred land uses within the Village Center.

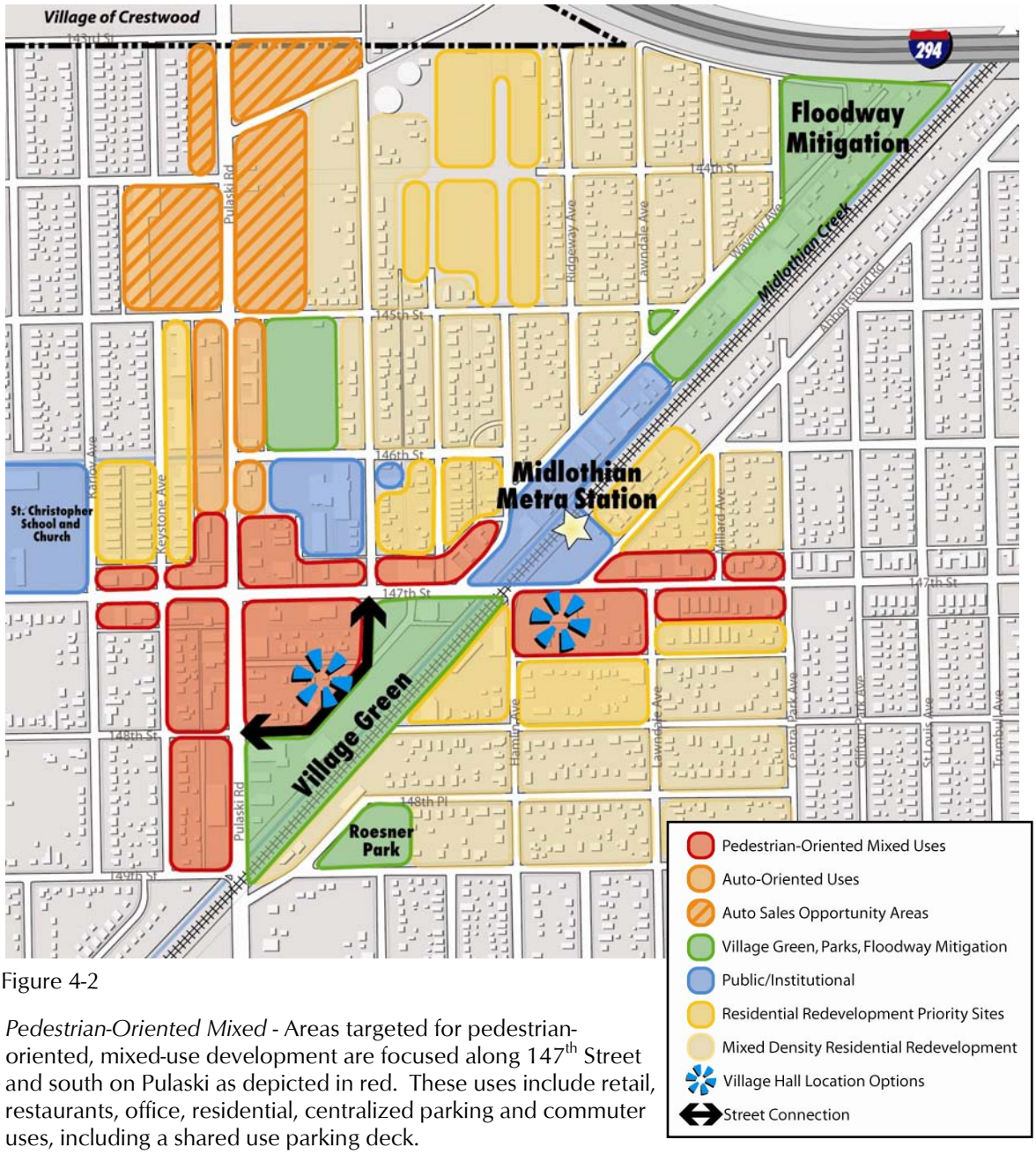


Figure 4-2

Pedestrian-Oriented Mixed - Areas targeted for pedestrian-oriented, mixed-use development are focused along 147th Street and south on Pulaski as depicted in red. These uses include retail, restaurants, office, residential, centralized parking and commuter uses, including a shared use parking deck.

Auto-Oriented Mixed Use - Areas targeted for auto-oriented uses are depicted in orange. Large parcel sites north on Pulaski present opportunities for relocation and expansion of auto sales businesses as depicted with striping.

Public and Institutional Use - Public and institutional uses, including schools, churches, arts center and Metra station and commuter parking facilities are depicted in blue. The uses serve as key anchors to the Village Center and the residents within.

Village Green, Parks and Floodplain Mitigation – Area parks, the Village Green and an area north of 147th Street along the railroad tracks targeted for floodplain mitigation are depicted in green. These open space resources are amenities that improve the quality of life in the Village and serve as attractions for reinvestment in the area.

Mixed Density Residential Redevelopment – Mixed-density residential redevelopment areas are depicted in light yellow. These areas are suitable for new housing types including attached town homes and two-flats.

Residential Redevelopment Priority Sites – Priority residential redevelopment sites are depicted in dark yellow. It is important to build residential projects of scale early in the process to add households to the area so that commercial recruitment efforts are improved.

Village Hall Locations – Two locations for a new Village Hall are indicated with yellow stars. The site fronting 147th Street would position the Village Hall as a key anchor to development on 147th Street and would be highly visible across from the Metra station. The site on 148th Place fronts the Village Green and would be an ideal use for a large-scale, mixed-use development that includes structured parking.

Concept Plan

An illustrative Concept Plan is provided to demonstrate the development potential of Midlothian's Village Center. This plan illustrates preferred land uses, development opportunity sites, building footprints and parking configurations, as well as open space features. The site design of Midlothian Station and adjacent parking lot are not modified by this Plan. Key aspects of the Plan are described in detail as follows:

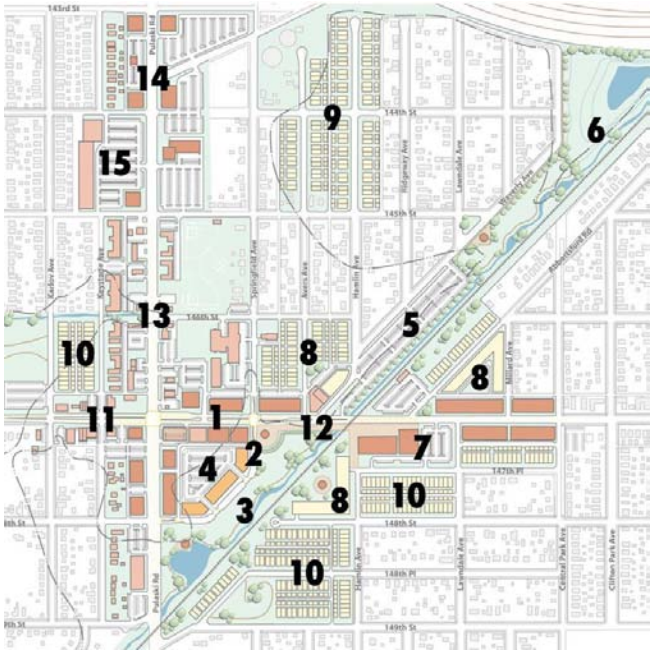


Figure 4-3

Pedestrian-Oriented Core

1. A pedestrian-oriented character is established for parcels fronting 147th Street, and south on Pulaski. Mixed-use buildings with ground-level shops and upper-floor residential units are oriented to the street with wide sidewalks and high-quality streetscape amenities. Preferred building heights are three to four stories. Parking is provided for shopping patrons along rear property lines and in scattered-site municipal parking lots. Residential parking is provided within buildings, either underground or at ground level.

2. A new road segment is proposed to reorganize land south of 147th Street, east of Pulaski. This improvement defines the Village Green area and establishes a development parcel suitable for large-scale, mixed-use development. It also provides linkages into the site from neighborhoods to the north and to the west.

3. A new Village Green is proposed as the organizing feature of the Village Center. This open space amenity will serve many functions. It is the key to managing floodplain issues so that other areas within the Village Center may be developed. It will provide the community with a high-quality gathering and recreation space unlike any other in the south suburbs. And, it will provide an anchor around which private sector reinvestment in Midlothian can occur. Midlothian Creek should be naturalized in the Study Area to serve as a focal point feature. To accomplish this, the existing Village Hall, Fire Station and Public Works will need to be relocated.

4. A large-scale, mixed-use development is envisioned for this site once floodplain issues have been resolved. The development site could include parcels fronting 147th Street and Pulaski, or on parcels behind those frontage properties separated by an alley. The development is

envisioned to include a two-level parking structure for commuters and the public wrapped in commercial uses. Residential units could rise above for a total building height in the six to seven story range. This is one of two sites recommended for a new Village Hall.

5. A new concentration of commuter parking provides convenient access to the station. This parking area is sized to accommodate the commuter parking spaces that are currently scattered throughout the Study Area.

6. This area is integral to the floodplain mitigation strategy associated with the Village Green. It should be designed as a park feature with walking trails and a meandering creek.

7. A large parcel redevelopment site is identified on the south side of 147th Street between the railroad tracks and Lawndale Avenue. This site is ideal for mixed-use development, or as a site for a new Village Hall. This 147th Street frontage property is highly visible and across the street from the Midlothian Metra Station. A 40,000 sf building is illustrated with on-site parking.

Residential

8. Large parcel residential redevelopment sites are identified in proximity to the Midlothian Metra Station. These sites should receive top priority for redevelopment in order to add households to the Village Center to support new business recruitment.

9. Residential development is proposed for this undeveloped area of the Village Center. To the extent possible, the existing street grid system of the surrounding neighborhood should be extended into the site to facilitate pedestrian and vehicular circulation. This area should be targeted for residential density greater than single family.

10. Residential redevelopment is proposed as feasible.

Streetscape

11. Streetscape treatments are envisioned along 147th Street to enhance the visual appeal of the Study Area and to make it more user-friendly. Planted medians are proposed to distinguish this portion of 147th Street from other places along the corridor, and to provide safe refuge for pedestrians as they cross this busy road. Vehicular and pedestrian scale lighting is recommended along with street trees, street furniture and coordinated signage. Shop owners are encouraged to provide bench seating and planters in front of their businesses.

12. A pedestrian promenade is proposed on the south side of 147th Street between Springfield and Hamlin Avenues in order to create a pedestrian-friendly environment and promote foot traffic between the east and west sides of the railroad tracks. The promenade could be anchored by focal point features such as a fountain plaza, clock tower or others.

    The segment of Hamlin that extends south from 147th Street to 148th Street should be closed and incorporated into the promenade in order to provide safe pedestrian linkage to the neighborhoods located to the south.

13. Streetscape treatments are envisioned along Pulaski Road to enhance the visual appeal of the Village Center and this high traffic corridor. Streetscape features for this area should be visually coordinated with the 147th Street improvements, though more emphasis should be placed on auto-scale components, including gateway and commercial development entrance features, vehicular lighting, decorative post traffic signals, and coordinated signage.

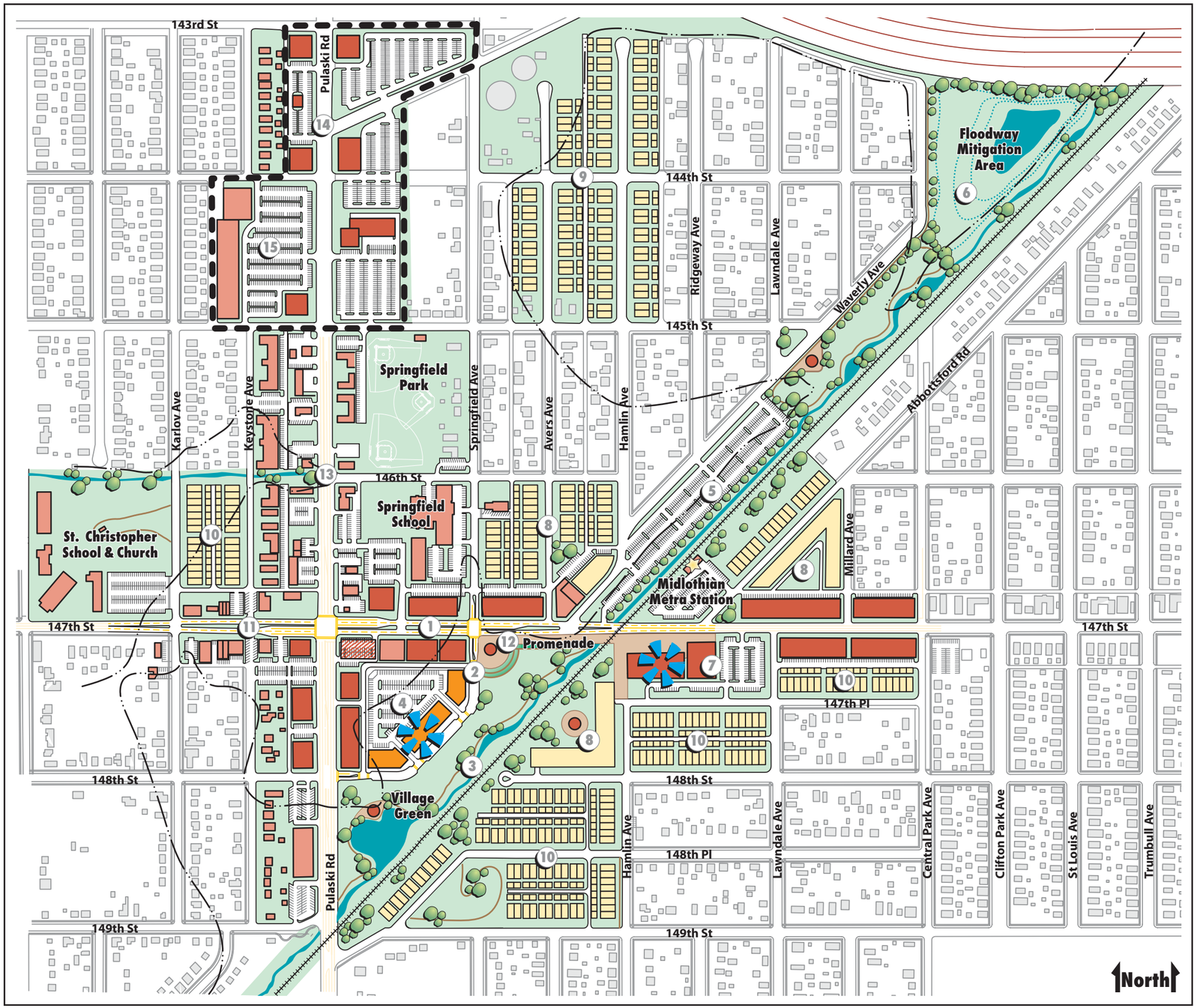
Auto-Oriented Uses

14. Large parcel sites located along the northern portion of Pulaski in the Village Center are ideal for relocation and expansion of auto sales businesses currently located on 147th Street in order to provide land area for the pedestrian-oriented Village Center core.

15. Building facade and parking lot landscape and lighting improvements would improve the marketability of the shopping center. Outlot development is feasible and should be supported as there is ample parking to accommodate it. This site is also suitable for redevelopment for an auto sales use.

Figure 4-4

Concept Plan



- Near Term Commercial/Mixed Use
- Long Term Mixed Use
- Residential Redevelopment Priority Site
- Existing Structures
- Village Hall Options
- Auto Sales Opportunity Areas

Notes:

Pedestrian-Oriented Core

1. Pedestrian-oriented core with mixed-use buildings.
2. New road segment to connect area to north and west neighborhoods.
3. The "Midlothian" Village Green.
4. A large-scale, mixed use development with structured parking (for public and commuters) once floodplain issues have been resolved. Potential Village Hall location.
5. Commuter parking expansion area.
6. Floodplain mitigation area.
7. Large-scale, mixed-use opportunity site and potential Village Hall location.

Residential

8. Large parcel residential redevelopment sites.
9. Residential development on wooded site.
10. Residential redevelopment as feasible.

Streetscape

11. 147th Street streetscape treatments.
12. Pedestrian promenade to link east and west side of railroad tracks.
13. Pulaski Road streetscape treatments.

Auto-Oriented Uses

14. Auto sales opportunity areas.
15. Facade, parking lot and landscape enhancements, outlot development, and/or site reuse.

Village of Midlothian

Village Center Enhancement Plan

prepared by: URS

Opportunity Areas and Phasing Considerations

The vision for the Village Center depicted in the Concept Plan will occur incrementally over time as property owners identify opportunities to maximize the value of their investments, environmental issues are addressed, and market forces evolve. Therefore, it is important to focus on near term development targets to start the process and work in phased succession.

The Opportunity Sites and Phasing diagram depicts target areas for action as follows:

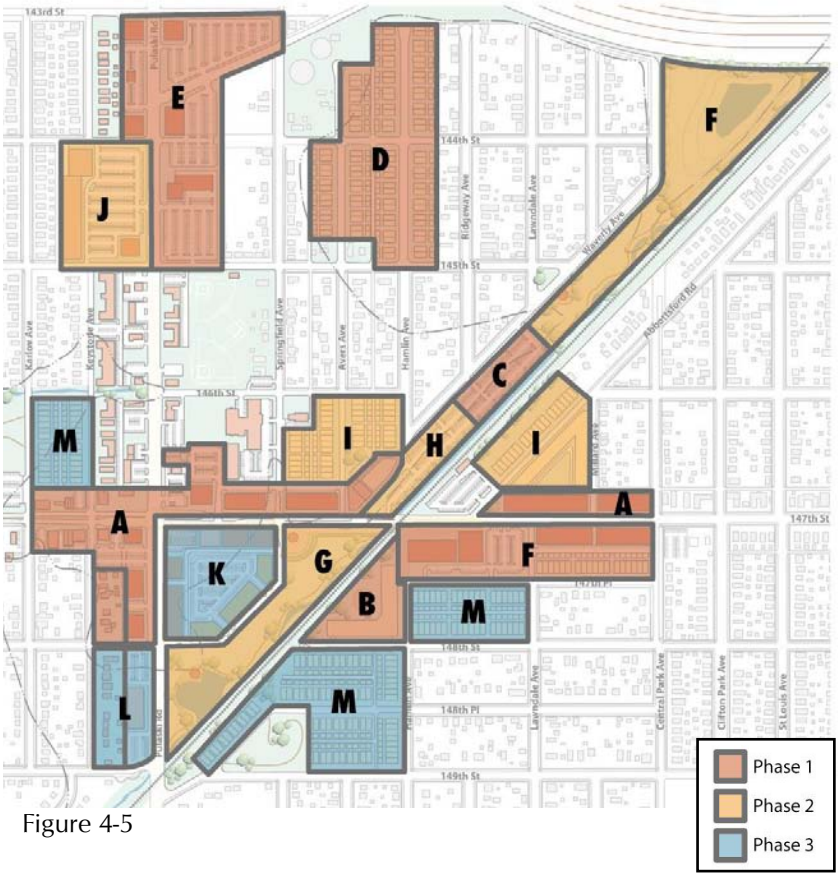


Figure 4-5

Phase 1 - Red

A. Mixed-use development may occur immediately on these parcels since they are not impacted by the existing floodplain designation.

B. Large-scale residential development opportunity site to increase residential density.

C. Commuter parking replacement of six existing commuter lots.

D. Large-scale residential development site for housing density greater than single family.

E. Auto-sales relocation area.

F. Large-scale mixed-use and residential redevelopment sites; potential Village Hall location.

Phase 2 - Orange

G. Implement floodplain mitigation strategy and construct the Village Green.

H. Commuter parking replacement of existing commuter lot.

I. Large-scale residential development opportunity site to increase residential density.

J. Shopping center enhancement, reconfiguration or site reuse.

Phase 3 – Blue

K. Large-scale mixed-use redevelopment with parking structure potential for additional commuter and public parking spaces; potential Village Hall location.

L. Mixed-use redevelopment site.

M. Residential redevelopment opportunity sites.

Implementation Details

Zoning Recommendations

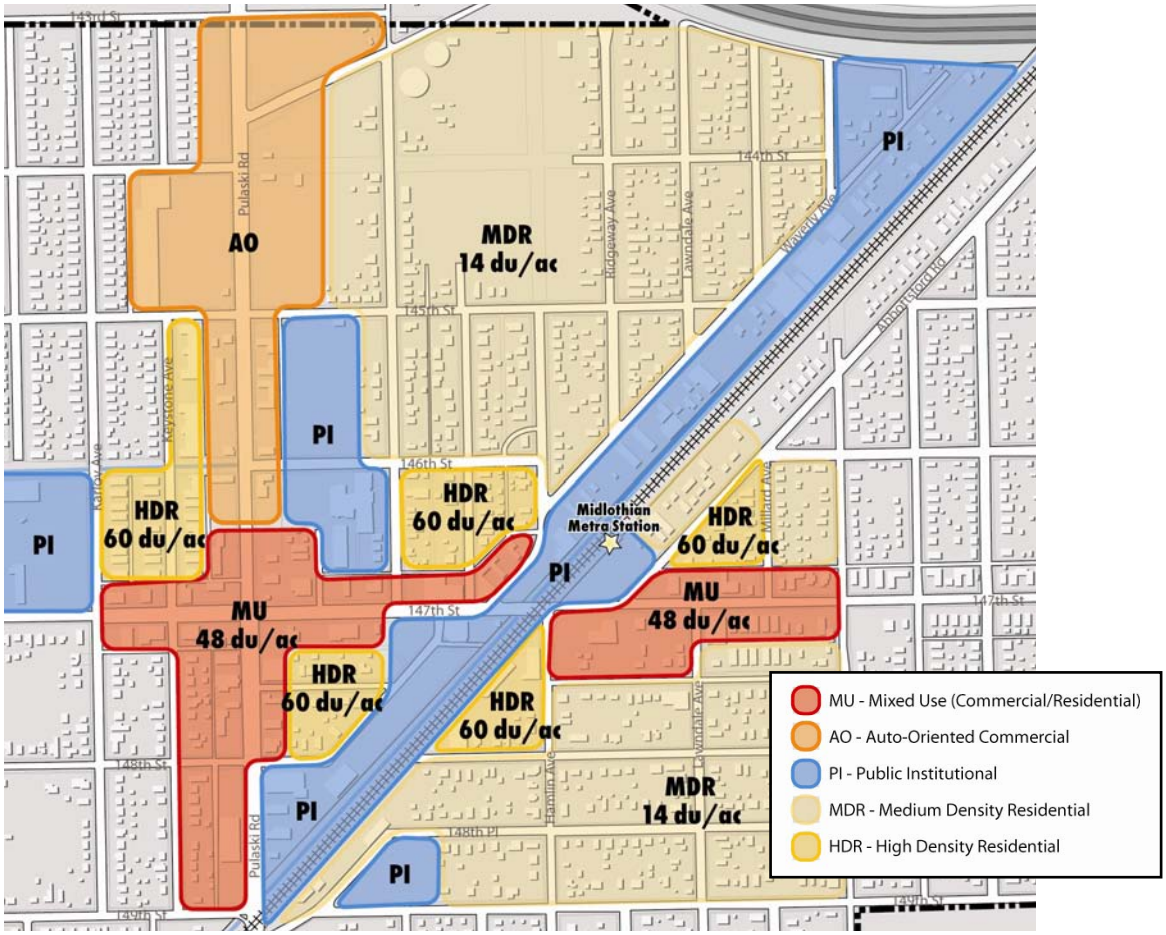


Figure 4-6

The Generalized Zoning diagram depicts zoning recommendations for the Village Center.

The intent of the zoning recommendations is to create a focused, mixed-use core that is surrounded by neighborhood clusters of increased residential density. The intent is not to drastically alter the character of surrounding neighborhoods, but, rather, to encourage the highest density developments within the Village Center to occur near the Midlothian Metra Station and the intersection of 147th Street and Pulaski Road, and then transition down upon moving back into the neighborhoods.

Auto-oriented commercial areas are designated along Pulaski Road. Public/Institutional uses include schools, parks, the Village Green, train station, commuter parking facilities and other areas required for floodplain mitigation.

Density (du/ac = dwelling units per acre)

Pedestrian-Oriented Core - Typified by shallow lot parcels approximately 100 ft deep. Three to four story mixed-use buildings are envisioned with ground-level commercial and residential units above. Parking should be located behind buildings in order to maintain building frontage onto street-oriented sidewalks.

- 48 du/ac recommended

Higher-Density Residential – The designation provides the opportunity for higher-density housing within the Study Area. Five to Six story mid-rise condominium buildings area envisioned.

- 60 du/ac recommended

Medium-Density Residential – Designation to provide transition from exiting neighborhood densities that average 6 du/ac. Attached town homes, 2-flats, 3-flats and six-flats are envisioned with parking along rear alleys.

- 14 du/ac recommended

Transportation and Circulation

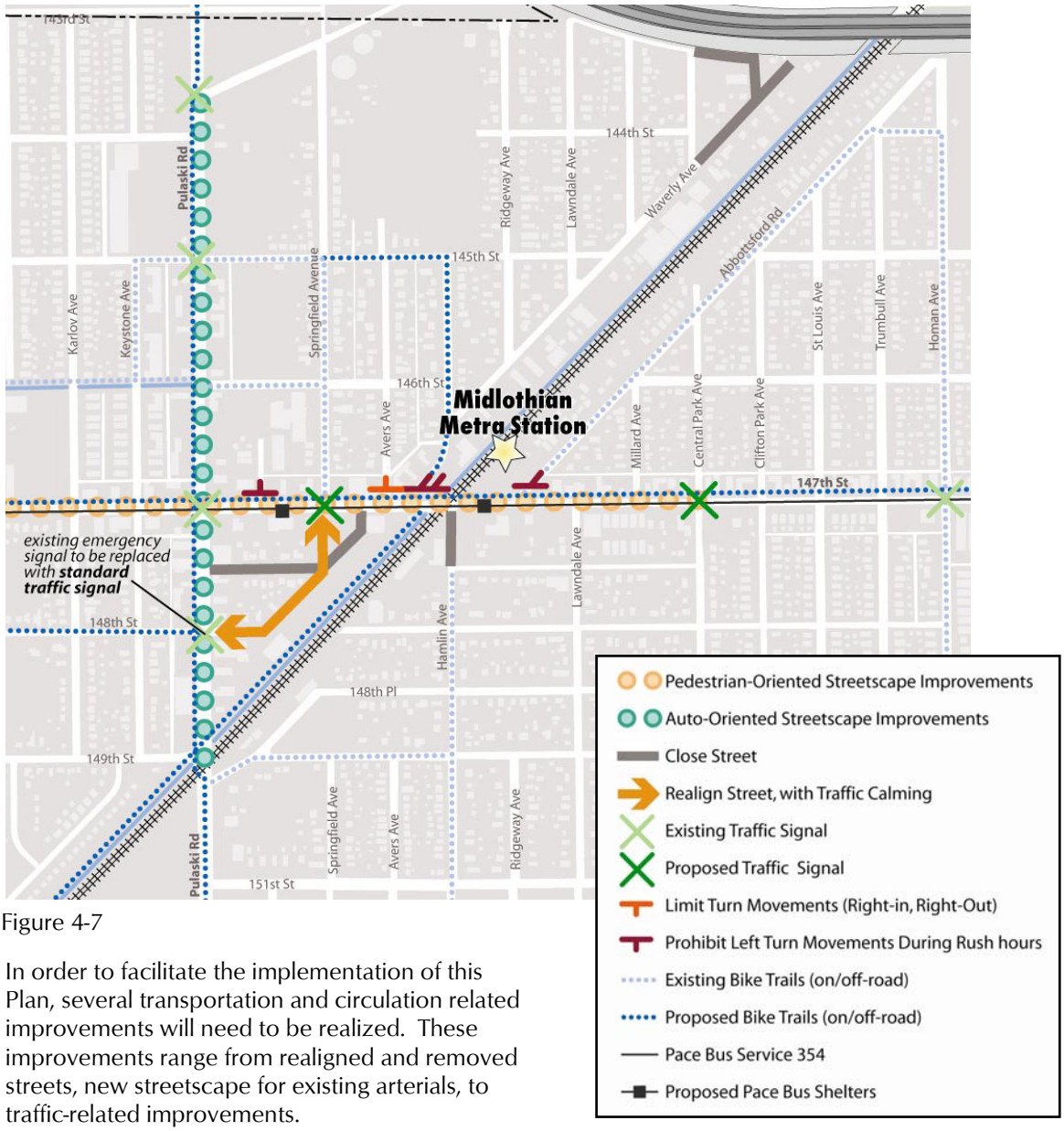


Figure 4-7

In order to facilitate the implementation of this Plan, several transportation and circulation related improvements will need to be realized. These improvements range from realigned and removed streets, new streetscape for existing arterials, to traffic-related improvements.

Realigned and Removed Streets

The concept plan recommends the demolition of several roadways to accommodate future land uses as well as to reduce the number of offset or less optimal intersections in the Study Area. Each of these projects will require the procurement of design services and will have to go through permitting with the agencies with jurisdiction.

1. Hamlin Avenue between 147th Street and 147th Place will be permanently removed in order to eliminate the unfriendly intersection at 147th Street next to the existing Metra Rock Island tracks. Additionally, this will provide a pedestrian link from the redevelopment site between Hamlin and Lawndale to the Village Green. Illinois Department of Transportation (IDOT) approval of this project will be required as 147th Street is under their jurisdiction. (Phase 1)

2. 148th Street will be reconstructed from Pulaski Road to Waverly Avenue and Waverly Avenue will be reconstructed from 148th Street to 147th Place. The portion of Waverly Avenue between 147th Place and 147th Street will be demolished to accommodate a larger Village Green. Springfield Avenue will be extended south of 147th Street to 147th Place, which will meet with the reconstructed portions of Waverly Avenue. This will make the Springfield Avenue and 147th Street intersection and the 148th Street and Pulaski Road intersection key entrances to the north and south portions of the Study Area on the west side of the tracks. The existing emergency signal at the intersection of 148th Street and Pulaski Road will be replaced with a standard traffic signal. IDOT and Cook County Highway Department (CCHD) approval of this project will be required as Pulaski Road and 147th Street are under their jurisdiction. (Phase 2)
3. Waverly Avenue will be demolished and removed along with the alleys associated with this roadway between 144th Street and I-294. This will make room for the creation of Compensatory Storage Site D as discussed in the Floodplain Management Section. (Phase 2)
4. 147th Place between Pulaski Road and Waverly Avenue will be permanently removed in order to create a large site for a future development between Pulaski Road, 147th Street and the Rock Island tracks. CCHD approval of this project will be required as Pulaski Road is under their jurisdiction. (Phase3)

New Streetscapes

One of the major aspects of the proposed concept plan is to create a pedestrian friendly atmosphere for the development in this area. The following streetscape initiatives will assist with the implementation of this plan:

1. 147th Street will be reconstructed and streetscaped between Keeler and Central Park Avenues in order to create a pedestrian friendly experience. This streetscape project will maintain two through lanes in each direction as well as maintain the turn lanes as they exist now at the intersection of 147th Street and Pulaski Road.
    a. This project will be considered by IDOT as an improvement that will most likely require a Phase I engineering study. The signals that are proposed on 147th Street will need to meet the IDOT traffic signal warrants prior to installation.
    b. The streetscape improvements will have the following elements:
        i. Turn lanes and a signalized intersection will be constructed for the intersection of 147th Street and Springfield Avenue.
        ii. Left turn movements from 147th Street to Waverly Avenue, Abbotsford Road, proposed reconfigured and expanded commuter parking lot north of the tracks and the alley between Springfield Road and Pulaski Road will be restricted during the afternoon peak hours. Left-turn movements from Waverly Avenue, Abbotsford Road and the alley onto 147th Street will be restricted during morning peak hours.
        iii. On-street parking will be eliminated and planted medians will be installed between Karlov Avenue and the Rock Island tracks.
        iv. Avers Avenue will become a right-in/right-out intersection due to the proposed medians and the proximity of Avers Avenue and Waverly Avenue
        v. A new traffic signal will be installed at Central Park Avenue and 147th Street.
        vi. Sidewalks will be reconstructed and various landscape and hardscape improvements are recommended for the entire streetscape segment.
        vii. New decorative lighting will be installed to improve the character of the street.

2. Pulaski Road will be enhanced between the Rock Island tracks to the south and Clair Boulevard to the north, but will be maintained as an auto-oriented arterial. CCHD approval of this project will be required as Pulaski Road is under their jurisdiction.

    a. The nature of these improvements will be mostly outside the curb line and will include the following:

        i. New landscaping

        ii. New sidewalks

        iii. New lighting

        iv. Milling and resurface of existing roadway.

Metra and Pace

Improving existing transit facilities is an important part of the Village Center redevelopment. The commuter train station is a valuable asset to the Village of Midlothian and this Plan is focused on maximizing the station's potential to spur development.

This Plan does not suggest any changes to the Pace route location; however, if demand develops, increased frequency of buses would be recommended. This Plan does call for the installation of bus shelters on both sides of the Rock Island tracks and on both sides of 147th Street. This coordinates well with the pedestrian-oriented streetscape that is planned for 147th Street.

On a system-wide basis, Metra regularly monitors its service and capacity levels to determine if there is a need (and available funding) to add additional cars or service to a particular rail line. Due to projected population and household growth by 2030 in the Study Area, this Plan accounts for this anticipated growth by adding 200 new commuter spaces in the Study Area.

According to this Plan, the Village plans to redevelop six of the seven commuter lots, or 486 existing spaces, to make room for their transit-oriented redevelopment and Village Green. A majority of these mostly Metra-owned lots were recently constructed or rehabilitated in the last few years. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities. The Village and/or a developer would need to replace the spaces lost due to redevelopment.

Due to the Plan's reconfigured and expanded lot north of the tracks that would accommodate additional and replacement commuter spaces, the Village sees a need to construct a pedestrian bridge and any potential improvements to the platform from this lot to the north (outbound) platform. The Village would need to obtain funding for this pedestrian bridge and any improvements to the platform; Metra has no funding that might be allocated for such a project.

Phasing of Transportation Related Improvements

The phasing of the transportation related improvements that are listed above will be linked to the phasing of development as it occurs in the Study Area. The following is the order transportation improvements should be addressed:

1. Demolition and vacation of Hamlin Avenue is directly linked to the residential and commercial developments that surround this portion of roadway. Therefore, the Village should have the developer include this work in the design of the new development areas when it occurs. These two development sites are in Phase 1 as shown on the phasing diagram.

    Project Cost $50,000

2. Demolition and vacation of 147th Place and realignment of Waverly Avenue cannot be completed prior to the acquisition of properties that abut these roadways. Additionally, these improvements are linked to the floodplain management improvements that are being suggested in the floodplain management section of the report. The demolition, vacation and realignments will be completed as part of the Phase 1 Plan.

    Project Cost $1,050,000

3. The reconstruction and streetscaping of 147th Street will be a major improvement creating a pedestrian focus for the Study Area. However, 147th Street is a State route and the modifications proposed will have to be permitted through IDOT. Due to timing of these approvals and the fact that this improvement is not necessary to generate developable areas, the reconstruction and streetscapes should be associated with Phase 2 as shown on the phasing diagram.

   Project Cost $2,950,000

4. The streetscaping of Pulaski Road should be considered as part of the Phase 3 improvements due to the timing associated with the County approvals.

   Project Cost $1,950,000

Floodplain Management

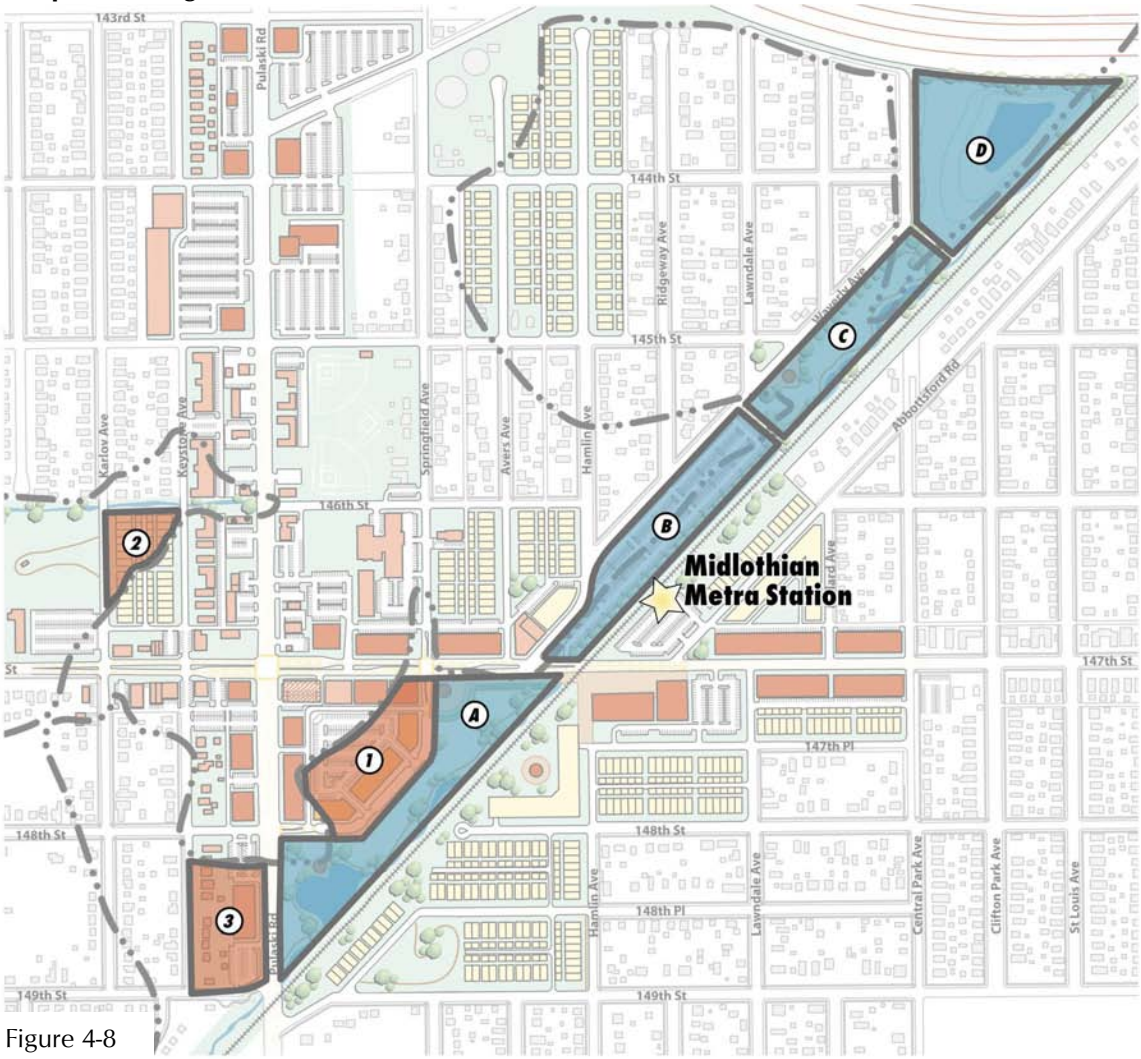


Figure 4-8

Floodplain/Floodway Fill

1. Major Mixed Use Redevelopment Site
2. Residential Infill Area west to St. Christopher's
3. Far Future Commercial Redevelopment Site

Compensatory Storage Sites

- A Village Green Midlothian Creek Enhancement
- B Commuter Parking/Compensatory Storage
- C Central Compensatory Storage Opportunity Site
- D Major Compensatory Storage Opportunity Site

Early in the planning process, it became clear that appropriate and creative floodplain management was to be the key to the development of the preferred concept plan. In order to create developable areas near the Midlothian Station and along the Pace bus route, large tracts of land that are inside the 100-year floodplain and floodway would need to be elevated and removed from this restriction. However, the breadth of the floodplain and floodway is challenging when there is little room for compensatory storage to offset floodplain fill.

Compensatory storage is the term used to describe additional volume of area below the 100-year floodplain that is used to offset areas where fill was placed to bring an area above the 100-year floodplain elevation. Compensatory storage requirements vary by county and municipality. In Midlothian, the volume of compensatory storage that is required is equal to 1.5 times the volume of fill required to bring an area out of the floodplain.

This floodplain management is a separate issue from stormwater management on a site-by-site basis. Detention requirements will still need to be met as each site is developed according to the agencies with jurisdiction in Midlothian.

Before any of the following improvements can be made, an extensive design and permitting process will need to be initiated. An alternatives analysis of possible floodplain management options and their impacts to the existing floodplain elevation will need to be completed. This process could take twelve months to complete. Once this analysis is complete, the Village will understand what projects can be completed and what benefits each project will have on the Village Center. At this point, the Village will choose projects based on the benefits and begin a final design and permitting review process prior to construction. This process could take a year to complete.

Many of the following improvements will require the acquisition of property that will need to be undertaken by the Village. This acquisition could be timed correctly to move existing uses into proposed new developments.

Areas of Floodplain and Floodway Fill

The following three areas have been identified as development parcels that, if brought out of the floodplain, would become key opportunity sites.

1. Floodplain Fill Area 1 – Major Mixed-Use Development Site
    a. Currently, this area includes single-family homes and industrial and commercial businesses.
    b. This site, if brought out of the floodplain and floodway, could be put together with adjoining properties to create the largest opportunity site in the Study Area.
2. Floodplain Fill Area 2 – Residential Infill Site
    a. Currently, this area includes attached housing.
    b. This site, if brought out of the floodplain and floodway, could be put together with adjoining properties to create a large residential redevelopment area. This would require the demolition of existing structures on these properties.
3. Floodplain Fill Area 3 – Far Future Commercial Redevelopment Site
    a. Currently, this area includes single-family homes and a grocery store.
    b. This site, if brought out of the floodplain and floodway, could be put together with adjoining properties to create an opportunity site fronting Pulaski Road. This would require the demolition of existing structures on these properties.

Areas of Compensatory Storage

The following are some locations that could be compensatory storage locations:

1. Compensatory Storage Area A – Village Green
    a. Currently, this area includes commercial properties, the existing Village Green, a commuter parking lot, Village Hall, Fire Station, Public Works and the local VFW. This area is also partially in the floodplain and floodway.

b. The character of this compensatory storage area will be defined by a naturalized creek that meanders through the new Village Green. The creek cross-section will be widened to lessen the side slopes and, in some areas, the water surface area will be expanded.

c. The Village Green will be designed to inundate with water during large storm events. Many areas in the Village Green will not flood unless the rain event is greater than the 10-year storm.

2. Compensatory Storage Area B – Reconfigured and Expanded Commuter Parking Lot North of Tracks

   a. Currently, this area includes existing Commuter Parking and commercial and industrial sites. This area is also partially in the floodplain and floodway.

   b. When reconstructed, this parking lot will be at the 10-year storm elevation; therefore should a 100-year rain event occur, the depth of inundation would be approximately 1-foot.

   c. Confirmation with FEMA about the placement of this parking lot in the floodplain and the allowable depths of ponding in the parking lots will need to be studied further.

3. Compensatory Storage Area C – Center Area

   a. Currently, this area includes commercial and industrial properties. This area is also partially in the floodplain and floodway.

   b. The nature of this compensatory storage area will be a park-like setting much the same as the Village Green without many appurtenances. The Midlothian Creek will be naturalized and meander slightly and the cross-section will be widened to provide storage.

4. Compensatory Storage Area D – Major Compensatory Storage Site

   a. Currently, this area includes single-family homes, commercial and industrial properties.

   b. This area is at the northeast corner of the Study Area and is bounded from the east and north by I-294 and the Rock Island tracks. This site is ideal for a large detention storage basin to relieve the areas upstream of flooding between the 10 and 100-year storm events. This facility could be over 10 feet deep with open water at least 10 feet deep.

Phasing of Floodplain Management Related Improvements

The phasing of the floodplain management related improvements that are listed above will have the largest effect on the final layout and outcome of this Plan. The following is the recommended order floodplain management should be implemented:

1. Compensatory storage areas C and D could be constructed earliest after design and permitting is completed to provide compensatory storage for floodplain fill sites.

   Project Cost Area C $1,000,000

   Project Cost Area D $1,450,000

2. Compensatory storage area B will have to be phased along with construction of parking lot A discussed in the parking section of this report.

   Project Cost Area B $1,050,000

3. Compensatory storage area A is tied to the construction of parking lots A and B discussed in the parking section as well as with the Phase 3 discussed in the phasing plan.

   Project Cost Area A $1,550,000

4. Floodplain fill areas will be phased as part of the proposed development. It is likely that these will be in the later stages of the implementation of this Plan. The costs listed below are for the fill associated with these projects. Demolition of existing buildings is not included.

Project Cost Area 1	$150,000
Project Cost Area 2	$70,000
Project Cost Area 3	$150,000

Commuter and Public Parking

The Plan calls for many improvements to the existing parking situation in the Study Area. These changes range from the consolidation of commuter parking lots, to the construction of new centrally located public parking lots.

Commuter Parking Lot Changes

Currently in Midlothian, there are seven parking lots that house commuters using the Metra/Rock Island Line. These lots range in size and accessibility to the existing station. According to this Plan, the Village plans to redevelop six of the seven commuter lots, or 486 existing spaces, to make room for their transit-oriented redevelopment and Village Green. A majority of these mostly Metra-owned lots were recently constructed or rehabilitated in the last few years. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities. The Village and/or a developer would need to replace the spaces lost due to redevelopment. The following is a list of the overall changes that are being suggested in this Plan (see next page):

1. The largest existing parking lot along Midlothian Creek south of 147th Street is in the location of the proposed Village Green and Compensatory Storage Area. The Plan calls for the removal of this parking lot and the replacement of these spaces in an expanded parking lot along the Midlothian Creek, north of 147th Street.
2. Parking lots 1, 2, 4, and 6 as shown on the existing Transportation Plan will be removed to create development opportunities. The parking spaces will be replaced in an expanded parking lot along the Midlothian Creek north of 147th Street.
3. Parking lots 3 and 7 as shown on the existing Transportation Plan will be reconstructed on site as part of a large parking lot expansion project. This expanded parking lot will be large enough to hold all existing commuter parking spots in the Village replaced by development except the parking lot just south of the train station.
4. The existing parking lot 5 south of the train station is in good condition and will be maintained as part of this Plan.

Public Parking Lot improvements

Currently in the Study Area, there are public parking spots only along 147th Street and Pulaski Road and in the neighborhood. To promote shared parking, the Village may elect to construct public parking lots that serve multiple developments. The following is a list of improvements to the existing public parking spaces:

1. The existing parking spaces along 147th Street will be removed as part of a streetscaping effort to improve the pedestrian character of this arterial.
2. Public parking lots will be created behind proposed development sites to encourage shared parking. These lots are as follows:
    a. A shared commuter/public parking structure will house 193 commuter spaces and 207 public parking spaces in a two-level parking garage.
    b. A parking lot proposed south of new development at the southwest corner of 147th Street and Pulaski Avenue. A parking lot proposed north of new developments along north side of 147th Street. Existing commuter parking lot proposed at southwest corner of 147th Street and Lawndale Avenue.

Phasing of Parking Improvements

The following is an explanation of the parking strategy for commuters in phases as well as a map showing potential public parking lots. At no time will there be fewer commuter parking spaces than there are currently in the Study Area.

Many of the following improvements will require the acquisition of property that will need to be undertaken by the Village. This acquisition could be timed correctly to move existing uses into proposed new developments.

Existing Commuter Parking Lots

Figure 4-9

The following is a table listing each existing commuter parking lot and the number of existing parking spaces in each lot:

Parking Lot	Number of Spaces
1	22
2	278
3	57
4	44
5	137
6	17
7	68
	Total 623

Phase1 Commuter Parking

The Phase 1 of the parking strategy entails constructing a new parking lot (Parking Lot A) adjacent to the existing parking lot 7 on property that is currently commercial and industrial uses. This will require the acquisition of these existing businesses and parcels. This parking lot will be sized to hold all parking spaces currently found in existing parking lots 1, 3, 4, 6, 7, and part of lot 2.

The design of this parking lot will include landscaping, pedestrian amenities, and improved accessibility. This parking lot will also be a key compensatory storage site for storm water from rain events larger than a 10-year storm. During a 100-year rain event, the depth of inundation would be approximately 1 foot.

Figure 4-10

Parking Implementation Plan	Phase One Parking Estimated Development Costs		
	Number of Parking Spaces	Cost Per Parking Space	Total
Phase 1 Surface Parking Lot A	262		$1,310,000
Proposed Commuter Spaces	262	$5,000	$1,310,000
New	0	$5,000	$0
Replacement from existing parking lot 1	22	$5,000	$110,000
Replacement from existing parking lot 2	54	$5,000	$270,000
Replacement from existing parking lot 3	57	$5,000	$285,000
Replacement from existing parking lot 4	44	$5,000	$220,000
Replacement from existing parking lot 6	17	$5,000	$85,000
Replacement from existing parking lot 7	68	$5,000	$340,000
Other	0	$5,000	$0
Existing Parking Spaces Demolished in Phase 1	(262)	$1,000	$262,000
Existing Commuter Spaces not affected in Phase 1	224		$0
Existing parking lot 2	224	$0	$0
Expansion of Parking Lot A	0		$0
Existing Parking Spaces Demolished in Phase 2	0	$1,000	$0
Parking Structure Lot B	0		$0
Existing Parking Spaces Demolished in this Phase	0	$1,000	$0
Existing parking lot 5 to remain	137	$0	$0
Other Public Parking Spaces Proposed in Phase 3	190		$950,000
Proposed Public Parking Lot C	89	$5,000	$445,000
Proposed Public Parking Lot D	101	$5,000	$505,000
Proposed Public Parking Lot E	0	$5,000	$0
Total Number of Parking Spaces*	**813**		**$2,522,000**
Total Number of Commuter Parking Spaces at end of Phase	623		
Total Number of Public Parking Spaces at end of Phase	190		

*These costs do not account for land acquisition. The financial obligations for any commuter parking lots proposed for redevelopment on land purchased by State and Federal funds will need to be discussed with IDOT. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical spaces.

Phase 2 Commuter Parking

Figure 4-11

In Phase 2, the existing Parking Lots 3 and 7 will be reconstructed along with the property between these two lots into an expansion of the Parking Lot constructed in Phase 1 Parking Lot A. Lot A will house parking spaces displaced by this construction. This expanded lot will be large enough to hold all parking spaces that are currently in Parking Lot 2 in order to free this area up for the construction of the Village Green.

The character of this parking lot will be the same as the section of Parking Lot A constructed in Phase 1. The Village may choose to construct a pedestrian bridge connecting Parking Lot A, over Midlothian Creek, to the north end of the north Metra platform.

Parking Implementation Plan	Phase Two Parking Estimated Development Costs		
	Number of Parking Spaces	Cost Per Parking Space	Total
Phase One Surface Parking Lot A	262		$0
Existing Parking Spaces Demolished in Phase 2	0	$0	$0
Existing Commuter Spaces not affected in Phase 2	0		$0
Expansion of Parking Lot A	228		$1,140,000
Proposed Commuter Spaces	228	$5,000	$1,140,000
New	4	$5,000	$20,000
Replacement from existing parking lot 2	224	$5,000	$1,120,000
Other	0	$5,000	$0
Existing Parking Spaces Demolished in Phase 2	(224)	$1,000	$224,000
Parking Structure Lot B	0		$0
Existing Parking Spaces Demolished in Phase 2	0	$1,000	$0
Existing parking lot 5 to remain	137	$0	$0
Other Public Parking Spaces Proposed in this Phase	329		$695,000
Proposed Public Parking Lot C	89	$0	$0
Proposed Public Parking Lot D	101	$0	$0
Proposed Public Parking Lot E	139	$5,000	$695,000
Total Number of Parking Spaces*	**956**		**$2,059,000**
Total Number of Commuter Parking Spaces at end of Phase	627		
Total Number of Public Parking Spaces at end of Phase	329		

*These costs do not account for land acquisition. The financial obligations for any commuter parking lots proposed for redevelopment on land purchased by State and Federal funds will need to be discussed with IDOT. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical spaces.

Phase 3 Commuter Parking

The final phase of the commuter parking strategy is to construct a shared parking garage in the middle of the largest development site shown as Parking Lot B on the adjacent map. This parking garage will have two levels and will be split between commuter spaces and public spaces. Spaces allocated to commuters in this new parking deck are planned to meet future demand needs.

Figure 4-12

Parking Implementation Plan	Phase Three Parking Estimated Development Costs		
	Number of Parking Spaces	Cost Per Parking Space	Total
Phase One Surface Parking Lot A	262		$0
Existing Parking Spaces Demolished in Phase 3	0	$0	$0
Existing Commuter Spaces not affected in Phase 3	0		$0
Expansion of Parking Lot A in Phase 2	228		$0
Existing Parking Spaces Demolished in Phase 3	0	$0	$0
Parking Structure Lot B	400		$8,000,000
Proposed Commuter Spaces	196	$20,000	$3,920,000
New	196	$20,000	$3,920,000
Other	204	$20,000	$4,080,000
Existing Parking Spaces Demolished in Phase 3	0	$1,000	$0
Existing parking lot 5 to remain	137	$0	$0
Other Public Parking Spaces Proposed in this Phase	329		$0
Proposed Public Parking Lot C	89	$0	$0
Proposed Public Parking Lot D	101	$0	$0
Proposed Public Parking Lot E	139	$0	$0
Total Number of Parking Spaces*	**1,356**		**$8,000,000**
Total Number of Commuter Parking Spaces at end of Phase	823		
Total Number of Public Parking Spaces at end of Phase	533		

*These costs do not account for land acquisition. The financial obligations for any commuter parking lots proposed for redevelopment on land purchased by State and Federal funds will need to be discussed with IDOT. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical spaces.

Total Parking Estimated Development Costs

Parking Implementation Plan	Total Parking Estimated Development Costs		
	Number of Parking Spaces	Cost Per Parking Space	Total
Phase One Surface Parking Lot A	262		$1,310,000
Proposed Commuter Spaces	262	$5,000	$1,310,000
New	0	$5,000	$0
Replacement from existing parking lot 1	22	$5,000	$110,000
Replacement from existing parking lot 2	54	$5,000	$270,000
Replacement from existing parking lot 3	57	$5,000	$285,000
Replacement from existing parking lot 4	44	$5,000	$220,000
Replacement from existing parking lot 6	17	$5,000	$85,000
Replacement from existing parking lot 7	68	$5,000	$340,000
Other	0	$5,000	$0
Existing Parking Spaces Demolished in Phase 1	(262)	$1,000	$262,000
Existing Commuter Spaces not affected in Phase 1	224		$0
Existing parking lot 2	224	$0	$0
Expansion of Parking Lot A	228		$1,140,000
Proposed Commuter Spaces	228	$5,000	$1,140,000
New	4	$5,000	$20,000
Replacement from existing parking lot 2	224	$5,000	$1,120,000
Other	0	$5,000	$0
Existing Parking Spaces Demolished in Phase 2	(224)	$1,000	$224,000
Parking Structure Lot B	400		$8,000,000
Proposed Commuter Spaces	196	$20,000	$3,920,000
New	196	$20,000	$3,920,000
Other	204	$20,000	$4,080,000
Existing Parking Spaces Demolished in Phase 3	0	$1,000	$0
Existing parking lot 5 to remain	137	$0	$0
Other Public Parking Spaces Proposed in all Phases	329		$1,645,000
Proposed Public Parking Lot C	89	$5,000	$445,000
Proposed Public Parking Lot D	101	$5,000	$505,000
Proposed Public Parking Lot E	139	$5,000	$695,000
*Total Number of Parking Spaces**	1,356		$12,581,000
Total Number of Commuter Parking Spaces at end of Phase	823		
Total Number of Public Parking Spaces at end of Phase	533		

*These costs do not account for land acquisition. The financial obligations for any commuter parking lots proposed for redevelopment on land purchased by State and Federal funds will need to be discussed with IDOT. Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical spaces.

Public Parking

Figure 4-13

The Plan calls for the creation of public parking lots to be shared among the various building owners. These parking lots will replace parking spaces previously located on the street as well as allow redevelopment on existing parcels without the creation of additional parking. The Plan calls for four public parking lots; Lot B is the parking garage that is discussed in the Phase 3 Commuter Parking Section and will have two levels split between commuter spaces and public spaces.

The other three Parking Lots; C, D and E are surface lots located next to development sites in the Study Area. Parking Lot C will serve the redevelopment of the northeast corner of the Pulaski Road and 147th Street intersection. Parking Lot D will serve the redevelopment of the southwest corner of the Pulaski Road and 147th Street intersection. Finally, Parking Lot E will serve the redevelopment of parcels east of the railroad tracks.

According to this plan, the Village plans to redevelop six of the seven commuter lots, or 486 existing spaces, to make room for their transit-oriented redevelopment and Village Green. A majority of these mostly Metra-owned lots were recently constructed or rehabilitated in the last few years. The Village and/or a developer would need to replace the spaces lost due to redevelopment. Also, 200 additional new spaces would be constructed in a proposed new parking structure. The following should be noted with regard to funding for the redevelopment of existing spaces proposed for replacement, new, and structured commuter parking:

- Throughout each step of the redevelopment process, the amount of Metra commuter parking at the Midlothian Station must, at a minimum, remain at its current level resulting in no net loss of commuter parking during any of the phases.
- Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historical commuter parking facilities.
- The financial obligations for any commuter parking lots proposed for redevelopment on land purchased by State and Federal funds will need to be discussed with IDOT. Federal and State interest in the land remains in perpetuity since the value of the land virtually always appreciates, maintaining a continuing Federal and State interest. Therefore, if the land is no longer used for commuter parking, then either the current value of the land is returned to the federal and state governments, or the interests are transferred to a replacement asset funded by the Village. Performance obligations associated with Federal and State funds need to be met by the Village via making certain the investment made previously stays in public transit.
- The displaced commuter parking spaces that may result from the proposed redevelopment cannot be replaced within other existing commuter parking lots.
- The proposed replacement and new commuter parking spaces (surface or structured) would need to be designated commuter parking spaces with the option of shared-use only in the evenings and weekends.
- Parking structures are extremely costly to build, operate, and maintain.
- Metra only participates in building new parking spaces where demand warrants and funding is available.

- Grant dollars for the construction of structured parking has been limited to date and securing these funds is a highly competitive process.
- Consideration should be given to involving multiple partners (public and private) in order to share the spaces and costs of a proposed parking structure and any new infrastructure associated with the facility (roads, sidewalks, etc.).
- While Metra has participated in funding new commuter parking spaces within multi-use structures when there was a demand for additional spaces and when Metra had funding available, Metra's level of participation generally did not cover the cost per space but generally equated to the capital cost of surface spaces.
- Commuter parking fees within the proposed parking structure need to remain comparable and competitive with commuter parking fees within the Metra system.
- The Village would need to discuss the proposed structure and replacement of commuter parking with Metra's Executive Director.

The Village would need to obtain funding for a new pedestrian bridge north of the tracks and any potential improvements to the platform to serve the proposed expanded/reconfigured commuter lot; Metra has no funding that might be allocated for such a project. A pedestrian bridge was recently built by Metra over the creek between Lot #2 and the north platform, thus there are obligations with the funds used to construct this bridge. This was a significant investment that needs to be repaid by the Village and/or developer should this bridge no longer be utilized before its useful life for commuter access is exhausted. Any additional improvements to the bridge would need to be funded by the Village; Metra has no funding that might be allocated for such a project.

Section 5
Implementation

5. Implementation

Overview

The successful implementation of this Plan for a Village Center is dependent upon the development and initiation of a detailed business plan, which serves as the month-to-month "blueprint" for action. The business plan represents a "partnership" between the public and private sector.

The business plan should be aggressive but reasonable in terms of the short, intermediate and long term timelines to achieve results and a reasonable assessment of the development resources available on a year-to-year basis. The plan should integrate the same level of community-based communication, that was evident during planning activities so that the community remains vitally interested in the Plan's implementation.

This implementation strategy is the "call to action" that supports the Midlothian Village Center Enhancement Plan. It closely follows the key strategic elements in the strategy for revitalization of the Village Center while also incorporating the organizational and economic development principles which are integral to success.

The following text describes key actions required to implement this Plan. A summary matrix follows that identifies responsible parties, cost estimates, potential funding sources and phasing recommendations. In addition to these materials, an Operational Plan is provided in the Appendix that clearly outlines step-by-step procedural considerations intended to aid both leadership and staff in implementation of this Plan.

Key Programs and Actions

Establish a Village Center Coordinating Committee (VCCC)
Building upon the momentum generated through planning for the Village Center, an implementation task force should be established. The role of this task force, or advisory group, is to take responsibility for implementation of the Plan. Establishing a "public-private partnership" to oversee early years of implementation has been proven to be an important approach to success. The group should be comprised of Village Trustees and a diverse segment of the Midlothian population. A regular meeting schedule should be established along with a work agenda and, eventually, funding.

Establish a Public Relations Program
In order to maintain and build support for development of the Village Center, a public relations program should be established. This program should include near term visitation and speaking engagements at civic clubs, associations, churches, schools, etc., in order to educate and inspire people regarding the vision and plan. A regular series of newspaper articles, web updates and the like should be institutionalized.

Establish a Tax Increment Finance District (TIF)
Implementation of the Plan will require municipal investment. Given the fact that significant levels of Village funding are already committed, the establishment of a TIF District is recommended. It is impossible to estimate with any accuracy the amount of money a TIF would generate for the Village Center without completing a TIF study. However, as an order-of-magnitude estimate based upon regional rather than detailed local assumptions, it is feasible to assume that a Village Center TIF could generate an increment in the $20 million dollar range over a 23 -year period.

The Village could choose a pay-as-you-go strategy to fund projects incrementally as money is generated in the TIF, or could choose to bond against the TIF increment. With bond underwriters typically allowing approximately 60% of the TIF's potential to be pledged to support bonded projects, there could be approximately $5 million dollars of bonding potential.

Establish the Regulatory Framework

In order to facilitate development in accord with the Village Center Vision and Plan, zoning regulations must be adjusted to allow for the density that is illustrated and described. These changes are within the spirit of the new municipal zoning ordinance and its B-2 Village Center District, which is nearly complete. The Village was wise to coordinate the completion of the zoning ordinance and this Plan so that the two are mutually supporting. Changes in the zoning ordinance are required primarily in the Bulk and Yard tables, not the body of text. Therefore, the ordinance should be completed and adopted in the very near future.

Implement Multi-Phase Floodplain Mitigation Strategy

The floodway and floodplain issues present a major challenge to success but also present a great opportunity to create a beautiful, multi-functioning open space for the community. Dealing with these issues, however, requires extensive amounts of cooperation, work and patience between Village, State and County officials.

Assemble Land

Land use modifications and re-parcelization will be required to implement this Plan because Midlothian does not have the luxury of open land to pursue these initiatives. Accordingly, complicated land use changes and land use alternatives, within the goals and objectives of the current land owners, will be required. Sites will have to be assembled by the private sector, the Village, or combination of the two, in order to pursue the larger residential and mixed-use projects described in the Plan.

Implement Site and Business Marketing Program

As the Village Center moves forward, site promotion and business recruitment will be required.

Implement Public Infrastructure Projects

The public infrastructure projects outlined in this Plan are ambitious yet achievable. They will be implemented in multiple phases as part of the Village's capital improvement process.

Implement Municipal Facilities Program

Two large-scale municipal projects are identified in the Plan; the construction of a new Village Hall and the relocation of Pubic Works. Relocation of these facilities will free the land they sit upon for use in the floodplain mitigation strategy, while providing opportunity for upgrades.

IMPLEMENTATION PROGRAM				
PROJECT/ACTION	**Responsible Party**	**Cost Estimate**	**Potential Funding Sources**	**Priority**
Establish the Village Center Coordinating Committee VCCC	Village Lead	$2,000	General Fund; Donations	1
▪ Diverse membership to work in concert with the Village Trustees.				
Establish a Public Relations Program	VCCC			
▪ Open house presentations and civic group meetings.				
▪ Media strategy.				
Establish a Tax Increment Finance, TIF, District	Village	$40,000	General Fund TIF Payback	1
▪ Engage consultant to establish the district.				1
▪ Target expenditures to facilitate *Private Sector* projects first in order to build the increment early.				1
▪ Fund *Public Sector* projects in later phases with accrued increment.				2
▪ Identify and engage other financing tools.				1
Establish the Regulatory Framework	Village	$10,000	General Fund	1
▪ Adopt the zoning ordinance.				
▪ Link plan vision to the development approval process.				
Assemble Land				
▪ Determine individual interest of land owners and tenants in redevelopment areas through interview process.				
▪ Assemble large-scale residential development site south of 147th Street, east between the railroad tracks and Lawndale Avenue.	Village or Private Sector	Pending Appraisal	TIF, Bonds, Private Funds	1
▪ Assemble parcels for large-scale, mixed-use development south of 147th, west between the railroad tracks and Pulaski Road.	Village or Private Sector	Pending Appraisal	TIF, Bonds, Private Funds	2
o Purchase outright or implement mortgage strategy to buy houses for sale. Secure first right(s) of refusal.	Village or Private Sector	Pending Appraisal	TIF, Bonds, Private Funds	1
▪ Assemble parcels north on Pulaski Road targeted for auto sales use. Build value into the sites to attract relocation commitments.	Village or Private Sector	Pending Appraisal	TIF, Bonds, Private Funds	1
▪ Set appropriate course of action for municipal involvement in	Village	$100,000	TIF; General Fund;	2

development and redevelopment.				
o Select a master developer through an RFQ basis.				
o Village assumes the master developer role and oversees multiple ownership and individual development projects.				
Implement Site and Business Marketing Program	Village; VCCC		TIF; SSA; General Fund	1
▪ Promote plan to solicit developer interest.				1
▪ Solicit business recruitment targets.				2
▪ Solicit shopping patrons.				3
Facilitate Development and Redevelopment	Village			2
▪ Evaluate projects on a case by case basis.				
Implement Public Infrastructure Projects				
▪ Transportation Improvements				
o Demolition and vacation of Hamlin Avenue.	Village	$50,000	TIF; General Fund	1
o Demolition and vacation of 147th Place and realignment of Waverly Avenue to meet Springfield Avenue.	Village	$1,050,000	TIF; General Fund	1 & 2
o Reconstruction and streetscaping of 147th Street.	Village	$2,950,000	TIF; General Fund, State	2
o Streetscaping of Pulaski Road.	Village	$1,950,000	TIF; General Fund, State	2
o Pedestrian Bridge north of 147th Street over Midlothian Creek to serve expanded commuter parking lots.	Village	$500,000	TIF; Private	3
o Improvements to existing pedestrian Bridge south of 147th Street over Midlothian Creek	Village	$200,000	TIF; Private	3
▪ Floodplain Fill Improvements				
o Floodplain Fill Area 1.	Village	$150,000	TIF; General Fund; SSA, Private	3
o Floodplain Fill Area 2.	Village	$70,000	TIF; General Fund; SSA, Private	3
o Floodplain Fill Area 3.	Village	$150,000	TIF; General Fund; SSA, Private	3
▪ Floodplain Compensatory Storage Improvements				
o Compensatory Storage Area A.	Village	$1,550,000	TIF; General Fund, State	3
o Compensatory Storage Area B.	Village	$1,050,000	TIF; General Fund, State	3
o Compensatory Storage Area C.	Village	$1,000,000	TIF; General Fund, State	2
o Compensatory Storage Area D.	Village	$1,450,000	TIF; General Fund, State	2
▪ Commuter and Public Parking Changes				

o Phase One Changes	Village	$2,522,000	TIF; General Fund	1
o Phase Two Changes	Village	$2,059,000	TIF; General Fund	2
o Phase Three Changes	Village	$8,000,000	TIF; General Fund	3
▪ Other Improvements				
o Village Green improvements after floodplain improvements complete.	Village	$500,000	TIF; General Fund, State	3
o Park areas in other compensatory sites.	Village	$200,000	TIF; General Fund, State	2
o Complete bike trail links into the Village Center and install "bike station" amenities.	Village; Bicycle Association	$100,000	TIF; General Fund, State	1 & 2
o Beautify Natalie Creek.	Village; Volunteers	$200,000	TIF; General Fund, State	2
o Install bus shelters for eastbound 147th at Metra Station, and on the corners of 147th Street and Pulaski Avenue.	Pace	TBD	Pace	1
Implement Municipal Facilities Program	Village			
▪ Relocate Village Hall to another site as a stand alone facility or as a tenant in a mixed-use facility. Relocation could be viewed as temporary or permanent.	Village			2
▪ Relocate Public Works.				2

Section 6
Conclusion

6. Conclusion

The Village of Midlothian has taken the necessary steps in order to redevelop the Village Center Area. This included a synthesis of past comprehensive plans and initiating this TOD process. Throughout this Study, the public has been actively involved to ensure the Plan includes the community wishes.

The process has resulted in a plan which details a bold vision for the future of the Midlothian Village Center. Transportation and floodplain and floodway issues that have historically constrained the Village have been analyzed with proposed remedies. The financial constraints have equally been studied and have shown great promise to the future of the Village.

The Plan tackles all constraints as well as known strengths of the Study Area and results in a new Village Center that has a large Green Area, new pedestrian-oriented commercial district along 147th Street and new mixed-use developments along Pulaski. Additionally, the Plan looks at the potential residential developments that could prosper in and around the Midlothian Metra Station. The Plan is bold and visionary and will require the continued leadership of the Village and the ongoing support and will of the residents.

This Village Center Enhancement Plan will serve as the guidance document for Village evaluation of all development proposals within the Study Area.