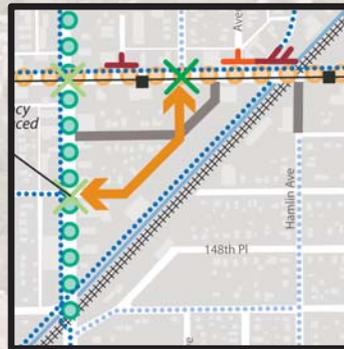
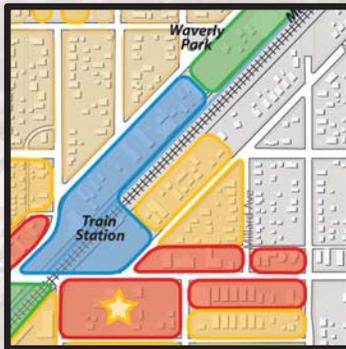




Village of Midlothian

Village Center Enhancement Plan



December 21, 2005

Appendix

URS

URS Corporation
122 S. Michigan Avenue
Suite 1900
Chicago, Illinois 60603



Business Districts, Inc.
627 Grove Street
Evanston, Illinois 60201

Appendices

- A. *Project Steering Committee***
- B. *Market Assessment Report***
- C. *Traffic Memorandum***
- D. *Operational Plan for the Implementation of the Village Center Enhancement Plan***
- E. *Visual Preference Survey***
- F. *ULI Powerpoint Presentation***

Appendix A

Project Steering Committee

Project Steering Committee List

Planning for the Village Center was guided by a Project Steering Committee comprised of a diverse cross section of Village residents, business owners and local public officials, as well as representatives from prominent regional and state organizations.

- Ron Thomas, Executive Director, Northeast Illinois Planning Commission
- Ed Paesel, Executive Director, South Suburban Mayors and Managers
- Brian Gebhardt, South Suburban Mayors and Managers
- Marcus Arnold, Transportation Chair, South Suburban Economic Development Commission
- Rick Hansen, Midlothian Superintendent of Public Works
- Evelyn Gleason, Midlothian Park District, Bremen High School District #228
- Tom Mailhiot, Resident and Businessman
- Onelio Corsi, Resident and Businessman
- Don Killelea, Chairman, Midlothian Economic Development Committee
- Terry Mulcahy, Midlothian Economic Development Committee
- Jim Huegel, Chairman, Midlothian Plan Commission
- Marv Ruppert, Midlothian Plan Commission, Zoning Board of Appeals

Appendix B

Market Assessment Report

Match to Midlothian: There are large and difficult-to-cross tracts, including Springfield School, St. Christopher School and Church, Midlothian Plaza Shopping Center, vacant land north of 145th Street at Hamlin, and high traffic along Pulaski and 147th that forces crossing only at intersections with signals. These obstacles prevent the development of the “pleasant walking environment” characteristic of the best TOD areas.

Encourage convenience services.¹ The opportunity to conduct everyday tasks in conjunction with rail commuting enhances the attractiveness of a station area. These task oriented businesses might include dry cleaners, convenience grocers, hair care, childcare, and restaurants (particularly coffee shops and carry-out food stores). Businesses in the immediate area of a station attribute 5% to 10% of their sales to commuters.³

Match to Midlothian: There are convenience businesses like CVS, 7-11, and dry cleaners in the commercial cluster associated with the Midlothian Metra Station area.

Provide for a diversity of housing types within walking distance of the station.¹ Because rail commuters vary from executives to administrative support staff and students, a variety of housing prices and types provide the greater tendencies to use commuter rail and encourages residents to walk. Station-area residents tend to be younger households, single people, and empty nesters who often choose multi-family homes that minimize maintenance duties.

Match to Midlothian: Although there is a mix of single family and multi-family homes within the ½-mile TOD area, the development is primarily aging properties that fail to appeal to the young target markets typical of TOD areas.

Commercial Development Principles

Downtown Midlothian has a commercial crossroads cluster within the transit oriented area at 147th and Pulaski Road. Regardless of where a retail business cluster is located, there are core development principles that ensure sufficient spending power to support the area’s success.

Expect residential development to precede retail development. Although employees and commuters are “add-on” markets who can convert marginally successful retail districts into very successful ones, local residents are the backbone of every commercial area. Residents must be counted on to produce from 70% - 90% of each business’s sales. The addition of a significant concentration of employees is beneficial to restaurants since it contributes a lunch seating and “cocktail hour” that can increase business by up to 1/3. Commuters can add sales as they stop by to purchase necessities during their daily travels. Those sales add the marginal profit that can be reinvested in expanding and improving store appearance.

Match to Midlothian: The table that follows documents the quality of the residential population close to the intersection of 147th and Pulaski. The ½-mile radius identifies the population who could be pedestrian customers; the 5-minute drive time identifies people who could conveniently drive to the intersection, the 10-minute drive time identifies those who could be attracted by a unique store or restaurant, and Midlothian identifies the residents who should feel ownership of “their” downtown.

³ *Local Economic Impacts in Commuter Rail Station Areas*, Metra, 1994, p13.

Table 1 Target Market Demographics

	Metra Station	147th & Pulaski		Midlothian
	1/2 Mile	5 Minutes	10 Minutes	
Population 2004				
Population	4,785	80,283	463,859	14,026
Households	1,700	28,042	165,260	5,040
Population Density per Mile	6,093	3,086	3,809	4,957
Total Population Median Age	34.6	34.7	36.5	35.5
Household Income 2004				
Median Household Income	\$50,854	\$46,613	\$50,985	\$56,212
Household Average Income	\$54,261	\$51,762	\$60,323	\$53,910
Income \$75,000 Plus	458	6,876	48,179	1,494
Business Summary 2004				
Total Employees	1,928	30,164	155,216	3,795
Total Establishments	114	2,525	13,883	326
Consumer Expenditure 2004				
Total Retail Expenditure	\$31,488,983	\$501,889,630	\$3,303,546,833	\$95,407,539
Housing Units 2004				
% Owner Occupied Units	70.7%	70.9%	73.1%	76.9%

Demographic data © 2004 by Experian/Applied Geographic Solutions.

Although incomes in this neighborhood are slightly below suburban regional averages, the relatively high density means that the total spending power in these markets is high enough to support a commercial district at this intersection. These maps illustrate the extent of these markets:

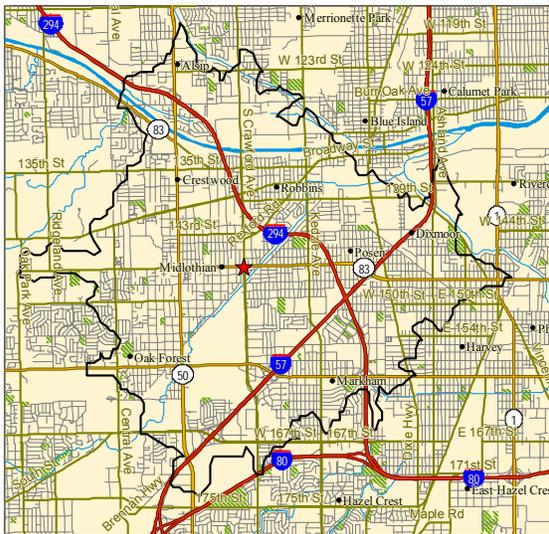


Figure 2 5-Minute Drive Time

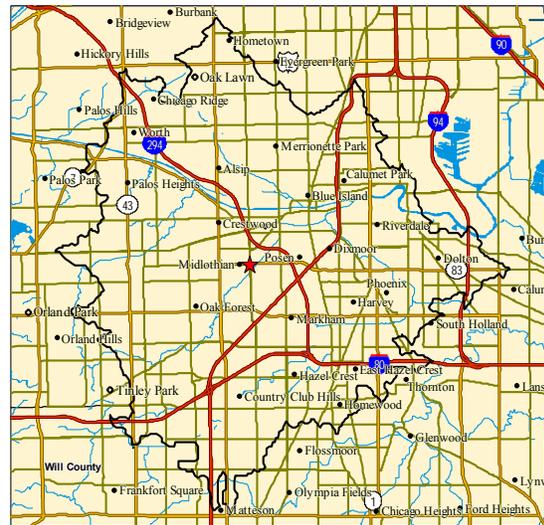


Figure 3 10-Minute Drive Time

These markets provide a good match with the requirements for a strong commercial district.

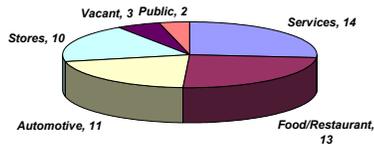
Create clusters rather than a broad selection of businesses. There must be enough similar businesses to allow consumers to comparison shop. In the abstract, logic suggests that the ideal commercial area is a broad mix of businesses satisfying the “cradle to grave” needs of local residents. But that concept defies the very term “shopping” because there never could be adequate space for enough business of all types for all residents to feel that they had visited sufficient businesses to be confident in their selection. Consequently, while all successful shopping districts offer convenience shopping, such as a drug store, different shopping districts have evolved to satisfy varying niches for other items. Strong

retailers like to cluster near competitors because they know that such an area gets a reputation as “the place to go to shop for....” The key development concept of clustering ties the success in attracting a strong market to the collective image created by the individual businesses. The goal is to create clusters that make the area a destination for the nearby shoppers.

Match to Midlothian: As currently tenanted, the mix of businesses in the two-blocks each direction from the intersection of 147th and Pulaski is depicted on these charts:

The unit mix chart identifies the key challenge to current conditions: there are only 23 stores and restaurants spread throughout this relatively large area. That limited number makes multiple clusters

**Unit Business Mix: Pedestrian Shopping Area
147th & Pulaski**



**Square Foot Mix: Pedestrian Shopping Area
147th & Pulaski**

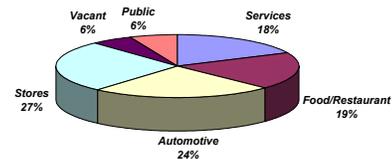


Figure 4

difficult. There currently are restaurant and automotive clusters. As its name implies, the automotive cluster does little to enhance the pedestrian oriented shopping environment. To better match this principle, new commercial development should add to the restaurant cluster and build another more pedestrian friendly cluster, perhaps in furniture and home improvement.

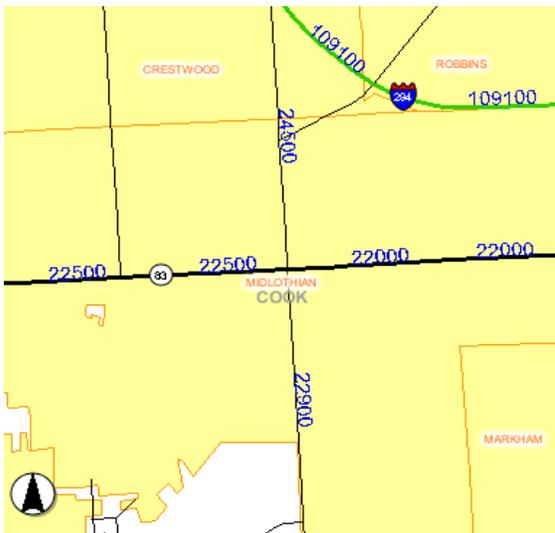


Figure 5 Average Daily Traffic; IDOT

Develop stores and restaurants adjacent to high traffic streets. Stores must be visible to a large enough pedestrian and/or vehicular population. Although repeat customers are the lifeblood of any business, there also must be a steady flow of new customers. Those customers are much easier to attract when a large population sees the business every day. Studies by national restaurateurs and retailers indicate that about 20,000 vehicles and/or pedestrians per day pass the most vital retail businesses.

Match to Midlothian: As this map reports, the study area exceeds the 20,000 average daily traffic standards for traffic counts that support commercial development. Added to this traffic are the 1,179 Metra riders who frequent the business area twice daily. This is a powerful combination of exposure that makes the area desirable for commercial development.

Summary

This overview of the match to the core principles for TOD and commercial development identifies Downtown Midlothian as a high potential market where planning improvements could significantly enhance both the transit oriented and commercial development.

Opportunity Analysis

An examination of the specific strengths, weaknesses, opportunities and threats facing the Midlothian station area builds on the overview of the match to general transit oriented and commercial development principles creates a solid basis for planning. These characteristics comprise the study

area's current situation and will remain long-term factors that must be considered in revitalizing the area.

Strengths

Downtown Midlothian contains the following particular attributes that reinforce the study area's potential for future success.

- Nearby population density. As previously reported, these residents have substantial spending power that can be tapped by area businesses. Additionally, the precedent for high value multifamily projects has been established by the existing density.
- High average daily traffic counts. This visibility further strengthens the market's appeal to high volume businesses.
- Young population. Younger populations spend more on consumer goods as they pursue active lifestyles and form households that need furniture and decorative accessories. This spending potential attracts businesses.
- Entry level housing reputation and price. Entry level homes are purchased by forming households that spend more on furnishings and children.
- 30-36 minute express trip into city on Metra/Rock Island Line. As Chicago area roads become increasingly congested, this quick Metra service becomes a very important selling point for Midlothian. Other Chicagoland communities that have capitalized on this similar travel times include Arlington Heights, La Grange and Glenview.
- Affordable commercial rents. An important catalyst to Downtown revitalization is the unique business that often starts in a very affordable space. With these spaces currently available, Downtown Midlothian is poised to host this step to revitalization.
- Strong existing businesses. With national chains including key convenience attractions like CVS and longstanding dining successes like Saravan's and TJ's Sports Bar, there is proof of the strength of this market.
- Triangulated access to major expressways. In addition to the quick Metra trip into the city, residents of the study area can easily reach regional markets via quick access to both Interstate 57 and the Tri-State Tollway.
- Low residential property taxes. Because TOD and commercial development both depend on the appeal of the underlying residential development, it is key to make residential as appealing as possible. A favorable tax rate enhances the appeal of homes.
- Government Interest. Midlothian's elected officials recognize that the study area is at a crossroads. Local government wants to do the right thing for the study area and for the community. Their commitment to addressing the issues facing downtown enables deliberate consideration of the issues and potential long-term solutions.

Challenges

The challenge to change comes from aspects of an area that cause dissatisfaction. These challenges can be divided into:

- **Weaknesses**, factors that are difficult to change and often must be accepted into the plan;
- **Threats**, factors that will become weaknesses if action is not taken;
- **Opportunities**, changes that will quickly improve the area.

Weaknesses

- Obsolete, small, shallow parcels. Top TOD and commercial developers have choices as to where they develop and consequently are unlikely to be interested in projects where it is uncertain that a parcel of developable size can be assembled.
- Tight, constraining residential. Neighborhoods are very important to the character of communities and protecting them is a key function of each community. When those neighborhoods are immediately adjacent to commercial areas, it is much more difficult to expand parking or add commercial space without impairing neighborhood quality.

- Commercial bisected by railroad tracks. Nearly all TOD commercial components face the challenge of a “right side” and “wrong side” of the tracks. Although auto oriented commercial development can occur on both sides, pedestrian oriented commercial generally thrives on only one side.
- Floodplain. The most recent FEMA floodplain and floodway maps designated a significant portion of the study area as floodplain. That designation impacts the developability of land.

Threats

- Failure to provide adequate parking. Parking is critical to the success of both commercial areas and Metra. Although it is tempting to assume that significant pedestrian activity can overcome a parking deficit, in reality, parking remains key to success.
- Locating senior housing in Metra pedestrian access area. As mentioned previously, TOD residents are younger than community averages. Senior targeted or worse restricted developments do not provide the market energy necessary to accomplish TOD.
- Low return on appearance improvement. Existing building owners and tenants often cannot afford to make improvements that do not increase their profits. The return on appearance investments suffer in comparison to the return on inventory investment or the possibility of a higher owner salary.
- Land speculation. Whenever a project of this type focuses on an area and highlights substantial opportunities, it encourages speculators to acquire properties for future sales value rather than development. Speculators can significantly delay potential projects.
- Failure to accept regional nature of housing market. Although communities often view the entitlement of new, denser housing as a benefit for their population, the actual market is more regional. It includes different ethnicities and lifestyles than those of existing residents.
- Insufficient general obligation bonding capacity. Although the actual vehicle for redevelopment is often Tax Increment Financing funded bond repayment, the underwriters of the bonds require a general obligation guarantee for the bonds. Smaller communities like Midlothian often lack the capacity to maintain favorable bond ratings if they provide general obligation support for TIF developments.
- Difficulty setting high enough hook-on fees. Communities undergoing rapid greenfield growth fund their high infrastructure development cost with substantial hook-on fees. In communities like Midlothian where new homes are most often single lots redeveloped by residents, the impact fees appropriate to an infrequent, but potentially large TOD project are not as easily assessed because they would also impact existing residents rebuilding on single lots.
- Weak process. Again, because new development has been infrequent in Midlothian, the review process has not been undertaken often enough to be smoothly implemented.

Opportunities

The balance of this project will take a detailed look at opportunities to enhance Downtown Midlothian. The following is a preliminary list of the opportunities identified by the process this far to enhance Downtown Midlothian:

- Create funded façade improvement program
- Make streetscape a high priority
- Seek businesses with employees who would eat lunch in area businesses
- Create process that encourages consolidation of opportunity sites
- Move Post Office
- Maximize value of Hamlin Residential
- Fit financing to village capacity

Overall assessment of the Downtown Midlothian Opportunity

Downtown Midlothian is a hidden gem. It has the natural market advantages of substantial, nearby spending power and adjacent high traffic streets very close to the Midlothian Station offering a quick trip into the Chicago Loop. The challenge is creating appropriate development sites to take advantage of these market conditions.

Comparison Communities

One key to revealing Midlothian as a potential development “gem” is positioning it as a community within the Chicago regional TOD market. This table compares Midlothian to the TOD influenced ½ mile markets of other approximately “30-minute” Metra commutes, La Grange and Arlington Heights, and south suburbs that have already begun to experience TOD, Tinley Park and Oak Lawn.

Table 2

Half Mile Pedestrian Market

	MIDLOTHIAN	ARLINGTON HEIGHTS	LA GRANGE	TINLEY PARK	OAK LAWN
Population 2004					
Population	4,785	5,233	5,700	4,275	4,486
Households	1,700	2,657	2,251	1,765	1,695
Population Density	6,093	6,663	7,257	5,443	5,712
Total Population Median Age	34.6	39.5	40.0	36.5	39.4
Household Income 2004					
Median Household Income	\$50,854	\$58,854	\$64,634	\$52,155	\$53,954
Household Average Income	\$54,261	\$71,278	\$95,823	\$60,391	\$65,303
Income \$75,000 Plus	458	991	984	550	517
Business Summary 2004					
Total Employees	1,928	3,942	4,440	2,146	2,429
Total Establishments	114	485	458	174	304
Consumer Expenditure 2004					
Total Household Expenditure	\$74,861,012	\$141,261,435	\$153,313,824	\$84,064,449	\$85,083,910
Total Retail Expenditure	\$31,488,983	\$59,645,999	\$64,596,300	\$35,419,552	\$35,885,777
Full Service Restaurants	\$1,705,458	\$3,067,617	\$3,318,172	\$1,897,622	\$1,874,178
Grocery Stores	\$6,904,837	\$12,307,322	\$13,326,251	\$7,635,412	\$7,520,793
Limited Service Restaurants	\$1,731,956	\$3,104,737	\$3,364,929	\$1,923,278	\$1,901,743
Housing Units 2004					
% Owner Occupied Units	70.73%	48.58%	64.22%	63.01%	83.00%

Demographic data © 2004 by Experian/Applied Geographic Solutions.

Note that the primary differences between Midlothian and these communities already undergoing TOD are lower income and fewer employees. The coming TOD would be expected to address both of those weaknesses by introducing new, higher cost housing and commercial space that adds employees.

The table that follows compares the 5-minute drive time market for Midlothian and the same communities.

Table 3

Five Minute Drive Time Market

	MIDLOTHIAN	ARLINGTON HEIGHTS	LA GRANGE	TINLEY PARK	OAK LAWN
Population 2004					
Population	81,639	79,839	79,727	37,734	123,598
Households	28,270	32,122	30,688	14,706	46,948
Population Density	3,183	4,241	4,223	2,581	6,229
Total Population Median Age	34.4	41.5	40.1	38.6	38.9
Household Income 2004					
Median Household Income	\$44,924	\$69,398	\$65,153	\$62,327	\$51,617
Household Average Income	\$50,499	\$81,875	\$87,086	\$66,209	\$62,491
Income \$75,000 Plus	6,556	14,682	13,319	5,634	13,928
Business Summary 2004					
Total Employees	32,183	47,730	33,903	16,425	46,620
Total Establishments	2,516	4,179	3,378	1,358	4,170
Consumer Expenditure 2004					
Total Household Expenditure	\$1,186,006,224	\$1,888,492,207	\$1,904,902,806	\$738,651,007	\$2,318,883,371
Total Retail Expenditure	\$497,500,704	\$795,374,072	\$802,293,399	\$311,033,238	\$977,180,045
Full Service Restaurants	\$26,121,820	\$41,295,377	\$42,315,598	\$16,067,339	\$51,344,683
Grocery Stores	\$106,752,318	\$165,128,417	\$169,431,165	\$64,524,394	\$206,233,836
Limited Service Restaurants	\$26,558,718	\$41,881,416	\$42,936,682	\$16,303,263	\$52,107,997
Housing Units 2004					
% Owner Occupied Units	68.96%	79.11%	75.81%	79.55%	77.95%

Demographic data © 2004 by Experian/Applied Geographic Solutions.

Again, Midlothian offers a favorable comparison with the exception of two categories: household income and, at this distance, owner occupied units. Both of those elements can be changed by new TOD.

Project Economics

Development in Downtown Midlothian will occur within the framework of other local development. Information on demand and nearby projects and property values is offered below.

Commercial

Appendix B-1 is a table reflecting the purchasing power by store category. Interviews conducted as part of this project revealed rents in vintage space of approximately \$7.50 net per square foot. Spaces range in size from approximately 750 to 1000 square feet.

Residential

There were 220 homes sold in Midlothian in 2004 at an average sales price of \$158,423. Multi-family properties currently on the market in Midlothian include these properties:

Table 4

Sample Equity Residential Listed on Realtor.com

14633 S Keystone Unit: 3A	\$59,000	1 Bed, 1 Bath
14840 S Ketelaar AV Unit: 4W	\$73,900	1 Bed, 1 Bath
Midlothian, IL 60445	\$103,000	2 Bed, 1.5 Bath
Midlothian, IL 60445	\$106,500	2 Bed, 2 Bath
14723 S LeClaire	\$164,900	2 Bed, 1.5 Bath
22 Billy Casper Drive Unit: 22	\$375,000	2 Bed, 2 Bath



Figure 2

Conclusion

Like most downtown districts, the Midlothian station area has its unique challenges. Key to the study area's success will be a realistic approach to what the district currently is and what it can be. It will remain a local shopping district, primarily serving nearby residents, commuters and employees. This type of retail and commercial area can be very successful. Significant opportunity exists within the area for additional development capitalizing on TOD and the commercial visibility from high traffic counts. Most important, Downtown Midlothian can become the place that all Midlothian residents consider the center of their community.

Appendix B-1

Retail Sales Potential Report

	5 Minutes: Estimated Purchasing Power
Appliances and Electronics Stores	\$8,579,105
Art Dealers	\$32,940
Auto Parts and Accessories	\$7,939,573
Book Stores	\$3,900,839
Camera and Photography Stores	\$887,289
Childrens' and Infant's Clothing Stores	\$2,225,980
Clothing Accessory Stores	\$443,929
Computer Stores	\$4,877,058
Convenience Stores	\$4,974,548
Costmetics and Beauty Stores	\$588,699
Department Stores	\$50,719,413
Drinking Places	\$1,948,920
Family Clothing Stores	\$11,277,606
Fish and Seafood Markets	\$331,345
Floor Covering Stores	\$1,675,576
Florists	\$518,426
Fruit and Vegetable Markets	\$653,709
Fuel Dealers	\$3,181,530
Full Service Restaurants	\$26,332,811
Limited Service Restaurants	\$26,766,102
Furniture Stores	\$9,353,653
Gasoline Stations with Convenience Stores	\$42,829,053
Gasoline Stations without Convenience Stores	\$18,892,228
Gift and Souvenir Stores	\$1,219,576
Grocery Stores	\$107,307,664
Hardware Stores	\$3,923,749
Hobby, Toy, and Game Stores	\$2,566,147
Home Centers	\$10,215,957
Hotels and Other Travel Accomodations	\$3,849,092
Jewelry Stores	\$3,240,258
Liquor Stores	\$3,737,377
Luggage Stores	\$320,979
Mail Order and Catalog Stores	\$14,677,360
Meat Markets	\$1,387,296
Men's Clothing Stores	\$2,415,685
Mobile Home Dealers	\$12,369
Motorcycle and Boat Dealers	\$4,397,235
Musical Instrument Stores	\$1,004,496
New Car Dealers	\$113,202,484
Nursery and Garden Stores	\$2,472,834
Office and Stationary Stores	\$1,135,653
Optical Goods Stores	\$2,710,348
Other Apparel Stores	\$1,762,524
Other Building Materials Stores	\$9,950,739

	5 Minutes: Estimated Purchasing Power
Other Direct Selling Establishments	\$2,847,565
Other General Merchandise Stores	\$5,636,066
Other Health and Personal Care Stores	\$1,229,897
Other Home Furnishing Stores	\$2,411,287
Other Miscellaneous Retail Stores	\$1,317,517
Other Specialty Food Markets	\$1,027,023
Outdoor Power Equipment Stores	\$314,373
Paint and Wallpaper Stores	\$343,894
Pet and Pet Supply Stores	\$1,609,798
Pharmacy and Drug Stores	\$14,345,016
RV Parks	\$55,366
Record, Tape, and CD Stores	\$1,916,298
Recreational Vehicle Dealers	\$180,650
Rooming and Boarding Houses	\$27,242
Sewing and Needlecraft Stores	\$350,375
Shoe Stores	\$6,417,718
Special Food Services and Catering	\$4,474,456
Sporting Goods Stores	\$5,010,049
Tire Dealers	\$3,677,403
Used Merchandise Stores	\$1,066,329
User Car Dealers	\$7,693,887
Vending Machines	\$2,004,960
Warehouse Superstores	\$20,578,163
Women's Clothing Stores	\$6,580,697
Total Aggregate Annual Retail Sales	\$611,556,138
Total Avg Annual Retail Sales per Household	\$21,809

Demographic data © 2004 by Experian/Applied Geographic Solutions.

Appendix B-2

Demographic Detail Comparison Report

	5 Minutes:	10 Minutes:
2004 Demographics		
Total Population	80,283	463,859
Total Households	28,042	165,260
Female Population	41,328	244,171
% Female	51.50%	52.60%
Male Population	38,954	219,688
% Male	48.50%	47.40%
Population Density (per Sq. Mi.)	3,085.90	3,809.30
Age:		
Age 0 - 4	7.90%	7.30%
Age 5 - 14	15.90%	15.60%
Age 15 - 19	7.30%	7.10%
Age 20 - 24	5.90%	5.50%
Age 25 - 34	13.50%	12.20%
Age 35 - 44	15.80%	15.40%
Age 45 - 54	13.30%	14.00%
Age 55 - 64	9.50%	10.00%
Age 65 - 74	5.90%	6.50%
Age 75 - 84	3.70%	4.60%
Age 85 +	1.30%	1.80%
Median Age	34.6	36.5
Housing Units		
Total Housing Units	29,503	172,762
Owner Occupied Housing Units	70.90%	73.10%
Renter Occupied Housing Units	24.10%	22.50%
Vacant Housing Units	5.00%	4.30%
Race and Ethnicity		
American Indian, Eskimo, Aleut	0.20%	0.20%
Asian or Pacific Islander	1.30%	1.10%
Black	34.00%	39.50%
Hawaiian/Pacific Islander	0.00%	0.00%
White	58.80%	54.60%
Other	4.00%	2.90%
Multi-Race	1.80%	1.70%
Hispanic Ethnicity	12.30%	9.70%
Not of Hispanic Ethnicity	87.70%	90.30%

	5 Minutes:	10 Minutes:
Marital Status:		
Age 15 + Population	61,162	357,832
Divorced	7.70%	8.10%
Never Married	32.40%	31.20%
Now Married	44.20%	45.80%
Separated	5.80%	5.30%
Widowed	10.00%	9.60%
Educational Attainment:		
Total Population Age 25+	50,563	299,030
Grade K - 8	6.90%	5.30%
Grade 9 - 12	13.90%	12.00%
High School Graduate	34.70%	30.40%
Associates Degree	6.30%	6.80%
Bachelor's Degree	9.30%	12.90%
Graduate Degree	3.90%	6.00%
Some College, No Degree	25.10%	26.60%
Household Income:		
Income \$ 0 - \$9,999	9.20%	7.20%
Income \$ 10,000 - \$14,999	4.90%	4.30%
Income \$ 15,000 - \$24,999	10.90%	10.20%
Income \$ 25,000 - \$34,999	11.60%	10.90%
Income \$ 35,000 - \$49,999	17.20%	16.40%
Income \$ 50,000 - \$74,999	21.80%	21.90%
Income \$ 75,000 - \$99,999	13.90%	14.60%
Income \$100,000 - \$124,999	6.40%	7.80%
Income \$125,000 - \$149,999	2.40%	3.20%
Income \$150,000 +	1.80%	3.60%
Average Household Income	\$51,762	\$60,323
Median Household Income	\$46,613	\$50,985
Per Capita Income	\$18,082	\$21,631
Vehicles Available:		
0 Vehicles Available	9.60%	9.70%
1 Vehicle Available	37.80%	38.50%
2+ Vehicles Available	52.60%	51.80%
Average Vehicles Per Household	1.6	1.6
Total Vehicles Available	46,207	269,010
Business and Employment:		
Number of Employees	30,164	155,216
Number of Establishments	2,525	13,883

Demographic data © 2004 by Experian/Applied Geographic Solutions.

Appendix C

Traffic Memorandum



MIDLOTHIAN TRANSPORTATION STUDY

Prepared for: Inclusion in the Village of Midlothian TOD
April 14, 2005

This memo presents preliminary information obtained from IDOT, Pace, Metra, and URS field observations related to the existing conditions of the Midlothian Village Center's transportation circulation, access, and transit services. At this stage, the following information was obtained and observed:

- Current access to Midlothian
- Intersection capacity analysis information for intersections of concern
- Commuter Rail
- Bus
- Parking
- Wayfinding Signage
- Pedestrian and Bicycle

The Village of Midlothian Village Center and related Metra train station is accessible by the major east-west street of 147th Street (Illinois Route 83), and the major north-south street of Pulaski Road. 147th Street provides accesses to Interstate 57 at approximately 1.8 miles east of the village center and 1.5 miles to the south. The project study area is shown in the attached Figure 1, which presents existing information from Metra, IDOT, and field observations from URS.

Within the downtown area, the regional arterials are 147th Street and Pulaski Road. The intersection of 147th Street and Pulaski Road is the main signalized intersection in the core downtown area. The other streets within the study area consist of local residential or commercial streets. The intersections of these local streets with 147th Street or Pulaski Road are all stop sign controlled, except the intersections of 145th Street / Pulaski Road and Homan Avenue / 147th Street, which are signalized. Other intersections include four-way stops or two-way stops.

Vehicular access from the north and south is provided primarily along Pulaski Road. Pulaski runs south of Midlothian to 159th Street (US Route 6), which then ties into Interstates 57 and 294. Access from the west and east is provided primarily along 147th Street. A full access interchange with Interstate 57 is located a short distance to the east. 147th Street runs east to tie into Interstate 57. 147th Street is a State-owned and maintained highway. Pulaski Road is under the jurisdiction and maintenance of Cook County. All other streets are under the jurisdiction of the Village of Midlothian.

The Metra/Rock Island tracks cross 147th Street at grade (from the northeast to the southwest) about 1,500 feet east of the 147th/Pulaski intersection between Waverly and Hamlin Avenue. On 147th Street, traffic backs up while outbound trains cross and stop to load and unload passengers. Due to commuter parking being on both sides of 147th Street, the design of the outbound platform overlapping 147th Street is to provide commuters safety and extra time to cross the street after disembarking the train. Inbound trains completely clear 147th Street before loading and unloading passengers on the north side of 147th Street, allowing the gates to cycle and minimally impact traffic. The Metra/Rock Island tracks cross Pulaski Road at 149th Street, about 1,400 feet to the south of the 147th Street / Pulaski Road intersection; the train does not stop on this crossing and the impact to traffic appears minimal. Warning lights and gates are present at both railroad crossings (147th Street and Pulaski Road).

Intersection Capacity Analysis

A traffic analysis was performed for several of the key intersections within the Midlothian Village Center study area. The intersections chosen for the study represent the major intersections with the highest volume of traffic within the area, as well as key intersections of interest to the community for reasons of pedestrian and vehicular accessibility and safety. This study obtained a preliminary sampling of turning movements and traffic volume calculations for the peak hour.

A team of seven technicians paired off to count cars, heavy trucks, buses and pedestrians. Each team conducted two consecutive half-hour counts at two intersections: one intersection count occurred around 4:30 PM, and the second

intersection count occurred around 5:10 PM on a typical mid-week day. The counts were then prorated to obtain peak hour volumes.

Electronic counters were downloaded and numbers generated for each of the seven intersections. The existing peak hour volumes for these intersections reflecting turning movements are shown on the attached Figure 1. The following table reflects the total number of cars per direction (regardless of turn) through each intersection, the percentage of heavy trucks and buses, and a pedestrian count for peak hour.

Peak Hour Intersection Counts

Intersection	Vehicles per hour (Approach volumes each leg)	Percentage of Heavy Trucks and Buses	Pedestrians
Pulaski / 148th Street	1416 (N)	1.3	4
Minor intersection – Fire access	1010 (S)	0.4	7
	80 (W)	0	1
	68 (E)	0	0
Pulaski / 147th Street	1382 (N)	1.1	3
Major intersection of Village Center	825 (S)	1.7	3
	1170 (W)	0.2	0
	1026 (E)	0.6	4
147th / Springfield Avenue	44 (N)	0	0
Intersection associated with Springfield School	922 (W)	0.5	10
	866 (E)	0.5	15
147th / Waverly Avenue (south)	36 (S)	0	1
Intersection related to Metra parking	893 (W)	0.6	8
	971 (E)	0.7	22
147th / Waverly Avenue (north)	66 (N)	0	0
Intersection related to Metra parking	910 (W)	0.9	1
	968 (E)	1.5	15
147th / Hamlin Avenue	64 (S)	0	6
Collector Street parallel to Metra tracks	858 (W)	0.6	6
	938 (E)	1.1	11
147th / Abbottsford Road	104 (N)	0	1
Collector Street parallel to Metra tracks	982 (W)	0.7	17
	922 (E)	0.6	4

Note that the counts in the directions of the regional arterials (namely Pulaski Road and 147th Street) are significantly higher and account for all of the heavy truck and bus traffic observed during this traffic count. Although no excessive congestion was observed during this count – that is, a queue of traffic cleared the intersection within one signal cycle, the Village expressed the following concerns regarding the state of current traffic control in the area:

- Consider signaling the intersection at 147th Street and Springfield Avenue, as the school to the north generates young pedestrian traffic and it is difficult and dangerous to cross the street.
- At the 147th Street railroad crossing and one intersection east and west of the tracks, traffic is often backed up behind cars that attempt to turn left after the crossing gates lift. This often congests the roadway and only makes one lane truly useful: consider a turning lanes and prohibited movements during peak hours through the Village Center.
- Consider a signal at Central Park Avenue, as it is currently difficult and dangerous to cross, and consider eliminating the signal at Homan Avenue. A fire station exists at 147th Street / Homan Avenue.

Village Public Works expressed a concern that the infrastructure on the east side of the tracks to Millard Street is in poor condition, as the watermain breaks often in this area. Consider replacing the watermain, which lies 2 feet from the back of the north curb of 147th Street under the existing sidewalk.

Further traffic and infrastructure studies, which reflect the plans for the Midlothian Village Center and current conditions, are recommended to best guide and prioritize needs of the community vehicular and pedestrian traffic, safety, and accessibility to the downtown businesses and services. Locations where new traffic signals are desired will require a traffic signal warrant analysis to be performed. If the results of the analysis indicate that warrants are met, the Village may propose the installation of the signal.

Commuter Rail

Metra provides passenger service on the Rock Island District Main Line. This line runs from Chicago to Joliet and passes through the Village Center of Midlothian. The effective use of Metra parking in March 2005 was 96%. Effective uses are defined as assuming the number of permits sold is equal to the numbers of permits used up to the capacity of the lot. The parking lots are near capacity due to convenient service to and from Chicago. The majority of commuters using the Midlothian Station (69%) drive to the station alone, while 13% walk, 11% are dropped off, 5% carpool, and 1% use Pace. Only 40% of the commuters using the station have a Midlothian address. Residents of Crestwood, Oak Forest, Orland Park, Markham and Posen account for another 38%.

During the weekday, trains begin inbound service at the Midlothian Station at 5:39 AM to the Chicago LaSalle Street Station, providing express service until 8:15 A.M. and regular service throughout the day. Outbound service begins from the Chicago LaSalle Street Station and arrives at the Midlothian Station at 7:31 AM with regular service throughout the day, and express service from Chicago LaSalle Street Station and Midlothian Station between 2:55 P.M. and 6:15 P.M. There are 23 weekday inbound and 23 weekday outbound trains. Metra also provides service on the weekend with 10 trains in both directions on Saturday and 8 trains in both directions on Sunday.

Ridership counts that Metra conducted on October 29, 2002 showed a weekday inbound ridership of 1,162 boardings and 24 alightings and a weekday outbound ridership of 17 boardings and 1,193 alightings.

Bus

Existing Pace bus service consists of Route 354 (Harvey – Tinley Park) that serves downtown Midlothian along 147th Street. During the weekday, the line consists of hourly bus service in the morning beginning about 6:20 AM for eastbound trips, and 6:06 for westbound trips. The service runs hourly all day ending around 7:16 PM for eastbound and 6:06 PM westbound. Bus service does not increase during the rush hours, according to the Pace schedule. Pace is currently exploring the idea of rearranging the entire south suburban bus routes.

Parking

Metra surveyed the existing seven commuter parking lots within the Midlothian Station area in March 2005. The attached figure illustrates the existing lots and the parking spaces contained within each lot. The total capacity of Metra parking in the downtown area is 611 spaces, including 12 handicapped spaces. On a typical day, the overall effective use of the Metra parking lots is 96%. Monthly permits cost \$20-25, and daily parking costs \$1. Therefore, any increased ridership as a result of development downtown would require additional parking for Metra and the area. Additional on-street parking that is not considered Metra parking is also located within the Study Area.

Wayfinding Signage

With a significant increase in proposed parking and the possibility of shared-use parking, development of a comprehensive and easily understood wayfinding system should be implemented. Directional signs should be installed at key entry points, as well as within the downtown area, guiding motorists to downtown destinations and to the various types of parking available such as permit, shopper, and daily parking. Information kiosks describing the retail establishments and showing parking locations placed at various points within the downtown area would be an added benefit to those visiting the downtown area. Upcoming events within the downtown area and the Village could be posted to provide additional visibility.

Pedestrian and Bicycle

Several plans have been created throughout the community, including the *Midlothian Pathway Plan prepared by Camiros, Ltd, April 28, 2000*, that propose to bring bicycle and pedestrian access routes to the area from all sides of the Village. According to the *South Suburban Mayors and Management Association Bikeway Plan, July 2001*, there are both existing and proposed trails within the area. These existing and proposed trails are shown on Figure 1. Additionally, Figure 1 shows suitable local roads for trails, and proposed on-road trail improvements. According to Metra's

September 2003 bicycle-parking inventory, there are 21 bicycle-parking spaces available at the Midlothian Station. Twenty-nine percent, or 6, of the spaces are utilized.

Figure 1: Existing Transportation

The existing transportation system in tMidlothian's Village Center Area consists of arterial, collector and local streets arranged in a grid system bisected by the Metra/Rock Island District Line. The area is served by both bus and train public transportation. Figure 1 highlights the existing transportation network, based on research and field surveys undertaken by the Consultant.

Highway Access - The arterials within the area are 147th Street and Pulaski Road. Pulaski connects to Route 6 which ties into I-57 and I-294.

Bus Service - Pace Bus Route 354 serves the central portion of the area along 147th Street providing access to the Midlothian Metra Station from Tinley Park in the west to Harvey in the east.

Intersection Capacity - An analysis was conducted in April 2005 of key intersections focusing upon turning movements and traffic volume for peak hours. The intersections of Pulaski and 147th /148th had the highest count within the area.

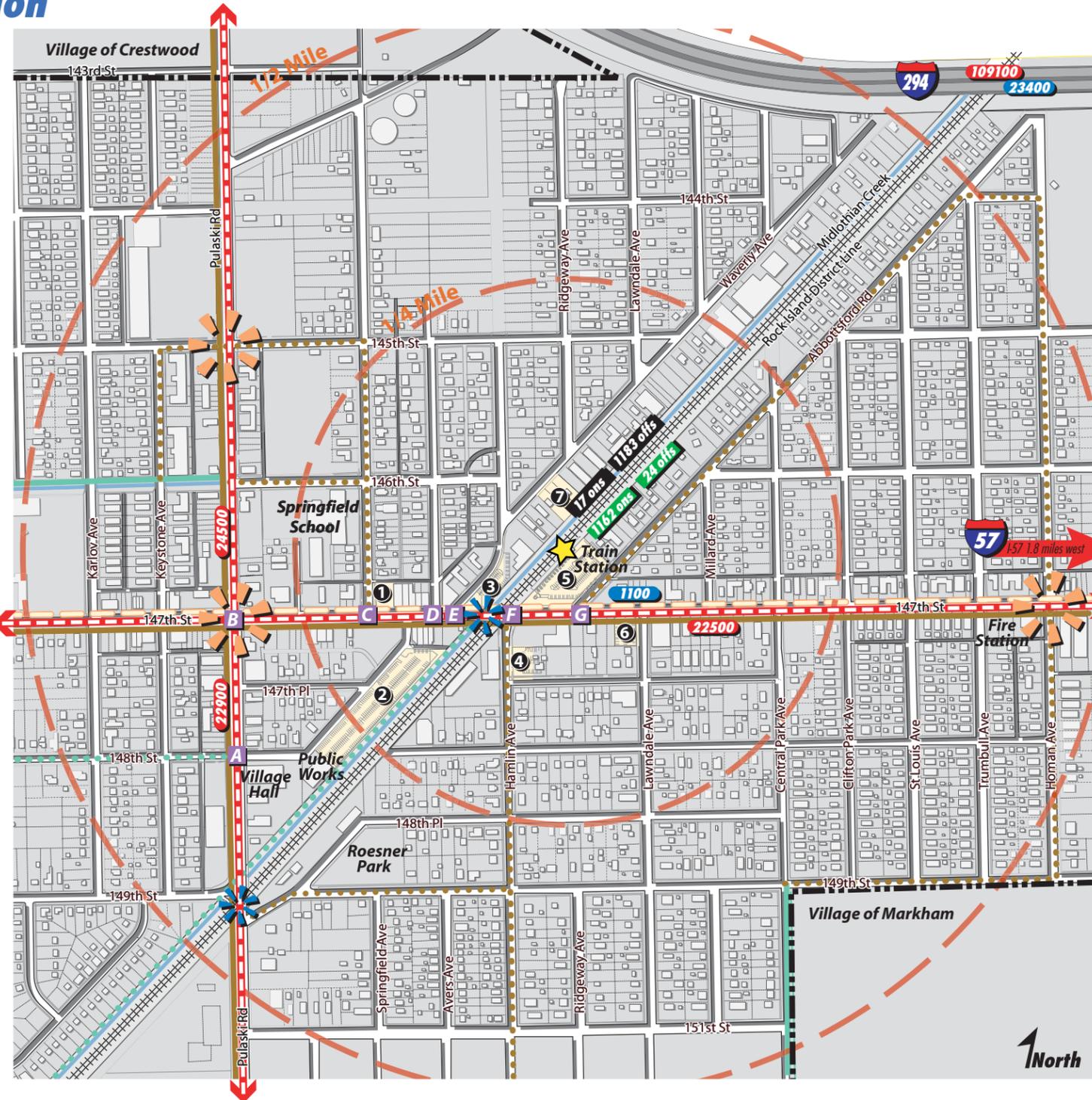
Trails - Several plans exist that propose to bring bicycle access routes to the area from all sides of the Village. The Village's own Midlothian Pathway Plan (2000) outlines a connected trail system for both pedestrians and cyclists. According to the South Suburban Mayors and Managers Association Bikeway Plan, July 2001, there are both existing and proposed trails within the area.

- Existing Trail (On and Off-Road)
- Proposed Trail (On and Off-Road)
- Proposed On-Road Trail
- Suitable Road for Trail

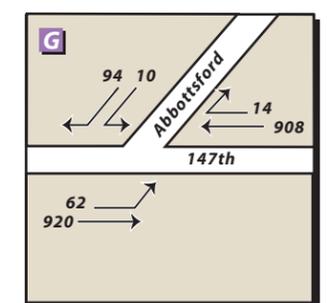
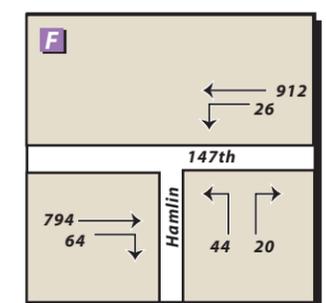
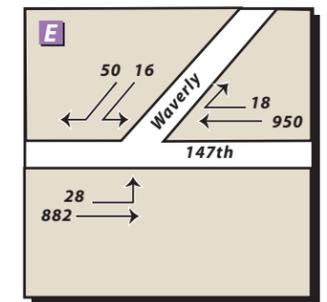
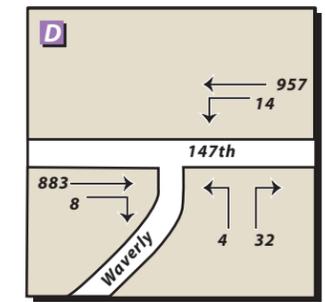
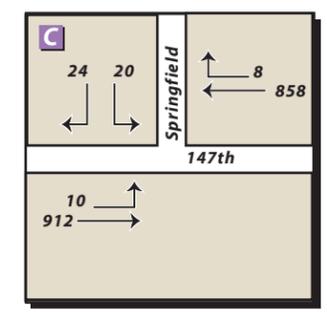
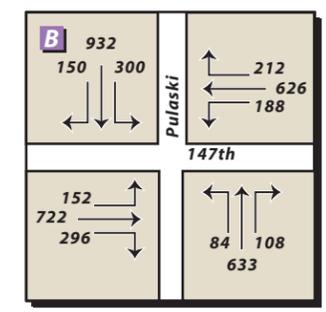
Commuter Rail - Metra provides passenger service on the Rock Island District Main Line from the Midlothian Metra Station. Service is provided between Joliet and Chicago's LaSalle Street Station.

Commuter Rail Parking - Seven paved Metra Commuter parking lots with a total of 611 spaces are located within the Area.

Commuter Parking Key	
④	44 spaces
①	22 spaces
②	278 spaces
③	57 spaces
⑤	137 spaces
⑥	17 spaces
⑦	68 spaces



- Legend:**
- Freeway
 - Arterial Streets
 - Midlothian Metra Station
 - Metra Inbound Ridership (2002)
 - Metra Outbound Ridership (2002)
 - IDOT Car ADT (Average Daily Travel)
 - IDOT Truck ADT (Average Daily Travel)
 - Intersection P.M. Peak Hour Counts
 - At-grade R.R. Crossings
 - Pace Bus Route 354
 - Commuter Parking Lots
 - Signalized Intersections



Appendix D
Operational Plan for the
Implementation of the
Village Center Enhancement
Plan

Operational Plan for the Implementation of the Village Center Enhancement Plan

PUBLIC POLICY, ORGANIZATION AND COMMUNICATION	Due	Who	Cost
Objective: Build community-wide consensus for the Midlothian Village Center Enhancement Plan including the key public policy issues inherent in the Plan			
1. Following the Final Open House Presentation on December 21, 2005, the Village Trustees will assemble a plan for the first 30-45 days which will involve the following: <ul style="list-style-type: none"> • Establish the date for formal Trustee approval of the Plan and development of the related pre and post Trustee meeting publicity relative to the meeting. • Appointment and announcement of the “Village Center Enhancement Plan Coordinating Committee”. • Develop a strategy to approach the media, visit service clubs and perhaps provide one more community open house in the first 30-45 days. 	1-15-06	Trustees	\$0
2. Develop a list of public policy issues that should be agreed upon by the Trustees and be part of all public meetings in the short and intermediate term. <ul style="list-style-type: none"> • Higher density housing at the appropriate price points and with the proper design will be part of the redevelopment plan. • It is the intention of the Village to retain existing businesses but there will be discussions about relocation when such relocation helps support both the operations of the business and the implementation of the Plan. • It is the intention of the Village to create the Village Green which will become the unique feature which is consistent with the heritage of Midlothian. • The Midlothian Metra Station and the overall transportation center in the Village Center is a key component of the future and all plans include the retention, of the transportation hub and the provision of replacement and additional parking. • Flood minimization is also key to the Plan and will require the most effort, funding and the longest timelines. This effort will involve cooperation with multiple governmental agencies and perhaps joint projects with neighboring communities. • The appearance of the streetscape and the design and appearance of buildings in the Village Center are very important in the Plan. • The appropriate use of municipal financing tools, including Tax Increment Financing (TIF), will be part of the Plan. • As necessary, the Village will review zoning and regulatory changes in order to facilitate implementation of the Plan. 	2-15-06	Trustees	\$0
Objective: Establish a resourceful coordinating and support advocate group to assist the Village Trustees in implementing The Plan for the Village Center.	2-1-06	Trustees	\$0
1. Establish the Village Center Coordinating Committee (VCCC) working in concert with the Village Trustees in overseeing the implementation of the first phase of the Plan for a period of 24 months. Establish membership on the VCCC to assure diverse and inclusive representation: <ul style="list-style-type: none"> • One-two Village Trustees • Director of Public Works 			

Operational Plan for the Implementation of the Village Center Enhancement Plan

<ul style="list-style-type: none"> • One-three key property owners • One-three key retailers • As appropriate, a regional transportation representative • As appropriate, a regional water regulatory entity representative • A school district representative(s) • Possible other regional representatives (i.e. CSEDC; SSMMA, etc) • One-two members of the Steering Committee during the RTAP Study • As appropriate, two-four citizen representatives who have expertise in a related area (real estate development, real estate brokerage, law, finance, regional retail, etc). • One-two representatives from surrounding neighborhoods • Other, as determined 			
<p>2. The VCCC should establish a regular meeting schedule and oversight plan which mirrors the six sections of the approved Implementation Plan within the approved Village Center Enhancement Plan:</p> <ul style="list-style-type: none"> • Regular written reports will be submitted to the Trustees • Periodic presentations will be made to the Trustees • Establish a kick-off internal workshop whereby the VCCC will provide an overview of the market analysis, the strategic plan, the implementation plan and their role in concert with Village Trustees and, as appropriate, consultants. The potential role and status of TIF should also be a key part of the workshop. 	2-15-06	VCCC	\$0
<p>3. The VCCC in concert with the Village Trustees will evaluate the adequacy of internal Village staff to successfully coordinate the implementation of the Plan and will make the appropriate recommendations relative to the balance between Trustees, VCCC, retained consultants and internal staff (full and/or part time).</p>	3-15-06	VCCC	\$0
<p>4. At the end of two years, the VCCC will review the overall success and make recommendations to the Trustees relative to continuation, revised membership or a new structure.</p>	1-15-08	VCCC	\$0
<p>Communication: Assure that the media, the development and brokerage community, tenant representatives and various internal Midlothian constituencies are frequently informed about plans, progress and success.</p>	4-1-06	VCCC	TBD \$500- \$5,000 (internal vs. external)
<p>1. Establish a communication contact at VCCC who receives all information monthly concerning the progress and success.</p>	4-1-06	VCCC	"
<p>2. Determine the means through which communication will be handled (volunteer or paid vendor).</p>	4-1-06	VCCC	"
<p>3. Develop a communication strategy:</p> <ul style="list-style-type: none"> • Outgoing and incoming media • Village Trustees 	4-1-06	VCCC	"

Operational Plan for the Implementation of the Village Center Enhancement Plan

<ul style="list-style-type: none"> • Development community • Trade press • Brokerage community • Local Village Center newsletter • Neighborhoods • Property owners and merchants in the Village Center • Partnering organizations 			
4. Incorporate the proposed strategy into the first regular presentation to the Village Trustees.	4-1-06	VCCC	\$0
5. Implement the strategy.			
6. Evaluate the effectiveness of the strategy four times during the first 24 months of the VCCC.	Semi-annual	VCCC	\$0
Objective: Develop the regulatory framework which supports the goals and objectives of the Village Center Enhancement Plan: <ul style="list-style-type: none"> • Creation of design guidelines • Creation of a revised zoning ordinance • Review of existing development review process with appropriate revisions to assure timeliness while protecting the integrity of the Plan. 	5-15-06	VCCC	TBD \$20-40,000
1. Discuss with the Trustees the resources and source funds to complete the Plan.	3-1-06	VCCC	\$0
2. Upon completion, review recommendations with Trustees. Incorporate final approvals into the Implementation Plan of the Village Center Enhancement Plan.	6-1-06	VCCC	\$0

Operational Plan for the Implementation of the Village Center Enhancement Plan

FINANCE	Due	Who	Cost
Objective: Refine the “macro budget” (see macro budget in Enhancement Plan) required on a phased basis to accomplish the Midlothian Village Center Enhancement Plan in the key strategic areas.	3-15-06	VCCC	\$0 (cost to refine)
1. Floodplain management macro estimates			
2. Streetscape infrastructure macro estimates			
3. Street improvements macro estimates			
4. Street circulation changes macro estimates			
5. Parking relocation and additional parking macro estimates			
6. Sub-surface infrastructure macro estimates			
7. Initial cost to review and implement TIF (consultant)			
8. Initial new administrative requirements (as necessary)			
9. Six-twelve month start up consultant requirement (separate from TIF consulting)			
10. Nominal promotion and communication expense			
11. Summarize and develop a macro and specific budget as appropriate.	3-15-06	VCCC	“
NOTE: Land Acquisition and Entitlement will be analyzed and justified based upon the appropriate use of TIF funds on a case-by-case basis once the TIF is in place. It is probable that target expenditures will be oriented to private sector projects which support the cost through increment vs. public sector projects which will most likely be in later stages supported by accrued increment.			
Objective: Analyze the internal Village and private sector current financial tools which are available on a phased basis over five and ten years to address the requirements of the macro and specific budget.	4-15-06	VCCC	\$0
1. Village CIP.			
2. Village operating funds.			
3. Current grants available to the Village. <ul style="list-style-type: none"> • Façade Improvement Grants 			
4. Current (TBD) local private sector investor interests or early interest as indicated in the Developers Summit.			
5. Local bank financing opportunities.			
6. Summarize and develop a specific five and ten year estimate of resources as appropriate.			
Objective: Analyze the potential new internal and external tools which may be available on a phased basis over five and ten years to address the requirements of the macro and specific budget.	5-1-06	VCCC	\$0
1. Village Center TIF			
2. Village Center SSA			
3. Creation of a Midlothian Economic Development Corporation			
4. Regional grant opportunities			
5. State/federal (DCEO, IDOT, various floodwater mitigation sources)			
6. RTA-Metra-Pace			

Operational Plan for the Implementation of the Village Center Enhancement Plan

7. Summarize and develop a specific five and ten year estimate of financial resources as appropriate.			
Objective: Evaluate, pursue and (as appropriate) complete the internal opportunities which have potential.	4-1-06	VCCC	TBD
1. TIF (high priority) NOTE: Seed money will be required from the Village Board to pursue TIF eligibility and refined revenue estimates.	4-1-06	VCCC	TBD \$20-30,000
2. Midlothian EDC (high priority).	4-1-06	VCCC	TBD \$5,000
3. SSA (lower initial priority).	2-1-09	VCCC	TBD \$5,000
Objective: Compare, summarize, and match the five and ten year phased macro budget vs. the available resources: existing internal; new internal; regional; new regional.	6-1-06	VCCC	\$0
1. Develop a budget vs. potential actual plan.	"	"	"
2. Incorporate the results into the VCCC operating plan.	"	"	"
3. Seek approval at the earliest possible date with the Village Board.	"	"	"
4. Incorporate final approvals into the annual five and ten year phased Plan.	"	"	"

Operational Plan for the Implementation of the Village Center Enhancement Plan

FLOODWAY AND FLOODPLAIN MANAGEMENT	Due	Who	Cost
Objective: Given the long and expensive timelines associated with floodway and floodplain management, create a clear and attractive communication tool which relates the technical requirements of such management to the objectives in the Village Center Enhancement Plan: creation of “Lothian Green Space”; parking, parking movement and new parking creation; creation of new “dry” land for strategic development.			
1. Procure engineering and planning services to comprehensively look into Floodplain Restoration and Hydraulic Alternatives Analysis. This would result in: <ul style="list-style-type: none"> • List of watershed wide projects that will have beneficial effects on the floodplain in Midlothian • List of zoning and land use changes associated with these projects • Conceptual cost estimates for each project 	1-1-06	VCCC	TBD
2. Relate the projects developed in the alternative analysis report to the phased financing plan.	10-1-06	VCCC	TBD
3. Develop a “citizen oriented” communication tool which illustrates engineering, benefits, phasing and the proposed source of funds.	10-1-06	VCCC	TBD \$1,000
4. Incorporate the tool into the Communication Plan of the VCCC.	Ongoing	VCCC	\$0
Objective: Aggressively seek the external funding sources and grants as identified in the financing plan.			
1. Assign responsibility within the VCCC.	6-1-06	VCCC	TBD
2. Assign responsibility to consultants as appropriate.	6-1-06	VCCC	\$0
3. Set specific timelines and measurement schedules.	6-1-06	VCCC	\$0
4. Incorporate results into the Trustee and overall Communication Plan.	6-1-06	VCCC	\$0
5. Incorporate results into the ongoing Finance Plan.	6-1-06	VCCC	\$0
Objective: Initiate the required final engineering plans and permitting for floodplain management improvements during the first one-two years of the Village Center Enhancement Plan. Plan based upon the funding available through grants or through the TIF.			
1. Determine the grant funds available and the timing of funds.	10-1-06	VCCC	\$0
2. Determine the funds which may be available through an approved TIF and relate the potential available funds to both the “natural” and site development increment as identified in the Development and Redevelopment section of the Implementation Plan.	10-1-06	VCCC	\$0
3. Relate grant and TIF increment funds in years one and two to an engineering plan.	10-1-06	VCCC	\$0
4. Incorporate into the overall operating and Finance Plan.	10-1-06	VCCC	\$0
5. Seek approval from the Trustees.	10-1-06	VCCC	\$0
6. Procure final engineering plans and permitting for selected projects	10-1-06	VCCC	\$0
7. Update the funding vs. engineering planning and construction analysis in ongoing years of the Plan through five and ten years.	Ongoing	VCCC	\$0
Objective: Acquire necessary parcels for floodplain management projects.	1-1-07	VCCC	\$0

Operational Plan for the Implementation of the Village Center Enhancement Plan

Objective: Construct floodplain management projects.	3-1-07	VCCC	\$0
1. Procure construction services to implement engineering plans.	3-1-07	VCCC	\$0

Operational Plan for the Implementation of the Village Center Enhancement Plan

LAND USE AND LAND ENTITLEMENT	Due	Who	Cost
Objective: Assess and evaluate the early priorities for land use and land development in the first three-five years of the Village Center Enhancement Plan.	6-1-06	VCCC	\$0
1. Consider the opportunity for a larger scale residential development east of the RR tracks.	"	"	"
2. Consider the opportunity for mixed-use development west of the tracks with both mixed use south of 147 th and commercial and/or mixed use along 147 th east of Pulaski.	"	"	"
3. Consider the opportunities for the assembly of parcels on north Pulaski Road targeted for auto sales use and consider building value into the sites to attract potential relocation commitments.	"	"	"
4. Consider the potential relocation of the Village Hall site to another site as a stand alone facility or as a tenant in a mixed-use facility and the land use advantages which come from such a move. Village Hall relocation could be viewed as temporary or permanent.	"	"	"
5. Consider the potential relocation of the Public Works facility and the land use advantages which come from such a move.			
6. Following appropriate review and discussion, integrate into a land use/land entitlement document. Terms and conditions of entitlement are discussed under Development and Redevelopment.			
Objective: Determine potential property owner and tenant interest and participation in The Plan through individual interviews over two-three months.	6-1-06	VCCC	\$0
1. Set up interview schedule with all property owners and tenants using VCCC membership.	"	"	"
2. Summarize all interviews into land use opportunity analysis.	"	"	"
3. Share the analysis with the Trustees with the appropriate recommendations.	"	"	"
4. Incorporate the results into the Plan.	"	"	"
5. Relate the results to the Development and Redevelopment section relative to a Master Plan initiative vs. a multiple ownership and individual development initiative.	"	"	"
Objective: Establish basic guidelines relative to entitlement: <ul style="list-style-type: none"> • Use of land in development opportunities—general terms and conditions • Land valuation procedures • Use of land for private vs. public uses • Timing of land entitlement • Process of land entitlement • Use of eminent domain • Other issues 	7-1-06	VCCC	\$0
1. Develop a plan and approach for Trustee review.	7-1-06	VCCC	\$0
2. Incorporate final decisions into the Village Center Enhancement Plan with specific reference into the Finance section and the Development and Redevelopment section.	"	"	"
3. Evaluate overall policy success every six months and report to the Trustees through the regular reporting process.	Ongoing	VCCC	\$0

Operational Plan for the Implementation of the Village Center Enhancement Plan

TRANSPORTATION, CIRCULATION, PARKING AND INFRASTRUCTURE	Due	Who	Cost
Objective: Prioritize the potential short, intermediate and long term projects in terms of the following matrix: <ul style="list-style-type: none"> • Summary of Land Use and Land Entitlement initiatives • Summary of Finance initiatives including the TIF analysis and plan • Summary of the Development and Redevelopment priorities based upon private sector input. 	7-1-06	VCCC	\$0
1. Consider the demolition of 147 th Place and Waverly Avenue	"	"	"
2. Consider the demolition of Waverly Avenue near 144 th Street			
3. Consider the demolition of Hamlin Avenue between 147 th Street and 147 th Place			
4. Consider the reconstruction of 148 th Street and the new construction of Springfield Avenue south of 147 th Street.			
5. Consider the implementation of flood management projects.	"	"	"
6. Consider the construction of "The Lothian" open space feature.	"	"	"
7. Consider the implementation of the joint public and private sector parking program to construct small, scattered site parking lots throughout the Village Center.	"	"	"
8. Consider the 147 th Street streetscaping.			
9. Consider the Pulaski Road streetscaping.			
10. Consider linking the bike trail links into the Village Center and install "bike station" amenities.	"	"	"
11. Consider planning for the development of the parking structure.	"	"	"
12. Consider the potential relocation of the many smaller Metra parking lots into a larger expanded lot north of 147 th and a new parking structure for commuters and others users".	"	"	"
13. Consider construction of pedestrian bridge over Midlothian Creek from new commuter parking lot north of 147 th Street to inbound platform.			
14. Consider beautifying Natalie Creek.	"	"	"
Objective: Develop a phased plan which reflects land availability, financing and developer interest. <ol style="list-style-type: none"> 1. Review the summarized plan with the Trustees. 2. Incorporate the approved plan into the Village Center Enhancement Plan. 3. Review every six months. 4. Incorporate results into the Communication Plan. 	8-1-06	VCCC	\$0
1. Review the summarized plan with the Trustees.	"	"	"
2. Incorporate the approved plan into the Village Center Enhancement Plan.	"	"	"
3. Review every six months.	Ongoing	VCCC	\$0
4. Incorporate results into the Communication Plan.	"	"	"

Operational Plan for the Implementation of the Village Center Enhancement Plan

DEVELOPMENT AND REDEVELOPMENT	Due	Who	Cost
Objective: Assess the interest of the private sector in the Village Center Enhancement Plan.	7-1-06	VCCC	\$0
1. Review the results of the property owner and tenant interview process.	"	"	"
2. Review the results of the Developer Summit.	4-1-06	VCCC	\$0
3. Review other developer plans which the Village may have recently received both solicited and unsolicited.	4-1-06	VCCC	\$0
4. Summarize results into a development (new construction on raw land) and redevelopment (renovation of existing buildings) analysis.	7-1-06	VCCC	\$0
5. Report results to the Trustees.	7-1-06	VCCC	\$0
6. Incorporate into the Village Center Enhancement Plan on a phased basis.	7-1-06	VCCC	\$0
Objective: Review the overall plan options format for development and redevelopment: <ul style="list-style-type: none"> • Select a Master Developer through a RFQ basis. • Village assumes the master developer role and oversees multiple ownership and individual development projects. Note: The above two approaches are not mutually exclusive.	7-1-06	VCCC	\$0
1. Determine the best approach or combination of approaches.	"	"	"
2. Put in place the necessary process to select a Master Developer (or series of developers).	"	"	TBD \$10-15,000
3. Seek appropriate approvals and communicate results with Village Trustees.	7-1-06	VCCC	\$0
4. Re-educate development team on results of initiatives on Financing, Land and Land Entitlement, Finance, Flood Management, Transportation, Circulation, Parking and Infrastructure, Design Guidelines, the approved development review process including zoning, and the role of the VCCC.	8-15-06	VCCC	\$0
5. Implement the development and redevelopment process with priority sites and emerging new priorities.	Ongoing	VCCC	\$0
6. Report through the regular Trustee communication process.	Ongoing	VCCC	\$0
7. Integrate results into the VCCC Communication Plan.			
Objective: Create an underwriting matrix that can be utilized to determine the level of municipal support for projects based upon: <ul style="list-style-type: none"> • Developer's pro-forma • Amount of support required • Type of support required (financial or other) • Impact of proposed project on Village Center Enhancement Plan • Timing of proposed request (early or late in Enhancement Plan cycle) • Appropriateness of development within the Plan vision 	7-1-06	VCCC	\$0
1. Develop the matrix and seek Village Trustees approval.	"	"	"
2. Establish a VCCC Sub-Committee to handle.	"	"	"
Implement and work through all VCCC Committees as appropriate including communicating success.	"	"	"

Operational Plan for the Implementation of the Village Center Enhancement Plan

Objective: Review and revitalize existing Village Center buildings in order to: match contemporary tenant requirements with building reuse; and, improve their appearance and competitive position.	7-1-06	VCCC	\$0
1. Review and summarize results known by the Village.	"	"	"
2. Review and summarize the opportunities which came from the interviews.	"	"	"
3. Summarize all opportunities into a prioritized list based upon property location/condition; owner/tenant interest; cost, and the overall impact on the Enhancement Plan.	"	"	"
4. Create a redevelopment underwriting matrix plan and process for Village Center properties for: <ul style="list-style-type: none"> • Building facades • Internal build outs • Landscaping • Signage • Parking enhancement 	"	"	"
5. The Plan will be a combination of private investment with some Village support depending on the underwriting matrix.	"	"	"
6. Incorporate into each segment of the Enhancement Plan.	"	"	"
7. Create a document that describes "the program" and host a Tenant/property owner meeting.	9-1-06	"	TBD \$1,500
8. Implement on a planned basis.	Ongoing	VCCC	\$0
9. Seek approval and report to Trustees as part Communication Plan.	"	"	"

Appendix E

Visual Preference Survey

Midlothian Village Center
Enhancement Plan

V i s u a l
P r e f e r e n c e
S u r v e y R e s u l t s

APRIL 28, 2005

Visual Preference Survey

Midlothian Village Center Enhancement Plan

What is a Preference Survey?

A Preference Survey is a tool used to exchange ideas and information about the physical image and quality of an area. This information can be very useful in developing design concepts and specific improvements for Midlothian. Your input tonight will help us gain a better understanding of how village residents see the Village Center today and in the future.

During the planning process, residents rated examples of the following development types:

MIXED-USE PROTOTYPES TRANSIT & PARKING

RESIDENTIAL PROTOTYPES PARKS AND OPEN SPACE

STREETScape CHARACTER VILLAGE HALL PROTOTYPES

Visual Preference Survey

Midlothian Village Center Enhancement Plan



38 Positive
1 Negative

Slide 1



14 Positive
27 Negative

Slide 2



17 Positive
19 Negative

Slide 3



23 Positive
10 Negative

Slide 4



34 Positive
5 Negative

Slide 5



22 Positive
14 Negative

Slide 6



21 Positive
13 Negative

Slide 7



27 Positive
8 Negative

Slide 8



11 Positive
26 Negative

Slide 9



16 Positive
18 Negative

Slide 10



11 Positive
27 Negative

Slide 11

MIXED-USE PROTOTYPES: Results

Visual Preference Survey

Midlothlian Village Center Enhancement Plan



28 Positive
8 Negative

Slide 12



10 Positive
27 Negative

Slide 13



8 Positive
29 Negative

Slide 14



26 Positive
8 Negative

Slide 15



34 Positive
4 Negative

Slide 16



27 Positive
10 Negative

Slide 17



19 Positive
10 Negative

Slide 18



20 Positive
13 Negative

Slide 19



1 Positive
40 Negative

Slide 20

RESIDENTIAL PROTOTYPES: Results

Visual Preference Survey

Midlothian Village Center Enhancement Plan



25 Positive
6 Negative

Slide 21



33 Positive
3 Negative

Slide 22



35 Positive
5 Negative

Slide 23



27 Positive
6 Negative

Slide 24



31 Positive
3 Negative

Slide 25



24 Positive
10 Negative

Slide 26



31 Positive
8 Negative

Slide 27



30 Positive
10 Negative

Slide 28



16 Positive
13 Negative

Slide 29



25 Positive
9 Negative

Slide 30

OPEN SPACE PROTOTYPES: Results

Visual Preference Survey

Midlothian Village Center Enhancement Plan



35 Positive
0 Negative

Slide 31



22 Positive
13 Negative

Slide 32



18 Positive
18 Negative

Slide 33 (tie)



14 Positive
18 Negative

Slide 34



37 Positive
4 Negative

Slide 35



33 Positive
4 Negative

Slide 36



19 Positive
17 Negative

Slide 37



19 Positive
9 Negative

Slide 38



25 Positive
9 Negative

Slide 39



41 Positive
0 Negative

Slide 40



33 Positive
6 Negative

Slide 41

TRANSIT AND PARKING: Results

Visual Preference Survey

Midlothian Village Center Enhancement Plan



37 Positive
2 Negative

Slide 42



38 Positive
1 Negative

Slide 43



34 Positive
3 Negative

Slide 44



21 Positive
9 Negative

Slide 45



33 Positive
3 Negative

Slide 46



21 Positive
12 Negative

Slide 47



16 Positive
18 Negative

Slide 48



24 Positive
13 Negative

Slide 49



31 Positive
8 Negative

Slide 50



31 Positive
8 Negative

Slide 51



21 Positive
10 Negative

Slide 52



26 Positive
7 Negative

Slide 53



26 Positive
12 Negative

Slide 54



34 Positive
4 Negative

Slide 55



21 Positive
16 Negative

Slide 56

STREETSCAPE CHARACTER: Results

Visual Preference Survey

Midlothian Village Center Enhancement Plan



22 Positive
13 Negative

Slide 57



32 Positive
7 Negative

Slide 58



21 Positive
15 Negative

Slide 59

VILLAGE HALL: Results

Appendix F

ULI Powerpoint Presentation

Midlothian Town Center



ULI Chicago
 Campaign for Sensible Growth
 June 16-17, 2005



Framework

- Sense of place
- Best location for Village Center
- Impact of floodplain/floodway
- Transit Oriented Redevelopment
- New residential, retail and mixed-use

Community Assets

- Strong leadership
- Community pride and involvement
- Stable and appreciating land values
- Young population and good schools
- Low real estate taxes & strong sales tax base
- Major green spaces at gateways



Plan Framework

- Work where you can build – East Side
- Swap land where you can – First Midwest Bank, Auto Related Uses (e.g. Merlilyn Muffler)
- Remediate water problems
- Redevelop West Side

Creating a Sense of Place

- Clean-up Midlothian Creek
- Pedestrian friendly
- Compact development
- Signage
- Embrace Diversity



Plan Rationale

- Phase-in development
- Most cost efficient is to begin east of tracks (floodway/plain constraints take time and add cost)
- Begin immediately to provide momentum
- Implement, implement, implement

Floodway Designation

- Floodway (most restrictive)
 - New construction limited to "appropriate" uses
 - Parking limited to areas less than one foot depth of water
 - Requires permit from IDNR-OWR
 - Restrictive engineering and implementation requirements

Floodplain Designation

- Floodplain
 - Construction possible
 - Must compensate for storage at 1.5 times
 - Lowest habitable floor at one-foot above base flood elevation
 - Requires local permit



Should the Floodway Designation be Challenged?

- Current floodway study has been approved and adopted by the State and FEMA
- Any challenge would require extensive engineering analysis
- New Cook Co. topographical survey may change floodplain (potentially larger)

Long-term Floodway Options

- Bypass and underground storage (\$4M - \$5M)
 - Install bypass pipe from 149th to 147th to replace conveyance (~ 1200')
 - Install underground storage to compensate for floodway storage
- Investigate diversion of Midlothian Creek flood waters (~ \$2M)
 - Connect to the Pulaski storm sewer at 149th Street that flows to Cal-Sag (~ 2000')
 - Can Pulaski storm sewer handle additional storage?

Required Permits

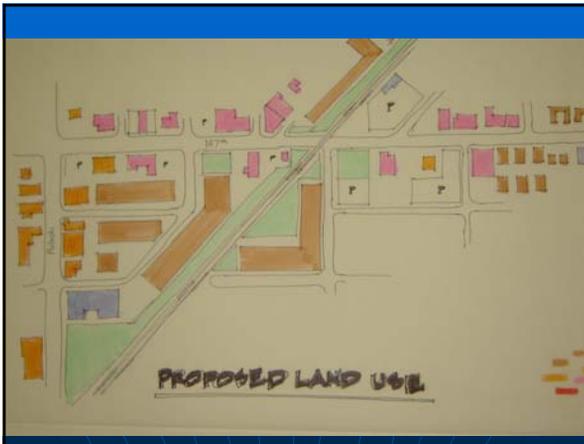
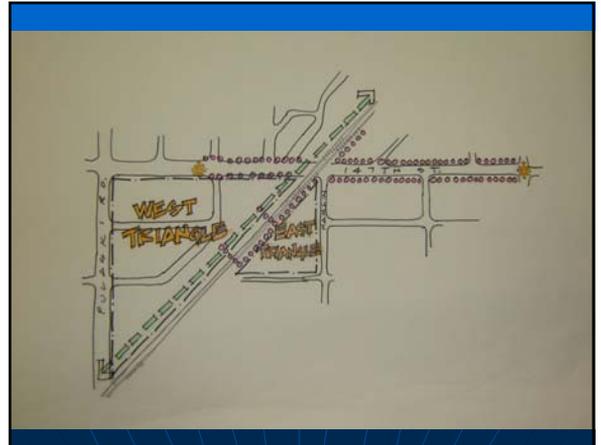
- Floodway Construction Permits: IDNR-OWR
- 404 Permit: Corps of Engineers
- 401 Water Quality Certification: IEPA
- Sign-Off on Sediment & Erosion Planning: Will-South Cook S&WCD
- CLOMR Agreement: IDNR-OWR
- Stormwater Permit: MWRD
- Stormwater Permit: Midlothian floodplain ordinance
- Sign-Off on Threatened & Endangered Species: USF&W (IDNR)
- Sign-Off on Historic Preservation: HPA
- Cook Co. Highway Dept. (Pulaski diversion)

Floodway Funding Sources

- Grants
 - Section 319 Water Quality - IEPA
 - Community Development Assistance Program (CDAP) – DCEO
 - Business Development Public Infrastructure Program – DCEO
- Potential Cost Sharing Partners
 - MWRD Stormwater Program (under development)
 - IDNR-OWR (less likely to obtain)

Major Design Elements of Village Center

- Pedestrian-friendly land uses surrounding the existing train station.
- Major opportunity areas include:
 - West Triangle -- west of railway south of 147th
 - Kreis building rehab
 - East Triangle -- east of railway south of 147th
 - 147th frontage east of railway



East Triangle

- Mid-rise residential over covered parking for residents.
 - Approximately 75 units in 4-story building set back from 147th street.
 - Pricing ranging from \$155,000 - \$220,000
- New construction mixed-income rental (80% market, 20% affordable)

Cooperation with Metra

- Consider land swap to consolidate parking, longer-term structured parking
- Provide additional spaces
- Create critical mass for mixed use sites

147th Frontage East of RR

- Redevelop properties fronting 147th street
 - Explore possibility of smaller First Midwest Bank parking
 - Pedestrian/commuter-oriented retail
 - Medical/Wellness center
 - Immediate care
 - Wellness services
 - Health Club

West Triangle

- Major residential opportunity
 - Condos over parking
 - Design should be sensitive to visual scale with lower buildings closest to street; taller buildings near railway tracks.
 - 75 – 100 units over commuter & residential parking at average price around \$180,000.
 - 40-50 townhomes at around \$200,000.

Kreis Block

- Rehab Kreis building
 - Ground floor retail or restaurant
 - Professional offices on 2nd floor
 - Explore historic preservation benefits
- Townhomes along tracks north of Kreis
 - 10+/- units (dependent upon land availability).
 - Enhanced creek could be visual amenity.



Major Corridors

- Pulaski Corridor: auto-oriented retail along Pulaski
- 147th Corridor: convenience/pedestrian-oriented retail



147th Street Retail

- Convenience oriented targeting pedestrian/commuter customers
 - Sandwich/Coffee
 - Ice Cream
 - News stand
 - Dry Cleaner
 - Convenience electronics (Radio Shack-type)
 - Packaging/Mailing UPS Store)
 - Fitness (Curves-type)
 - Neighborhood Restaurant/Diner
 - Shoe Repair



Pulaski Road Retail

- Uses along Pulaski Rd frontage targeting auto accessible/auto oriented customers.
 - Examples include:
 - Fast Food
 - Tires/Batteries Accessories
 - Oil Change/Muffler shop

Location of Village Campus

- A modernized Village Hall and campus could serve as an anchor of the major west-side development triangle.
 - Village Hall currently outside floodway
 - Relocate Public Works away from village center; cap environmental with parking
- As an alternative, the Village Hall could be located along the south side of 147th across from train station.



Infrastructure

- Challenges
 - Dangerous pedestrian environment
 - Current turning conflicts
 - High travel speeds (30mph posted limit)
 - Lack of easy bicycle access
 - Signage



Pedestrian Improvements

- Continuous sidewalks on 147th and Pulaski
- Improved crosswalk markings
- 147th Streetscape improvements (trees, plantings, pedestrian scale lighting)
- 147th Curb extensions/bulbouts

Build on local examples



Hansen Commons on Pulaski along rail and Midlothian Creek

Transit Access Improvements

- Make Metra pedestrian bridge handicapped accessible
- Eastbound 147th St. Pace bus shelter at Metra station
- Bus shelters at 147th and Pulaski
- Bike paths and lockers



Traffic Improvements

- Add median along 147th to provide pedestrian refuge and left turn lanes
- Traffic analysis to extend Springfield south of 147th to replace Prairie Ave. for primary parking access
- Traffic analysis for additional traffic signals at 147th and at Metra Station



Bicycle Improvements

- Connect bikeway to Oak Forest along Midlothian Creek
- Natalie Creek bicycle path

Midlothian/Natalie Creek Improvements

- Clean up creeks
- St. Christopher school to adopt and monitor Creek



Parking Considerations

- Are parking requirements reduced or waived in close proximity to transit?
- Are parking maximums specified?
- Is structured parking encouraged rather than surface parking lots?
- Is parking required to be located to the side or to the rear of buildings?
- Is secure and convenient bicycle parking required?
- Can on- or off-street parking within 1/8 of a mile count towards on-site parking requirements?
- Is shared parking allowed and/or encouraged?

Access Considerations

- Are there convenient connections provided to other uses on- and off-site?
- Does the site's street pattern connect with adjacent developments at all practical locations?
- Does the street design in key pedestrian districts encourage slower traffic speeds?
- Are pedestrian connections required within parking lots?
- Does the code restrict the number and frequency of curb cuts along streets in the station area?

Neighborhood Connectivity Considerations

- Are proposed street patterns based on an interconnected grid?
- Do blocks average less than 600 feet in length and less than 1,800 feet in perimeter?
- Are cul-de-sacs discouraged or prohibited?
- Do streets provide access and balanced design for all modes?
- Does the code have different standards for streets designated as primary pedestrian routes?
- Are sidewalks required along the street frontages?
- Can residents and employees safely walk or bicycle to a store, post office, park, café, or bank?
- Are unconventional roadway geometries provided to calm traffic?
- Are curb radii and street widths minimized?

Site Design Considerations

- Are sites required to provide direct pedestrian connections between transit, mixed land uses, and surrounding areas?
- Do site plan requirements allow for the intensification of densities over time?
- Are trees required for sheltering streets and sidewalks?
- Are adequate and safe levels of pedestrian-scale lighting required?
- Does the code provide incentives for the development of meaningful parks, plazas, and other public open spaces?
- Are buildings and parks organized to provide focal points and orientation?
- Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
- Do carefully sited buildings or natural features terminate street vistas?

Economic Considerations

- Developer Attraction
 - TIF
 - Sales Tax agreement
 - Village could retain a commercial real estate specialist to assist in marketing to the developer community (ICSC Alliance program, direct developer recruitment, etc.)
- Public/private partnerships
 - Village-owned land can be used in trade for key commercial parcels.
- Public Actions
 - Special Service Area bonds
 - Overlay Zone for higher-density development
- Cook County 7a or 7b or 8 Tax Incentives can assist development economics.
- Federal New Market Tax Credits for commercial

Transportation Funding Sources

- Federal
 - Surface Transportation Program
 - Congestion Mitigation and Air Quality
 - Transportation and Community and System Preservation Pilot Program
- State
 - Transportation Enhancement Program (10% of STP)
 - Transit – IDOT-Dept. of Intermodal & Public Transportation
 - Illinois FIRST replacement?
- Local
 - Municipal (general fund,
 - Motor fuel tax
 - TIF

Next Steps

- Completion of URS Study
- Developer Summit
- Grant deadlines
- Market redevelopment sites
- Implement, implement, implement