

**VILLAGE OF MIDLOTHIAN
PLAN FOR OUR COMMUNITY'S FUTURE**

**Prepared by the
Midlothian Plan Commission**

**with the Assistance of
Camiros, Ltd.**

April, 2001

TABLE OF CONTENTS

Forward
 The Planning Process.....
 Organization of the Plan
 Keeping the Plan Current.....

Our Community Vision

Part I: Community Context

Midlothian’s Heritage
Existing Land Use.....
Transportation and Circulation.....
Community Facilities and Services
Environmental Resources and Constraints

Part II: The Comprehensive Plan

Adopted: _____, 2001

Goals, Objectives And Policies.....
Future Land Use Plan.....
Transportation and Circulation Plan.....

LIST OF TABLES

Table 1: Population Growth.....	
Table 2: Racial Characteristics	
Table 3: Existing Land Use Distribution	
Table 4: Average Daily Traffic Volumes	
Table 5: Ridership Volumes	
Table 6: Passenger Counts	
Table 7: Public and Private Schools Serving Midlothian.....	
Table 8: Midlothian’s Parks.....	

LIST OF FIGURES

Figure 1: Existing Land Use	
Figure 2: Regional Transportation Network.....	
Figure 3: Street System.....	
Figure 4: Future Land Use Plan.....	
Figure 5: Transportation Plan	

FORWARD

Midlothian's *Plan for Our Community's Future* represents the vision of Midlothian's residents, business community and institutions for the future growth and development of the village. It seeks to establish a context for developing workable solutions to issues currently facing the community and those that may occur in the future. The village has a rich heritage, a widely held set of community values and residents who are committed to making Midlothian the best that it can be. This plan is the result of these dedicated groups and individuals working together to build a strong and vibrant community.

The Planning Process

In October of 1998, the Village of Midlothian began the process of preparing its new Comprehensive Plan. From the beginning, community involvement was the central theme of the planning process. Through the use of the community survey, business survey and focus groups a constructive dialogue developed about Midlothian's future and the strategies that could and should be employed to achieve the community's collective vision. This dialogue is expected to continue for years to come as current issues are resolved and new challenges arise.

Current conditions and development trends, as well as an understanding of the community perspective provide the context for the comprehensive plan's goals and objectives. In order to understand this community context, existing land use, demographic and housing characteristics, economic base, community facilities and services, environmental conditions and transportation systems were all studied. An overview of this analysis is presented in Part I of the Plan.

As the planning process evolved, it became clear that the community desired more than a traditional comprehensive plan that contained a statement of goals, objectives, policies and a future land use map. The village wanted a strategic action plan that would allow coordinated progress to be made on a number of fronts. This document brings together a variety of sub-area plans and specific policy agendas that are expected to be updated on a regular basis. As such the *Plan for Our Community's Future* represents a beginning, rather than an end product.

Organization of the Plan

Because of the emphasis on public participation during the planning process and the vast array of activities that various segments of the community would like to see undertaken, it has become clear that creating a single comprehensive plan document will not provide the kind of dynamic

document that Midlothian needs and desires to guide its future. Midlothian's *Plan for Our Community's Future* has been organized into three major sections.

Part I: Community Context describes Midlothian as it exists today and its heritage. This section of the Plan answers the question "Who are we?" Planning for the future does not take place in a vacuum. Rather, it is often shaped by past decisions and relationships. This section of the Plan describes the existing conditions and constraints that will influence future land use and development decisions.

Part II: The Comprehensive Plan answers the question "Where are we going?" This section of the plan has a 10 to 20 year timeframe and is similar to the organization of comprehensive plans in many other communities. It sets forth the goals, objectives and policies that will guide development decisions and help us achieve our vision for Midlothian's future. The future land use plan illustrates the preferred development pattern. The transportation plan sets forth the basic components of the circulation system and major improvement recommendations.

Part III: Midlothian's Strategic Implementation Plan answers the question "How do we get there?" Strategic planning involves developing detailed programs for carrying out a specific set of actions designed to achieve objectives, within the context of the broad policy outlines contained in the Comprehensive Plan. Where the Comprehensive Plan policies look forward well into the future, the Strategic Implementation Plan focuses on a much shorter timeframe, generally looking no more than three to five years into the future. As time passes, this part of Midlothian's *Plan for Our Community's Future* can be expected to evolve into an historical record of the milestones achieved in the Village's quest to achieve its vision.

Three Appendices have been included which provide additional background information that may be useful in future planning efforts. This material represents an integral part of the planning process that should not be lost. Appendix A presents the results of the 1999 survey of community residents. Appendix B presents the results of the business survey undertaken in the same year. Appendix C presents the list of future implementation actions developed by the Midlothian Plan Commission and Village Board that have not yet been included in the three year action agendas developed for land use, transportation and public infrastructure and community relations. These actions should be periodically reviewed to identify new activities that can be moved forward, as time and funding become available, as well as new initiatives that should be considered.

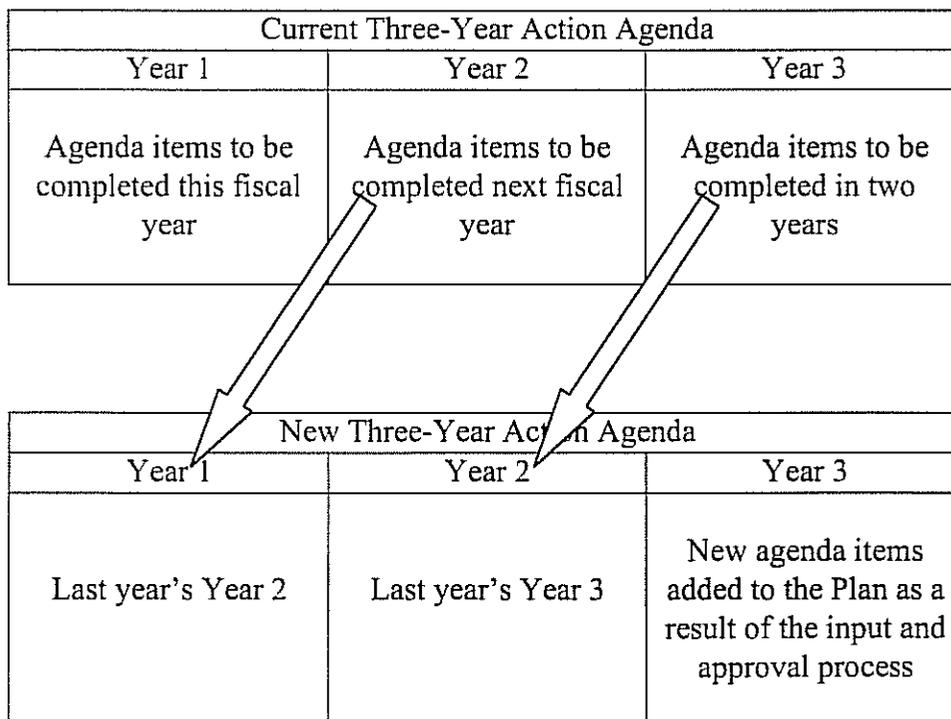
Keeping the Plan Current

Midlothian is not a static community. Similarly, Midlothian's plan for its future must provide opportunities for periodic adjustment as new trends and opportunities emerge and new challenges must be addressed. Continuing to be proactive in planning for the future will help improve the chances for success in achieving Midlothian's objectives.

The best way to keep the Plan current is to undertake an annual review of the actions taken by the Plan Commission, Village Board and others to implement the Plan's goals, objectives and policies. An annual report to the Village Board should be prepared that outlines the progress

being made in moving the Plan forward and also sets forth the strategic action agenda for the next three years, using much the same format as the five-year capital improvement program and the departmental five-year plans. In this way the *Plan for Our Community's Future* can become a discussion vehicle for a wide range of community concerns.

The process of annually updating the Plan should allow for input from the community. The call for public input will be published in the June issue of the *Tartan Tidings*, in the *Midlothian Messenger*, on the village website, and any other publications deemed appropriate by the Plan Commission. Input will be sought in the form of a survey that will be disseminated in July to any interested resident or business owner. A report on the status of the implementation of the current year's action agenda and a listing of the action agenda items for years two and three will be made available along with the survey. Surveys and status reports will be distributed to all elected officials of the village, village department heads, village committees and commissions, and members of all elected boards serving the Village of Midlothian. Surveys will be returned to the Plan Commission by their August meeting. The Plan Commission will then review the returned surveys and create a list of preliminary recommendations to be added as the Plan's new third year implementation actions. These preliminary recommendations and any revisions that may be made to the current year's year-two and year-three action agendas will be submitted to the village board following the September meeting of the Plan Commission. The village board, the clerk, and the mayor will study these recommendations and return them with comments to the Plan Commission by their November meeting. The Plan Commission will compile a list of final recommendations that will be submitted to the village board for their approval. The updated three-year action agenda will then be submitted to the Chairman of Finance for inclusion into the budget.



OUR COMMUNITY VISION

Midlothian's community vision was developed through an open, participatory process that included representatives of various Village boards and commissions, representatives of other local taxing districts including the library, schools and park district, and all residents who were willing to participate in the planning process. The vision statement that was developed and is presented below builds on the foundation of a shared community history to create a place where the whole is greater than the sum of its individual parts.

Midlothian, a family-oriented small village, is proud of its history, stability, and volunteer spirit. The Village offers a wide range of housing options. Multi-generational neighborhoods are supported by progressive schools, parks, recreational facilities, and community-oriented shopping. Village governments work together to support continuous business growth and an enhanced quality of life. An attractive village center serves as a focal point for community events that celebrate Midlothian's history and neighborhood unity.

Part I:

Community Context

*The historical development pattern of any community provides the context in which future development decisions will be made. Consequently, a discussion of the Midlothian's history and existing conditions is an important component of this document. This section of the **Plan for Our Community's Future** describes how Midlothian developed as a community and Midlothian as it exists today. Topics include community heritage, existing land use, transportation and circulation, community facilities and services, and environmental resources and constraints.*

This section of the Plan is primarily intended to provide background information for current as well as future decision makers. It should be periodically updated as new information becomes available or as major land use or circulation system changes occur. The intent is to maintain a community snapshot that is relatively recent and keeps the community in focus as issues are discussed and solutions crafted.

MIDLOTHIAN'S HERITAGE

Until the turn of the century, Midlothian was a rural community occupied by English and German settlers. It was served by the Rock Island Railroad, which made a morning and evening "milk stop" at what is now the 149th Street and Pulaski Road intersection. In 1898, a group of prominent businessmen, including George Thorne, president of Montgomery Ward & Co., founded the Midlothian Country Club. The Country Club was named "Midlothian" after Sir Walter Scott's novel "The Heart of Midlothian." It was one of the first three golf clubs and summer retreats in the Chicago area. The formation of the Country Club began Midlothian's period of growth.

The Midlothian Country Club was located two miles west of the Rock Island station. The need for faster transportation to the golf club resulted in the formation of the Midlothian and Blue Island Railway Company, which established a spur track from Hamlin Avenue to 143rd Street and then west to the golf club. Facilities consisted of an old steam locomotive and two passenger cars, the locomotive being turned around on a "turn-table" at each end of the line. This was later replaced by an electric trolley, which operated until the line was discontinued in 1928. A large yellow frame train station with a pot bellied stove was also built and named "Midlothian" after the country club. It was located across the tracks from the current Metra station, with a wooden foot bridge to cross the creek.

By 1915, land developers had discovered Midlothian, and began acquiring and subdividing farm land into residential subdivisions. Soon the first general stores opened, followed by a school and more businesses to serve the rapidly growing community. The Midlothian fire department was established in 1924. The Village was incorporated in March 1927, and named after the golf club around which the community had grown. At that time, Midlothian's business district consisted of five or six stores, two garages, a barber shop, a restaurant and a coal yard. Midlothian continued to grow over the next decades with the population reaching its peak in 1970, with nearly 16,000 residents.

Demographic Characteristics

Midlothian's population has been remarkably stable over the last three decades as shown in *Table 1: Population Growth*. The Village experienced rapid growth from 1940 to 1970 with the population increasing from 2,430 to 15,939 during this period. The maximum period of growth was between 1960 and 1970, when the population grew by approximately 141%. However, between 1970 and 1980 Midlothian's population declined by 10%, reflecting the national decrease in family size. The Northeastern Illinois Planning Commission has estimated Midlothian's 2020 population at 15,820, close to its 1970 population peak.

Table 1: Population Growth

Year	Population	% Change
2020*	15,820	
2000	14,315	-0.40%
1990	14,372	0.69%
1980	14,274	-10.45%
1970	15,939	141.32%
1960	6,605	105.38%
1950	3,216	32.35%
1940	2,430	

Source: U.S. Census

*Source: Northeastern Illinois Planning Commission

The majority of Midlothian's population is white. The small minority population is mostly African-Americans, but also includes Asians and Pacific Islanders and other population groups. As shown in *Table 2: Racial Characteristics*, the racial composition has been largely constant with a marginal increase in the African-American population and a corresponding decrease in the white population over the last three decades. It should be noted that changes in the classification system used in the 2000 Census allowed respondents to select more than one race to more accurately reflect their heritage. Consequently the numbers and percents for the race groups listed may add to more than the total population because individuals may be of more than one race. In Midlothian, 219 individuals identified themselves as being of two races in the 2000 Census.

Table 2: Racial Characteristics

RACE	1970		1980		1990		2000*	
	#	%	#	%	#	%	#	%
White	15,697	98.48	14,032	98.30	13,736	95.57	12,829	89.62
African-American	186	1.17	25	0.18	352	2.45	919	6.42
American Indian & Alaska Native	2	0.01	20	0.14	19	0.13	86	0.60
Asian & Pacific Islander	32	0.20	80	0.56	109	0.76	294	2.05
Some Other Race	22	0.14	117	0.82	156	1.09	414	2.89
Total	15,939	100.00	14,274	100.00	14,372	100.00	14,542	101.58

Source: U.S. Census

* - Race alone or in combination with one or more of the other races listed.

Midlothian's Hispanic population is also a relatively small portion of the total, with 6.82% of residents identifying themselves as Hispanic. The majority of these residents are classified as "Hispanic White."

EXISTING LAND USE

Midlothian is a largely built out community with a distinctly residential character. The general land use pattern in 2001 for Midlothian is shown in *Figure 1: Existing Land Use*. The majority of land in Midlothian is devoted to single-family residential neighborhoods. The distribution of land is shown in *Table 3: Existing Land Use Distribution*.

Table 3: Existing Land Use Distribution

Land Use Category	# of Acres	% of Total
Single Family Residential	860	48%
Multiple Family Residential	64	3%
Retail/Commercial	100	6%
Light Industrial	3	<1%
Transportation (includes Metra parking & un-built streets)	4	<1%
Public/Institutional	90	5%
Parks and Other Open Space	199	11%
Vacant Land & Buildings	99	5%
Subtotal	1,419	79%
Public Rights-of-Way	387	21%
Total	1,806	100%

Midlothian's land use distribution is typical of many suburban communities. The largest land use category is single family residential, representing 48% of the total land area. Public rights-of-way make up the next largest category at 21%. The relatively large percentage of land devoted to parks and open space reflects the presence of the Midlothian Country Club (which is private) and a portion of the Cook County Forest Preserve system which is within Midlothian's municipal boundaries. Light industrial uses are almost completely absent, representing less than 1% of the total land area. Approximately 5% of Midlothian's land area is identified as vacant, with much of this land found within designated flood plain areas.

The changes in Midlothian's land use pattern between 1982 when the community's last existing land use map was prepared and 2001 were examined as part of the initial land use analysis effort. The comparison showed that the village had grown by annexing unincorporated areas in the southern and western sections of Midlothian.

There have been some prominent changes in land use pattern of Midlothian. These include the development of the northeast section of the Midlothian Country Club with town homes. Significant additional infill commercial development has also occurred along Cicero Avenue and 147th Street. Additional multi-family units have been added along Kenton, south of 147th Street. Commercial development along Pulaski Avenue has experienced marginal gains.

The most significant change in the 147th and Pulaski commercial area was the demolition of the Cavalini's restaurant, a popular dining destination in the south suburbs. The demolition created a pocket of open space at the intersection of Prairie Avenue and 147th Street. Additional Metra parking was also provided along Waverly Avenue.

Schools and parks account for most of the public land in Midlothian. Other public and semi-public uses within Midlothian include the Midlothian Public Library, Raday Lodge and the Historical Society. Midlothian also includes several churches, the largest of which is St. Christopher's Catholic Church and school, which occupies approximately eight acres along 147th Street.

Residential Neighborhoods

Midlothian has evolved as a residential community and single family residential continues to be its largest land use. The Village has been configured on a grid system and the typical residential block is approximately 270 feet wide by 600 feet long. Each block consists of residential lots of varying sizes. However, the largest single-family residential lots are located immediately west and north of the Midlothian Country Club. These include the larger, and more architecturally distinct residences. Two of these houses are listed in the National Register of Historic Places. Most of the neighborhoods within the Village are well established and include mature landscape and modestly sized, single family residences in a vernacular or ranch style. These established neighborhoods are well-maintained and well-connected as a community. Homeowners generally take pride in their properties and participate in the village-wide Christmas light displays and garden competition held every year.

The multi-family dwellings generally are located to serve as a transition or buffer between single family residential uses and commercial uses along the main traffic arterials. There are two prominent clusters of multi-family developments in the western section of the Village. These are located south of 147th Street, between Cicero and Kilbourne Avenue; and north of 147th Street and east of Lamon Avenue. The two multi-family developments in the central section of the Village are located southwest of the intersection of Pulaski and Metra train tracks; and along Keystone Avenue, between 145th and 147th Street. In the eastern portion of the village, multiple family units are found along 147th Street between Millard Avenue and Homan Avenue. Finally, there is a prominent cluster of multi-family units east of the train tracks, located south of 147th Street and east of Homan. The community survey undertaken as part of this planning effort indicates that the quality and appearance of these rental units are a major concern within the community.

Commercial Districts

Commercial is the second most prominent land use category within the Village. These uses are predominantly clustered around the two main intersections within the Village, specifically the 147th Street and Cicero Avenue intersection and the 147th Street and Pulaski Road intersection. Cicero Avenue includes the larger commercial parcels housing auto dealerships and strip malls. The typical retail strip malls consist of large parking areas fronting the street with the businesses located towards the rear of the lot. The Pulaski Road commercial area consists of relatively smaller lots and hence smaller and more diverse businesses. Midlothian Plaza is located on the west side of Pulaski Avenue immediately north of 145th Street. This center includes a Secretary of State drivers' license facility and several other stores. There is also a small commercial node at the entrance to the community, at the intersection of 147th Street and Kedzie Avenue.

Over the past decade, Midlothian has lost several drug stores, and auto dealerships and other auto-oriented businesses have come to dominate the commercial areas, especially along Cicero Avenue. Midlothian lacks an identifiable downtown center and variety in retail stores. The poor appearance has contributed to a negative perception of Midlothian's retail base. Furthermore, there are very few available sites for developing appropriate new businesses. These conclusions were confirmed during the community survey, which identified economic development as one of the major issues facing Midlothian. However, while the village currently lacks a traditional downtown, most residents agreed during the 1999 community survey, that a village center was needed and would be supported. The Pulaski Road and 147th Street intersection, Metra station, Village Hall and Cavalini's site were identified as the primary anchors for the development of the village center.

Light Industrial Uses

Midlothian has a minimal amount of light industrial uses, which are primarily concentrated on the east side of the railroad tracks between 147th Street and 149th Street, and along Waverly Avenue, north of 147th Street. Two other areas are zoned for industrial use, but only one of these areas, located along Kedzie Avenue between 147th Street and 149th Street, could someday be developed for industrial use. The other industrially zoned land is owned by the Cook county Forest Preserve District and is maintained as open space.

TRANSPORTATION AND CIRCULATION

Midlothian's existing transportation and circulation network includes the street system, public transportation and bicycle and pedestrian pathways. Together, these systems allow Midlothian residents to circulate within the Village and travel to other communities for work, shopping and recreation. As shown in *Figure 2: Regional Transportation Network*, Midlothian is well connected to the region and Chicago by a system of interstate expressways and state highways.

Street System

Midlothian is located west of the intersection of two major expressways, Interstate Route 57 and Interstate Route 294. Interstate Route 294 defines the northeast corner of the village, while Interstate Route 57 runs southeast of it. The State of Illinois is studying the possibility of building an interchange between I-294 and I-57 where they cross in neighboring Markham. This improvement may make 147th Street an even more prominent east-west roadway through Midlothian, with the new interchange providing a better alternative to Cicero Avenue as the major interchange to southbound I-294. Currently, the Illinois Department of Transportation is conducting a Phase I investigation of the proposed interchange which focuses on determining economic, social, environmental impacts. Following this investigation, a Phase II investigation will be conducted to determine a cost estimate and secure financing. However, for the immediate future the closest connections to I-57 is at 147th Street and the closest intersection with I-294 is at Cicero Avenue.

Midlothian's street system consists of arterials, collectors and local streets, as shown in *Figure 3: Street System*. Arterials carry traffic across and beyond the Village and include Illinois Route 83 (147th Street), Illinois Route 50 (Cicero Avenue), and Pulaski Avenue, which is maintained by Cook County.

Traffic volumes for Midlothian's arterial streets are shown in *Table 4: Average Daily Traffic Volumes*. 147th Street is the only continuous east-west connector for the village with an average daily traffic (ADT) volume of 19,300 vehicles. It functions as the gateway to the community, and together with the other main arterials, has a large influence on the visual image of Midlothian. Most of the principal institutional and commercial uses are located along 147th Street. Cicero Avenue and Pulaski Road are the major north-south arterials with an ADT of 35,350 and 18,250 vehicles respectively. Cicero Avenue and Pulaski Avenue act as the main commercial corridors for Midlothian, with commercial centers focused at their intersection with 147th Street.

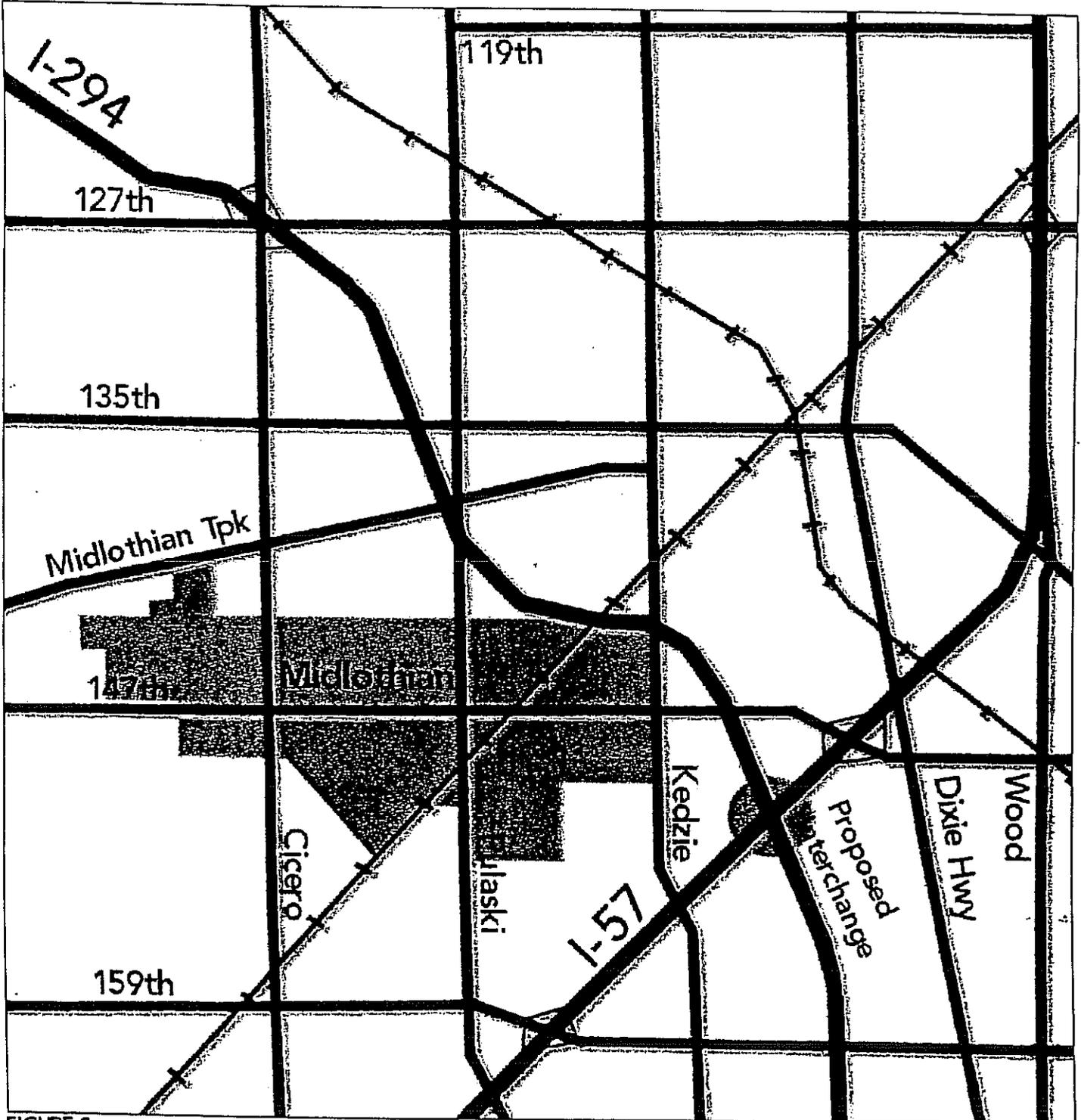


FIGURE 2

REGIONAL TRANSPORTATION NETWORK

VILLAGE OF MIDLOTHIAN, ILLINOIS



CAMIROS

Table 4: Average Daily Traffic Volumes

ROADWAY	ADT
Cicero Avenue (north of 147 th)	37,700
Cicero Avenue (south of 147 th)	33,000
147 th (east of Cicero)	20,400
147 th (west of Cicero)	14,800
Pulaski Avenue (north of 147 th)	22,600
Pulaski Avenue (south of 147 th)	13,900
147 th (east of Pulaski)	20,400
147 th (west of Pulaski)	18,500
Kedzie Avenue (north of 147 th)	17,000
Kedzie Avenue (south of 147 th)	15,000
147 th (east of Kedzie)	21,300
147 th (west of Kedzie)	20,400

Source: 1998 Illinois Department of Transportation Traffic Volume Data

Collectors provide circulation between arterials and local streets. Midlothian's collectors include 144th Street, 149th Street, Kostner Avenue, Kilbourn Avenue and Kedzie Avenue. Kedzie Avenue serves as Midlothian's eastern border and includes some commercial activity mixed with residential uses. Finally, local streets provide access to neighborhoods and individual properties. They comprise the remainder of the roadway system in the Village. The Village of Midlothian has a typical grid layout and most residential streets have easy and direct access to the main arterials and collectors.

While pedestrian/vehicular conflicts were not identified as a major source of concern by residents during the community input process, field observations indicate that there is a problem at the Metra/147th Street crossing, particularly during rush hour. Some method of slowing traffic at the intersection of 147th Street and the trains tracks may be advisable to ensure traffic safety.

Public Transportation

Midlothian enjoys a variety of public transportation options that provide residents with an alternative to driving. Metra rail service attracts commuters from surrounding towns in addition to Midlothian's own commuter population. Within Midlothian, the Village's MASH bus provides convenient transportation for seniors who cannot or choose not to drive.

The Rock Island Metra commuter rail line, located at the intersection of 147th Street and Abbottsford Road, serves Midlothian. This service connects the village with the greater Chicagoland area, and contributes to its historic small-town character. The ridership levels at the Midlothian station have experienced stable growth over the past decade, encouraged by quick access and ample parking.

Since the station is located at grade, the traffic on 147th street suffers a short term disruption with each inbound and outbound train stop. Furthermore, passengers must cross 147th Street to access the Park and Ride facility located just south of the 147th Street, along the railroad tracks. Currently, the absence of a traffic light and lack of a safe and clearly demarcated crossing or pedestrian pathway to the parking facility poses a serious pedestrian safety hazard.

Ridership levels are approximately 2,280 passengers per day at the Midlothian Metra Station, with approximately 50 passengers boarding, or alighting, each time the train stops in Midlothian. The Midlothian station ranked 47th out of 223 total stations in terms of total boarding volumes for 1999. As illustrated in *Table 5: Ridership Volumes*, ridership showed a marginal decrease in 1997, though there was a slight increase in 1999. Overall ridership increased approximately 24 percent between 1985-99, and is expected to keep growing in the future.

Table 5: Ridership Volumes

Midlothian Station	1985	1987	1989	1991	1993	1995	1997	1999
Weekday Boardings	1,025	1,133	1,194	1,218	1,218	1,262	1,135	1,145
Weekday Alightings	947	1,129	1,215	1,322	1,322	1,212	1,145	n/a

Source: Metra Commuter Rail System Station Boarding/Alighting Count, Fall 1999

Table 6: Passenger Counts, provides the passenger count for different periods of the day. The peak passenger volumes are in the morning inbound boardings, and in the evening outbound alightings. This indicates that a large number of residents use the train to commute to work, most going to jobs in Chicago's Loop.

Table 6: Passenger Counts

Midlothian Station	AM:PEAK up to 9 am	MIDDAY 9:16- 3:29 pm	PM:PEAK 3:30-6:45 pm	EVENING 6:45 onward	TOTAL
Inbound Boardings	1,047	65	9	7	1,128
Outbound Alightings	12	108	941	55	1,116

Source: Metra Commuter Rail System Station Boarding/Alighting Count, Fall 1999

The most significant transportation improvement project is the replacement of the existing Midlothian Metra station which began in the fall of 2000. The project includes construction of a new station house at the northwestern corner of the existing station parking lot. The design for the new station replicates the neo-colonial style of the Midlothian Country Club. It includes a colonnaded platform, pediments, balustraded cupola, and a clock tower. More significantly, the new station will accommodate two new platforms, both north and south of 147th Street. A foot bridge will be constructed to allow passengers using the southern platform to cross over the Midlothian Creek and reach the Park and Ride facility. This improvement should alleviate some of the pedestrian and vehicular traffic safety concerns by eliminating the need for inbound

pedestrians to cross 147th Street. A small plaza will be installed at the southwestern portion of the main parking lot in place of the existing station and platform.

The PACE bus system offers service to Midlothian Monday through Saturday via the Orland/Southwest Shopper Route 354. The weekday schedule runs at hourly intervals from 5:45 am until 6:38 pm, starting at 154th Street and Park Avenue and terminating at the Orland Square Mall. Saturday service begins at 8:50 am from 154th Street and Park Avenue and ends at 5:38 pm at the Orland Square Mall. Sunday service or holiday bus service is not provided, however, dial-a-ride service is available for individuals with severe mobility limitations.

The Village provides a MASH bus service for adult residents to destinations within the Village, on a ride-by-ride basis. This service is currently utilized most by senior citizens and residents with disabilities. This service appears adequate for existing and anticipated future demand.

Bicycle and Pedestrian Pathways

Midlothian currently lacks a coordinated and continuous system of pedestrian and bicycle pathways. One of the focuses of the comprehensive planning effort was the development of a bikeway plan for the Village that links residential neighborhoods with schools, parks, the library, shopping areas and other destinations within the community, and provides better access to the regional bicycle trail system through the area's forest preserves. The *Midlothian Pathway Plan* was adopted by the Midlothian Village Board on June 14, 2000, and is included as a component of *Midlothian's Strategic Implementation Plan* (Part II of this plan).

Midlothian's major arterial streets, 147th Street, Cicero Avenue and Pulaski Avenue, significantly influence the design of a pathway system for Midlothian. These arterials, given their high traffic volumes and wide roadways, represent major constraints to establishing safe and continuous east-west and north-south pathways. In terms of circulation patterns, Cicero and Pulaski divide the Village into three distinct sections - east, middle and west. 147th Street effectively divides the village into two sections - north and south. The Metra tracks and Midlothian Creek, which run diagonally through the eastern half of Midlothian further disrupt continuous circulation (both north-south and east-west) in the eastern section of the Village.

COMMUNITY FACILITIES AND SERVICES

Midlothian residents enjoy a typical range of community facilities and services which contribute to the sense of community and the overall quality of life. For the most part, the boundaries of the various taxing districts that serve Midlothian are either contiguous with the Village or include most Midlothian neighborhoods within their boundaries. These largely overlapping boundaries help to establish a strong sense of community.

Fire and Police Protection

The Police Department has a staff of 24 full time officers and 9 part time officers. Ten squad cars patrol the village around the clock. The department offers several community service programs such as D.A.R.E (Drug Abuse Resistance Education), crime prevention presentations like McGruff, child fingerprinting, bicycle registration and Neighborhood Watch. The Village's enhanced 9-1-1 system has upgraded so that special medical information can be electronically transmitted with each call.

The Midlothian Fire Department has two fire stations staffed with 15 full time firefighters and 20 volunteers. Most of the staff are also certified as emergency medical technicians. The department also maintains a Fire Prevention Bureau and Arson Investigation Unit. A Severe Weather Warning System has a siren designed to reach all parts of the Village. The department also operates a Fire Cadet Program for Midlothian residents 16-18 years of age who are interested in a career in fire service.

Water and Sewer

The Midlothian Public Works Department is responsible for the village's street, water and sewer services. Midlothian obtains its water from Lake Michigan through direct lines installed in 1970. The Water Department monitors collection, treatment and distribution of 1.5 million gallons of water per day from the Edward J. Williquette Distribution Plant. The Public Works Department also oversees maintenance of 87 miles of sewer lines. In 2000, the Village approved construction of a new water tower to improve water pressure in the western portion of Midlothian.

Schools

Midlothian residents are served by School District #143, School District #142 and High School District # 228. In addition, many of Midlothian's children attend parochial school. Current enrollments are shown in *Table 7: Public and Private Schools Serving Midlothian*.

School District #143 was established 80 years ago and educates most of Midlothian's children along with students from neighboring towns. The district maintains close contact with the community through key communicators, parent organizations, School Board liaison to the

Village, and VOICE newsletter. In 2000-2001, School District #143 had a total enrollment of 1,957 students at its four elementary schools, specifically, Central Park (Grades K-8), Kolmar (Grades K-8), Spaulding (Pre-K, Early Childhood, and K-3), and Springfield (Grades K-6). The District also provides a Model Parenting Program – Birth-5 and a Pre K At Risk Early Childhood program.

Two of the four schools within High School District #228 serve Midlothian residents, Most Midlothian students attend Bremen High School (9-12), although some students in the western part of the Village attend Oak Forest High School (9-12). Bremen High School, had an enrollment of 1,043 students in 2000-2001. District #228 also operates Hillcrest High School and Tinley Park High School.

The School District #142 system, which primarily serves Oak Forest students, also serves a portion of Midlothian. Foster School (K-5) and Kerkstra School (6-8) include a small percentage of Midlothian students.

Midlothian students can also attend Saint Christopher Catholic School, which was established over 75 years ago. This institution offers a full academic program, which includes religious study, music, art, computer science and physical education and has the only after-school day care program available in Midlothian.

Table 7: Public and Private Schools Serving Midlothian

DISTRICT	SCHOOL NAME & LOCATION	GRADE	TOTAL STUDENTS
School District #143	Central Park, 3621 W. 151 st Street	K-8	660
	Kolmar School, 4500 W. 143 rd Street	K-8	612
	Springfield School, 14620 S. Springfield	K-6	405
	Spaulding School, 14801 S. Turner	PK-3	340
High School District #228	Bremen High School, 15203 S. Pulaski	9-12	1,043
	Oak Forest, 15201 S. Central Ave., Oak Forest	9-12	1,406
School District #142	Foster School	K-5	482
	Kerkstra	6-8	568
Parochial	St. Christopher's, 14601 S. Keeler	K-8	444

Source: Camiros, Ltd. (2000-2001 figures)

Parks and Recreation

Park and recreation facilities provide areas for recreation and leisure, and serve as gathering sites for community and neighborhood fairs, parties, and other special events. These areas can also act as buffers from different intensities of uses and contribute to a community's character and quality of life.

Midlothian is served by the Midlothian Park District, which maintains public parks and a swimming pool, and provides a variety of recreational programs and facilities for residents of all ages. The Park District's boundaries are contiguous with those of the Village. Its offices are located in the recreation center adjacent to Bremen Heights Park. The Midlothian Park District is a member of the South West Special Recreation Association (SWSRA) cooperative, committed to meeting the unique leisure needs of special populations. The Park District maintains seven public parks, which are listed in *Table 8: Midlothian's Parks*.

Table 8: Midlothian's Parks

Park	Location	Approximate Acres
Bremen Heights Park	145 th and Kenneth	6.2
Kostner Park	150 th and Kostner	7.7
Pocket Park	148 th and Kenton	0.2
Memorial Park	149 th & Sawyer	24.5
Roesner Park	149 th & Springfield	2.0
George Geraci Park	14354 Kenneth	0.2
Waverly Park	143 rd & Waverly	0.1
Total Acreage		40.9

The active and passive recreational facilities provided by the Park District include tot lots, picnic tables and pavilions, ball fields, basketball and tennis courts, and several trails. The Park District also owns and maintains two sledding hills, a full size ice hockey rink, a skate-park, and a semi-pro baseball facility. Splish Splash Pool, located near 150th Street and Kilbourn, provides for open swim, lap swim, family swim and lessons for children and adults.

The distribution and maintenance of parks within Midlothian has been identified as an area of concern by Park District officials and through the community survey. Most of the village is relatively well served by Memorial Park, Bremen Heights Park and Kostner Park. However, there are no parks in the neighborhoods west of Cicero Avenue; the high traffic volumes and lack of traffic signals make it dangerous for neighborhood children to use any of the park facilities located east of Cicero. Additionally, the entire southeast section of the Village is served by the two-acre Roesner Park. Since Midlothian is a nearly build out community, there are very few opportunities to develop new parks in these areas.

The lack of funding and space has limited the Park District's past ability to improve parks and provide additional programs and facilities. Through aggressive pursuit of grant funding and the passage of a referendum in November, 2000 the Park District has had considerable improvement in early 2001 and increased optimism for future improvement. There has been a need within the community for after school programs and day care, which the Park District has not been able to provide due to lack of space and funding. The district has been trying to generate funds to provide teen programs and after school programs. The Park District leases the Bremen School facilities for summer camps and language classes. While the schools provide after school athletic programs for their students, there are currently no agreements for sharing facilities/programs with the Park District.

Library Service

The Midlothian Library, organized under State law as a Village Library, serves the residents of Midlothian. Contracted service is also provided to the residents of Posen. The library moved into its current building in 1991. In 1998, the library included a collection of over 50,000 volumes, 160 magazines, newspapers, and over 2,000 audio and video materials. The library sponsors children and adult programs throughout the year. The library also offers the use of computers with access to the Internet. Meeting rooms are also available to the public. The Friends of the Library sponsors adult programs and fund raising events to provide/support special children's programs and other library needs. There are more than 11,000 current library cardholders.

Community Organizations and Events

Volunteerism is considered one of the hallmarks of Midlothian residents. The following is a list of some of the more prominent community organizations and annual community events.

The *YSO Corps* (Youth Serving Others) was founded in 1995 to honor young adults (junior high and high school) who volunteered their time and energy for community service. The *Midlothian Jaycees* is another group of young volunteers.

The *Community Pride Builders Alliance* is a group of business owners, community leaders, officials and residents that have pooled their resources to organize community events like the Fourth of July celebrations, and Scottish Highland games.

MARS (Midlothian Annual Reuse Sale) Day is a community wide garage/yard sale day. The Village of Midlothian places advertisements in the local newspapers announcing MARS Day and distributes addresses of participating residents.

The *Midlothian Scottish Fair* is a daylong celebration of Midlothian's Scottish heritage. Conducted on School District 143 facilities and at the Village Green, the fair includes Scottish exhibits, competitions, music, and a food tent featuring Midlothian businesses.

The *Midlothian Area Chamber of Commerce* is a civic organization that began in 1991. The Chamber's role is to promote local businesses to consumers in the South Suburbs.

The *Midlothian Historical Society* archives and maintains documents, photographs and artifacts of Midlothian's past, many donated by area residents. It also maintains a scrapbook of histories written by Midlothian residents, recalling events and Village life as early as 1917. The Midlothian Historical Society is housed in the former library on Springfield Avenue. This building is one of the Village's early schoolhouses.

Midlothian residents have a strong sense of community, which is reinforced by several special events and projects sponsored by the Village and other organizations. The main events held on a village wide basis include:

Clean Up Day. Various areas within the Village are targeted for clean-up by volunteers of all ages, assisting the Village staff. *Arbor Day*, is celebrated on the same day and trees are planted at sites that are pre-selected by members of the Beautification Committee.

Holiday Lighting and Summer Pride Contests include recognition of owners that have made the most effort to beautify their residential, business and institutional property, and hence the overall appearance of the Village.

Project HOPE (Helping Our Park Environment) is a tree planting program designed to honor family and friends and at the same time improve community parks.

Thunder Over Midlothian, is a community wide Independence Day celebration at Memorial Park. Similarly, **luminaria lighting** on Christmas Eve is encouraged on a community wide basis.

ENVIRONMENTAL RESOURCES AND CONSTRAINTS

While Midlothian is an almost completely developed community, its environmental context is still important in planning for its future. Forest preserves adjacent to the Village provide a strong natural asset and help to set Midlothian apart from its neighbors. Past development patterns along the creeks and other flood prone parts of Midlothian have created flooding and drainage issues which the Village is working to resolve.

Forest Preserves

A large forest preserve is located north and west of the Midlothian County Club. The Midlothian Meadows portion of the Cook county Forest Preserve system is located immediately west of Bremen High School. The forest preserve consists of a continuous system of woods which extend south of Midlothian to Volmer Road. The forest preserve provides recreational amenities like picnic areas, golf courses and driving ranges and bicycle trails. Midlothian residents can take advantage of these recreational opportunities by establishing bicycle and pedestrian pathway linkages with the forest preserve path system.

Floodplains and Wetlands

There are three distinct areas that are prone to flooding within Midlothian, according to the Flood Insurance Rate Map issued by Federal Emergency Management Agency. Of these, the largest flood prone area designated within the 100 year flood boundary, is located between Karlov Avenue and railroad tracks north of 147th Street. Evidently, the flooding problems experienced by a section of this area, located adjacent and south of the tri-state tollway, were largely resolved when the tollway was built. However, this area continues to be shown on official flood plain maps, making development and redevelopment more difficult.

The second flood prone area is located along Natalie Creek, which winds its way from 149th Street at the Village limits to 146th Street. It includes the entire block bounded by 147th Street, 146th Street, Kilbourne Avenue and Kostner Avenue. The creek continues east along the 146th Street right-of-way to Pulaski Avenue. Substantial portions of this area are vacant or located within the 146th Street right-of-way. The final strip of flood prone areas are located along Tributary C of the Calumet Sag Channel, which runs through the Midlothian Country Club.

Part II:

The Comprehensive Plan

This section of the Plan is intended to establish land use policy that will be used to review new development and redevelopment projects and other community planning initiatives well into the future. As such it sets forth Midlothian's objectives and policies for a range of community concerns including community appearance, intergovernmental and institutional relations, neighborhoods and residential areas, business, commercial and industrial areas, parks and open space, environmentally sensitive land, streets, public transportation and commuter parking, bicycle and pedestrian pathways, public safety, community utilities, and public buildings.

Considerable effort has been made to include all segments of the community in the planning process. As a result, this Comprehensive Plan reflects community consensus on a wide variety of topics. While there may be differences of opinion concerning specific projects and activities, and priorities for making improvements, the Comprehensive Plan should be viewed as a consistent statement of community policy.

GOALS, OBJECTIVES AND POLICIES

This section of the Comprehensive Plan sets forth the goals, objectives and policies that the Village of Midlothian will use as a guide in making a variety of decisions that will affect the community's future. Although other taxing districts are not bound by these policies, it is the Village's hope that all taxing districts that serve Midlothian's residents can work together to create a bright future for our community.

Goals, objectives and policies form the core of the **Comprehensive Plan** and establish a base against which all other elements must be related. They provide a context for land use and transportation plan elements of the *Comprehensive Plan*. Further, they are designed to be supported by more specific actions described in *Midlothian's Strategic Implementation Plan*. They answer the questions of "what" and "why." Goals are typically broad and long-range; they describe broad aims, desired end situations or ideals for achievement. Objectives are more specific than goals and generally represent an expanded description of a desired end situation. Policies are the specific rules or courses of action designed to achieve particular goals and objectives.

The goals, objectives and policies that follow are organized by major plan element.

Goal: *A strong, vibrant and cohesive community.*

Community Objectives and Policies

Objective: Establish and maintain a positive community identity.

Policies:

- Improve the appearance of Midlothian.
- Reinforce Midlothian's identity as a cohesive community rather than four quadrants that compete against one another.

Objective: Foster and promote Midlothian's small town character and civic pride.

Policies:

- Maintain and enhance the existing strong residential neighborhoods.
- Encourage residents of all ages to be actively involved in local government and community organizations.

Objective: Keep property taxes low.

Policy:

- Work to attract business uses that contribute to the economic vitality of Midlothian without placing an undue burden on the community's infrastructure.

Goal: *A community with interesting, attractive and compatible buildings, landscaping and streetscape design.*

Community Appearance Objectives and Policies

Objective: Improve the appearance of community gateways and arterial corridors.

Policies:

- Pursue opportunities to provide landscaping at key intersections.
- Establish a streetscape enhancement program for the business corridors.
- Prepare a gateway enhancement plan for landscaping and community identifiers at major entry points to Midlothian and the Village Center area.
- Provide incentives to businesses along arterial corridors and gateways to strictly maintain the cleanliness of their properties.
- Upgrade business zone parkway and pedestrian walk maintenance.
- Require landscaping in all parking lots where it is feasible.
- Encourage upgrading seasonal decorations on all businesses, include lighting so main business district is more festive during the holidays.

Objective: Make quality design a priority for the construction and maintenance of all property.

Policies:

- Emphasize the use of landscaping materials as a means of unifying and softening boundaries between public and private property.
- Encourage businesses to provide landscaping to enhance the appearance of off-street parking lots.
- Encourage building designs to conform to a local theme.
- Promote pride in appearance for all businesses.

Objective: Encourage effective signage that is appropriately designed and scaled to minimize adverse impacts on community aesthetics.

Policies:

- Upgrade business signage through enforcement of the Village's sign regulations.
- Review and update the village sign ordinance.
-

Objective: Promote efforts to clean and beautify Midlothian.

Policies:

- Encourage businesses to maintain clean and attractive premises.
- Continually emphasize the importance of individual responsibility for the year-round maintenance and cleanliness of the community.
- Develop a tree planting and maintenance plan.
- Aggressively enforce litter laws.

Goal: *A community where local tax districts work together to enhance Midlothian's image.*

Intergovernmental and Institutional Relations Objectives and Policies

Objective: Support an outstanding educational system that provides a wide range of opportunities.

Policies:

- Continue the dialogue with public schools on planning issues related to changing facility needs and resulting impacts on the community.
- Communicate with public schools on subjects of community-wide concern.
- Collaborate with schools in offering strong educational programs as well as recreational activities that provide positive leisure alternatives for Midlothian's youth and seniors.

Objective: Provide recreational programs to meet the leisure time interests of all Midlothian residents.

Policies:

- Work with the park district, school districts and other institutions to coordinate and share recreational programs, facilities, and services for Midlothian residents.
- Encourage the park district to assess changing recreational interests and demands and to improve programs accordingly.

Objective: Establish new ways in which Midlothian's governmental bodies can further cooperate to enhance the quality of life for Midlothian residents.

Policies:

- Initiate and maintain regular formal discussions with Midlothian's taxing bodies.
- Encourage cooperation among taxing bodies to ensure that programs are complementary rather than competing.
- Find ways in which taxing bodies can cooperate in the enhancement of common areas and facilities.

Goal: *Strong residential neighborhoods with a broad range of housing types in all price ranges.*

Residential Neighborhood Objectives and Policies

Objective: Preserve neighborhood character while supporting redevelopment efforts that enhance neighborhood desirability.

Policies:

- Support efforts to improve Midlothian's housing stock.
- Target corrective action toward properties that are negatively affecting surrounding neighborhoods.
- Encourage the preservation and creation of neighborhood open and green space.

Residential Neighborhood Objectives and Policies

Objective: Promote activities that strengthen community identity and improve the quality of life within neighborhoods.

Policies:

- Continue to sponsor annual events that emphasize community.
- Recognize Midlothian's architecturally and historically significant assets.
- Encourage block or neighborhood parties and picnics
- Create community focal points where people can meet and socialize.

Objective: Maintain and improve neighborhood infrastructure and public amenities.

Policies:

- Undertake improvements designed to reduce flooding in residential neighborhoods.
- Maintain existing mature trees in established neighborhoods and plant new trees where needed.

Objective: Accommodate the housing needs of Midlothian's senior citizens and other special populations.

Policies:

- Identify appropriate housing options for seniors and work to ensure an adequate supply of such housing.
- Assist seniors with home maintenance needs.

Objective: Maintain and enhance property values and positive perceptions of housing in Midlothian.

Policies:

- Actively collaborate with local realty firms, the Chamber of Commerce and others in marketing Midlothian neighborhoods as very desirable places to live.
- Encourage collaboration among neighborhood stakeholders (e.g. property owners, residents, businesses and Village staff) to improve housing conditions that are negatively impacting surrounding property values.
- Encourage property maintenance including mowing, planting, gardening.

Objective: Address housing conditions that detract from neighborhood quality of life.

Policies:

- Contract with a Community Development Block Grant Coordinator for grant processing.
- Maintain high property standards and assist in rehabilitation when possible.
- Aggressively pursue the property maintenance process for below-standard housing that negatively affects surrounding neighborhoods.
- Encourage redevelopment of apartments into condominiums or higher-grade apartments.

Goal: *A strong and vital local economy with business, commercial and industrial areas that are desirable locations for economic activity.*

Business Commercial and Industrial Area Objectives and Policies

Objective: Promote the growth and redevelopment of business, commercial and industrial areas.

Policies:

- Encourage the location of new or expanding businesses in existing commercial locations that would benefit from redevelopment.
- Consider assistance programs for commercial property owners who rehabilitate their properties.
- Investigate ways to expand the number of off-street parking spaces where needed to serve established business areas.
- Work with the State and County to explore the need for additional traffic signals to improve pedestrian access and circulation within Midlothian's business areas.
- Promote the availability of tax sharing, TIF, and other business incentives.

Objective: Establish and maintain a successful business recruitment and retention program that fills identified market niches, expands the local tax base, and enhances the Midlothian's community image.

Policies:

- Support efforts of the Chamber of Commerce and Economic Development Commission to attract new businesses to Midlothian that fill identified market niches, especially businesses that cater to families.
- Explore ways to enhance Midlothian's competitive advantages as a business location.

Objective: Retain and attract businesses that strengthen Midlothian's economic base.

Policies:

- Enhance and promote Midlothian's strengths as a business location. Seek to offset potential disadvantages.
- Support marketing efforts by landlords and the Chamber of Commerce to attract new businesses to vacant storefronts and commercial spaces.

Objective: Establish a village center that builds upon the presence of the Metra station, Village Hall and other community assets.

Policies:

- Launch a feasibility study for determining the need and funding of a new village complex campus.
- Promote the availability of places for meetings, social events and special presentations.
- Seek businesses for the village center that residents and commuters would utilize on a daily basis.

- ❑ Permanently establish and promote the use of a village green.

Goal: *A system of high-quality park and open space areas that meets the varying recreation and leisure interests of Midlothian residents.*

Park and Open Space Objectives and Policies

Objective: Develop a bikeway system that connects destinations within the village and improves links with the regional trail system.

Policy:

- ❑ Explore the availability of state and federal grants to build bikeway links within Midlothian.
- ❑ Create bikeways in-house where feasible.

Objective: Preserve and enhance existing parks while seeking opportunities for increasing the amount of park land in Midlothian.

Policies:

- ❑ Cooperatively encourage the pursuit of private, federal and state grant money that is or may become available to local municipalities for park acquisition and development.
- ❑ Encourage maintenance and enhancement of Midlothian's existing parks through regular maintenance and improvement programs, within available funding resources.
- ❑ Actively seek donations of land adjacent to Natalie Creek for flood control and recreational purposes.
- ❑ Pursue opportunities for joint use of school facilities as community facilities.

Goal: *A land use pattern that minimizes damage from flooding and conserves natural areas as part of Midlothian's environmental context.*

Environmentally Sensitive Land Objectives and Policies

Objective: Reduce the damage to private property caused by flooding.

Policies:

- ❑ Implement storm water management improvements to reduce flooding.
- ❑ Support region-wide solutions to flooding within Midlothian.
- ❑ Continue to pursue federal and state funding for the Natalie Creek detention basin project.

Environmentally Sensitive Land Objectives and Policies

Objective: Maintain Midlothian's identity as a community surrounded by large forest preserves.

Policies:

- Support the preservation of natural areas within Midlothian and surrounding communities.
- Maintain a positive working relationship with the Cook County Forest Preserve District.
- Encourage scheduling of community events in the Forest Preserve.

Goal: *A street system that safely and conveniently links neighborhoods and promotes access to and from the metropolitan area.*

Street System Objectives and Policies

Objective: Promote safe, efficient circulation within Midlothian.

Policies:

- Monitor changes in traffic patterns, volumes, and accidents in order to identify needed street and traffic signal modifications.
- Consider reconfiguration of problem intersections to improve safety and traffic flow.
- Establish a standardized directional signage system for key destinations in Midlothian.
- Consider completing local street links to improve circulation within neighborhoods.
- Pursue tree and shrubbery trimming in public rights-of-way to prevent blind spots.
- Provide more street lights at various sections along major streets.
- Ensure that safe drop-off and loading areas are provided at destinations such as the Metra station and local schools.

Objective: Slow traffic on arterial streets to facilitate pedestrian and bicycle crossings.

Policies:

- Encourage IDOT and Cook County to consider the need for additional traffic signals along Cicero Avenue, Pulaski Avenue and 147th Street.
- Investigate the use of roundabouts and traffic circles installed in residential areas to slow traffic.

Objective: Enhance Midlothian's access to other communities.

Policy:

- Encourage Bremen Township senior citizens to come into the Midlothian community.

Goal: *A public transportation network that serves the needs of Midlothian residents within the community and provides safe and efficient service to Chicago and other regional centers.*

Public Transportation and Commuter Parking Objectives and Policies

Objective: Ensure Midlothian's status as a major commuter rail center.

Policies:

- ❑ Pursue proactive communication with public transportation agencies to influence policy decisions that affect Midlothian commuters.
- ❑ Continue to work with transit agencies to focus ongoing capital improvement planning on the safety and appearance of railroad crossings and stations.
- ❑ Encourage businesses that appeal to rail commuters to locate in the downtown area.

Objective: Maintain a variety of public transit options for Midlothian residents.

Policies:

- ❑ Support the continued or expanded operation of the Village's MASH bus.
- ❑ Promote the availability of transit services for use by Midlothian residents.
- ❑ Work with PACE to improve bus service on 147th Street; create schedules that coincide with Metra schedules.

Objective: Ensure that commuter parking enhances the appearance of the community.

Policies:

- ❑ Require landscaping of all commuter parking facilities.
- ❑ Consider shared parking opportunities whenever planning for new commuter parking facilities.
- ❑ Work with Metra to ensure that commuter parking is in appropriate locations and does not overwhelm the surrounding neighborhood.
- ❑ Promote bike usage as a commuter transportation link.

Goal: *A community that offers safe and easily accessible alternatives to the automobile.*

Bicycle and Pedestrian Pathway Objectives and Policies

Objective: Develop and maintain a bikeway system that links Midlothian's community facilities and shopping areas with neighborhoods and provides easy access to the regional trail system.

Policies:

- ❑ Promote biking to enhance the quality of life for residents.
- ❑ Encourage the placement of bike racks in convenient, well-lighted areas, especially in areas in close proximity to shopping areas and the Metra station.

Bicycle and Pedestrian Pathway Objectives and Policies

Objective: Enhance pedestrian access and safety through infrastructure improvements and modifications.

Policies:

- Promote walking to enhance the character of the community, its retail viability, and the health of residents.
- Support the installation of sidewalks in areas where they presently do not exist.
- Replace deteriorated sidewalks in a timely manner.
- Reduce the height of excessively high curbs that are unfriendly to pedestrians.
- Require sidewalks to be installed along all major thoroughfares.

Goal: *A safe and secure community.*

Public Safety Objectives and Policies

Objective: Maintain an excellent police department.

Policies:

- Target police resources where needed to maintain a safe environment for residents and local businesses.
- Improve street lighting where needed to provide a more secure evening atmosphere.
- Support programs that provide activities for young adults to as a means of reducing incidents of vandalism and graffiti.
- Bring community and law enforcement together (encourage neighborhood watch groups, match schools or grades with police officers).
- Work more closely with state and county gang crimes and drug enforcement agencies.
- Establish a relationship between the police and young people (officers could teach classes or coach).
- Work to retain younger officers.

Objective: Continually improve the Village's fire department and emergency medical services.

Policies:

- Replace aging water mains where needed to improve water pressure.
- Maintain and upgrade fire and emergency service equipment on a timely basis.
- Maintain mutual aid agreements with neighboring communities.

Goal: *A village supported by well-maintained utility systems.*

Community Utility Objectives and Policies

Objective: Maintain and enhance utility systems that serve Midlothian residents and businesses.

Policies:

- Continue to invest in annual maintenance of Midlothian's water and sewer systems.
- Continue to upgrade sanitary sewers to prevent storm water infiltration and minimize sewer back ups.
- Encourage open access or competition for cable television service.
- Support the South Suburban Mayors and Managers Association's Telecommunication Infrastructure Improvement Program.

Goal: *Attractive public buildings that accommodate a full range of community services and enhance Midlothian's image.*

Public Building Objectives and Policies

Objective: Provide library facilities and services appropriate to the educational interests and informational needs of Midlothian residents.

Policies:

- Support the Midlothian Library District's efforts to provide a broad range of library services.
- Take advantage of opportunities to provide information about village services and community events through the Midlothian Village Library.

Objective: Provide attractive and well-maintained public buildings appropriate to community needs.

Policies:

- Systematically evaluate Village-owned buildings in terms of their quality of service delivery; prioritize maintenance and renovation planning accordingly.
- Encourage high quality design for new public buildings.
- Work to ensure that all public buildings are in compliance with the Americans with Disabilities Act (ADA).

FUTURE LAND USE PLAN

An essential part of any comprehensive plan is a future land use plan map. This part of the plan sets forth the overall general land use and development plan for the community. Because it is intended as a policy guide, it is by design more general than the underlying zoning map which establishing specific requirements concerning allowable uses, setback requirements and other development regulations.

Figure 4: Future Land Use Plan identifies nine land use categories that are briefly described below. The locations of Natalie and Midlothian Creeks are shown on the map as are the locations of a number of platted, but unbuilt streets and alleys that may need to be considered in future planning efforts. For example, dedicated rights-of-way have been identified as portions of the proposed pathway plan recommendations. Other portions of such rights-of-way could eventually be vacated and become parts of future redevelopment sites.

Single Family Residential	Most of Midlothian's residential areas are and will remain single-family neighborhoods.
Multiple Family Residential	Areas designated as appropriate locations for multiple family residential development are found throughout the Village. The residential uses included in this land use category include two-flats, townhomes, small apartment buildings and larger mid-rise condominiums.
Commercial	Commercial uses include a full range of retail uses, office and service uses. Areas designated for commercial development are limited to locations along the community's major arterial streets (147 th , Cicero, Pulaski, and Kedzie).
Village Center Mixed Use	This designation is used to identify land which is expected to be preserved, rehabilitated and redeveloped as Midlothian's Village Center. The area will continue to contain a mix of commercial, municipal, transportation, residential, open space, schools, and other community uses.

Industrial

The land use plan retains the existing industrial areas as a land use category. The transitional mixed use area along Waverly Avenue and Kedzie Avenue are zoned for industrial use. Industrial uses exist along Waverly Avenue, and as long as they remain viable are expected to remain. Should additional industrial land be needed to accommodate new industrial development the transitional mixed use area along Kedzie Avenue south of 147th Street should be considered, since the underlying zoning is industrial.

Transitional Mixed Use

This category is intended to identify areas that are presently underdeveloped and may be potential redevelopment sites in the future. Because of their locations within the Village and the current mix of uses, one of several future land uses may be appropriate. Because development and redevelopment of these areas will most likely be market driven, specific land use designations are not appropriate at this time.

Institutional/Public

This category identifies the major public and institutional uses including schools, village facilities, library, Metra station and commuter parking, churches and nursing homes. Should any of these uses cease to exist, the property should be reclassified to a land use category that is consistent with the surrounding land use pattern.

Parks & Recreational Facilities

This land use category includes existing park district facilities as well as property that has been identified in the planning process as appropriate locations for new parks or land that may be available for expansion of existing facilities. The location of park facilities on the future land use plan does not represent a commitment by the Midlothian Park District to actively pursue acquisition.

Open Space

This land use category is used to classify other community open space resources that are not likely to be developed for either residential or commercial purposes. Property includes the Midlothian Country Club, land owned by the Cook County Forest Preserve District and publicly and privately owned land along the Natalie Creek floodplain where intensive development is not desirable.

TRANSPORTATION AND CIRCULATION PLAN

A basic requirement for private development within any community is access to other properties and the surrounding area. As the community was platted, a street grid was laid out. As the community grew, certain streets grew in importance and became major thoroughfares that today carry significant volumes of traffic. However, for reasons that are lost in the past, Midlothian contains a number of platted, but unbuilt streets. These unimproved rights-of-way influence the circulation system in subtle ways, affecting movement between and within residential neighborhoods. However, these rights-of-way also offer opportunities and several have been incorporated into the proposed pedestrian and bicycle system that is contained in the *Midlothian Pathway Plan*.

Figure 5: Transportation Plan shows the hierarchy of streets within the village. It shows the locations of existing traffic signals as well as two proposed new traffic lights. Finally, it identifies location of existing and proposed bike routes that provide alternatives to the automobile. The basic elements of Midlothian's Transportation Plan are described below.

Arterial Streets carry traffic across the village and beyond, connecting Midlothian with neighboring communities and the region. Arterials have significantly higher traffic volumes than collector or local streets. Illinois Route 83 (147th Street), Illinois Route 50 (Cicero Avenue) and Pulaski Avenue (which is maintained by Cook County) are all major arterial streets.

Collector Streets provide circulation between arterials and local streets. Midlothian's collectors include 144th Street, 149th Street, Kilbourn Avenue and Kedzie Avenue.

Traffic Signals help to regulate the flow of traffic. Traffic lights help to reduce speed along busy streets and provide safe crossings for automobiles, bicyclists and pedestrians. While the busiest intersections have been signalized, there are at least two additional intersections where traffic lights should be installed to improve safety. The first is at 147th Street and Central Park Avenue. The second location is at Cicero Avenue and 145th Street.

Bike Routes are designed to identify safe and reasonably direct connections between destinations within the community. The Transportation Plan shows a combination of existing and proposed routes that link schools, parks, shopping and other community destinations. The primary pathway system uses existing streets, sidewalks, bike paths and signalized intersections to link neighborhoods. Where possible, routes are designated on streets that parallel busier streets and rely on signalized intersections to allow users to safely cross arterial streets.