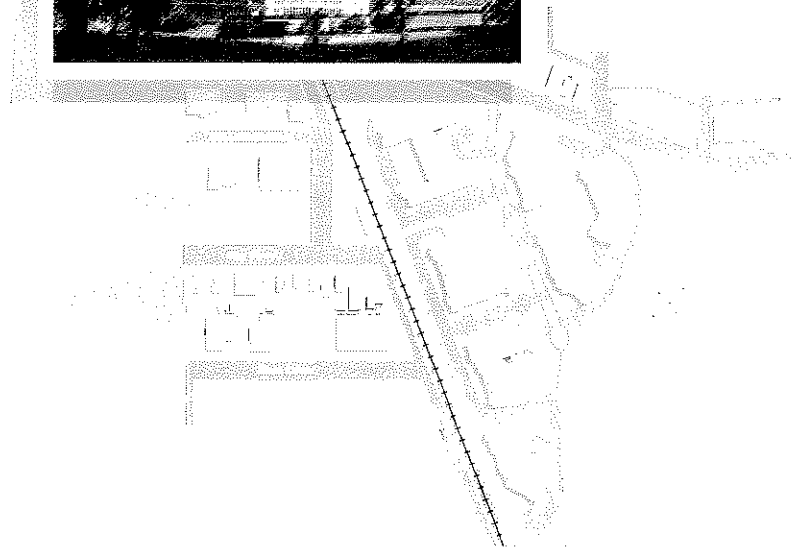
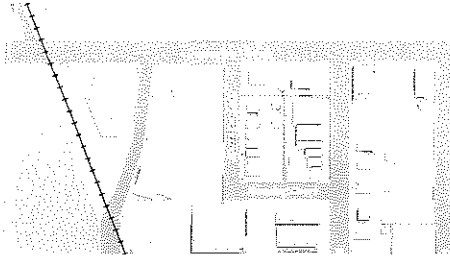




Final Report

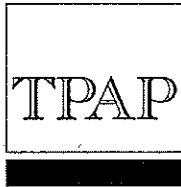


Morton Grove Commuter Station Location Analysis: Lehigh/Ferris Subarea Plan

Village of Morton Grove, Illinois

Trkla, Pettigrew, Allen & Payne • Malenough Associates • Viechies-Schroeder Associates

October 2002



Memo To: Teresa Hoffman Liston, Chairperson
Lehigh/Ferris Advisory Committee
Village of Morton Grove, Illinois

From: Tom Payne
Consultant Team Project Director

Date: October 2002

Subject: **Final Report**
*Morton Grove Commuter Station Location Analysis:
Lehigh/Ferris Subarea Plan*

We are pleased to submit this Final Report, which documents the results of the *Morton Grove Commuter Station Location Analysis: Lehigh/Ferris Subarea Plan* assignment.

The Final Report includes the following:

- Recommendations regarding realignment of Lehigh Avenue between Main Street and Dempster Street;
- Recommendations regarding the location and configuration of the Metra commuter station and related parking areas;
- An overview of land-use and development issues and opportunities, and recommendations regarding short- and long-term improvement and redevelopment within the Project Area; and
- An indication of the funding sources and implementation techniques that may be available to assist the Village in carrying out the Plan's improvement and redevelopment recommendations.

While our Consultant Team has prepared the Final Report, we have received significant advice, support, and assistance from Village staff, Metra, and RTA.

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Introduction

This document summarizes the work conducted for the *Morton Grove Commuter Station Location Analysis: Lehigh/Ferris Subarea Plan*. The document was prepared by the Consultant Team, with input, advice, and assistance from Village staff and others within the Morton Grove community. The document was prepared under contract with the Village of Morton Grove. Preparation of the document was financed in part through a grant from the Regional Transportation Authority (RTA). The contents of the document do not necessarily reflect the official views of the Regional Transportation Authority.

The *Subarea Plan* encompasses the central portion of the Village of Morton Grove. It focuses on the blocks generally bounded by Dempster Street on the north; Main Street on the south; the Cook County Forest Preserve District property on the west; and Ferris Avenue on the east.

The purpose of the *Subarea Plan* is to formulate a comprehensive guide for improvement and redevelopment within the Project Area. The Plan addresses all aspects of the area, including land-use, development and redevelopment, public transportation, traffic and pedestrian circulation, and urban design.

Specific objectives of the Plan are to:

1. Evaluate alternative alignments for Lehigh Avenue between Main Street and Dempster Street, and select a preferred alignment for this roadway as it passes through the Project Area;
2. Articulate the Village's preferences regarding the location and design of a new commuter rail station, and the type and extent of transit-oriented development to be promoted in the vicinity of the new station; and
3. Identify and prioritize sites with development and redevelopment potential, and delineate the "top-priority" redevelopment projects to be pursued by the Village.

While the *Subarea Plan* is based on the recently completed *Comprehensive Plan Update and Lehigh/Ferris Tax Increment Financing Redevelopment Plan*, it also offers new ideas, alternatives and concepts for improvement and redevelopment.

The Planning Process

The *Lehigh/Ferris Subarea Plan* has entailed a multi-step planning process consisting of: a) analyzing existing conditions, issues and opportunities; b) conducting meetings with pertinent public agencies and organizations regarding issues and opportunities within the Project Area; c) evaluating land-use, redevelopment and transportation scenarios; and d) preparing final planning and development recommendations.

While the planning process fully integrates land-use and transportation, it has been structured to address several of the key Lehigh/Ferris issues sequentially.

The process was designed to first determine the preferred alignment for Lehigh Avenue between Main Street and Dempster Street. Based on this preferred roadway alignment, the planning process then explored alternatives for the location and configuration of the Metra commuter station and related parking and service areas.

After the roadway realignment and commuter station location decisions had been made, the process then formulated more detailed improvement and redevelopment scenarios for the overall Project Area.

Participants in the Planning Process

The Lehigh/Ferris planning process has entailed significant local input and participation. Village staff worked closely with the Consultant Team, and contributed to all aspects of the assignment. A 25-member Project Advisory Committee was also appointed to work with the Consultant on a regular basis throughout the course of the study.

In addition to Village staff and the Advisory Committee, a number of other agencies and organizations have been active participants in the planning process, particularly RTA, Metra, and Pace.

A list of the primary participants is presented in Appendix A.

Organization of the Plan Report

This *Final Plan Report* summarizes the results of the *Morton Grove Commuter Station Location Analysis: Lehigh/Ferris Subarea Plan* assignment.

The Report is divided into five sections:

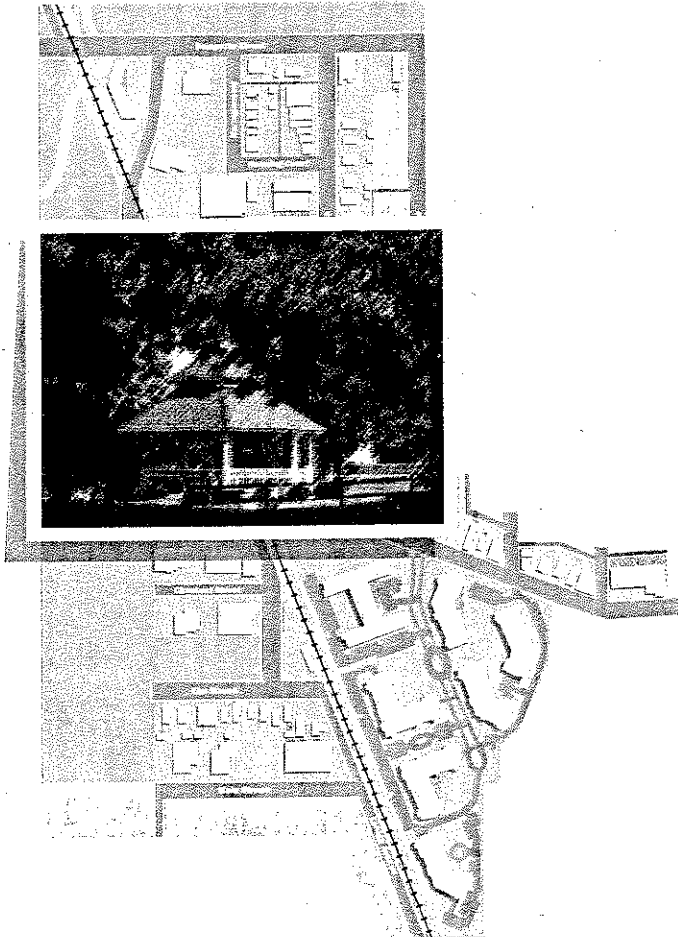
- **Section 1: The Project Area** introduces the location and boundaries of the Lehigh/Ferris Project Area and highlights the general issues and opportunities represented by this portion of Morton Grove.
- **Section 2: Roadway Realignments within the Project Area** provides: a) a description of the alternative alignments that have been considered for Lehigh Avenue as it passes through the Project Area; b) the input received from various governmental agencies and organizations regarding the alternatives; and c) the Consultant's recommendation for Lehigh Avenue between Main Street and Dempster Street.
- **Section 3: Commuter Station Location Study** provides: a) an overview of existing commuter facilities; b) an assessment of the alternative locations for a new commuter station; and c) the Consultant's recommendations regarding the location and configuration of a new commuter station and related improvements within the Project Area.
- **Section 4: Land-Use and Redevelopment** provides: a) an overview of existing conditions within the Project Area, including land-use, zoning, physical conditions, and the recommendations of past plans and studies; b) the identification of specific sites with potential for improvement and development; c) the presentation of a recommended improvement and redevelopment concept for the Project Area; and d) an assessment of the specific redevelopment opportunities within the Project Area.
- **Section 5: Implementation** provides: a) a listing of the "top priority" projects and actions called for in the Plan; b) a discussion of the roles and responsibilities of the Village and other public and private sector entities in carrying out the Plan; c) an overview of potential funding sources and implementation techniques; and d) a listing of other tools and resources for Plan implementation.

In addition, three Appendices are included as supplements to the Plan Report:

- **Appendix A** provides a listing of the participants in the Lehigh/Ferris planning process.
- **Appendix B** illustrates the five alternative roadway alignments that were evaluated as part of the planning process.
- **Appendix C** updates selected demographic and market data from Morton Grove's 1999 *Comprehensive Plan Update*, focusing on the opportunities for new multi-family residential, commercial, and mixed-use development within the Lehigh/Ferris Project Area.



Section 1:
The Project Area



The Project Area

The Village of Morton Grove is a mature suburban community of approximately 23,000 persons located in Cook County, Illinois, approximately 15 miles northwest of downtown Chicago. The Village is situated immediately west of the Edens Expressway (Interstate 94) and is bordered by Glenview on the north, Skokie on the east, and Niles on the south and west.

Morton Grove is essentially a "built-out" community, with most of its development occurring during the 1950's and 1960's. While it is largely a single-family residential community, Morton Grove has a significant industrial base, as well as several mixed-use commercial areas located along arterial street corridors.

A major distinguishing feature of Morton Grove is the presence of Cook County Forest Preserve District land, which bisects the community and accounts for approximately twenty percent of the total land area within the Village.

Morton Grove faces many of the same challenges as other mature communities in the Chicago metropolitan area. While there will continue to be demand for a modest amount of new residential, commercial, and business development within the community, there is very little vacant land available for new investment and development.

If new development is to take place in Morton Grove, it will most likely entail the replacement of older existing uses and/or the redevelopment of marginal and deteriorated properties. If desirable sites and competitive opportunities cannot be made available within the boundaries of Morton Grove, this new development will likely take place outside the community.

The Lehigh/Ferris Project Area

The Lehigh/Ferris Project Area is generally bounded by Dempster Street on the north, Ferris Avenue on the east, Main Street on the south, and the Cook County Forest Preserve on the west (see Figure 1).

The Project Area consists of a diverse mix of older industrial properties, older single-family homes, newer multi-family developments, the Metra commuter station, and small commercial and office uses along and near Dempster Street and Lincoln Avenue. The Woodlands, a residential planned unit development, is under construction on the former Lawnware industrial property.

Although the interior portions of the Project Area, including the Metra commuter rail station, are rather isolated, the overall area has good accessibility via Dempster Street, a major regional arterial. In addition, Ferris, Lincoln and Lehigh Avenues are all classified as collector routes.

A number of conditions suggest that the Lehigh/Ferris Project Area represents one of Morton Grove's prime opportunities for redevelopment. Much of the area is characterized by old, obsolete buildings; incompatible land-uses; vacant and underutilized properties; deteriorated sites and buildings; an unattractive image and appearance; and very few pedestrian conveniences and amenities.

Although the Project Area is characterized by a number of issues and concerns, it also has many assets and advantages for new investment and development. It is the location of the Metra commuter station, which attracts large numbers of people to the area on a daily basis. It is the site of major new and ongoing residential development. It is located adjacent to the Forest Preserve. A Tax Increment Financing District is in place to assist in the redevelopment process, and a significant amount of land is potentially available for new development.

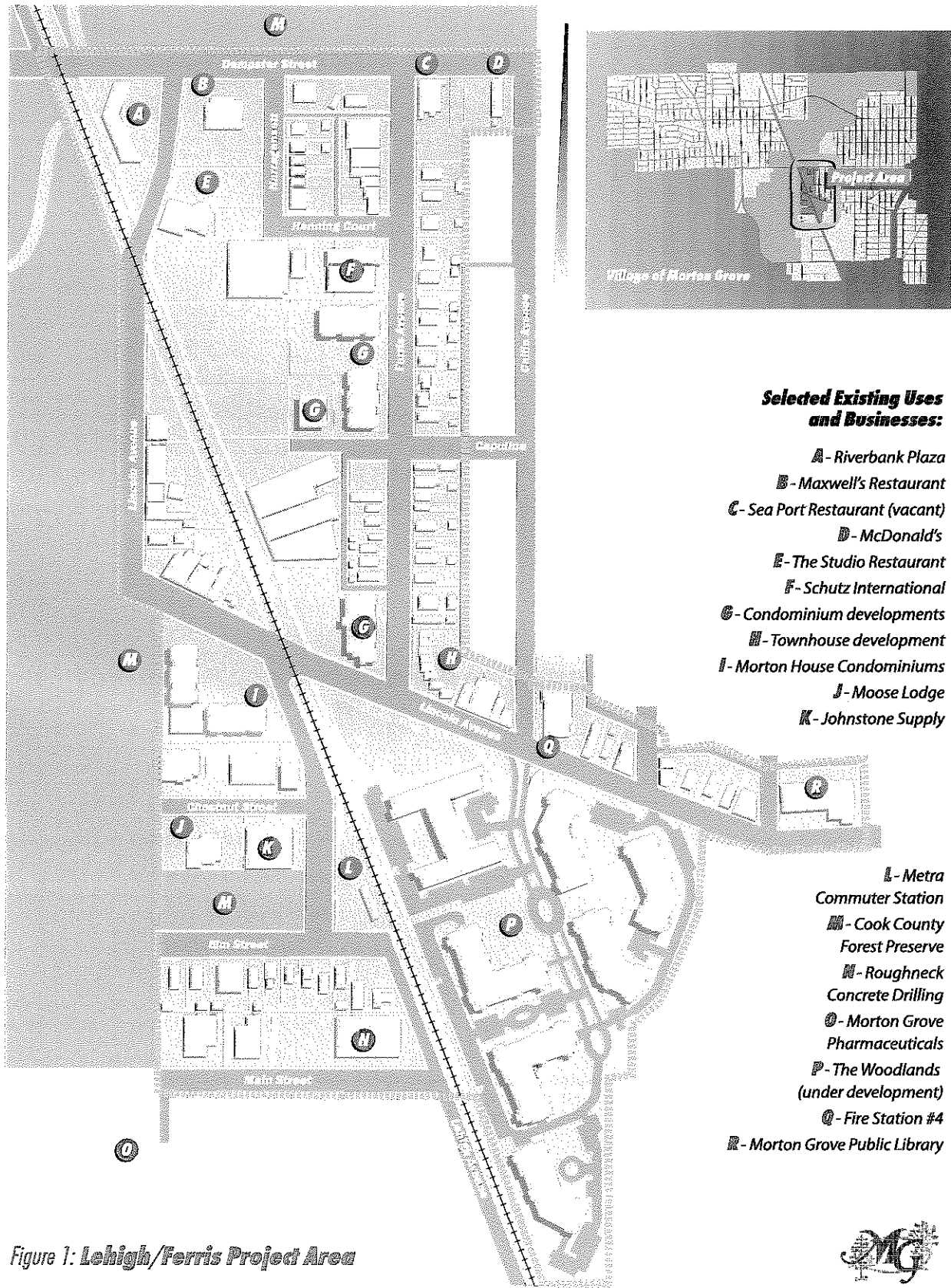
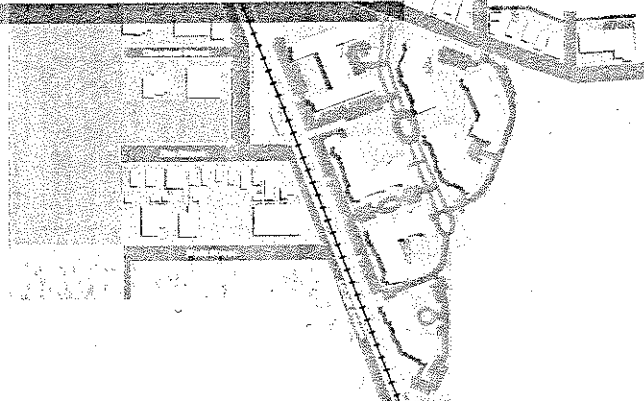
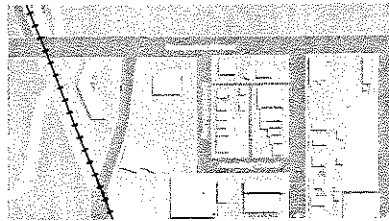


Figure 1: Lehigh/Ferris Project Area



Section 2:
**Roadway Realignment
in the Project Area**



Roadway Realignments

A key objective of the *Lehigh/Ferris Subarea Plan* is to improve access and circulation within the Project Area. Improved access and circulation will benefit existing uses and businesses, enhance the Metra commuter rail station, and help attract new investment and development to this portion of Morton Grove.

This section summarizes the Consultant Team's analysis of alternative roadway realignments within the Project Area.

It includes: a) a description of the alternative alignments that have been considered for Lehigh Avenue as it passes through the Project Area; b) the input received from various governmental agencies and organizations regarding the alternatives; c) the Consultant's recommendation for Lehigh Avenue between Main Street and Dempster Street; and d) the follow-up studies required to finalize and implement the recommended alternative.

Alignment Alternatives

The Consultant Team, in conjunction with Village staff, prepared five preliminary alternatives for the realignment of Lehigh Avenue between Dempster Street and Main Street.

The five alternatives are described on the following pages, including:

- a) The general location of the new roadway, bridge structures, and other required public improvements;
- b) The existing floodplain and other environmental features to be affected;
- c) The properties to be acquired, including any land required from the Cook County Forest Preserve District; and
- d) A brief listing of the comparative advantages and disadvantages of each alternative.

The five alternative alignments are illustrated in Appendix B.

Alignment Alternative #1 (See Appendix Exhibit 1):

Alternative #1 begins south of the existing Metra station and follows a 300-foot radius horizontal curve to the west. This alignment continues west until it begins another 300-foot radius horizontal curve to the north. It then travels northerly, through the Forest Preserve property immediately west of the apartments and single family homes, and continues north where it enters the existing Lincoln Avenue right-of-way. Finally, before arriving at the Lincoln Avenue crossing of the Metra tracks, Alternative #1 curves slightly west where it runs parallel to the Metra right-of-way and terminates at the Dempster/Lehigh intersection. Alternative #1 affects approximately three private parcels and approximately 2.6 acres of Forest Preserve.

Positives:

- Creates excellent opportunities for redevelopment between the improved roadway and the Metra tracks.
- Provides a safer environment by winding through the new development, requiring drivers to move more slowly, and discouraging use of Lehigh Avenue solely as a north/south connection between Oakton and Dempster Streets.
- Preserves land for possible relocation of the commuter station.
- Improves safety at the intersection of Lincoln and Lehigh Avenues by moving it further west, farther from the Metra grade crossing.

Negatives:

- Requires significant acquisition of Forest Preserve property, with no suitable options for a land swap with the Forest Preserve District.
- Requires significant private property acquisition.
- Disturbs the existing residences abutting the Forest Preserve property by putting a road between their property and the Forest Preserve.

Alignment Alternative #2 (See Appendix Exhibit 2):

Alternative #2 extends Lehigh Avenue north along the Metra right-of-way until it intersects existing Lincoln Avenue, where it curves to the west into the existing Lincoln Avenue right-of-way. The existing Lincoln Avenue right-of-way would then be utilized as much as possible to bring the roadway west, and then curve north and northwest along the Metra right-of-way to its termination at the Dempster/Lehigh intersection. Alternative #2 impacts approximately four private parcels and affects approximately 1.1 acres of Forest Preserve.

Positives:

- Creates an attractive, buffered site for the relocation of the commuter station in the north triangular parcel.
- Relatively minor disruption to existing private property and Forest Preserve land.
- Moves the core of new development further north, which opens up the opportunity to develop parcels on the east side of the tracks between Ferris, Dempster and Lincoln.
- Creates the opportunity for a Pace bus route/stop along Dempster for Metra commuters.
- Does not affect private properties in the southern part of the Project Area, which allows for large-scale new development and the use of the Forest Preserve as an additional asset.

Negatives:

- Only creates room for the commuter station and parking, with minimal land for new retail development in the buffered area, which would make the connection to development east of the tracks crucial.
- May have negative impacts on the existing transit-oriented development.
- Creates a stop condition for traffic on Lincoln Avenue and therefore changes the existing traffic patterns.

Alignment Alternative #3 (See Appendix Exhibit 3):

Alternative #3 is intended to expand the existing area for the Metra station by curving existing Lehigh Avenue west and then back east to run parallel with the tracks until its termination at the intersection of Dempster and Lehigh. Alternative #3 impacts approximately 10 private parcels and approximately 1.1 acres of Forest Preserve.

Positives:

- Protects and expands the existing commuter station site.
- Keeps available the opportunity for a land swap between the Village and the Forest Preserve District using vacated Lincoln Avenue right-of-way.
- Retains the majority of the commuter parking adjacent to the tracks and platform.

- Keeps open the option for redevelopment both east and west of the realigned roadway.

Negatives:

- Requires significant acquisition of private property.
- The commuter station remains further away from Dempster.

Alignment Alternative #4 (See Appendix Exhibit 4):

Alternative #4 is the first alignment of Lehigh Avenue that focuses on getting the northbound/southbound vehicular traffic to and from Dempster Street via the east side of the Metra Railroad tracks. The improvements along Lehigh Avenue are the same as that of Alternative #3, with the exception that the improvement limits of Lehigh would end to the north at the existing Lincoln Avenue right-of-way. Ferris Avenue would then be extended south and west and cross over the railroad track at a 90-degree angle, thus eliminating the skewed Lincoln Avenue crossing. Lincoln Avenue to the east would end at its intersection with Ferris Avenue.

Positives:

- Maintains an attractive, buffered site for the commuter rail station.
- Minimal disruption to existing private property as well as Forest Preserve property.
- Replaces a skewed railroad crossing with a perpendicular crossing.
- Pedestrian traffic to the east is closer to the platform.
- Enables Metra funding for expansion of existing parking.

Negatives:

- Requires some acquisition of private property.

Alignment Alternative #5 (See Appendix Exhibit 5):

The improvements to Ferris Avenue and Lincoln Avenue are the same for Alternative #5 as they are for Alternative #4. The difference between the two alternatives relates to the improvements along Lehigh Avenue. Under Alternative #5, Lehigh Avenue is extended directly north through the existing commuter station parking lot, where it will intersect with extended Lehigh and continue north into the existing Lincoln Avenue right-of-way.

Positives:

- Facilitates north/south traffic movement.
- Even less disruption to existing private property (excluding Metra).
- Replaces skewed railroad crossing with a perpendicular crossing.

Negatives:

- Requires acquisition of Metra property and some private property.
- Separates the commuter station from the main commuter parking lot.
- May result in less Metra funding due to the demolition of existing parking spaces.

General Observations Regarding the Alternatives:

The following general issues and concerns apply to some or all of the roadway realignment alternatives described above:

- Flood plain exists within the Forest Preserve property and would need to be bridged over in order to minimize compensatory storage requirements.
- Wetlands most likely exist on the Forest Preserve property and any disturbance to these would need to be properly mitigated through the U.S. Army Corps of Engineers.
- A few of the alignment alternatives will be very expensive, and funding is a crucial issue.
- Metra has mentioned the possibility of a third high-speed rail, which may or may not affect some of the proposed alignments.
- All five alternatives eliminate the skewed railroad grade crossing of Lincoln Avenue.
- Acquisition and demolition of some properties for roadway realignment will require environmental remediation.

Coordination with Public Agencies

A number of meetings and discussions were held with various public agencies and service districts regarding the alternative alignments presented above. The results of these discussions are highlighted below.

- **Village of Morton Grove.** Multiple meetings were held with Village Staff during the alignment alternative consideration and data collection phase. Village Staff has first-hand knowledge of the Project Area and surrounding community that proved very useful in considering alternative roadway alignments. Staff assisted the Consultants in everything from current and proposed property plans to existing geometric and traffic deficiencies.
- **Cook County Forest Preserve District.** The Cook County Forest Preserve District plays an important role in plans for the Lehigh/Ferris Subarea because they own a majority of the land adjacent to the Project Area, some of which would be required to implement certain alignment alternatives. The District also owns a strip of land along the north side of Elm Street within the Project Area.

Once initial alignments were determined by the Consulting Team, it was decided that the Forest Preserve District should be approached to determine if they would consider the idea of giving the Village a license to extend Lehigh Avenue through Forest Preserve property. Ultimately, the Forest Preserve decided that bridge/roadway construction through Forest Preserve Property would provide no benefit to the District, and would therefore not consider allowing the Village to extend Lehigh Avenue through their property.

Subsequent discussions with District staff addressed the possibility of a "land swap" for the strip of Forest Preserve land along the north side of Elm Street, west of Lehigh Avenue. The District's reaction was that they had no interest in obtaining any additional land within the Project Area, which would include the triangular block along Lincoln Avenue west of the railroad.

However, it is recommended that the Village continue to work with the Forest Preserve District in an effort to identify sites and locations for shared-use parking facilities that could help serve Forest Preserve patrons, commuters, and other visitors to the Project Area.

- **US Army Corps of Engineers.** The US Army Corps of Engineers was contacted because they have jurisdiction over all wetlands and US Waterways. These areas exist within the Project Area around and along the North Branch of the Chicago River. The Army Corps stated that they would look for the alignment alternative that minimizes impact to both the wetlands and the waterways. Once the preferred alignment alternative is determined, the actual impacts would need to be delineated and then mitigated.
- **Metra.** Metra plays an important role in the alignment alternative process because the agency owns and operates the commuter station that would possibly be relocated as a part of the roadway realignment and area-wide redevelopment.

It was determined from multiple meetings that moving the existing commuter station north (closer to Dempster) is an alternative that Metra might be willing to entertain. However, Metra emphasized that moving the station further north would negatively affect the operation of the signalized intersection at Dempster Street and Lehigh Avenue. Metra representatives also stated that the Illinois Commerce Commission would ultimately regulate and approve the location of a new platform and station.

- **Illinois Commerce Commission (ICC).** The ICC establishes and regulates general safety requirements regarding tracks, facilities and equipment belonging to rail carriers within Illinois. The Commercial Transportation Law gives the ICC the jurisdiction to regulate the location of the proposed relocation of the commuter rail station. The ICC also will ultimately approve all new roadway crossings of existing rail lines.

The ICC stated that moving the Metra station north (closer to Dempster) would adversely affect the intersection of Dempster Street and Lehigh Avenue by creating more down time for the railroad crossing signals. This would drastically increase the delay time for vehicles trying to move through an already very busy intersection. Because of this, it was determined that the existing commuter station and platform cannot be moved further north. Further disruption to traffic flow on Dempster Street, which is designated by IDOT as a Strategic Regional Arterial, would also have a negative impact on the Dempster Street commercial corridor and on the Village as a whole.

Conclusions and Recommendations

In conclusion, Alternative #4 is the recommended alignment for Lehigh Avenue as it passes through the Project Area. This alternative provides the Village with the most promising option for roadway improvements within the Project Area.

Alternative #4 is recommended for several reasons. The reconfiguration of Lehigh Avenue and Ferris Avenue provides a safe and more efficient flow of traffic through the Project Area. Replacement of the existing skewed railroad crossings with perpendicular crossings will decrease delay times and improve traffic and pedestrian safety. The reconfiguration of Lehigh Avenue around the existing commuter station parking lot allows for an overall improvement to the site without removing existing parking spaces.

The current alignment of Lehigh Avenue as it curves around the existing commuter station is below minimum design standards. The curve is difficult for motorists to negotiate and is a source of concern to nearby residents. The recommended realignment of Lehigh Avenue will "soften" the horizontal alignment in this area. Federal and state guidelines regarding horizontal alignment will be used in the new design.

Although the exact amount of private property that would need to be acquired as part of Alternative #4 will be determined in later engineering studies, this Alternative disrupts the least amount of private property of all the alternatives considered.

Since the Cook County Forest Preserve District is not willing to allow a new roadway to pass through their property, extending Lehigh Avenue north to Dempster Street on the west side of the tracks is not a workable option. This essentially eliminates Alternatives #1, #2 and #3.

Alternative #4 is preferable to Alternative #5 since it retains the existing commuter parking lot and does not separate the station from the main parking area. This would encourage Metra to participate in parking expansion, as opposed to Alternative #5, which would require a significant amount of replacement parking.

Recommended Alignment. The recommended alignment for Lehigh Avenue is illustrated in Figure 2. Appendix Exhibit 6 includes a typical cross-section of the recommended alignment. However, it should be emphasized that this is only a "typical" section for the new roadway. The cross-section will be different along various segments and at certain intersections.

Preliminary traffic investigations have looked into possible geometric improvements and traffic capacity within the Project Area. The intersection of improved Lincoln Avenue and Ferris Avenue, depending on approved Phase I traffic projections, may actually function better without traffic signals. Follow-up Phase I engineering work will need to further investigate this intersection, as well as the intersection of Lehigh Avenue and Ferris Avenue. These two intersections should be simultaneously modeled to verify that a traffic signal would not create a significant amount of delay to drivers wishing to negotiate the intersections. Because a railroad crossing separates the two intersections, delays from timing required to clear all traffic movements across the tracks may decrease the capacity of the intersection.

Re-aligning Lehigh Avenue and extending Ferris Avenue may result in the vacation of a portion of existing Lincoln Avenue west of the new intersection of Lehigh and Ferris. This may create the opportunity to use this land for storm water detention requirements, public open space, or small-scale new development.

The Village should undertake further study to investigate the possibility of closing the north/south portion of Lincoln Avenue that connects to Dempster Street (with proper care for existing utilities). Preliminary review of traffic counts along both Ferris Avenue and Lincoln Avenue indicate that traffic along Ferris Avenue would not increase significantly if Lincoln Avenue west of the railroad tracks was vacated. Intersection Design Studies, to be completed in Phase I engineering, will help the Village determine if the various intersections and roadway segments are going to operate at acceptable levels of service.

Follow-Up Studies

While the *Subarea Plan* establishes a "preferred" alignment for Lehigh/Ferris Avenue between Dempster Street and Main Street, more detailed follow-up studies will be required to finalize and implement the recommended alignment.

IDOT Phase I and Phase II Engineering should now be undertaken to establish the full scope of the project, from right-of-way acquisition to roadway realignment and reconstruction. The Phase I Report is also required in order to qualify for Federal and State funding.

During the process of determining a preferred alignment, several residents expressed a concern about truck traffic along Ferris Avenue. A detailed study of the origin and destination of truck traffic in the Project Area should be undertaken as a part of Phase I engineering. Village-wide alternatives for the routing of truck traffic should also be explored. However, the preferred Lehigh/Ferris alignment is not expected to generate any significant increase in truck traffic within the Project Area.

**ALIGNMENT ALTERNATIVE #4
RECOMMENDED ALTERNATIVE**

COOK COUNTY FOREST PRESERVE

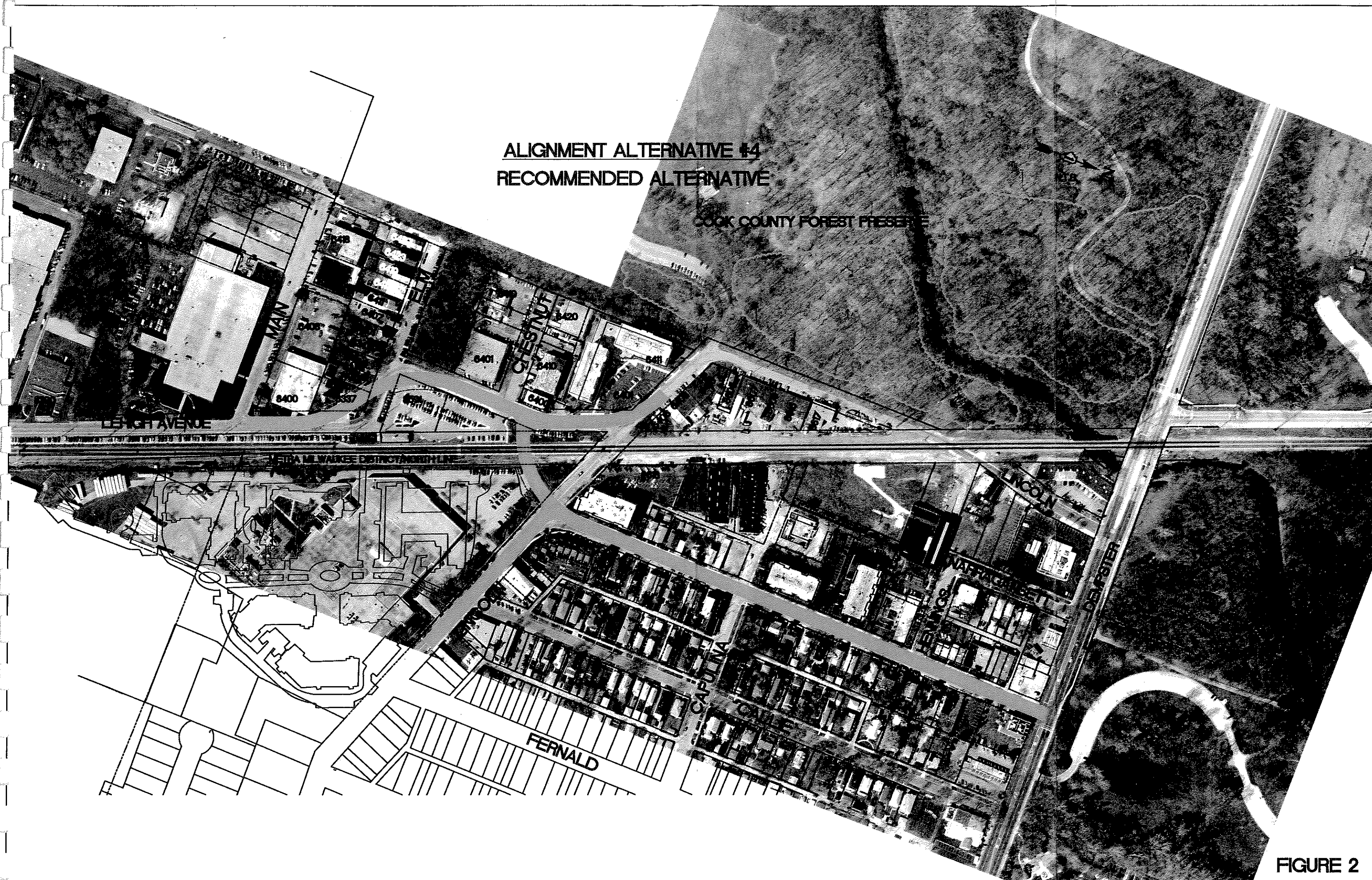
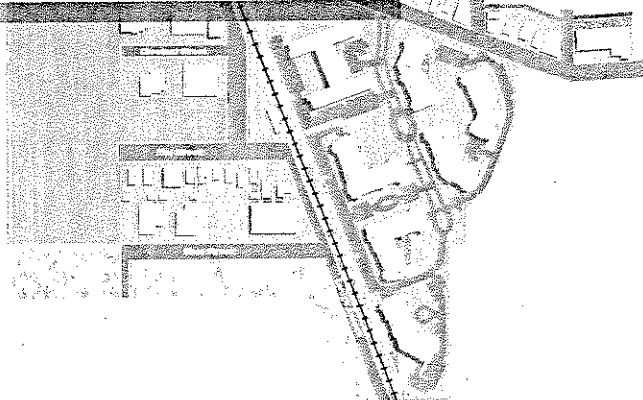
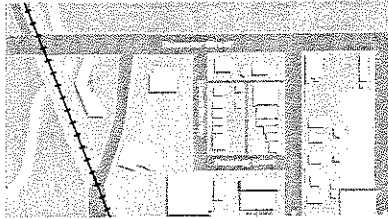


FIGURE 2



Section 3:
**Commuter Station
Location Study**



Commuter Station Location

This section summarizes the Consultant Team's analysis of commuter rail station facilities, opportunities, and potentials within the Lehigh/Ferris Project Area.

It includes: a) an overview of existing commuter facilities; b) an assessment of the alternative locations for a new commuter station; and c) the Consultant's recommendations regarding the location, configuration and design criteria for a new commuter station and related improvements and developments within the Project Area.

Existing Station Facilities

Consistent with the character of the Project Area, land uses in the vicinity of the station and adjacent to the tracks include residential, industrial and commercial uses; Cook County Forest Preserve District property; and Metra's commuter rail station and commuter parking.

Existing commuter facilities include a functional station building, with an adjacent parking lot for 108 vehicles. Counting surrounding parking facilities on the right-of-way, on the street, and in other area lots, data provided by Metra indicate that a total of 360 spaces are available for the Morton Grove Station. Parking along the west side of the railroad right-of-way extends south, almost to the Oakton Street intersection, which is south of the Project Area.

The station platforms are offset, conforming to the Lincoln Avenue diagonal at the north end. The inbound platform extends both farther north and farther south than the outbound platform. Safety fencing has been installed between the tracks to control pedestrian crossing points, but its length is not sufficient to prevent people from crossing at unauthorized locations to access their cars, parked south of the station. The station building is close to the intersection of Lehigh Avenue and Elm Street, south of Lincoln Avenue. It is approximately 2,200 feet south of Dempster Street.

On weekdays, 28 inbound and 25 outbound Milwaukee District/North Line trains stop at the Morton Grove station. Saturday trains – 10 in each direction – provide service at frequencies of 1½ to 2 hours. On Sundays, there are 10 trains in each direction, at two-hour frequencies throughout the day, but diminishing in the evening.

Bus service to the station is limited, with Pace Route 210 operating on Ferris and Lincoln. Route 250 operates on Dempster and Route 226 operates on Oakton, but access to the station is not good from either of these two routes. At least one employer shuttle also connects to the station.

Use of Facilities

Riders. The last census of Metra riders, conducted in 1999, indicated that 989 riders boarded trains at the Morton Grove station on an average weekday, making it the 58th busiest station of 235 outlying stations in the system. Over the 10-year period since 1989, ridership increases exceeded 80%, compared to a population growth of just 0.2%. *Table 1: Ridership Growth at Morton Grove and Vicinity*, which appears on the following page, summarizes 10-year growth trends.

Growth Projections. The Northeastern Illinois Planning Commission projects Morton Grove's population to grow almost 4% by 2020. Besides population growth, the number of jobs located in the Village is expected to increase about 6% by 2020. These projections are arrayed in *Table 2, Demographic Trends in Morton Grove*, which appears on the following page.

Table 1: Ridership Growth at Morton Grove and Vicinity²

Station	Mile-post	Fare Zone	1989	1999	Percent Change 1989-1999	1999 Rank in System ¹
Glenview	17.4	D	1,512	1,646	8.9%	18
Golf	16.2	D	158	326	106.3%	144
Morton Grove	14.3	C	539	989	83.5%	58
Edgebrook	11.6	C	337	578	71.5%	102
Forest Glen	10.2	C	124	320	158.1%	146

¹ Rank in system ranks number of boardings at 235 outlying Metra stations

² Average weekday boarding ridership at outlying stations is 667. All stations ranked 1 to 89 are above average. In this list, Glenview and Morton Grove are above average.

Source: Metra Commuter Rail System Station Boarding/Alighting Count; Summary Results; Fall 1999

Table 2. Demographic Trends in Morton Grove

	1990	2000	Percent Change: 1990 to 2000	2020 Estimates	Percent Change: 2000 to 2020
Population	22,408	22,451	0.19	23,290	3.74
Employment	12,664	NA	NA	13,440	6.13

Note: "NA" is not available

Sources: Northeastern Illinois Planning Commission; U.S. Census

It is reasonable, therefore, to expect further increases in commuter ridership. Projections that Metra has furnished for the three stations in Fare Zone C, which includes Morton Grove, forecast a range of between 42 and 114 new riders for the entire zone in 2020. In planning capacity for a new station, however, Metra guidelines require planning for a 20% ridership increase, or about 200 additional daily riders.

Parking. Available parking is fully utilized (100% of capacity), so added capacity is needed. Metra guidelines call for sizing parking supply to 85% of demand to allow for growth. Assuming that current use in fact represents 85% of total demand, it would be appropriate to add 64 spaces immediately, for a total of 424 parking spaces. To accommodate growth through 2020, an additional 57 spaces are required. The growth projection assumes that half of the highest level of projected new riders in Fare Zone C will park and ride at Morton Grove. Thus, a total of 481 parking spaces, including 121 new spaces, would serve the Morton Grove station, and is the recommended target. Options for accommodating new parking are discussed in a following subsection entitled "Other Opportunities."

Metra projects a need for 122 to 206 new parking spaces in Fare Zone C in 2020 and advocates a target capacity of 500 spaces, total, in Morton Grove. This represents an increase of 140 spaces. Given the nature of new development in the Village, however – largely multi-unit condominiums within easy walking distance of the station – the number of spaces and types of parking facilities to be added require careful consideration. It would not be desirable to convert large

parcels to surface parking, thereby reducing land available for more productive and attractive uses.

Station Location Options

Early in the Lehigh/Ferris planning process, several objectives were identified regarding the location, design and configuration of a new commuter rail station in the Project Area:

- a) Build an aesthetically appealing portal to the Village of Morton Grove;
- b) Provide a focal point for new transit-oriented development;
- c) Relate the station to a new "village center;"
- d) Improve connections with bus routes serving the area;
- e) Improve pedestrian connections to Dempster Street, as well as to nearby residential developments; and
- f) Provide adequate space for additional parking capacity.

The possibility of locating a station site with adequate space for increased parking, primarily to the south of the existing station location, was also addressed. Problems with this concept are that it would relocate the station outside of the Project Area, beyond Morton Grove's activity centers, and outside of the Lehigh/Ferris TIF District. Such a location would severely impair opportunities for new transit-oriented development in the Project Area. Another option, converting the small rail maintenance area and the contiguous northbound right-of-way to passenger use, is not acceptable to Metra because it is located on the east side of the tracks. No suitable parcels appear to be available immediately adjacent to, and on the inbound (west) side, of the existing tracks.

Other parameters for the station location were articulated by Metra and the Illinois Commerce Commission (ICC), including:

- The station must be located on the inbound (west) side of the tracks.
- The northbound station platform location should be at least 2200 feet from the intersection of the tracks with Dempster Street to allow outbound trains to clear the crossing signals and gates so that traffic disruption on the arterial roadway is reduced to a minimum. This distance is about 550 feet south of the existing northbound platform location.
- Platforms must be 805' long to accommodate a ten-car train.

Other important considerations in locating the station are the new roadway alignment for Lehigh Avenue, and the sanctity of the Cook County Forest Preserve District property.

Preferred Station Location

Given all of the factors enumerated above, the most desirable location for a new station in Morton Grove is at or very near the site of the existing station. In addition to satisfying Metra's operational concerns, the recommended Lehigh Avenue realignment provides a discreet parcel for the station building, on-site parking, and kiss 'n ride facilities. The station building could be located at either the north or the south end of the site. The northbound and southbound platforms would be offset, with the northbound platform moved about 550 feet to the south to eliminate interference with the crossing gates at Dempster Street, as discussed earlier.

The proposed roadway configuration also provides good pedestrian and vehicular access, and makes this site easily accessible from the residential areas east of the tracks. As indicated in the site plan options discussed later in this section, parking capacity will increase. Depending on final layout, capacity increases will range from 9 to 28 spaces, in addition to the 110 spaces at the existing station.

Station Site Development Criteria

Site development criteria reflect Morton Grove's priorities, Metra and ICC requirements, and best practices. Many of these criteria are identified in the discussion of Station Location Options, above. Other standards that have been identified are:

- Accessibility improvements to conform to requirements of the Americans with Disabilities Act (ADA).
- Improved pedestrian track crossings.
- Proportional increases in the number of parking spaces for people with disabilities. Currently, there are 8 such spaces.
- Replacement of any parking spaces that may be lost due to redevelopment and/or roadway realignment.
- The possibility of a parking structure on a nearby site, if parking capacity requirements cannot be reasonably accommodated in surface facilities.
- Provision for connecting bus stops on the station site.
- Provision for kiss 'n ride, and, if possible, for connecting bus routes.
- Provision for bicycle storage.
- Larger depot waiting area; a minimum of 690 square feet is needed, but 1000 square feet is recommended.
- Accommodations for at least two concessions in the station (subject to refinement by the Village).
- Provide an informational kiosk or community bulletin board at the station.
- Consideration of a second story in the station building to accommodate a restaurant and/or a banquet facility.
- Attractive landscaping of the station site.
- Sensitivity to the proximity of the Forest Preserve.
- Possible development of shared-use parking facilities.

Another necessary enhancement is improved wayfinding signage from the arterial streets to the station. Attractive, uniform sign systems should be installed on both Dempster and Oakton Streets and along Lincoln and Ferris Avenues so that people who are unfamiliar with the street system or the station location can find it easily.

Other Opportunities

Transit-Oriented Development. Given the physical constraints of the station site, adding residential or commercial development on the same site as the station will be difficult, except to the extent that amenities can be integrated into the actual station building.

However, development opportunities may be available on adjacent sites. Most transit-oriented development should be located within the ½ mile radius that is usually considered suitable for such development. It might be located on both the east and west sides of the tracks, and it should have good access for both autos and pedestrians. Convenient pedestrian links between commercial activities and the commuter station are key to creating effective transit-oriented development.

Opportunities for new transit-oriented development are discussed further in Section 4 of this report.

Shared Parking Facilities. As mentioned in Section 2 of this report, the Village should continue to work with the Cook County Forest Preserve District in an effort to identify sites and locations for shared-use parking facilities that could help serve Forest Preserve patrons, commuters, and other visitors to the Project Area.

Shared-use parking facilities with the Forest Preserve may be workable because periods of peak parking demand for commuters and recreational users are complementary. Peak demand for commuters occurs during traditional working hours, while peak demand for the Forest Preserve occurs during the periods traditionally available for leisure activity.

The Village and the Forest Preserve District could work together on a cooperative basis on issues regarding the ownership of parking areas, the maintenance of parking facilities, the collection parking revenues, and the sharing of parking revenues. In concept, the shared use of parking facilities could benefit all parties.

The possibility of developing shared-use facilities east of the tracks, northeast of the station site, and north of the existing condominium development should also be explored. There has been some indication, particularly on the part of Metra staff, that this location would be desirable to accommodate commuters who access the station from the east and north. In this instance, developing a parking structure with the first level dedicated to commercial use should be considered. The types of businesses that would be ideal here are those that provide conveniences and services for both the commuters and the area's residents, such as food markets, day care centers, branch banks, dry cleaners, or cafes.

The New Station

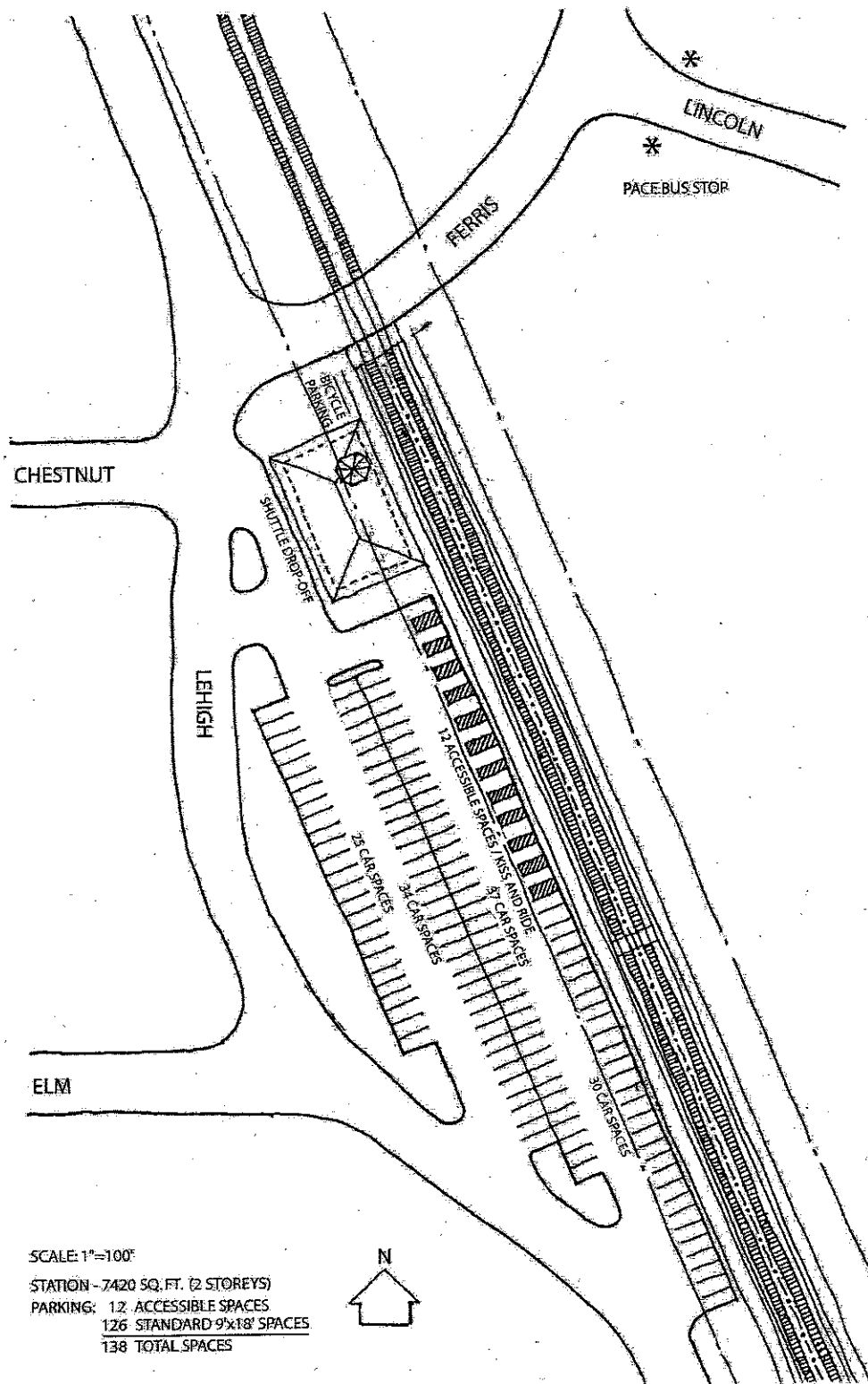
There are two possible locations for the new Morton Grove commuter station building on the recommended station site along Lehigh Avenue. One is at the north end of the site, near the Lehigh-Ferris intersection. The second is at the south end of the site, near the intersection of Lehigh and Elm Street. Illustrative site plans for these two locations are presented in Figures 3 and 4.

The potential allocation of interior space is illustrated in Figure 5. On the first level, the station incorporates a passenger waiting room, restrooms, ticket sales facilities that serve both indoor and outside waiting areas and concession booths for two vendors. The second story, over 4,000 square feet, could serve as a restaurant, banquet hall, or community center.

An illustrative elevation for the new commuter station is presented in Figure 6, showing the scale and character of development that the Village seeks to achieve. The elevation suggests a visually prominent two-story building, designed to establish an identity for the Project Area and a focal point for the Morton Grove community.

The station area will be landscaped, and will provide kiss 'n ride accommodations, parking for people with disabilities, and standard commuter parking. A drop-off for employer shuttles is also provided. The station will also incorporate an informational kiosk where community notices and business ads can be posted. Walkways will connect the station to residential areas and developments located east of the tracks, as well as to the nearby connecting point for Pace's Route 210.

Station design will also address optimum integration of the bus and rail systems by providing for connecting bus service at the station site to accommodate future enhancements to the bus system. While integrating Route 210's bus stop into the station site would be desirable, doing so may make it difficult for the bus to maintain its schedule. At a minimum, existing on-street facilities would be improved to provide greater passenger comfort and to ease boarding and alighting.

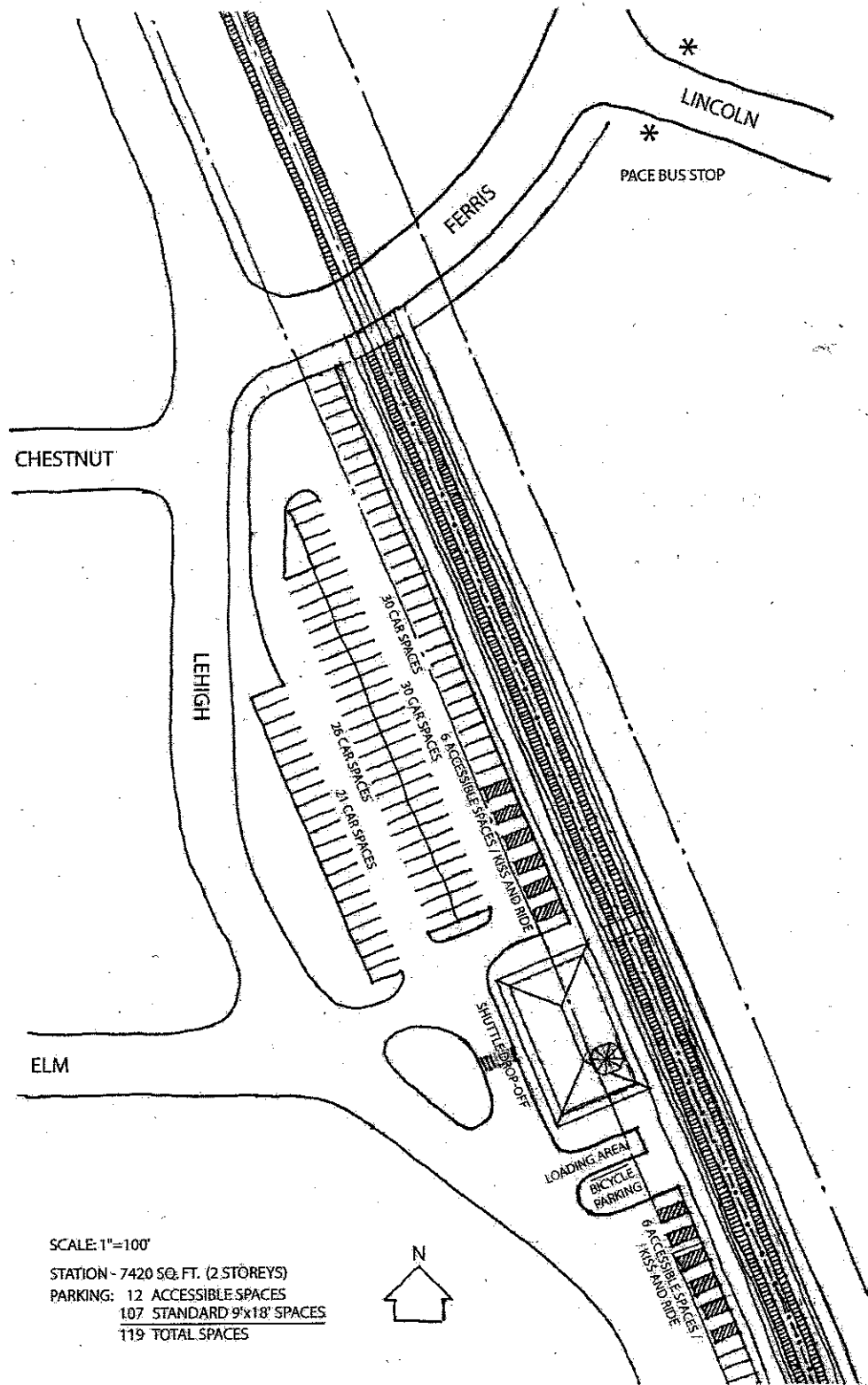


* 15 SPACES ALLOWED FOR KISS AND RIDE - INCLUDING 12 SHARED USE ACCESSIBLE SPACES



Figure 3: Station Site Plan - North Option

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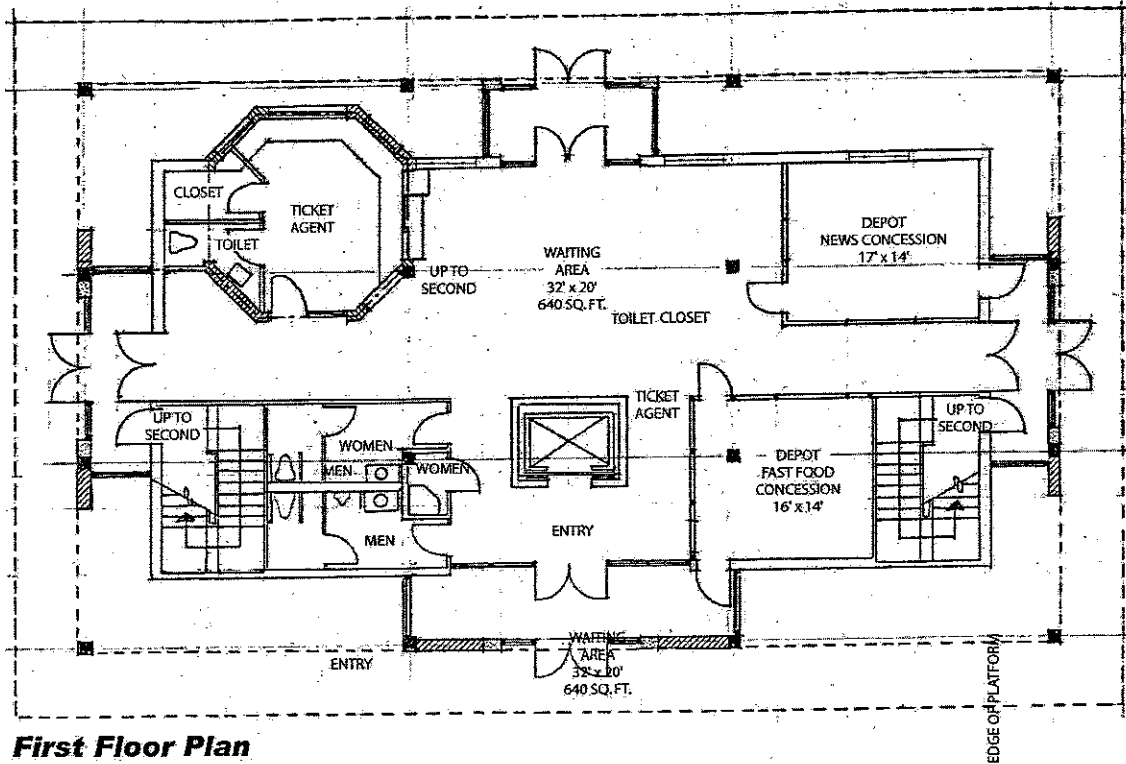
SCALE: 1"=100'
 STATION - 7420 SQ. FT. (2 STOREYS)
 PARKING: 12 ACCESSIBLE SPACES
 107 STANDARD 9'x18' SPACES
 119 TOTAL SPACES

* 15 SPACES ALLOWED FOR KISS AND RIDE - INCLUDING 12 SHARED USE ACCESSIBLE SPACES.

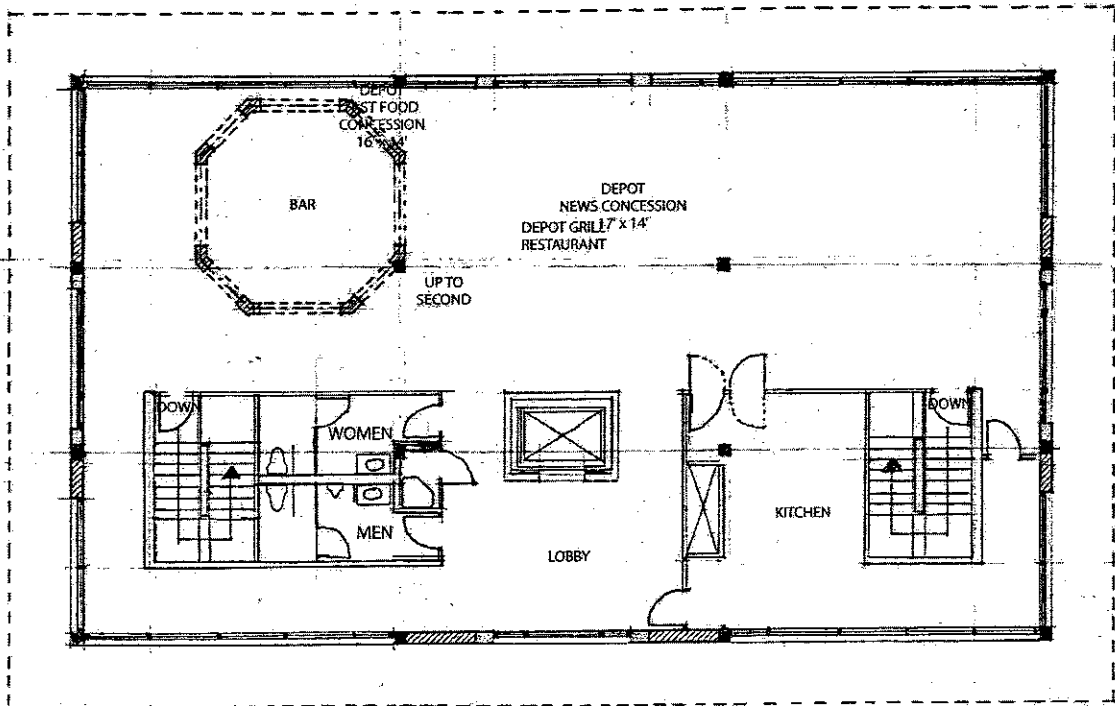


Figure 4: Station Site Plan - South Option

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 Trkla, Pettigrew, Allen & Payne • McDonough Associates • Vlecidis-Schroeder Associates • August 2002



First Floor Plan



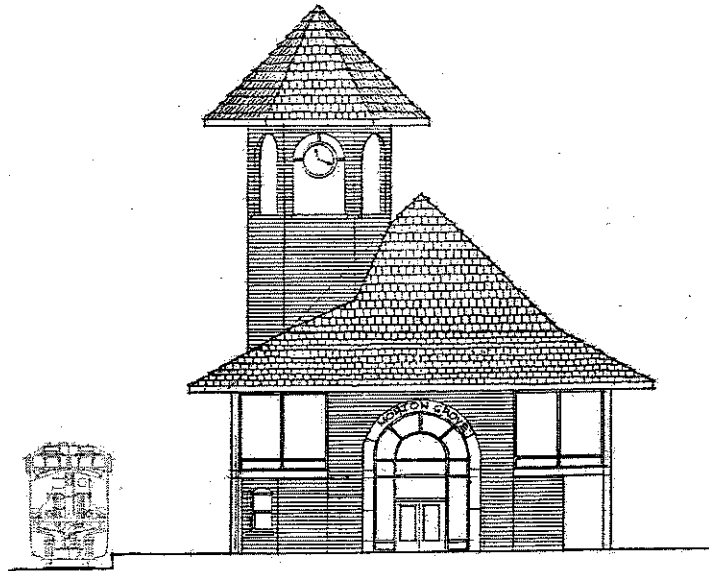
Second Floor Plan

SCALE: 1" = 16'

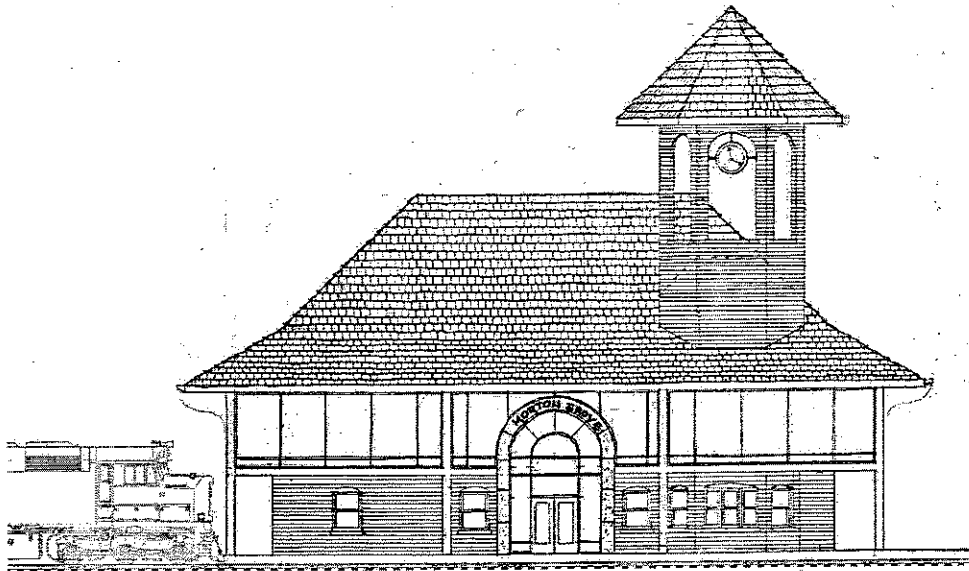


Figure 5: Station Concept Plans

Lehigh/Ferris Subarea Plan • Village of Morton Grove
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North Elevation



Track Side Elevation

SCALE: 1"=24'

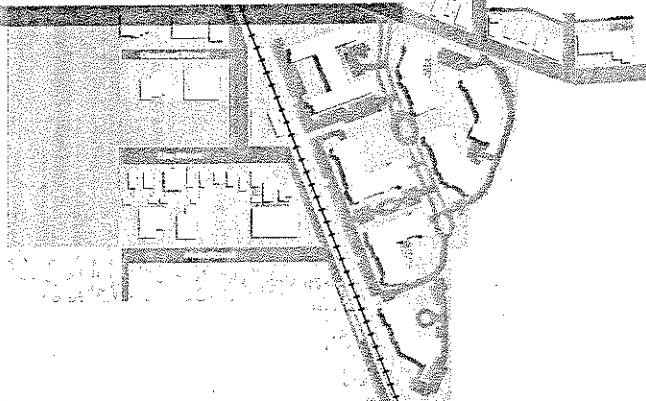
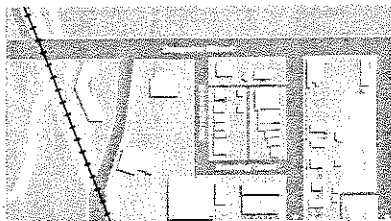


Figure 6: Station Concept Elevations

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Section 4:
**Land-Use and
Redevelopment**



Existing Land-Use

The Lehigh/Ferris Project Area is a "mixed-use" area containing a variety of office, commercial, industrial, public and semi-public, and residential land-uses.

Figure 7 presents generalized existing land-use, based on surveys undertaken by the Consultant. The existing land-use pattern will be an important consideration in determining future improvement and development potentials within the Project Area.

Commercial Uses

Most existing commercial uses within the Project Area are relatively small and include restaurants, business and personal services, and office uses. Most commercial uses are located along and near Dempster Street and Lincoln Avenue.

Riverbank Plaza is a small strip center located at Dempster Street and Lincoln Avenue. Tenants include Track Side Tap, Riverside Foods, and several office and service businesses.

Restaurant uses include Maxwell's, The Studio, and McDonald's, all located in the northern portion of the Project Area; and Bringer Inn, located at Lincoln and Fernald.

Office uses include HMG Schutz International and several smaller office uses located in the block bounded by Dempster, Ferris, Narragansett Avenue and Henning Court. A few office uses are also located along the Lincoln Avenue frontage, including Skokie Valley Air Control, Kropp Insurance, and Malko Company. Several offices are located in converted residential buildings and a few are characterized by minor condition problems.

Auto-oriented commercial uses, including a gas station, service facilities, and repair shops, are located along Dempster Street between Narragansett and Ferris, and in the triangular block along Lincoln Avenue west of the railroad. Most of these properties are characterized by deterioration, underutilization, and a poor overall image and appearance.

Industrial Uses

Industrial uses are scattered throughout the Project Area, particularly in the blocks between Lincoln Avenue and Main Street, west of the railroad. Prominent businesses in this area include Roughneck Concrete, Johnstone Supply, and other contractor businesses. Some industrial properties are underutilized and/or deteriorated. Since industrial uses are located very close to residential development, noise and other impacts are of concern to nearby residents.

A few older industrial and "heavy" commercial uses, including Helbig Contractors and Domicile Furniture Warehouse, are located at the west end of Capulina Avenue, adjacent to the railroad; and in the triangular block along Lincoln Avenue west of the railroad. Businesses in these areas are characterized by poor accessibility, deterioration, underutilization, and a poor image and appearance.

Public and Semi-Public Uses

Morton Grove's Metra commuter rail station is located along the east side of Lehigh near Elm Street. The commuter station generates significant activity in the Project Area. Ridership, currently ranked 58 out of 235 stations, has increased dramatically over the last decade. A small off-street parking lot is provided adjacent to the station, and commuter parking is also located along several streets within the Project Area.

Other public and semi-public uses include Morton Grove Fire Station #4 at Lincoln and Callie; the Morton Grove Public Library at Lincoln and Georgiana; and the Moose Lodge on the south side of Chestnut Street, just east of the Forest Preserve.

The Cook County Forest Preserve is a prominent feature within this part of Morton Grove. The Project Area is bordered on the north and west by Forest Preserve land and a small "finger" of Forest Preserve property extends east along the north side of Elm Street to Lehigh Avenue. Access to the Forest Preserve is provided from Lincoln Avenue.

Single- and Two-Family Residential

Most existing single- and two-family residential properties are located along the east side of Ferris Avenue between Lincoln Avenue and Dempster Street. A newer townhouse development is located at the northeast corner of Ferris and Lincoln.

Smaller clusters of homes are located along the west side of Ferris just south of Capulina, and along the south side of Elm Street, west of Lehigh Avenue. The residential properties along Elm Street are physically isolated and are not part of a larger neighborhood environment.

Isolated single-family homes are also located along Lincoln Avenue both east and west of the railroad, and along Narragansett between Dempster and Henning Court. Single-family homes in these locations are incompatible with surrounding business activities.

Many of the older homes in the Project Area are characterized by deferred maintenance and minor condition problems.

Multi-Family Residential

Several newer multi-family residential developments are located within the Project Area, including five-story condominium developments along the west side of Ferris Avenue; the Morton House condominiums at Lincoln and Lehigh; and a smaller multi-family structure along the south side of Elm Street.

In addition, the Woodlands, a planned unit development consisting of 306 multi-family residential units and 200 assisted-living housing units, is currently being developed by The Elliot Group on the former Lawnware property.

The newer multi-family developments have added significantly to the life and vitality of the Project Area and enhance opportunities for continued improvement and development within this portion of Morton Grove.

Vacant Land and Buildings

A few vacant properties are scattered throughout the Project Area. The most prominent vacant property is the former "VG Supply" warehouse and adjacent parcels along the east side of the railroad between Henning Court and Capulina Avenue. Some of this land is characterized by environmental issues and concerns.

Smaller vacant properties are located along Dempster Street, Lincoln Avenue, Ferris Avenue, and Main Street.

Surface Parking

As shown in Figure 7, a significant amount of land within the Project Area is used for surface parking, including much of the land along and near Dempster Street.

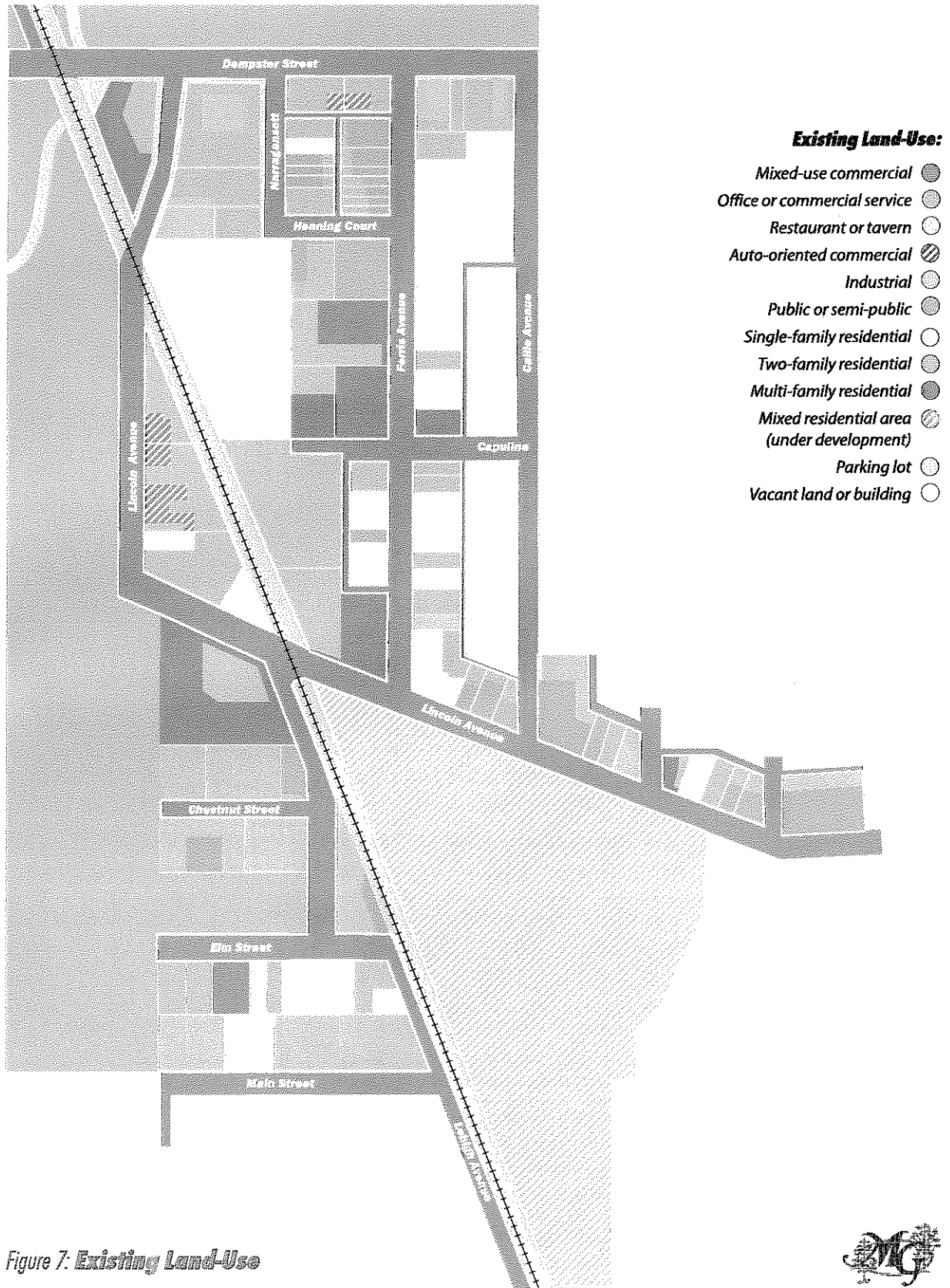


Figure 7: Existing Land-Use



Current Zoning

Zoning establishes the types of uses that are allowed on specific properties and helps regulate the size and shape of buildings and the intensity of development. Zoning will be one of the key tools to implement the recommendations of the *Lehigh/Ferris Subarea Plan*.

Morton Grove's current Zoning Ordinance was adopted in 1991 and is amended as required to meet the changing needs of the Village.

Current zoning within the Project Area is illustrated in Figure 8. The specific zoning districts present within the area are briefly described below.

C1 - Commercial District

C1-Commercial is intended to provide for the retail and commercial service needs of the Village.

Permitted uses include a full range of retail, office, financial and service uses. Multi-family housing, senior citizen housing, auto repair shops and service stations, and drive-in facilities are among the list of special uses.

The maximum building height is 40 feet and the maximum Floor Area Ratio (FAR) is 2.0. While there is no minimum lot area, lot width or front yard requirements, the minimum area for each C1 District is one acre.

The frontage properties along Dempster Street and Lincoln Avenue east of the railroad are zoned C1. In addition, the west side of Ferris Avenue and the Woodlands are also zoned C1.

M1 - Restricted Manufacturing District

M1-Restricted Manufacturing is intended to serve industrial firms that have high standards of performance and can be located in close proximity to residential and business areas without creating nuisances.

Permitted uses include selected manufacturing, wholesaling, and service uses. Multi-family housing and senior housing are included in the list of special uses.

The maximum building height is generally 40 feet, the minimum front yard is 25 feet, and the maximum FAR is 1.8. There are no minimum lot area or lot width requirements, although the minimum area for each M1 District is 5 acres.

Except for the Forest Preserve, all properties north of Main Street and west of the railroad are zoned M1. In addition, much of the land along the east side of the railroad, from Lincoln Avenue north to Dempster Street, is also zoned M1.

M2 - General Manufacturing District

M2-General Manufacturing is intended to serve most light industrial facilities, provided they are conducted in a clean and quiet manner and do not disrupt adjacent uses.

Permitted uses include a wide range of manufacturing, assembly, warehousing, distribution, service and transportation uses, as well as limited supporting retail uses. Multi-family housing and senior housing are not permitted.

The maximum building height is generally 40 feet, the minimum front yard is 10 feet, and the maximum FAR is 1.8. There are no minimum lot area or lot width requirements, although the minimum area for each M2 District is 5 acres.

The industrial lands located south of Main Street are zoned M2.

R3 - General Residence District

R3-General Residence is intended to provide a medium-density residential environment which accommodates a wide range of housing types.

Permitted uses include single-family, two-family and multi-family residences; parks and playgrounds; schools; libraries; etc. Special uses include houses of worship, municipal facilities, senior housing, day care centers, and nursing homes.

The minimum lot area is 5,900 square feet for single-family homes; 3,000 square feet per dwelling unit for two-family residences; and 1,815 square feet per dwelling unit for multi-family residences. The minimum lot width is 50 feet, and the maximum building height is 35 feet or 3 stories. The maximum FAR for non-residential uses is 0.6.

The residential properties east of Ferris Avenue are zoned R3.

R1 - Single-Family Residence District

R1-Single-Family is intended to provide a low-density, single-family residential environment. Permitted uses include single-family detached dwellings, parks and playgrounds, and schools.

The adjacent Forest Preserve land is zoned R1.

Conclusions and Recommendations

The Village is currently studying alternative zoning strategies for the Project Area—including the creation of a new multi-use zoning district—which would better accommodate the unique opportunities and potentials represented by this part of Morton Grove.

It is recommended that actions be undertaken to update zoning within the Project Area immediately following adoption of the *Lehigh/Ferris Subarea Plan*.

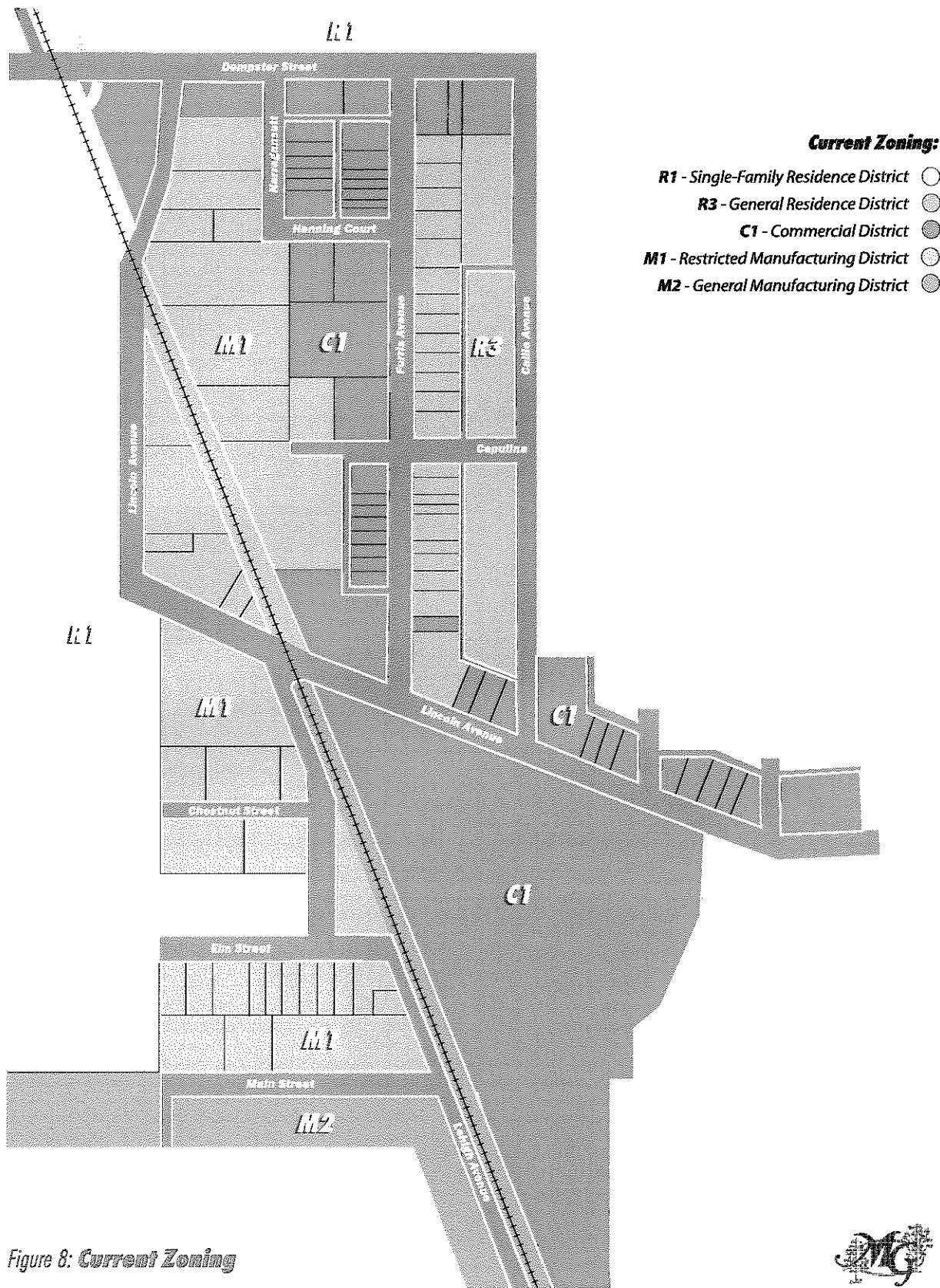


Figure 8: Current Zoning



Physical Conditions

While most of Morton Grove is well maintained and has an attractive small-town image and character, this is not the case within the Lehigh/Ferris Project Area.

Although the Project Area is not characterized by severe deterioration, a number of low-grade and substandard features and conditions combine to give the Project Area an overall appearance of decline and neglect. If not corrected, these conditions could inhibit opportunities to attract new investment and development in the future.

Issues and concerns related to physical conditions are highlighted below.

Structural Conditions

A few severely deteriorated buildings are scattered throughout the Project Area, several of which are in highly visible locations along Dempster, Ferris, Lincoln and Lehigh.

In addition, many other commercial, industrial, and residential properties are characterized by deferred maintenance and minor condition problems. While these conditions may not be significant at the present time, they do detract from the overall image and perception of the area.

Vacant Properties

While vacant properties are not prominent within the Study Area, the former "VG Supply" property is highly visible from Lincoln Avenue and from passing commuter trains. The vacant Sea Port restaurant is situated at the intersection of Dempster and Ferris, the major "entranceway" to the Project Area. Smaller vacant properties are present along Ferris and Lincoln Avenues.

Sites and Buildings

Most commercial and business development within the Project Area consists of small, separate, free-standing properties. There is little coordination between adjacent sites in terms of building placement and orientation, setbacks, access drives and parking areas, signage, and site landscaping.

A number of existing commercial buildings have a tired and dated appearance, including many along Dempster Street and Lincoln Avenue, which are the most highly visible parts of the Project Area.

The image and appearance of parking lots are also a concern. In addition to surfaces in poor condition, few lots are landscaped and there are no clearly defined pedestrian ways that traverse parking lots or connect the lots to nearby stores and businesses.

Several of the industrial and "heavy" commercial uses have unattractive outdoor storage yards, many of which are highly visible from public streets and passing commuter trains. Few storage yards are screened or buffered.

Historic Features

The Project Area encompasses one of the oldest portions of Morton Grove. It is a part of the original settlement area of the community, and the nearby neighborhoods have a "sense of history" that is not apparent in many of the Village's newer development areas.

However, while most buildings within the Project Area are older, there are no buildings with true historic significance. A few structures may have minor local historic interest, including Kropp Insurance and Skokie Valley Air Control on Lincoln Avenue, and Bert's Place Tavern on Ferris.

The residential blocks east of Ferris Avenue have an attractive small-town image and character, and some of these homes may have local historic interest.

Streets and Roadways

Ferris Avenue is an attractive tree-lined street, and some improvements have been undertaken to enhance Lincoln Avenue east of Ferris.

However, Lincoln Avenue west of the railroad and Lehigh Avenue south of Lincoln do not have an attractive image or appearance. These streets have surfaces in poor condition, deteriorated and/or intermittent curbs and gutters, and gravel or dirt parkways.

In addition, there is no consistent streetscape treatment along the major streets, very little landscaping within the public rights-of-way, inconsistent street lighting, and a lack of directional and informational signage. Several streets have overhead utility lines, which detract from the image and appearance of the area.

Pedestrian Amenities

Because of the diverse mix of residential and commercial uses and the presence of the commuter station and the Library, the Project Area should have a "pedestrian friendly" atmosphere that is very different from most parts of Morton Grove.

However, it is currently difficult for residents and visitors to walk to nearby stores, shops, services, and public transportation. Sidewalks along Dempster Street are quite narrow and some segments are in poor condition. Along most other streets, sidewalks are inconsistent in terms of width, placement and condition. A few streets, including Lincoln Avenue west of the railroad and portions of Lehigh Avenue, have no sidewalks.

Access to the commuter station from several areas is difficult and unsafe. Some of the newer multi-family developments, including the Woodlands, are not well connected via pedestrian walkways to the commuter station or to other surrounding uses.

Except for the Forest Preserve and a small mini-park adjacent to the Fire Station, there are no public open spaces or pedestrian gathering places within the Project Area.

Railroad Corridor

Many people get their first impression of Morton Grove as they pass through the Village on the commuter train. Unfortunately, except for the area immediately around the commuter station, the railroad corridor is not attractively landscaped or well maintained. Unused or abandoned railroad equipment is stored along the tracks, and the back sides of many commercial and industrial uses are unsightly and poorly maintained.

Forest Preserve

The presence of the Cook County Forest Preserve represents an important amenity for the Project Area. It provides for public open space and passive recreation, and can also serve as an attractive "back-drop" for new development.

However, the "edges" of the Forest Preserve that border the Project Area are poorly maintained. There is no fencing or other features to define or delineate Forest Preserve properties. In most locations, there are no curbs and gutters adjacent to the Forest Preserve, and the gravel and dirt parkways are often characterized by standing water, trash and debris, which gives the Forest Preserve an unkempt image in this particular area.

Past Plans and Studies

Improvement and development of the Lehigh/Ferris Project Area has long been a priority objective of the Village, and substantial preliminary planning work has been completed for this area. Recent planning efforts include the *Comprehensive Plan Update*, the *Lehigh/Ferris Tax Increment Financing Redevelopment Plan*, and the *Dempster Street Commercial Corridor Master Plan*.

These prior planning efforts provide a foundation for the current assignment. They establish basic principles and policies related to the mix of uses to be promoted, as well as the scale, character, and phasing of future improvements and developments.

Comprehensive Plan Update

Morton Grove's *Comprehensive Plan Update*, adopted in 1999, provides a guide for future land-use and development within the community. The Plan strives to maintain and protect the unique and distinguishing characteristics of the Village, improve and upgrade those areas that are beginning to show signs of age and decline, and promote high-quality and compatible new development and redevelopment in selected locations.

As indicated in Figure 9, major portions of the Lehigh/Ferris Project Area are designated as "mixed-use development areas." The Plan recommends that these areas eventually be redeveloped for a mix of uses, possibly including residential, commercial, public, and institutional facilities.

The Plan also suggests that the Project Area be considered as the location for a new "Village Center" development, perhaps including a small commercial center and public facilities.

Additional recommendations are highlighted below.

- The Dempster Street and Lincoln Avenue corridors should be characterized by a mix of retail, service, office, institutional, and residential uses in the future. Obsolete buildings, marginal uses, and vacant properties along these corridors should be redeveloped.
- The marginal industrial properties north of Main Street and west of the railroad should be made available for new "transit-oriented development," possibly including a mix of residential and commercial uses that cater to the needs of commuters. Industrial properties north of Lincoln Avenue and east of the railroad should also be redeveloped for new mixed-use development.
- Major street system reconfiguration should be undertaken to improve access to and circulation through the Project Area, including the realignment of Lehigh Avenue between Main and Dempster Streets.
- The Village should work with Metra to explore the possibility of a new commuter station in the area, including related parking and mixed-use transit-oriented development.
- Projects should be undertaken to improve the image and appearance of the Project Area, including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include façade, parking lot, and signage improvements.

Based on the general policies and guidelines highlighted above, the *Comprehensive Plan Update* also provides more detailed and site-specific recommendations for several "Target Areas" that represent special opportunities for new investment and development.

As shown in Figure 10, portions of the Lehigh/Ferris Project Area are included in three of the designated Target Areas. The plans for each Target Area include both short- and long-range improvement and development recommendations.

TIF Redevelopment Plan

As a follow-up to the *Comprehensive Plan Update*, and as part of a strategy to encourage coordinated redevelopment within the area, the Village conducted a study to determine whether or not the Lehigh/Ferris Project Area qualifies as a redevelopment area under the Illinois Tax Increment Allocation Redevelopment Act.

The study concluded that the Project Area qualifies as a "conservation area" under TIF legislation. Subsequent designation of the area as a TIF District has secured funding for the next 23 years for public and private improvements within the Project Area, providing the long-term financing and commitment required to revitalize this important portion of Morton Grove.

The TIF Redevelopment Plan also includes a refined Land-Use Plan for the Project Area, as shown in the inset map on Figure 9. This Plan promotes a mix of uses, including commercial, public, semi-public, institutional, and residential uses which cater to the needs of local residents, employees and visitors to the community.

Dempster Street Master Plan

Also as a follow-up to the *Comprehensive Plan Update*, the Village prepared the *Dempster Street Commercial Corridor Master Plan* in August 2001. This Plan encompassed the properties along the north and south sides of Dempster Street from the Forest Preserve east to the Edens Expressway.

The Plan's major recommendations are highlighted below.

- ***Access and circulation.*** The Plan recommends major changes to the Dempster Street roadway to improve traffic flow and turning movements, improve access for local residents and shoppers from side streets and driveways, and to enhance the safety of motorists and pedestrians. Improvements would include: a) the reduction of curb cuts; b) removal on-street parking; c) improved directional signage; and d) a reconstructed roadway.
- ***Parking.*** The Plan recommends a comprehensive parking system to improve access to parking, increase the number of spaces, and facilitate the use of parking behind buildings. Improvements would include: a) the addition of parking on side streets; and b) development of new public off-street parking lots in selected locations.
- ***Urban design.*** The Plan recommends urban design improvements to enhance the visual quality of the corridor, including: a) new street trees and associated landscaping along the sidewalks; b) decorative lighting, benches, trash receptacles, bollards, and other street furniture at selected locations; c) improved public and private signage; d) façade improvements on existing buildings; and e) decorative fencing to screen parking lots and rear properties.
- ***Land-use and development.*** The Plan encourages a mix of retail, office, service, public, recreational and multi-family residential uses along the Dempster Street corridor. It also delineates several sites along the corridor that have redevelopment potential.

One "opportunity site" highlighted in the Plan encompasses the south side of Dempster Street between the Forest Preserve and Callie Avenue. The Plan includes two illustrative schemes suggesting how this area might be redeveloped in the future (see Figure 11).

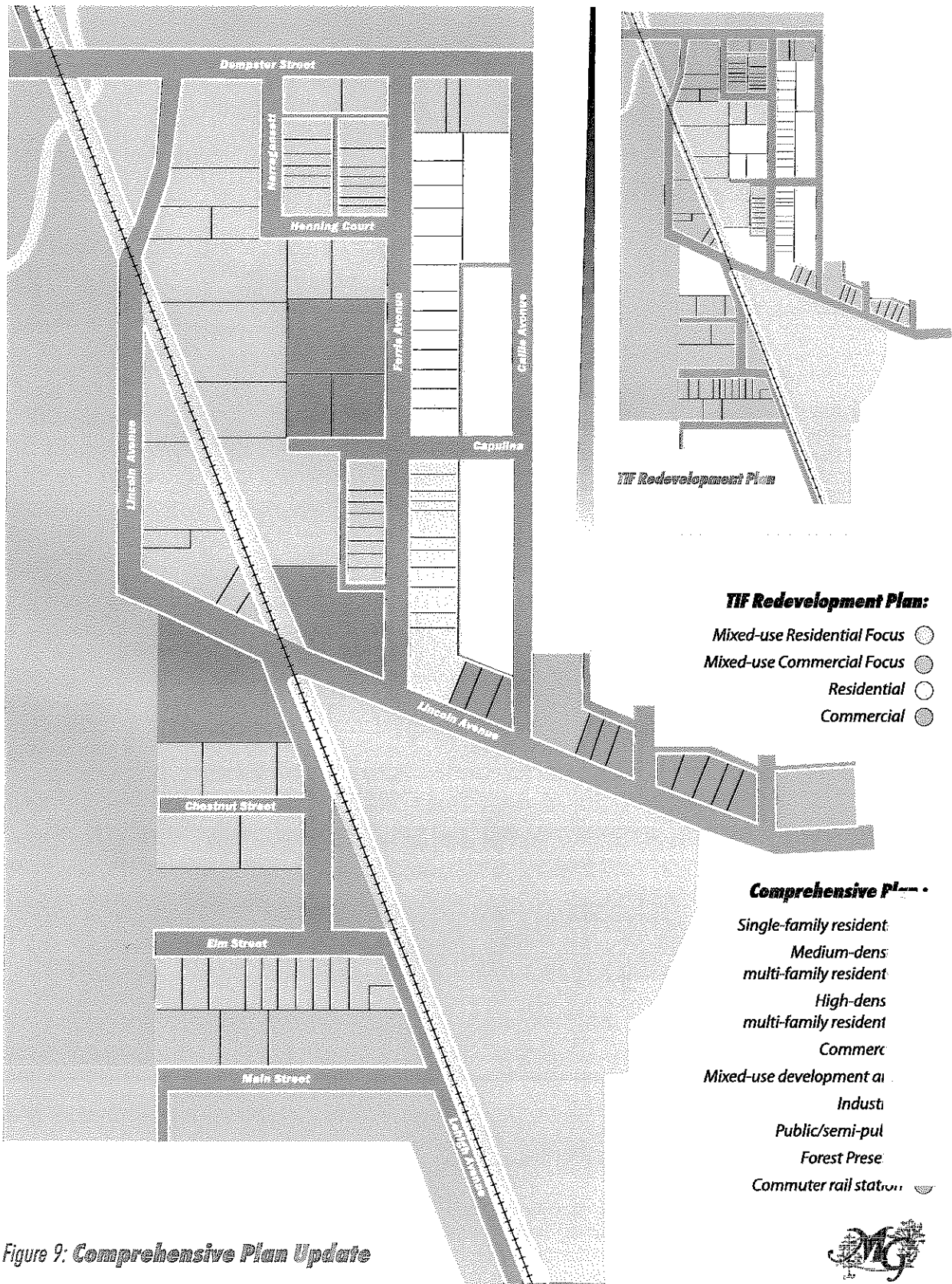


Figure 9: Comprehensive Plan Update



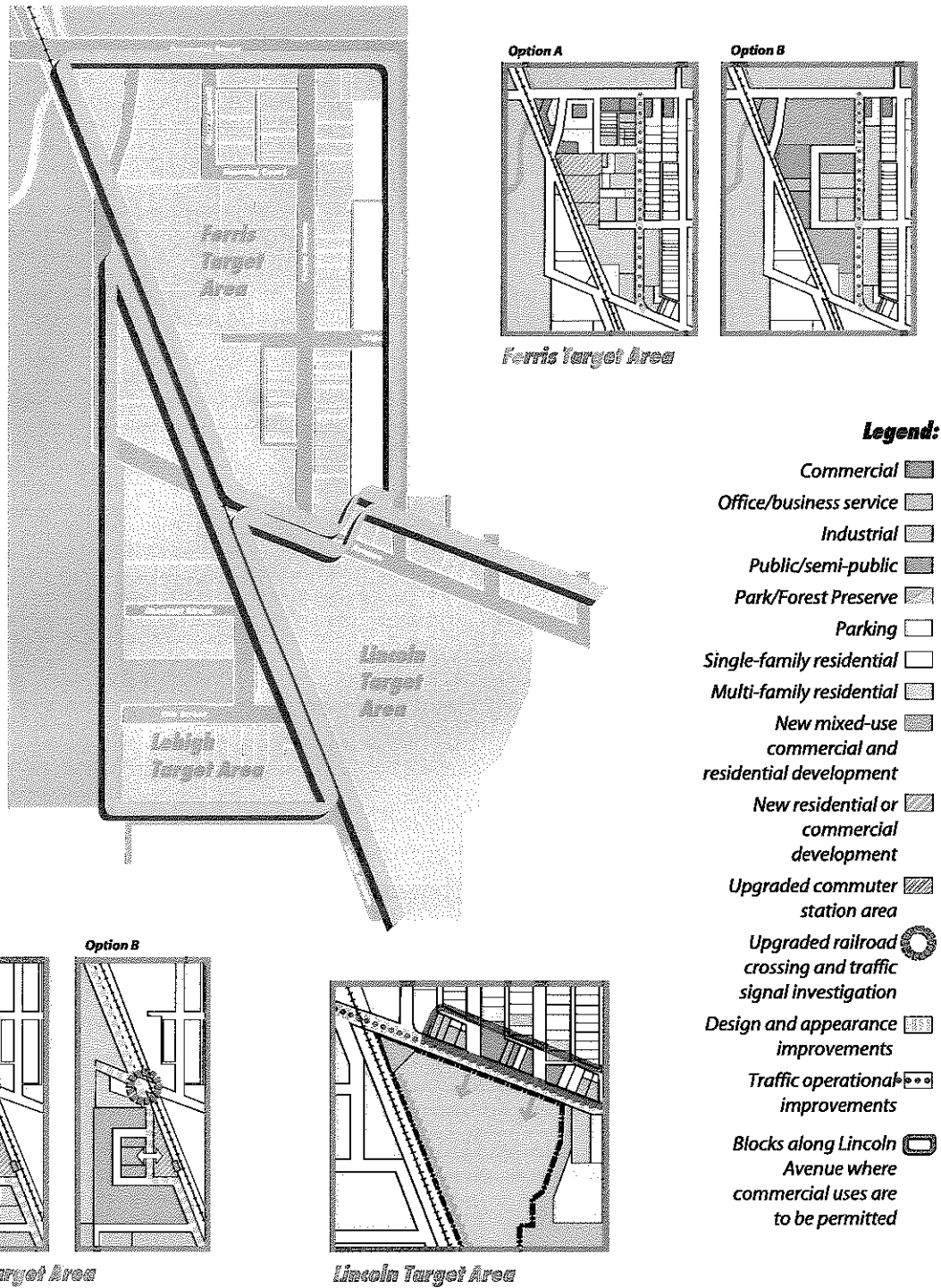
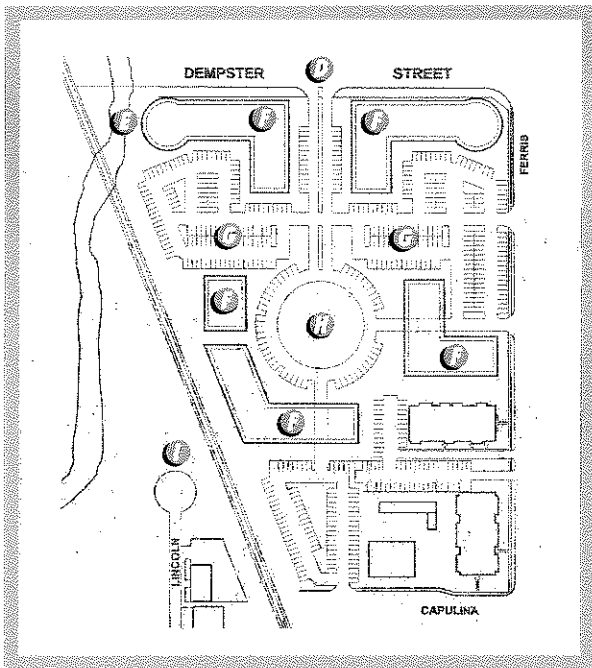
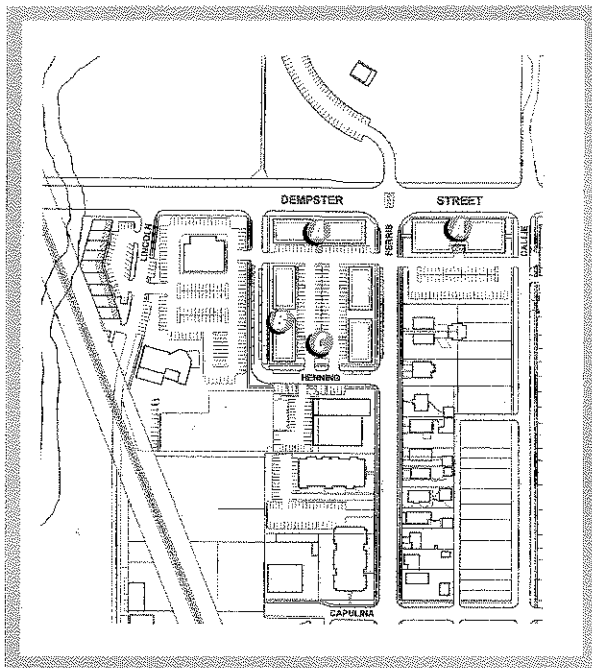


Figure 10: Target Area Recommendations - 1999 Comprehensive Plan





**Village of Morton Grove
Dempster Street Commercial Corridor
Master Plan:**

The Dempster Street Commercial Corridor Master Plan, prepared in August 2001, highlights the south side of Dempster Street as an "opportunity site" for new development.

Two illustrate plans are included in the Master Plan that suggest how redevelopment might take place in the future.

- A** - Redevelop frontage properties with retail/office uses and off-street parking.
- B** - Redevelop the block between Narragansett and Ferris with retail and office uses, perhaps with residential uses above the first floor.
- C** - Develop a shared parking lot in the interior of the block.
- D** - Consolidate curb cuts to create one centralized entry point.
- E** - Enhance the River edge with pedestrian paths, overlooks and terraces.
- F** - Redevelop properties with new buildings for commercial and residential use.
- G** - Develop a shared parking system and limit curb cuts.
- H** - Create a centralized open space for public uses such as a farmer's market, fairs, and holiday displays.
- I** - Cul-de-sac Lincoln Avenue to eliminate the railroad crossing.

Source: Village of Morton Grove Dempster Street Commercial Corridor Master Plan, prepared by the Lakota Group and McDonough Associates, 2001.

Figure 11: Dempster Street Commercial Corridor Master Plan



Properties Subject to Change

Even though the Lehigh/Ferris Project Area is fully developed and many existing uses are sound and viable, there will continue to be a market for and interest in new development and redevelopment.

While development and redevelopment could conceivably occur anywhere within the Project Area, there are several properties that appear to be more likely to change in the future. They include vacant land and buildings; incompatible land-uses; marginal and underutilized properties; and properties subject to change because of their location.

It should be emphasized that the inclusion of sites in this section does not necessarily imply that redevelopment is being recommended as a part of the *Lehigh/Ferris Subarea Plan*. Rather, it suggests that these properties may represent opportunities for improvement or redevelopment in the future. Because of this, the Village should establish policies and guidelines for these properties in the event that redevelopment does take place in the years ahead.

Properties potentially subject to change, highlighted in Figure 12, include the following.

Vacant Land and Buildings

Several vacant properties are scattered throughout the area, including the former "VG Supply" warehouse on Lincoln Avenue, and the Sea Port restaurant at the corner of Dempster and Ferris. Several other buildings appear to have vacant floor space. Vacant properties should either be reused or redeveloped.

Deteriorated Structures

A few major deficient and substandard buildings are scattered throughout the area. The largest concentrations are along Lincoln Avenue west of the railroad, along Lincoln near Fernald, and along Elm Street just west of Lehigh. Because of the cost normally required to upgrade major deficient buildings, these properties are candidates for redevelopment.

Incompatible Land-Uses

This category includes several isolated single-family homes that are bordered by commercial or industrial uses. It also includes the industrial and heavy commercial uses at the west end of Capulina Avenue, which are not compatible with adjacent multi-family developments. Ideally, these properties should be redeveloped for more compatible uses.

Other Properties in Need of Improvement

This category includes other properties characterized by building and site concerns, such as minor structural deficiencies, deferred maintenance, deteriorated site improvements, age, or functional obsolescence. These properties might be improved and upgraded, or combined with nearby properties for redevelopment. They include:

- A number of commercial and industrial properties characterized by minor building or site concerns. Many of these properties are located along or near Dempster Street.
- Several single- and two-family homes along Ferris Avenue and Elm Street characterized by deferred maintenance and minor condition problems.

Properties Subject to Change Because of Location

This category highlights sound businesses and residential structures that may be subject to intensification or redevelopment due to their location. While these uses might be retained in the future, they might also be combined with adjacent properties to create larger and more desirable sites for redevelopment. They include:

- Small commercial and industrial properties scattered throughout the area, including several along or near Dempster Street, Lincoln Avenue east of Ferris, and Chestnut and Main Streets.
- Residential properties scattered throughout the area, most of which are located along the east side of Ferris Avenue and along the south side of Elm Street.
- The Metra commuter rail station, which may be replaced in the near future.
- The Moose Lodge, which occupies a small structure on the south side of Chestnut.

Opportunity Sites

Based on the presence of the properties described above, Figure 12 also highlights several clusters of properties within the Project Area that may represent opportunities for new commercial, residential, or mixed-use development.

Each of these "opportunity sites" is explored in more detail in a following section of this report.

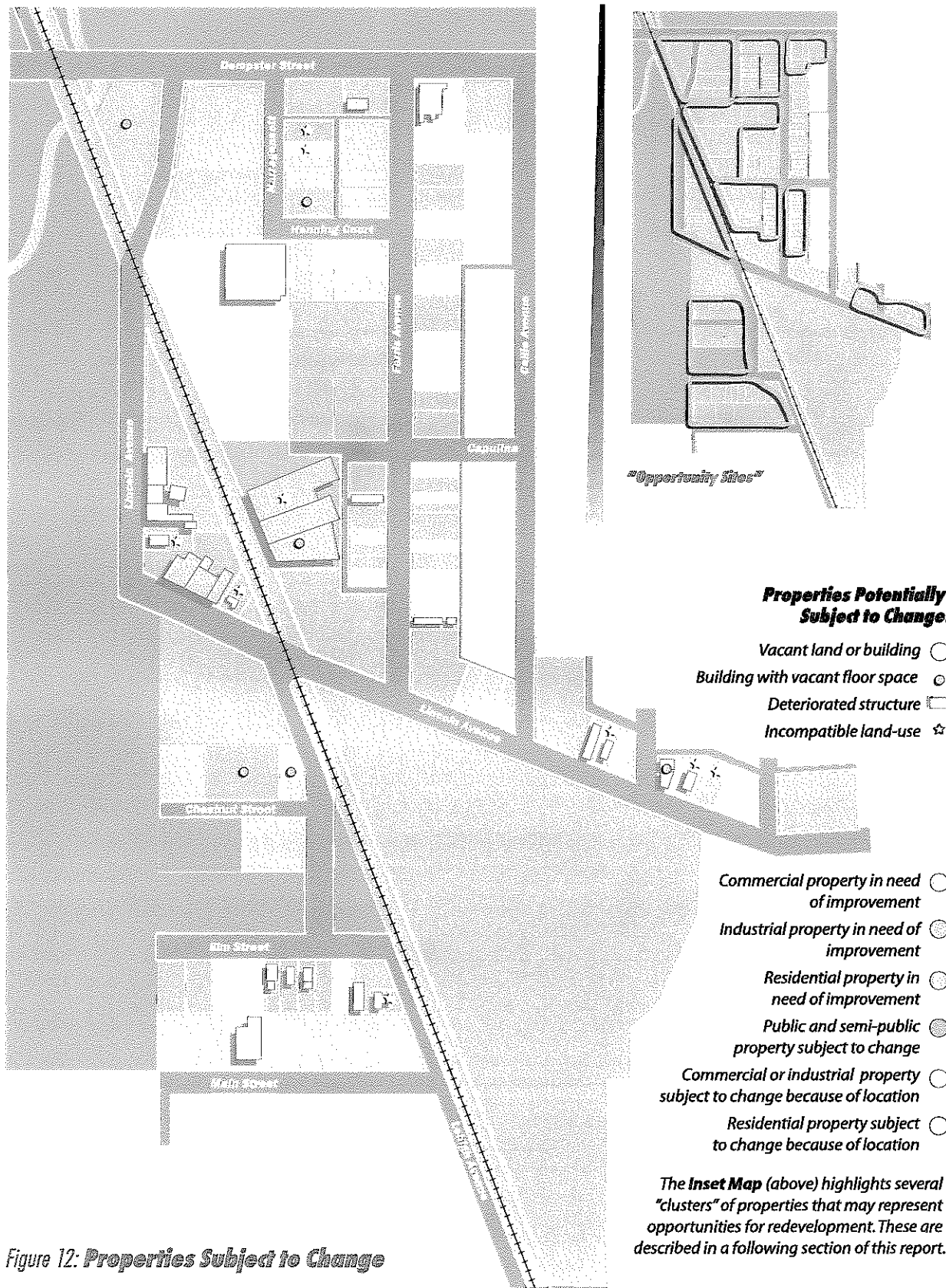


Figure 12: Properties Subject to Change

Improvement and Redevelopment Concept

The Lehigh/Ferris Project Area should be improved and redeveloped as a compact, traditional neighborhood area containing a mix of high-quality residential, commercial, and public land uses, all within convenient walking distance of one another.

A new Metra commuter rail station should be constructed within the Project Area, and the facility should become a major new landmark and focal point for the Village. In addition, a pattern of improvement and redevelopment that builds upon the advantages offered by public transit should be promoted throughout the Project Area.

Significant new multi-family residential development should be encouraged. Residential densities should be high enough to promote additional transit usage, as well as support new retail and service development. Densities should be highest in the blocks immediately around the station.

While large-scale commercial development will continue to be located along and near Dempster Street, mixed-use "transit-oriented development," including new convenience retail and service uses, should be encouraged in the vicinity of the Metra commuter station. These developments should be designed, located, and configured to serve the daily needs of commuters and nearby residents.

The Project Area should become a safe and more attractive and convenient area for pedestrians. The placement and orientation of buildings, parking lots, and open spaces should all help to encourage pedestrian movement. In addition, the overall image and appearance of the area should be significantly improved.

Based on this general concept, the following principles should be used to guide improvement and redevelopment within the Project Area.

Residential Development

The Lehigh/Ferris Project Area is an ideal location for additional multi-family residential development. The area has convenient public transportation, is in close proximity to the Forest Preserve, and is located on the periphery of an existing single-family neighborhood. The Project Area has good vehicular accessibility via Dempster Street, and construction of the new Lehigh/Ferris roadway alignment will significantly improve access and circulation within the interior portions of the area.

Most recent construction projects within this portion of Morton Grove have been townhouse and condominium developments, and the demand for additional new multi-family residential development will most likely continue in the immediate future. An overview of the market for new residential development is presented in Appendix C.

Additional new multi-family residential development within the Project Area would serve to: a) increase the potential for commuter ridership; b) expand the customer base for retail and service businesses within the area; and c) continue to enhance the image and perception of this part of the Village.

The following principles and objectives should be used to guide residential improvements and developments within the Project Area:

- A mix of housing types should be promoted, including townhouses, apartments, and condominiums. A mix of housing can help attract a diverse range of residents to the area, including young families, single people, and "empty nesters."

- Residential densities at approximately 24 units per acre, and in certain locations up to 32 units per acre, would be appropriate in this part of the Village.
- New residential development within the Project Area should reflect an "urban" rather than "suburban" development pattern. To the extent possible, new developments should incorporate a traditional grid pattern of streets and blocks, which will facilitate direct access to the commuter station and other nearby uses for pedestrians, bicyclists, and motorists.
- New residential buildings should be aligned with and oriented to the street. Front entrances should face the street. While residential buildings should be set back from the sidewalk, setbacks should be held to a minimum, and setbacks should be consistent within the same block. Garages should not be permitted on the street face of residential buildings.
- New residential development should be designed and located to create a pleasant environment for walking, and facilitate pedestrian connections to the surrounding community. All new residential developments should include direct, safe and attractive connections to the new commuter station.
- Where possible, mixed-use buildings should be promoted, particularly near the commuter station and along Lincoln Avenue. Mixed-use buildings in these areas should consist of retail and service businesses located on the ground floor, with residential units located on the upper floors.
- Incompatible and nuisance uses should be eliminated or removed in order to improve the residential quality and character of the Project Area and to enhance opportunities for quality new residential development.

Commercial Development

If properly promoted and redeveloped, the Lehigh/Ferris Project Area could become a desirable location for new retail and service uses. The Project Area has good vehicular accessibility via Dempster Street, and construction of the new Lehigh/Ferris roadway alignment will significantly improve access to and circulation within the interior portions of the area. The Project Area also has convenient public transportation, a strong and growing residential population, and a significant nearby employment base.

New commercial development within the Project Area should be designed to serve commuters going to and from the Metra station, and capture the markets created by nearby residential areas and passing motorists. An overview of the market for new retail and service development is presented in Appendix C.

To be successful, new commercial development within the Project Area must include a proper mix of stores and businesses, and it must have good accessibility and visibility to both pedestrians and automobile traffic. New transit-oriented commercial development must also accommodate the needs of commuters, recognize their time constraints, and provide an attractive environment for consumers who might stop on the way to or from work.

The following principles and objectives should be used to guide commercial improvements and developments within the Project Area:

- The properties near the commuter station should be promoted for new transit-oriented commercial development. The close proximity of stores and businesses to the station would create convenient shopping opportunities that can benefit both commuters and merchants.

- Transit-oriented commercial development should consist of small retail and service uses that provide the opportunity for commuters to combine their commuting and shopping trips. For example, commercial uses to be promoted near the station include:

– Dry-cleaning	– Carry-out restaurants	– Barber/beauty shops
– Sit-down restaurants	– Newsstands	– Day-care centers
– Banks and ATM facilities	– Drug stores	– Florists
– Food stores	– Video rentals	– Book stores
– Coffee shops	– Card/gift shops	– Photo-finishing shops
– Bakery/donut shops	– Hardware stores	– Auto-related services
- It is essential that transit-oriented commercial development be highly visible and easily accessible to both pedestrian and automobile traffic. Businesses should be visible and accessible to commuters as they approach and leave the station. If possible, stores and shops should be positioned between commuter parking areas and the station itself.
- Since much of the commuter shopping is done after work, stores and businesses in the vicinity of the station should be encouraged to stay open in the evening to take advantage of commuter business.
- The properties along the south side of Dempster Street should be promoted for large-scale new planned commercial development that could serve the Morton Grove community and the significant through traffic using this major arterial route.
- Dempster Street is a suitable location for a wide range of retail and services businesses. While convenience stores and services should be emphasized, offices, employment uses, and commercial entertainment venues would also be appropriate along Dempster Street.
- New commercial space should also be promoted on the ground floor of mixed-use buildings along the north side of Lincoln Avenue within the Project Area.
- New commercial development should reflect an “urban” rather than “suburban” development pattern. Where possible, new commercial buildings should be at least two stories in height, and should be positioned at or very near the sidewalk line. Commercial buildings should be aligned with and face the street. A continuous row of buildings should be promoted along each block front, and “gaps” between buildings should be minimized. The use of traditional masonry building materials such as brick and stone should be encouraged.
- Marketing and promotional efforts will also be required to ensure successful commercial development within the Project Area. For example, information about nearby stores and businesses should be made available in the commuter station to help encourage commuters to patronize nearby businesses. Informational kiosks, maps, and brochures highlighting nearby stores and businesses can be useful in this regard.

Commuter Station

The new Metra commuter rail station will be an important new addition and a significant new focal point within the Lehigh/Ferris Project Area. The new station should have a positive impact on the surrounding community and enhance opportunities for new development and redevelopment. It should also help improve the image and perception of the Project Area for residents, visitors and passing commuters.

While the Metra commuter station is covered in more detail in Section 3 of this report, several principles and objectives related to the new station are highlighted below.

- The new commuter station should be characterized by high-quality design and construction and should provide a new civic landmark within this portion of Morton Grove. Even people that do not take the train should view the station as an important focal point and "signature" project for the community.
- To the extent possible, the new station should be "urban" in character. It should complement other new buildings in terms of materials and color, and should also provide a new visual focal point for the area.
- While the precise location of the new station will depend upon discussions with Metra, the station should be highly visible to motorists and pedestrians within and passing through the Project Area. In general, the station should be positioned as far north as possible to create a strong new design feature near the new intersection of Lehigh and Ferris Avenues.
- The new commuter station should be inviting and easy to use, particularly for pedestrians. Safe and convenient walkways should be provided to the station from nearby stores and businesses, residential areas, and parking facilities.
- Pedestrian amenities, such as seating areas, drinking fountains, bicycle storage facilities, etc., should be provided within the station area. If possible, pedestrian-oriented commercial uses should also be located within the station itself, perhaps including a small restaurant, branch bank, dry cleaners, barber shop, etc.

Parking

Adequate and convenient parking will be essential to serve commuters, shoppers and business patrons, employees, visitors, and residents within the Lehigh/Ferris Project Area. While commuter parking is covered in more detail in Section 3 of this report, several additional principles and objectives are highlighted below.

- The Village should work with Metra, property owners, and developers to promote shared or joint use parking for commuters, shoppers, employees, and perhaps residents within the Project Area.
- While the provision of adequate commuter parking is essential, a "sea of parking" should not surround the station. Surface parking should be accommodated in smaller facilities distributed throughout the Project Area. Major parking facilities should be located so that they are convenient to both local businesses and the station.
- The Village should cooperate with Metra and the developers of new projects to explore the possibility of a shared-use parking structure within the Project Area. A parking structure could provide sheltered and protected parking for commuters, shoppers, and/or residents, and permit more land area to be devoted to new commercial, residential, and mixed-use development.
- Parking areas that serve commercial and residential developments should be located behind buildings wherever possible. Parking lots and service areas should be landscaped and screened from views along streets, walkways, and the commuter rail line, while still maintaining adequate pedestrian access and linkages to surrounding areas. Parking lots should be paved, well marked, adequately illuminated, and provided with proper drainage.

However, even though adequate parking will be essential, the Project Area should be improved and redeveloped in a manner that encourages safe and convenient pedestrian and bicycle access and circulation in order to reduce the reliance on automobile travel and reduce the need for "more and more" parking.

Other Uses and Developments

While residential and commercial uses should predominate within the Lehigh/Ferris Project Area, public and semi-public land-uses, such as the Library, a small post office facility, and governmental offices might also be considered within the area. These uses offer convenience to commuters and nearby residents, and serve to enhance and highlight the prominence of this part of Morton Grove.

The Village should continue to promote new investment and development within the industrial area located south of the Project Area. This area represents an opportunity for increased commuter ridership and supplements the customer base for new stores and businesses within the area. Industries in the Village should encourage transit ridership for their employees and visitors, and make them aware of the shops and services located nearby. Bus connections and additional shuttle service between the commuter station and the industrial area might also be considered.

Wayfinding

An important objective of the *Subarea Plan* is to improve the visibility of the commuter station, particularly from Dempster Street. Since it will not be possible to relocate the station to a site near Dempster Street, a more effective "wayfinding" system should be developed to assist patrons and visitors locate the station, parking facilities, and nearby transit-oriented development.

- Attractive and distinctive wayfinding signage should be installed along Dempster and Oakton Streets, and along Lincoln and Ferris Avenues, so that people who are not familiar with the local street system or the station location can find it more easily.
- A new "gateway" design feature should be developed at the intersection of Dempster Street and Ferris Avenue to direct motorists to the commuter station and nearby stores and businesses. The gateway feature might incorporate an attractive new logo or other visual symbol to denote Morton Grove's mixed-use commuter station neighborhood.
- Maps and other resources should be made available to assist commuters, customers, and visitors in locating parking facilities and understanding the regulations that control those facilities. Pedestrian-oriented signs and kiosks should also be provided to direct and encourage pedestrians to walk to the commuter station and nearby uses and activity areas.

Other Enhancements

In addition to high-quality building and site development and improved pedestrian amenities, several other projects should be considered to improve the image and appearance of the Lehigh/Ferris Project Area and help enhance the opportunities for attracting new investment and development. These are highlighted below.

- Coordinated streetscape improvements should be considered along all public streets within the Project Area, particularly along the new Lehigh Avenue alignment. Improvements should include paved and continuous sidewalks, landscaping, light fixtures, and directional signage. Streetscape improvements will not only improve the image of the area, but will also help encourage people to walk and spend more time in the area.
- An attractive and easily accessible pedestrian pathway system should be considered along the eastern edge of the railroad right-of-way, extending from Dempster Street south to the commuter station, and perhaps further south into Morton Grove's industrial district.

- The railroad equipment that is currently stored along the tracks within the Project Area should be removed to improve the image and appearance of the rail corridor and adjacent redevelopment sites. More extensive landscaping should also be considered along the rail line as it passes through the Project Area.
- At least one new public open space should be provided within the Project Area to serve as a focal point and gathering place for residents, employees, and visitors. Additional plazas and open spaces might be provided as a part of new residential and commercial developments.
- The small triangular land area located just east of the rail corridor, which could be created by the realignment of Lehigh Avenue and the closure of a short segment of Lincoln Avenue, should be improved as an attractive new open space design feature, perhaps including a water detention area.
- The edges of the Cook County Forest Preserve District land should be more clearly and attractively defined within the Project Area. All streets adjacent to the Forest Preserve should be equipped with curbs and gutters, and sidewalks and parkways where space permits. New fencing and signage should also be considered to highlight and enhance the periphery of the Forest Preserve.
- A new design feature should be considered at the intersection of Dempster Street and Ferris Avenue to direct motorists to the commuter station and the new stores and businesses in the vicinity of the station.

Opportunity Sites

Based on the analysis presented in the previous sections of this report, several potential "opportunity sites" have been identified within the Lehigh/Ferris Project Area. Each of these sites has different conditions and characteristics at the present time, and each represents unique opportunities and potentials for the future.

Overview of Opportunity Sites

Potential opportunity sites within the Lehigh/Ferris Project Area are illustrated in Figure 13. They include the following:

- **Site A** encompasses the HMG Schutz properties, including the vacant land and former "VG Supply" warehouse, located along the east side of the railroad, south of Henning Court.
- **Site B** encompasses the business and residential properties located between the railroad and Ferris Avenue, south of Capulina Avenue, including Helbig Contractors and Domicile Furniture Warehouse.
- **Site C** encompasses the auto-related commercial and industrial uses and isolated residential properties located along Lincoln Avenue west of the railroad.
- **Site D** encompasses the residential and commercial properties along the east side of Ferris Avenue, just south of Capulina Avenue.
- **Site E** encompasses the industrial and semi-public uses along Chestnut Street, west of Lehigh Avenue, including Johnstone Supply, the Moose Lodge, and Cook County Forest Preserve District land.
- **Site F** encompasses the industrial and residential properties west of Lehigh Avenue, between Elm and Main Streets, including Roughneck Concrete.
- **Site G** encompasses the small commercial and residential properties along the north side of Lincoln Avenue, between Ferris and Georgiana Avenues, including Skokie Valley Air Control, Kropp Insurance, and Malko Company.
- **Site H** encompasses the vacant Sea Port property and the McDonald's site at the southeast corner of Ferris and Dempster Street.
- **Site I** encompasses the small office, commercial and residential properties in the block bounded by Dempster, Ferris, Henning Court and Narragansett Avenue.
- **Site J** encompasses the commercial properties along the south side of Dempster Street, between Narragansett and the Forest Preserve, including Maxwell's, The Studio and Riverbank Plaza.

The characteristics and potentials of each potential opportunity site are summarized in Table 3, including:

- a) Site size in acres,
- b) Owner of record,
- c) Total assessed valuation (land and buildings),
- d) Existing uses,
- e) Current zoning,

- f) Past planning recommendations,
- g) Accessibility characteristics,
- h) Other development considerations, and
- i) An initial assessment of "development potential."

The Phasing of Redevelopment

While the Village of Morton Grove might promote area-wide redevelopment of the Lehigh/Ferris Project Area as a single project, this will not likely be possible because of the size of the area, the multiple owners, and the need to relocate numerous existing businesses and residences.

Therefore, the *Lehigh/Ferris Subarea Plan* should allow for improvement and redevelopment to occur in the Project Area over a period of years, in a series of phases, as opportunities arise and resources become available.

However, while redevelopment might be phased over a period of years, the entire area should be planned and designed as a whole, not as a series of separate and independent properties. While each project should be capable of standing on its own merits, each should also be consistent with and conform to the objectives and guidelines for the Project Area as a whole.

For example, redevelopment of the Lehigh/Ferris Project Area might proceed in three phases:

- **Short-term redevelopment.** This category includes several opportunity sites that appear to have potential for redevelopment in the near future. In general, these areas are characterized by vacant land or buildings, marginal uses, building or site deterioration, and/or favorable ownership patterns. They include:
 - **Site A**, which appears to have excellent potential for planned multi-family residential and/or mixed-use development.

This site could accommodate between 85 and 120 housing units, depending upon density, environmental conditions, and other site planning considerations. If possible, this Site should reflect a traditional grid pattern of streets and blocks, with new residential buildings aligned with and fronting the public streets. Parking should be located either inside the residential buildings, or in the interior portions of the block.

New commercial or mixed-use development might be considered in Site A, particularly if it were combined with one or more of the Opportunity Sites to the north.

Consideration should also be given to developing a small new neighborhood park or public gathering space in either Opportunity Site A or Opportunity Site B.
 - **Site B**, which appears to have excellent potential for planned multi-family residential development. If possible, this site should be combined with Site A to ensure large-scale, coordinated redevelopment within the area east of the railroad.

This site could accommodate between 50 and 70 housing units, depending upon density, environmental conditions, and other site planning considerations. If possible, this Site should reflect a traditional grid pattern of streets and blocks, with new residential buildings aligned with and fronting the public streets. Parking should be located either inside the residential buildings, or in the interior portions of the block.

This site might also provide parking support for the new commuter station, perhaps in the form of a small new shared-use parking structure.

- **Site C**, which appears to have potential for new multi-family residential development. Redevelopment of this area is essential to improving the overall image and perception of the Project Area.

This site could accommodate between 60 and 80 housing units, depending upon density, environmental conditions, and other site planning considerations. New residential buildings should be positioned to take advantage of views toward the Forest Preserve. Site development should also serve to screen and buffer residential uses from the railroad corridor and from the Commonwealth Edison easement that extends along the west side of the tracks.

The northern segment of Lincoln Avenue within Site C might be considered for closure to create more land for new development. However, the impacts and implications of closing Lincoln Avenue will need to be further investigated.

This southern portion of this site might provide parking support for the new commuter station.

- **Site E**, which appears to have excellent potential for new mixed-use, transit-oriented development.

A small new commercial center of approximately 20,000 square feet should be promoted on this site, perhaps clustered around a small new public plaza and landscaped parking area. Commercial tenants should include convenience retail and service uses and restaurants that would accommodate the daily needs of commuters and nearby residents.

The new development should be characterized by high-quality design and construction and should become a major focal point for the Project Area. It should be positioned and configured to be highly visible from the new Lehigh Avenue roadway and from the commuter station. It should be easily accessible to pedestrians from throughout the area.

If sufficient parking can be provided—perhaps in the form of a small new parking structure—housing units might be located on the upper floors of this development. If a structure is provided, it might also provide parking support for the commuter station.

Short-term redevelopment of the four sites highlighted above would: a) support and complement the new commuter rail station, b) provide new stores and businesses to serve commuters and nearby residents, c) increase the residential base, d) upgrade the image and appearance of the Project Area, and e) enhance opportunities for attracting additional commercial and mixed-use development in the intermediate and long-term future.

- **Intermediate redevelopment.** This category includes the opportunity sites located along the south side of Dempster Street. While each of these sites appears to have excellent potential for new retail, office and service development, site acquisition and assembly is more difficult due to the large number of property owners involved in creating a site sufficiently large for redevelopment.

However, it should be emphasized that certain of these “intermediate” sites could become higher priority sites if developer interest emerges in the future.

- **Long-term redevelopment.** This category includes opportunity sites that are characterized by numerous existing residential uses, multiple property owners, small site sizes, and/or other conditions or characteristics that suggest redevelopment in the near future would be unlikely.

However, as mentioned above, the relative priority of certain “long-term” sites could change if developer interest emerges in the future.



Potential Opportunity Sites:

Based on the analysis of existing features and conditions, several "opportunity sites" have been identified within the Lehigh/Ferris Project Area, each of which has somewhat different conditions, characteristics, and potentials for the future. An overview of each opportunity site, including recommendations for improvement and redevelopment, are presented in the accompanying text.

Legend:

- Location of new commuter station ★
- Lehigh Avenue realignment [hatched pattern]
- Short-term redevelopment site [light gray box]
- Intermediate redevelopment site [medium gray box]
- Long-term redevelopment site [dark gray box]

Figure 13: Opportunity Sites





Section 5:
Implementation

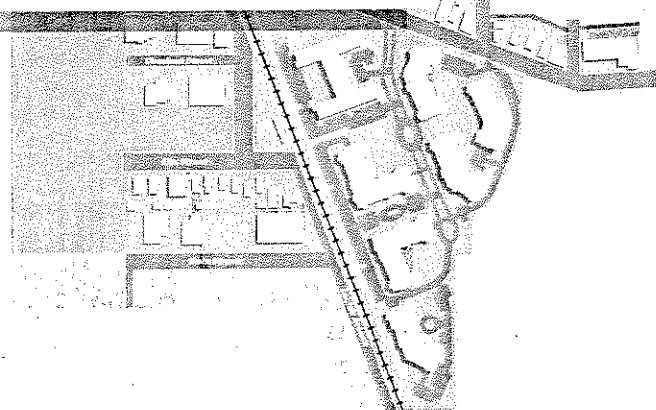
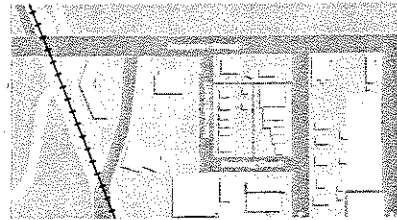


Table 3: **POTENTIAL OPPORTUNITY SITES**
Lehigh/Ferris Project Area, Morton Grove, Illinois

Site Number	Site Size*	Owner of Record	Total Assessed Valuation	Existing Uses	Current Zoning	Past Planning Recommendations	Vehicular Accessibility	Other Development Considerations	Development Recommendations
A	3.73 acres*	Schutz International, Inc.	\$ 556,577	Schutz International; vacant land and warehouse	M1 (west portion) C1 (east portion)	Comp. Plan: Mixed-use TIF Plan: Mixed-use, residential focus	Fair. Some frontage access on Ferris Avenue, although the western portion has limited accessibility.	The vacant property is characterized by environmental concerns; other properties may also require environmental investigation. Redevelopment should reflect the fact that this Site is highly visible to passing commuter trains. The existing Schutz office building is sound and viable. The development potential of this Site would be enhanced if it were combined with Site B, or with the Sites to the north.	Short-Term. The size, location and availability of this Site make it suitable for new multi-family residential and/or mixed-use development. The potential of this Site for commercial development may depend upon the availability of Site J to the north. If combined with Site J, this larger area would have excellent potential for new mixed-use commercial and residential development. As an alternative to area-wide redevelopment, the existing Schutz office building might be retained and made part of a larger redevelopment master plan for the area.
B	2.24 acres*	Laurence Bowman; eight additional owners	\$ 308,827	Helbig Contractors; Domicile Furniture Warehouse; five single-family homes; one small commercial building	M1 (west portion) C1 (east portion)	Comp. Plan: Mixed-use TIF Plan: Mixed-use, residential focus	Good. Frontage along Ferris Avenue.	Redevelopment would entail the displacement of several existing residential uses. Commercial and industrial properties may require environmental investigation. Redevelopment should reflect the fact that this Site is highly visible to passing commuter trains. The development potential of this Site would be enhanced if it were combined with Site A.	Short-Term. The size, location and availability of this Site make it suitable for new planned multi-family residential development. This Site might also provide parking support for the new commuter station, perhaps in the form of a shared-use parking facility.
C	2.69 acres*	J. Kopinski; Gershon Sapperstein; Paul Suriano	\$ 285,216	Two single-family homes; several auto repair shops; several small industrial and service businesses	M1	Comp. Plan: Mixed-use TIF Plan: Mixed-use, commercial focus	Poor. The Village should explore the advantages and disadvantages of closing the northern segment of Lincoln Avenue in this area; however, a portion of Lincoln may need to be retained to provide access to the Forest Preserve.	Environmental investigations will be required due to existing and former land-uses. If Lincoln Avenue is closed as a through street in the future, this area will become somewhat isolated from other areas. Redevelopment should reflect the fact that this Site is highly visible to passing commuter trains, and consider the presence of the Commonwealth Edison easement along the west side of the railroad. Proximity to the Forest Preserve represents a visual asset and market amenity for new development.	Short-Term. While this Site is somewhat isolated from the remainder of the Project Area, its relatively large size and its proximity to the Forest Preserve make it a suitable location for new multi-family residential development. This Site might also provide parking support for the new commuter station. Because of its location, this Site will have limited potential for commercial development.
D	1.26 acres	Ten different owners	\$ 258,619	Bert's Place Tavern; eight single- and two family homes; one commercial building	R3 C1 (southern parcel)	Comp. Plan: Medium-density multi-family residential TIF Plan: Residential	Good. Significant frontage and a corner location along Ferris Avenue.	Relatively small site with limited lot depths. Redevelopment would entail the displacement of several existing residential uses.	Long-Term. This block would be suitable for small new townhouse or multi-family development. Commercial uses would not be appropriate on the east side of Ferris Avenue.
E	4.01 acres*	Guy Battista; Charity Grove; Morton Grove Moose Lodge; Cook County Forest Preserve District	\$ 746,522	Office building; former welding shop; Innovative Packaging; Moose Lodge; Johnstone Supply; Cook County Forest Preserve land	M1 R1 (Forest Preserve)	Comp. Plan: Mixed-use TIF Plan: Mixed-use, commercial focus	Good. Realignment should upgrade the role of Lehigh Avenue as a traffic route in this area; Chestnut Street might be considered for closure to create a larger site for redevelopment.	Environmental investigations will be required due to existing and former land-uses. Proximity to the Forest Preserve represents a visual asset and market amenity; proximity to the Metra station also represents an asset for new development. Availability of the Forest Preserve land along Elm Street will be a key determinant in redevelopment.	Short-Term. Size and location, coupled with close proximity to the Forest Preserve and the Metra station, make this Site a prime candidate for mixed-use, transit-oriented development. This Site might also provide parking support for the new commuter station, perhaps in the form of a shared-use parking facility.

Table 3: **POTENTIAL OPPORTUNITY SITES** (continued)

Site Number	Site Size	Owner of Record	Total Assessed Valuation	Existing Uses	Current Zoning	Past Planning Recommendations	Vehicular Accessibility	Other Development Considerations	Development Recommendations
F	5.0 acres*	Nine different owners	\$ 909,022	Roughneck Concrete; Morton Grove Supply; vacant industrial building; nine residences; and a small multi-family structure	M1	Comp. Plan: Mixed-use (north) Industrial (south) TIF Plan: Mixed-use, commercial focus	Good. Realignment should upgrade the role of Lehigh Avenue as a traffic route in this area; Elm Street might be considered for closure to create a larger site for redevelopment.	Redevelopment of this Site would entail significant land assembly and the displacement of several residential uses. Proximity to the Forest Preserve represents a visual asset and market amenity; proximity to the Metra station also represents an asset for redevelopment. Environmental investigations may be required due to existing and former land-uses. The development potential of this site would be significantly enhanced if it were combined with Site E.	Long-Term. Size and location, coupled with close proximity to the Forest Preserve and the Metra station, make this Site a candidate for multi-family housing and mixed-use, transit-oriented development. However, substantial land assembly and displacement would be required. This Site might also provide parking support for the new commuter station, perhaps in the form of a shared-use parking facility.
G	0.74 acres east; 0.41 acres west	Eight different owners	\$ 405,386 (\$270,732 east of Fernald; \$134,654 west of Fernald)	Mail equipment service; Bringer Inn; dry cleaners; Malko Company; other small storefront businesses; three homes	C1	Comp. Plan: Commercial TIF Plan: Mixed-use, commercial focus	Good. Significant frontage and a corner location along Lincoln Avenue.	Very small site with limited lot depths. Environmental investigations may be required due to existing and former land-uses.	Long-Term. Because of small lot sizes, this Site will likely be limited to small-scale infill development, preferably within commercial uses on the ground floor and residential or office uses on the upper floors. If existing buildings are to remain, they should be substantially upgraded.
H	1.34 acres	Donald Conley, Jr.; Joyce Fong	\$ 484,593	McDonald's; vacant Sea Port restaurant	C1	Comp. Plan: Mixed-use TIF Plan: Commercial	Excellent. Location at the intersection of Dempster Street and Ferris Avenue, the primary "entranceway" to the Project Area.	Relatively small site with limited lot depth. Environmental investigations may be required due to existing and former land-uses.	Intermediate. This Site appears to have excellent potential for new commercial development fronting Dempster Street, extending from Ferris to Callie. This would create an attractive new "gateway" to the Project Area. As an alternative, a larger McDonald's might be constructed on this block.
I	2.48 acres*	Thirteen different owners	\$ 818,886	Gas station; auto repair shop; several office and service businesses; three residential properties	C1	Comp. Plan: Mixed-use TIF Plan: Commercial	Excellent. Location at the intersection of Dempster Street and Ferris Avenue, the primary "entranceway" to the Project Area.	Redevelopment of this Site would entail significant land assembly and the displacement of numerous existing uses. Environmental investigations may be required due to existing and former land uses. The development potential of this Site would be significantly enhanced if it were combined with Site A and/or Site J. Henning Court and/or Narragansett might be considered for closure to create a larger site for redevelopment.	Intermediate. Size and location, coupled with excellent accessibility and visibility, make this Site an ideal location for new commercial or mixed-use development. However, substantial land assembly and displacement will be required. If possible, this Site should be combined with adjacent sites to the south and/or west to allow for larger-scale new planned development.
J	3.83 acres*	Filippo & Vita Baratta; Charles Leibbrandt; Trust # 127458	\$ 602,724	Riverbank Plaza; Maxwell's; The Studio	C1 (north and west) M1 (south and east)	Comp. Plan: Mixed-use TIF Plan: Commercial	Good. Significant frontage along Dempster Street.	Redevelopment of this Site should consider access to and views of the river corridor. Environmental investigations may be required due to existing and former land uses. If a portion of Lincoln Avenue is closed in the future, this would increase the land area available for new development. The development potential of this site would be further enhanced if it were combined with Site A and/or Site I.	Intermediate. Size and location, coupled with good accessibility and visibility, make this Site an ideal location for new commercial or mixed-use development. If possible, this Site should be combined with adjacent sites to the south and/or east to allow for larger-scale new planned development.

* The site size for several Potential Development Sites includes the adjacent street rights-of-way that might be closed to increase the land available for new development.

Implementation

The *Subarea Plan* provides a comprehensive guide for improvement and redevelopment within the Lehigh/Ferris Project Area. It addresses all aspects of the area, including land-use, redevelopment, public transportation, traffic and pedestrian circulation, and urban design.

The *Subarea Plan* should be part of an ongoing effort to improve and revitalize this important part of Morton Grove. Formal adoption of the Plan is only one step in the process, not the last. Continuing action to implement the Plan is necessary for the Village's recent planning efforts to have lasting impact.

This section is intended to help the Village organize and initiate the Plan implementation process.

Priority and Schedule

The *Subarea Plan* provides a long-range program for improvement and redevelopment within the Lehigh/Ferris Project Area. The Plan cannot be accomplished all at once; projects and actions will have to be scheduled over a period of years.

In general, the "top priority" projects presented in the Plan are as follows:

- a) **Lehigh Avenue realignment.** The Plan establishes a "preferred" alignment for Lehigh/Ferris Avenue between Dempster Street and Main Street. Phase I and Phase II Engineering should now be undertaken to establish the full scope of the project, from right-of-way acquisition to roadway realignment and reconstruction. Phase I design approval also opens the door for federal funding.
- b) **Commuter station reconstruction.** The Plan establishes a "preferred" location and configuration for a reconstructed Metra commuter rail station that will become a major new focal point within the Project Area. The steps required to implement this project include: a) listing the project in Metra's, and thus RTA's, five-year capital improvement program; b) completing architectural design and engineering plans for the station and related facilities; c) preparing and refining cost estimates; d) formulating more detailed plans for parking, including the possibility of shared-use facilities with the Cook County Forest Preserve District; e) developing an agreement as to station ownership and maintenance responsibilities; and f) developing the station financing plan and agreement. It is also important that the station project be coordinated with the Lehigh/Ferris roadway realignment and signal improvements highlighted above.
- c) **Short-term redevelopment projects.** The Plan highlights several sites with "short-term" redevelopment potential. The Village should begin marketing and promoting these sites, beginning with those areas where the Village already owns property. Next steps should include: a) assembling sites for redevelopment, with the possible assistance of a master planner or developer; b) implementing any required infrastructure improvements; c) formulating design standards and a master development plan for the area; and d) marketing sites to qualified developers with expertise in high-quality residential, commercial and mixed-use development.
- d) **Image and appearance enhancements.** The Plan recommends a number of urban design improvements that will enhance the image and appearance of the Project Area and enhance opportunities for attracting new investment and development. More detailed plans should now be prepared for streetscaping and pedestrian improvements along the public rights-of-way, including sidewalks, street lighting, street trees and associated landscaping,

and directional and wayfinding signage. Initial emphasis should be given to the new Lehigh/Ferris alignment and the area immediately around the commuter station. Architectural design standards should also be prepared to help establish an identity for the area.

- e) **Update Zoning within the Project Area.** The Plan recommends that zoning become an important tool in the implementation process. Immediately following adoption of the Plan, the Village should update the Zoning Ordinance to ensure that it supports and complements the new Plan, and better accommodates the unique opportunities and potentials represented by this part of Morton Grove.

The implementation of other projects and actions called for in the Plan should be flexible, and should be modified and updated to reflect changing needs, conditions and preferences. The implementation of some projects may change, depending on market conditions, the availability of funding, or local preferences and priorities. In general, the implementation schedule should be reviewed and updated once a year.

Roles and Responsibilities

In order for the *Subarea Plan* to be successful, it must be based on a strong partnership between the Village, other public agencies, the local business community, various neighborhood groups and organizations, and the private sector.

Key participants in the Lehigh/Ferris implementation process should include the following:

Village of Morton Grove. The Village should assume the leadership role in implementing the *Subarea Plan*. In general, the Plan recommends a continuation and strengthening of the Village's proactive role in promoting, coordinating, and facilitating desirable improvement and redevelopment.

At the present time, the Village of Morton Grove provides a full range of municipal services within the Project Area, as well as funding for public infrastructure improvements throughout the community. The Village also provides some financial and technical resources for new development.

In addition to carrying out many of the public improvement projects called for in the Plan, the Village should also:

- a) Administer technical and other assistance programs to property owners and private sector developers of projects that meet the guidelines and foster the objectives of the *Subarea Plan*;
- b) Work with and coordinate other governmental agencies and organizations to ensure that the projects undertaken by these entities conform to the guidelines and objectives established in the Plan;
- c) Ensure that all codes, ordinances, and enforcement procedures support and complement the new Plan;
- d) Aggressively seek out grants and funding sources for the commuter station and other public improvements; and
- e) Assemble sites for redevelopment where necessary.

In blocks where the Village owns land, the Village might also coordinate with adjacent and nearby property owners to assemble larger, more desirable sites for redevelopment. The Village should assist in the preparation of developer Requests for Qualifications and Requests for Proposals, and assist in the review and evaluation of proposals for key projects.

Other Participants. Even though the Village will assume the leadership role in Plan implementation, other agencies, organizations, and institutions will also participate in many projects. For example, these will include:

- **Other governmental agencies.** Certain projects and actions require the participation and assistance of other governmental agencies and organizations such as Metra, RTA, the Cook County Forest Preserve District, and the Illinois Department of Transportation (IDOT).
- **The Morton Grove Chamber of Commerce and Industry.** The Chamber can play an important role in assisting the Village with marketing and promotional efforts, and in working with the commercial and business sectors.
- **Local businesses and institutions.** Individual businesses and institutions within and around the Project Area should maintain their own properties while conforming to the overall guidelines and objectives of the Plan. Existing businesses and institutions might also sponsor special events, activities, or improvement projects that will benefit the Project Area and the community as a whole.
- **Financial institutions.** Local lenders can provide active and direct assistance, particularly with respect to upgrading existing properties and facilitating redevelopment. Lenders can offer special programs for building improvements and repairs, and finance redevelopment projects within the Project Area.
- **Builders and developers.** Private builders and developers should be recruited to undertake new residential, commercial and mixed-use construction that conforms to the Plan and enhances the overall quality and character of the Project Area.
- **The Morton Grove community.** It should be emphasized that the Lehigh/Ferris Project Area serves—and is an integral part of—the nearby neighborhoods and the Morton Grove community as a whole. All residents and neighborhood groups should be encouraged to participate in the ongoing planning and implementation process, and should be given the opportunity to provide input on major improvement and redevelopment decisions.

Funding Sources and Implementation Techniques

While many of the recommended projects and actions called for in the *Lehigh/Ferris Subarea Plan* can be implemented through administrative and policy decisions or can be funded through established municipal programs, other projects will require special technical and/or financial assistance.

In general, the *Lehigh/Ferris Subarea Plan* should be implemented without placing any new burdens on the taxpayers of the Morton Grove community. To achieve this objective, the Village should make use of the Lehigh/Ferris Tax Increment Financing District (which is already in place), as well as additional funding and assistance programs available from the state and federal governments. The Village should also promote active participation and support from prospective developers, property owners, and other private-sector entities.

A sampling of the tools, programs, and techniques for implementing improvement and redevelopment within the Project Area are briefly described below.

Tax Increment Financing:

In 1999, the Lehigh/Ferris Project Area was designated as a Tax Increment Financing (TIF) District. The TIF District secured funding for the next 23 years for public and private improvements within the Project Area, providing the long-term financing and commitment required to revitalize this important portion of Morton Grove.

Tax Increment Financing is a mechanism used to carry out revitalization and redevelopment activities on a local basis. TIF allows a community to capture the increase in local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project.

TIF does not generate tax revenues by increasing tax rates, but rather through the temporary capture of increased tax revenues generated by the enhanced valuation of properties resulting from public and private redevelopment activities.

TIF funds can be used for:

- Acquisition, clearance, and other land assembly and site preparation activities;
- Rehabilitation of existing buildings in poor condition;
- Incentives to attract or retain private development; and
- Marketing of development sites.

Other redevelopment activities are also possible under TIF, including:

- Infrastructure and other public improvements such as roadway improvements, utility upgrades, and public facility improvements;
- Correction or mitigation of environmental problems;
- Job training, workforce readiness, and other related educational programs; and
- Staff time and professional fees related to the project, such as legal, planning, and architectural services.

TIF has proven to be an exceptional economic development tool. Many communities—including Morton Grove—have successfully used TIF funds to finance public improvements and other economic development incentives.

A large amount of increment in the Lehigh/Ferris TIF District will be generated by the Woodlands residential project, which is currently under construction. More increment will result as additional areas identified in the *Subarea Plan* are redeveloped.

Transportation and Infrastructure Improvements:

A number of federal and state funding sources are potentially available to assist the Village in implementing the transportation and infrastructure improvements called for in the *Subarea Plan*.

It should be noted that several of the funding sources listed below are committed until the next funding cycle. It is anticipated that the next cycle will replenish the amount of resources available for projects such as those required for redevelopment of the Lehigh/Ferris Project Area.

- **TEA-21.** The Transportation Equity Act for the 21st Century, which includes the ITEP, CMAQ and STP Programs, was appropriated in 1998 as a successor to the Intermodal Surface Transportation Efficiency Act (ISTEA).

While the details of project eligibility vary from program to program, they all generally require that a project have a local sponsor (the Village of Morton Grove), and some evidence of local support of the project. Brief descriptions of the component programs of TEA-21 are highlighted below.

It should be noted that these transportation and infrastructure programs might be applied in combination with one or more funding sources described under other funding categories.

- **Illinois Transportation Enhancement Program (ITEP).** This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from the Transportation Equity Act for the 21st Century. Among the projects that are eligible for this funding include bicycle/pedestrian facilities, streetscaping, landscaping, and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** The CMAQ program focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects, and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs.
- **Surface Transportation Program (STP).** These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.
- **Other TEA-21 Programs and Resources.** Other programs that may have potential for the Lehigh/Ferris Project Area include:
 - a) *Section 1112: Recreational Trail Programs*, which provides funding for both recreational and non-motorized trail facilities (80% federal, 20% local);
 - b) *Section 1401: Hazard Elimination Program*, that provides funding for the elimination of bicycle and pedestrian hazards, roadway projects, and some traffic calming measures (80% federal, 20% local); and
 - c) *Transit Enhancement Activity*, which is focused on improving access to mass transit, including bicycle parking and storage facilities (95% federal, 5% local).
- **Operation Greenlight.** This program was initiated in the 1990's by IDOT with the Tollway Authority (ISTHA), CATS, NIPC and RTA, as an eight-point plan to deal with urban congestion and improve regional mobility. It created the Strategic Regional Arterial (SRA) network, which includes Dempster Street, and is dedicated to developing or improving transportation facilities, addressing strategic transit improvements, reducing demand for highway use, and increasing environmental consideration. Since its inception, Operation Greenlight has funded many improvement projects.
- **Illinois Tomorrow.** The Governor's Illinois Tomorrow initiative is an umbrella initiative which pulls together a variety of state programs under a common focus: To encourage the creation, expansion, and restoration of livable communities in Illinois.
 - **Illinois FIRST.** The Illinois FIRST (The Fund for Infrastructure, Roads, Schools, and Transit) program is a five-year investment aimed largely at repairing and improving the state's existing infrastructure. More than \$8 billion is focused on reducing traffic congestion and expanding mass transit for commuters and travelers in Illinois. It features:
 - a) \$4.1 billion allocation for bus, rail, and other mass transit infrastructure needs;
 - b) \$3.7 billion to improve the state's highways and bridges; and

c) \$100 million for inner Village passenger service, local rail freight operations and high-speed rail.

- **Bike Paths and Pedestrian Facilities.** The State has awarded approximately \$120 million to nearly 140 community bicycle path projects. The Illinois FIRST program, the Illinois Department of Transportation, and the Illinois Department of Natural Resources (DNR) generate the funding for bicycle path projects.

The DNR grants are available to any local government with statutory authority to acquire and develop land for public recreation. The grants are funded from a percentage of motor vehicle title transfer fees and provide up to 50% of an approved project's total cost. Grants through DNR to develop bike paths are limited to \$200,000 and there is no cap for acquisition projects.

- **Local Infrastructure Projects.** This program addresses the infrastructure needs of Illinois communities. From sewer improvements to drinking water upgrades, from fire trucks to community centers, Illinois FIRST provides hundreds of millions of dollars in infrastructure improvements to help communities improve their quality of life.
- **Assistance for Commuter Facilities.** In addition, Metra provides funding for commuter station reconstruction, as well as for commuter parking. Typically, Metra would provide an allowance for that portion of the station facility that relates to the commuter rail functions, and the Village of Morton Grove would be responsible for the balance.

Metra's share would typically come from FTA, IDOT, RTA and/or Metra resources. Other possible resources are Congestion Mitigation and Air Quality Program (CMAQ) funds, and Operation Greenlight funds for access improvements that could include parking, signage and pedestrian paths, in addition to roadway and signal modifications.

There are a number of mechanisms that the Village could explore in developing its share of the financing package, including: issuing bonds, using TIF funds, establishing a Special Service Area (SSA), and requiring financial participation from businesses that intend to locate in the station building.

Other Implementation Tools and Techniques

Several other tools and techniques should also be employed to implement various projects and improvements within the Lehigh/Ferris Project Area, as highlighted below.

Zoning and Other Municipal Codes:

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

The Village is currently studying alternative zoning strategies for the Lehigh/Ferris Project Area that would better accommodate the unique opportunities and potentials represented by this part of Morton Grove.

Immediately following adoption of the *Lehigh/Ferris Subarea Plan*, the Village should update the Zoning Ordinance to ensure that it supports and complements the new Plan. Zoning issues that need to be addressed include:

- a) The creation of a new zoning district that promotes mixed-use development and better enforces the full range of policies and guidelines established in the Plan;
- b) An updating of the list of land uses to be permitted within the Project Area;

- c) The possibility of using zoning to help implement the site and building design guidelines established in the Plan; and
- d) The review of parking regulations and requirements.

In addition to zoning, Morton Grove has a number of other codes and ordinances that govern land and building development, including the building code, storm water detention, and subdivision regulations. These codes should also be reviewed and updated as needed.

Marketing and Promotion:

While the *Subarea Plan* focuses on physical improvements and redevelopment, it is also important that the Lehigh/Ferris Project Area be aggressively marketed and promoted as a diverse and high-quality residential and business environment that is easily accessible and equally attractive to residents, employees, and visitors to the community.

The Village, in cooperation with the Chamber of Commerce and other business interests, should consider new and expanded marketing and promotional efforts that could support and reinforce the *Subarea Plan*.

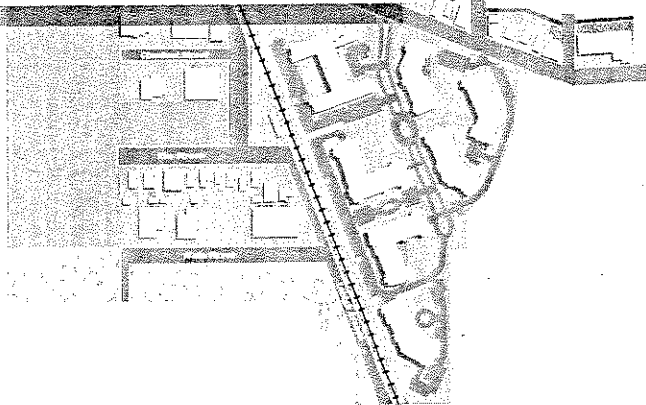
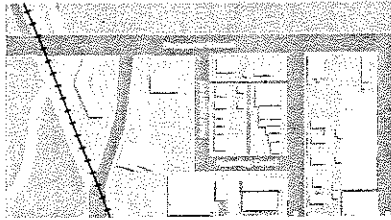
Marketing efforts should emphasize: a) The Project Area's affluent and growing customer base; b) its available sites and properties; c) its proximity to shopping and public transportation; d) its upcoming improvement and redevelopment projects; e) the existence of a TIF District; and f) the commitment of local government to the area.

Marketing and promotional efforts should focus on:

- a) Increasing public awareness of the Project Area's assets and amenities, as well as its upcoming improvements and new developments;
- b) Promoting special activities and events that will bring people to the area on a regular basis;
- c) Recruiting new stores and businesses, particularly in the vicinity of the new commuter station;
- d) Enhancing the overall residential environment; and
- e) Developing a long-range strategy for sustaining the economic health and vitality of the area.



Appendix



Appendix A

Participants in the Planning Process

Lehigh/Ferris Advisory Committee:	Affiliation:
Teresa Hoffman Liston, Chair Person	Village Trustee
Dee Gotta	Appearance Commission
Norm Rockel	Traffic Safety Commission
Keith Harford	Plan Commission
Diane Grigg	Community Relations Commission/ Arbors Condo Association
Nick Marino	Chamber of Commerce
Sharron McCoy	Morton Grove Public Library
Stephen Kropp	Kropp Insurance Agency
Susan Bondy	Schwarz Paper Co.
Ed Weiner	Landmark Condo Association
Merlin Nelsen	Ferris Point Condo Association
Pat Miller	Ferris Place Condo Association
Mark Elliott	Elliott Builders
Rev. Dennis Kleist	Jerusalem Evangelical Lutheran Church
Nancy Morrison	Resident/property owner
Gwen Connelly	Resident/property owner
Terri Schuhrke	Community Relations Commission
Jeff Cousar	Resident
Andy Wold	Resident
Mike Tracy	Property owner
Larry Bowman	Property owner
Lou Masciopinto	Traffic Safety Commission
John W. Benstead	Resident
Dick Hohs	Resident
Larry Strybel	Business Cards, Etc.
Other Participants:	
Tim Angell	Village of Morton Grove
Larry Arft	Village of Morton Grove
Bonnie Jacobson	Village of Morton Grove
Lou Rossi	Village of Morton Grove Police Department
Bill Reynolds	Regional Transportation Authority
Patti Mangano	Regional Transportation Authority
Lynnette Ciavarella	Metra
Don Wilson	Pace
Consultant Team:	
Tom Payne	Trkla, Pettigrew, Allen & Payne, Inc.
John Houseal	Trkla, Pettigrew, Allen & Payne, Inc.
Feroz Nathani	McDonough Associates, Inc.
Nathan Utz	McDonough Associates, Inc.
Bob Hegstrom	McDonough Associates, Inc.
Joanne Vlecides Schroeder	Vlecides-Schroeder Associates, Inc.
Doug Schroeder	Vlecides-Schroeder Associates, Inc.

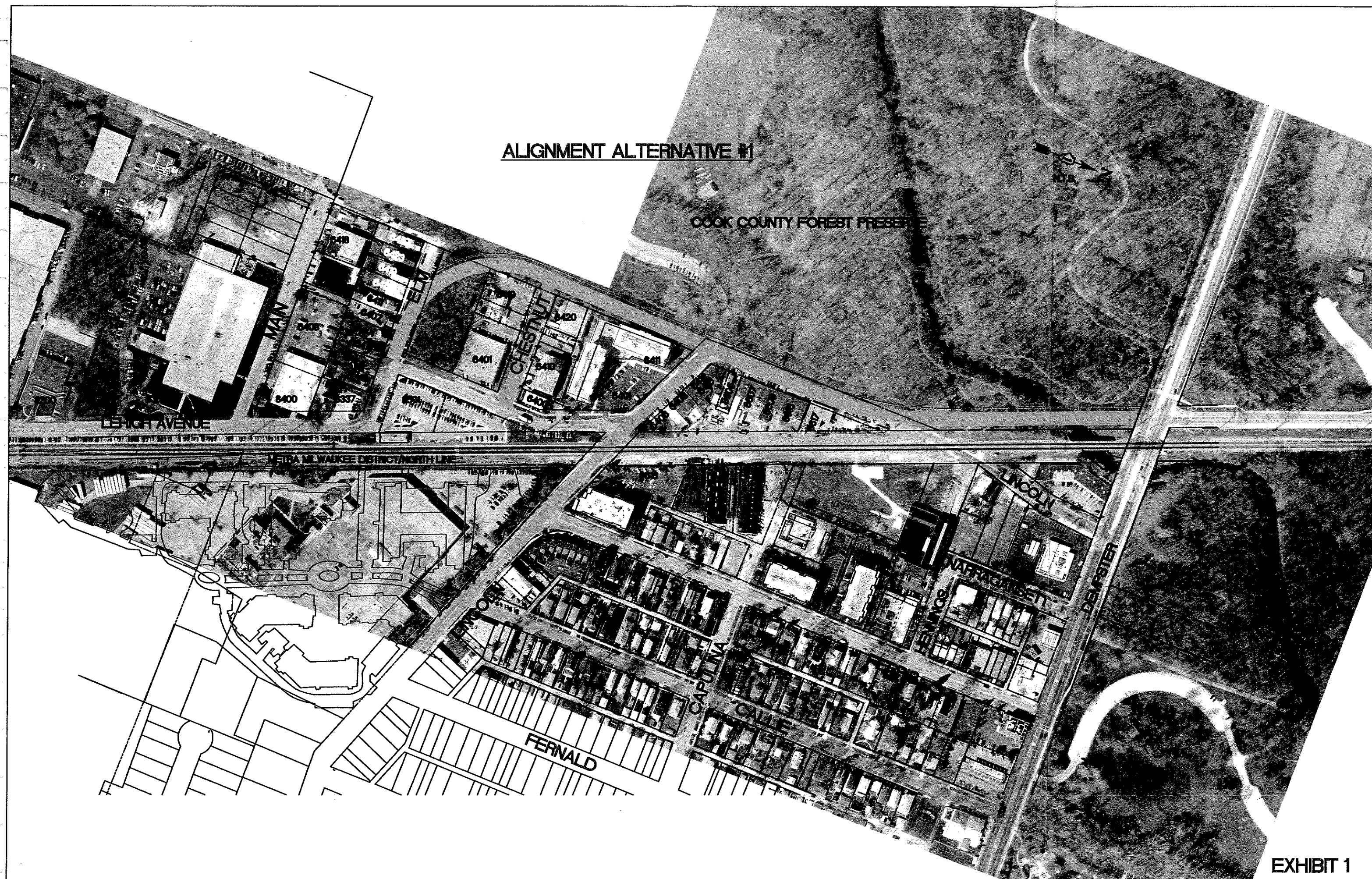
Appendix B

Alternative Roadway Alignments

This Appendix illustrates the five alternative roadway alignments that were evaluated for Lehigh Avenue between Main Street and Dempster Street. The five alternative roadway alignments are described and compared in Section 2 of this report.

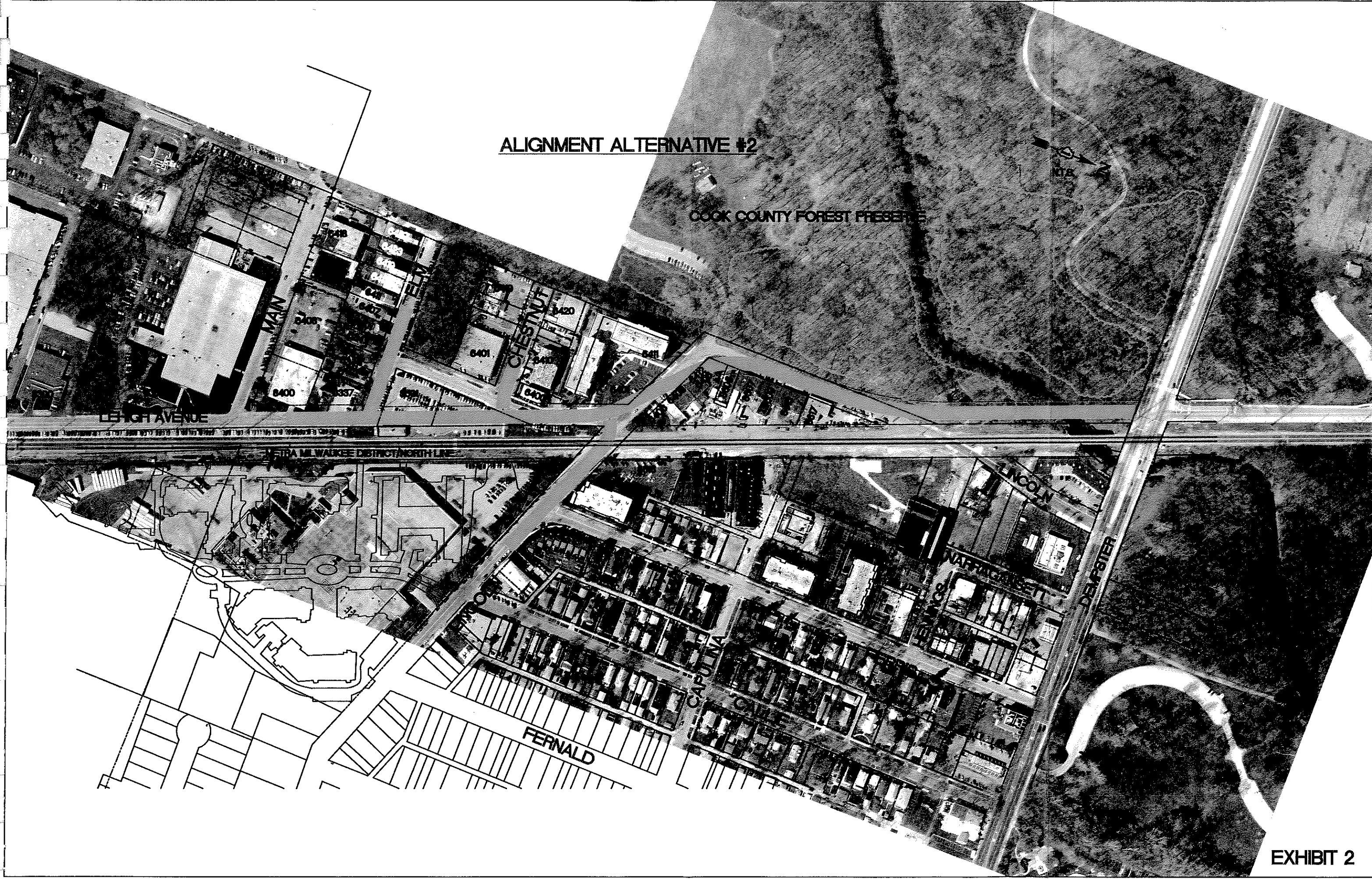
ALIGNMENT ALTERNATIVE #1

COOK COUNTY FOREST PRESERVE



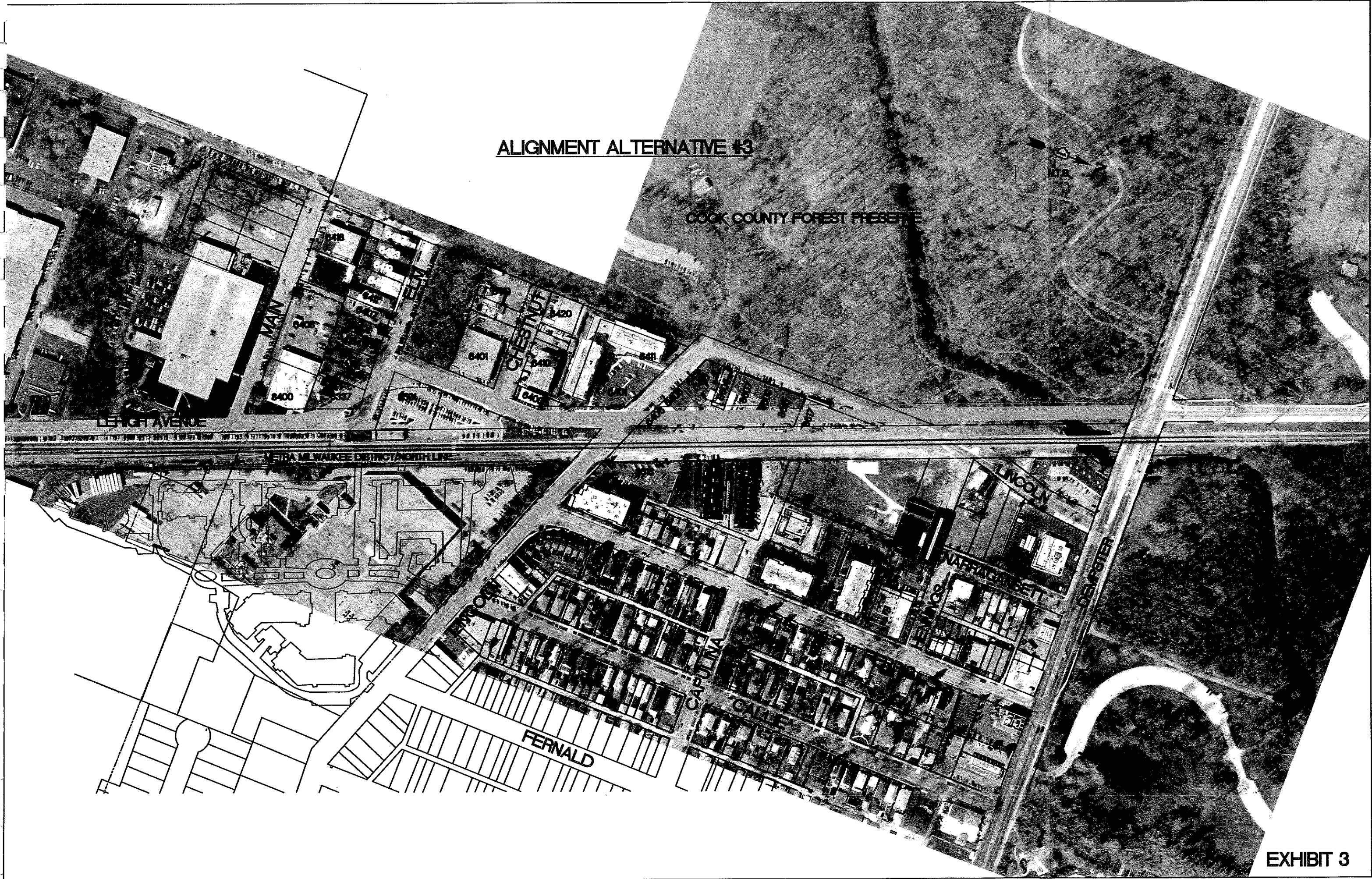
ALIGNMENT ALTERNATIVE #2

COOK COUNTY FOREST PRESERVE



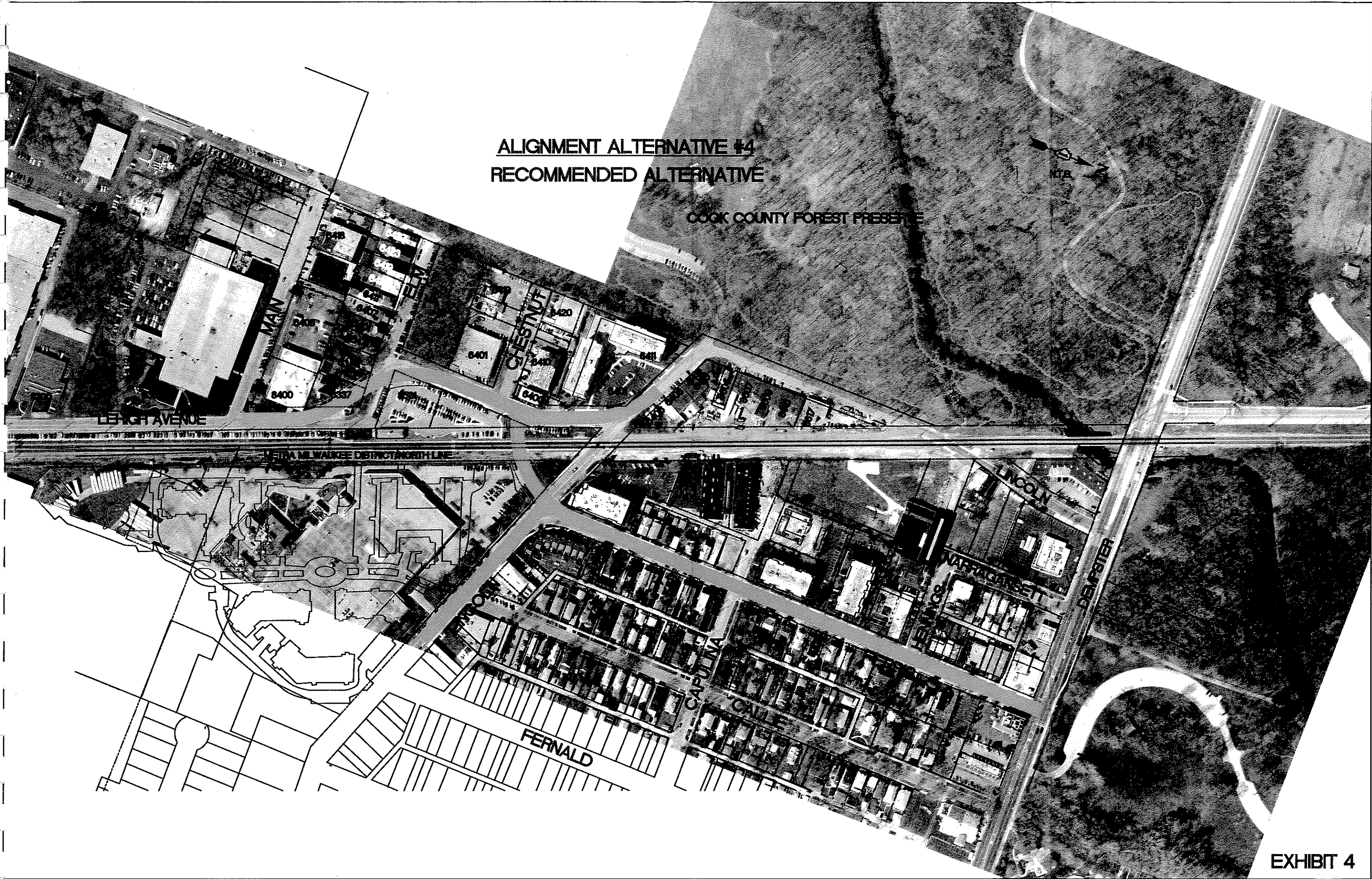
ALIGNMENT ALTERNATIVE #3

COOK COUNTY FOREST PRESERVE



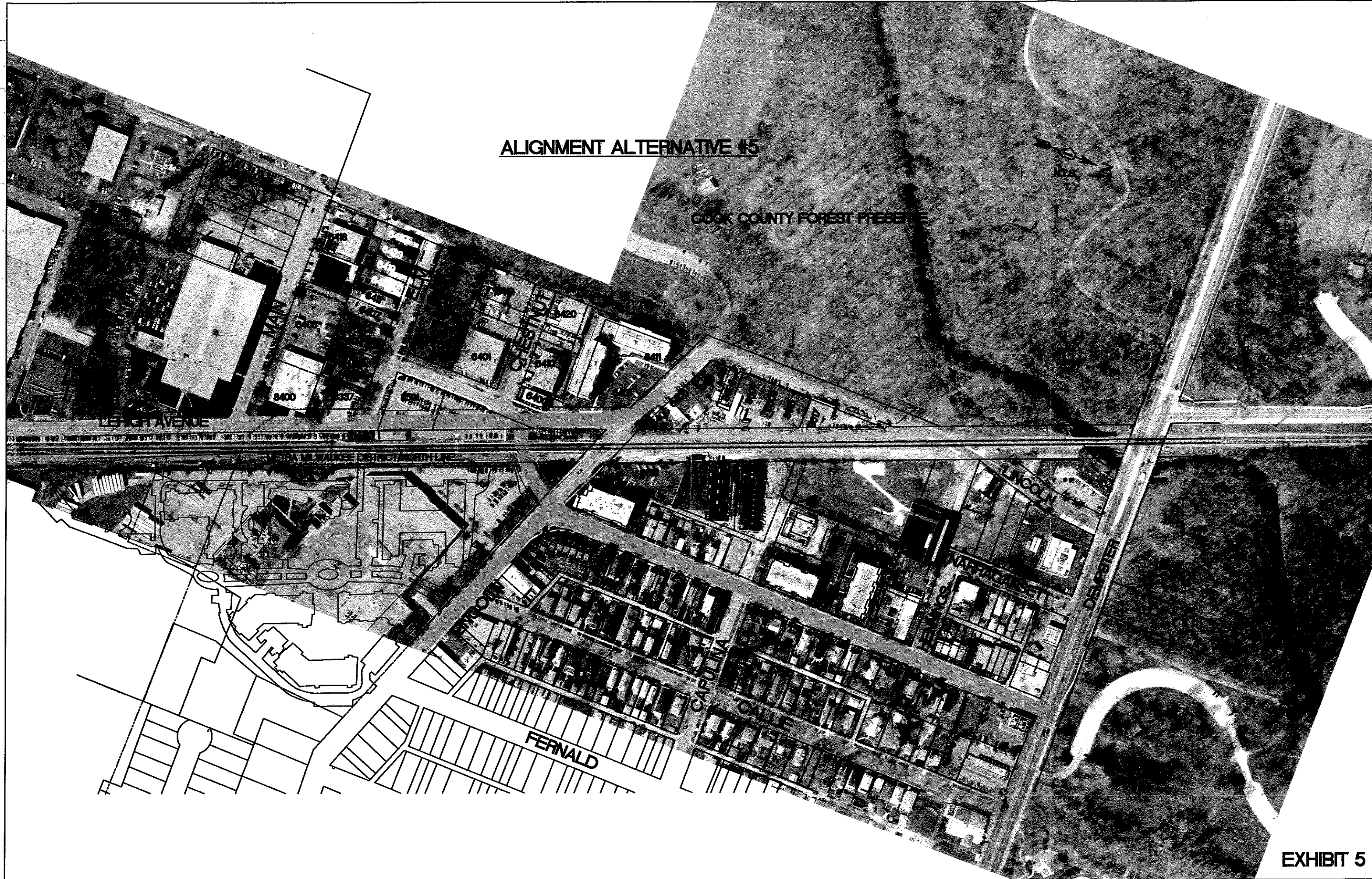
**ALIGNMENT ALTERNATIVE #4
RECOMMENDED ALTERNATIVE**

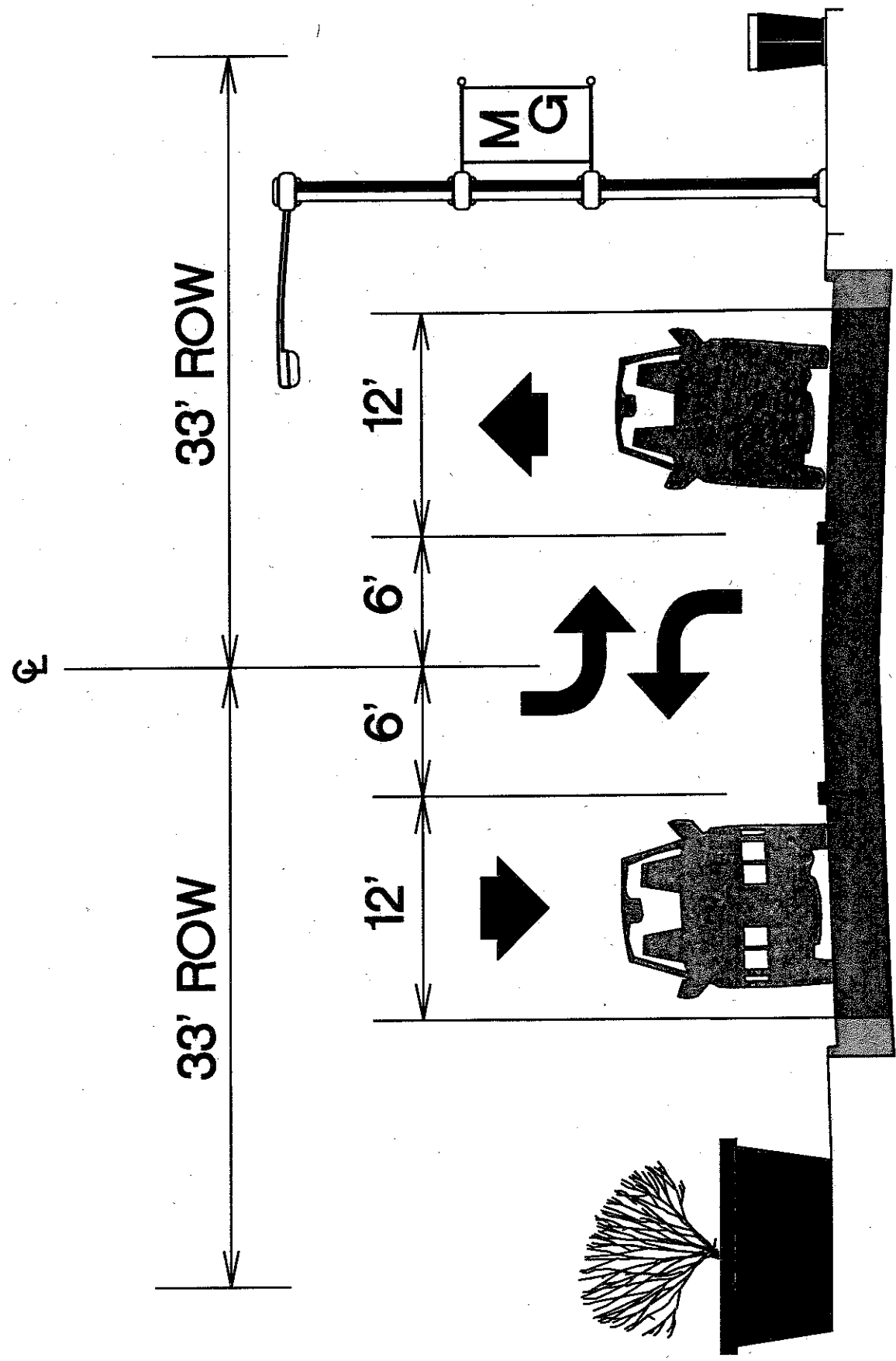
COOK COUNTY FOREST PRESERVE



ALIGNMENT ALTERNATIVE #5

COOK COUNTY FOREST PRESERVE





**3-LANE SECTION W/CENTER BI-DIRECTIONAL LANE
LEHIGH AVENUE/FERRIS AVENUE**

NOTE: TYPICAL SECTION TO VARY WHERE STREET PARKING EXISTS ALONG LEHIGH AND FERRIS

Appendix C

Market Overview

This Appendix updates selected demographic and market data from Morton Grove's 1999 *Comprehensive Plan*. It focuses on the opportunities for new multi-family residential, commercial, and mixed-use development within the Lehigh/Ferris Project Area. It takes into account information from the 2000 Census, as well as the trends and developments in the Village and surrounding region since the Census was completed.

In general, the market demand potentials presented below are based upon: a) projected population, household and employment growth trends; and b) an inventory of the housing units and square footage of retail and office uses already present within the community. Demand potential is then statistically expressed in projected dwelling units and square footage needed over and above the base year of 2002.

Morton Grove is essentially a "built-up" community and has little vacant land available for new development. However, the market overview clearly indicates that there will continue to be demand for new residential and commercial development in the future. New development might entail the replacement of older existing uses, the redevelopment of marginal and deteriorated properties, and the development of remaining vacant properties.

It should be emphasized that the development potentials highlighted in this analysis are *not* predictions of the amount of new construction that will actually take place in the Lehigh/Ferris Project Area in the future. Rather, they indicate the "capacity" of the local market to support new development, given the trends and assumptions outlined below.

However, if desirable sites and competitive opportunities are not made available within the Project Area, this new development will take place elsewhere—perhaps outside the Morton Grove community. On the other hand, if the Village assumes a more "proactive" economic development posture, it may conceivably attract even greater amounts of new development than suggested in this analysis.

Residential Development Potential (See Appendix Tables 1 through 4)

- The future need for housing units in a community is directly related to the growth in households which can be expected to occur in that community over a specified period of time. Based on the 2000 Census and a review of the Village's building permit records, it is estimated that Morton Grove currently has 8,286 households. This household level is expected to increase to approximately 8,796 households by the year 2020. The anticipated gain of 510 households will create the demand for additional housing units within the Village. This demand that will be further increased by the need for the replacement of existing housing lost through demolitions, conversions, and natural causes.
- The first step in estimating Morton Grove's future housing unit need is to prepare a population forecast for the 2002-2020 period. Table 1 presents such a forecast, which has been keyed to population projections for the larger areas of which Morton Grove is a part (the Three Township Area comprised of Maine, Niles and Northfield Townships, and Cook County). Table 2 presents household forecasts for the Village and the larger areas, based on the population projections included in Table 1.
- These forecasts take into account the results of the 2000 Census, which recorded unexpected population increases in Maine, Niles and Northfield Townships. In many cases, these unexpected increases resulted from the redevelopment of underutilized industrial lands and

other older properties with new housing products. In particular, the demand for new town homes and condominiums has been strong, and housing developers have been aggressively responded to this demand wherever possible. Remarkably, the most recent 2020 population forecasts prepared by the Northeastern Illinois Planning Commission for Maine, Niles and Northfield Townships have already been exceeded by the Census 2000 counts.

- The Village of Morton Grove is an excellent example of this growth phenomenon. The Village is landlocked and essentially built-out, and has traditionally been known for its high concentration of older residents. However, in recent years, many of the Village's "empty nesters" have been selling their homes to young couples with children, which has resulted in increases in elementary school enrollments. Many of the older households are opting to remain in Morton Grove by purchasing the up-scale town homes and condominiums being produced on redevelopment sites. In addition, some older existing single-family homes are being replaced by larger new homes.
- Table 3 presents Morton Grove's housing unit inventory as included in the 1980, 1990 and 2000 Census of Housing. Comparable data is also provided for the Three Township Area and Cook County. The Village's housing unit vacancy rate has remained very low in each of the Census years, which suggests that homes in Morton Grove have traditionally been in high demand. In addition, the Village's occupied housing stock is predominantly owner-occupied. In terms of Morton Grove's total housing unit inventory, owner-occupied units comprised 93.1% in 2000—up from 90.6% in 1980.
- Morton Grove's existing housing stock consists of a mix of Chicago-style bungalows and two-flats constructed from 60 to 100 plus years ago, as well as ranch and split-level homes built after World War II. A number of neighborhoods include newer, upscale two-story single-family residences. Town homes are also represented, as are apartments and condominiums. Luxury condominiums in the Woodlands development (located within the Lehigh/Ferris Project Area) are selling well at prices ranging from \$270,000 to \$285,000. Most new town homes in the area exceed \$350,000. Low vacancy levels suggest that Morton Grove is a desirable place in which to live, and that homebuyers continue to be attracted to Morton Grove because of its fine schools, superior municipal services, excellent parks and recreational facilities, and transportation advantages.
- The projection of Morton Grove's housing unit demand is presented on Table 4. The table begins with the population forecast for the Three Township Area, beginning with the Census year 2000 and the baseline year of 2002, with projection years of 2005, 2010 and 2020. Population in housing units was next determined, based on historic Census data trends. The forecasted population per housing unit ratio (diminished over time to reflect the prevailing trend) was then applied to identify the approximate number of new housing units needed to accommodate the increase in population within the Three Township Area (TTA). This step provides for a vacant housing unit rate typical of a healthy and active urban housing market. Morton Grove's share of the TTA housing unit needs was then estimated, based on historic population and housing unit share relationships, as well as an assessment of current developed patterns.
- As indicated in Table 4, Morton Grove is projected to need 903 additional housing units to accommodate its forecasted household gains over the 2002-2020 period. It is expected that all but a minor share of this new housing construction will be expressed in town homes, condominiums, apartments, and market-rate senior citizen housing.
- In conclusion, there is sufficient demand for new housing units in Morton Grove (on both a short-term and long-term basis) to accommodate the remainder of the 300-unit Woodlands

development, as well as new construction elsewhere within the community—if suitable and attractive sites can be made available.

- The Lehigh/Ferris Project Area appears to be an ideal location within the Village for additional multi-family residential development. The area has good vehicular accessibility, convenient public transportation, close proximity to shopping and the Forest Preserve, and is located on the periphery of an existing single-family neighborhood. In addition, the Project Area also includes several “opportunity sites” suitable for residential redevelopment.

Office Development Potential (See Appendix Table 5)

- Table 5 presents a demand forecast for new office uses in Morton Grove. The forecast begins with a projection of total at place of work employment within the Three Township Area (TTA). The percent of this forecasted employment which is office-related was then determined. The additional office employment level over the year 2002 was next calculated. Morton Grove’s proportional share of the TTA office employment forecast was then estimated based upon NIPC’s employment forecast for the community.
- Morton Grove’s office development forecasts for the years 2005, 2010 and 2020 were then multiplied by the typical square foot per worker ratio used by office space designers and developers. Based on this analysis, there will be a demand for approximately 103,250 square feet of new office space over the 2002-2020 period.
- If suitable and attractive sites can be made available, new office development within Morton Grove would most likely take place: a) along and near the Dempster Street, Lincoln Avenue, and Waukegan Road commercial corridors; and b) within the community’s existing industrial sector. New office space might consist of small free-standing buildings or components of new mixed-use development projects.
- The Lehigh/Ferris Project Area could be a suitable location for a limited amount of new office uses along the Dempster Street and Lincoln Avenue corridors, and as part of small mixed-use developments near the commuter rail station. Office uses that might potentially be attracted to the Project Area include branch banks, medical offices, offices for attorneys and other professional practitioners, and office-related service businesses.

Retail and Service Development Potential (See Appendix Tables 6 through 8)

- Table 6 presents retail sales data for the State of Illinois as a whole in 1997 (from *Census of Retail Trade*), as well as retail sales estimates for 2002 (from *Editor and Publisher’s*). While all retail merchant categories are included in this data, the types of stores targeted for the Lehigh/Ferris Project Area are also highlighted separately on this table.
- The retail sales per capita relative to the targeted retail categories have been determined for 1997 and 2002. As indicated on Table 6, Illinois residents will spend \$2,693 per capita this year in the types of stores normally found in neighborhood shopping centers, in commercial areas near transit stations, and in highway-oriented commercial corridors.
- Table 7 presents comparative demographic profiles for the 2-mile “service area” around the Lehigh/Ferris Project Area and the State of Illinois as a whole. The resident base of the Lehigh/Ferris “service area” is expected to increase from 58,152 to 58,902 persons over the next 5 years.
- Another important statistic is the \$35,902 per capita income level of the Lehigh/Ferris service area. This is an above-average income level that exceeds the State of Illinois per capita

income by over 33%. Therefore, the per capita spending level of residents within the Lehigh/Ferris service area is about 20% higher than that of the State.

- The potential for new retail and service development within the Project Area is presented on Table 8. This table begins with a population forecast for the 2-mile service area. Next, a per capita spending level forecast has been made which relates to the retail expenditures made annually by service area residents in retail establishments usually found in neighborhood and convenience shopping areas. Multiplication of these per capita spending levels and total population yields a measure of the total annual expenditure levels that will be generated by residents within the Lehigh/Ferris service area in the years 2005, 2010 and 2020.
- A share of 15% (which should be achievable within the Lehigh/Ferris Project Area) is then applied to the total expenditure levels of the service area. Under these assumptions, by the year 2005, the Project Area's retail sales potential would approximate \$28.8 million. Non-retail or service merchants usually produce 10% of a retail center's annual sales volume, so an addition of \$3.2 million has been made to the potential retail sales level to account for this contribution. Also, the usual 10% sales contribution by non-service area residents has also been included in the sales forecast.
- In conclusion, new commercial development within the Lehigh/Ferris Project Area could conceivably achieve a sales volume totaling \$35.6 million in 2005. This level of sales would be sufficient to support approximately 130,000 square feet of new retail and commercial service space within the Project Area—if suitable sites can be made available.
- The attraction of new retail and service development in a built-out community such as Morton Grove is based primarily upon whether or not accessible sites can be made available of sufficient size to accommodate contemporary development formats. If properly promoted and redeveloped, the Lehigh/Ferris Project Area could become a desirable location for new retail and service development. The area has good vehicular accessibility, reasonably good visibility, convenient public transportation, a strong and growing residential population, and several sites that could be suitable for commercial redevelopment.
- New retail and service development within the Project Area should be designed to capture the markets created by nearby residential areas, passing motorists, and commuters going to and from the Metra station. For example, the Project Area might be suitable for two different forms of new retail and service development:
 - a) A **neighborhood center** with predominantly retail space, perhaps anchored by a 15,000-20,000 square foot convenience store. Opportunity Site J, which has frontage along Dempster Street, is the most likely location for such a development. A neighborhood center in this location could serve both new residential developments within the Project Area and motorists along Dempster Street.
 - b) A small **transit-oriented convenience center** located adjacent to or across from the commuter station. This development might include a mix of small convenience retail and service establishments and restaurants oriented to the day-to-day needs of commuters and nearby residents. If space permits—and if adequate parking can be made available—this might entail a mixed-use development with residential units on the upper floors.

It should be noted that transit service levels can also have an effect on the Village's ability to attract certain new commercial uses to the Project Area. While the presence of a transit station cannot create a market by itself, extensive commuter ridership can serve to enhance the market for convenience-oriented retail and service uses.

Appendix Table 1
POPULATION TRENDS: 1980-2020

Year	Cook County*	Three** Townships	Village of Morton Grove	Village Share of: County 3 Twps.	
Census					
1980	5,253,655	304,366	23,747	0.452%	7.802%
1990	5,105,067	303,435	22,373	0.438%	7.373%
2000	5,376,741	321,141	22,451	0.418%	6.991%
Estimates					
2002	5,405,385	322,575	22,580	0.418%	7.000%
Projections					
2005	5,448,301	324,630	22,790	0.418%	7.020%
2010	5,513,900	327,663	23,120	0.419%	7.056%
2020	5,615,278	331,471	23,630	0.421%	7.128%

CHANGE IN POPULATION - ABSOLUTE AND PERCENT

Period	Cook County		Three Townships		Morton Grove	
	Absolute	Percent	Absolute	Percent	Absolute	Percent
Decennial						
1980 - 1990	-148,588	-2.8%	-931	-0.3%	-1,374	-5.8%
1990 - 2000	271,674	5.3%	17,706	5.8%	78	0.4%
2000 - 2010	137,159	2.6%	6,522	2.0%	669	3.0%
2010 - 2020	101,378	1.8%	3,808	1.2%	510	2.2%
To/From Current						
1980 - 2002	151,730	2.9%	18,209	6.0%	-1,167	-4.9%
2002 - 2020	209,893	3.9%	8,896	2.8%	1,050	4.7%

* Includes City of Chicago and Suburban portion of Cook County.

** Includes Maine, Niles and Northfield Townships combined.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1980, 1990 and 2000 data are from the Census Bureau. The 2002 estimates and 2005 - 2020 projections are based on NIPC forecasts, but these forecasts have been adjusted to reflect results of Census 2000.

Appendix Table 2
HOUSEHOLD TRENDS: 1980 - 2020

Year	Cook County*	Three** Townships	Village of Morton Grove	Village Share of: County 3 Twps.	
Census					
1980	1,879,110	107,269	7,949	0.423%	7.410%
1990	1,879,468	114,460	8,124	0.432%	7.098%
2000	1,974,181	120,677	8,199	0.415%	6.794%
Estimates					
2002	1,991,840	121,586	8,286	0.416%	6.815%
Projections					
2005	2,018,440	122,708	8,403	0.416%	6.848%
2010	2,061,968	124,690	8,530	0.414%	6.841%
2020	2,139,616	128,003	8,796	0.411%	6.872%

CHANGE IN POPULATION - ABSOLUTE AND PERCENT

Period	Cook County		Three Townships		Morton Grove	
	Absolute	Percent	Absolute	Percent	Absolute	Percent
Decennial						
1980 - 1990	358	--	7,191	6.7%	175	2.2%
1990 - 2000	94,713	5.0%	6,217	5.4%	75	0.9%
2000 - 2010	87,787	4.4%	4,013	3.3%	331	4.0%
2010 - 2020	77,648	3.8%	3,313	2.7%	226	3.1%
To/From Current						
1980 - 2002	112,730	6.0%	14,317	13.3%	337	4.2%
2002 - 2020	147,776	7.4%	6,417	5.3%	510	6.2%

* Includes City of Chicago and Suburban portion of Cook County.

** Includes Maine, Niles, Northfield Townships combined.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1980, 1990 and 2000 data are from the Census Bureau. The 2002 estimates and 2005 - 2020 projections are based on NIPC forecasts.

Appendix Table 3

HOUSING INVENTORY CHARACTERISTICS: 1980 - 2000

Area/Occupation	Census			Percent Distribution		
	1980	1990	2000	1980	1990	2000
MORTON GROVE						
NUMBER OF HU's:						
Owner Occupied	7,290	7,539	7,736	90.6%	91.5%	93.1%
Renter Occupied	659	585	463	8.2%	7.1%	5.6%
Vacant	98	118	106	1.2%	1.4%	1.3%
Total	8,047	8,242	8,305	100.0%	100.0%	100.0%
THREE TOWNSHIP AREA*						
NUMBER OF HU's:						
Owner Occupied	84,013	90,972	96,750	75.4%	77.4%	78.3%
Renter Occupied	23,256	23,488	23,927	20.9%	20.0%	19.4%
Vacant	4,157	3,134	2,843	3.7%	2.6%	2.3%
Total	111,426	117,594	123,520	100.0%	100.0%	100.0%
COOK COUNTY						
NUMBER OF HU's:						
Owner Occupied	979,818	1,042,904	1,142,677	49.2%	51.6%	54.5%
Renter Occupied	899,299	836,584	831,504	45.1%	41.4%	39.7%
Vacant	113,889	142,345	121,940	5.7%	7.0%	5.8%
Total	1,993,006	2,021,883	2,096,121	100.0%	100.0%	100.0%

** Includes Maine, Niles and Northfield Townships.

Sources: U.S. Census Bureau; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 4

MORTON GROVE HOUSING UNIT DEMAND FORECAST: 2002-2020

	Census 2000	Estimate 2002	Forecast 2005	Forecast 2010	Forecast 2020
Population in Three Township Area ⁽¹⁾	321,141	322,575	324,630	327,663	331,471
Percent of Population In Households	98.0%	98.0%	97.9%	97.8%	97.7%
Persons in Households	314,667	316,124	317,813	320,454	323,847
Average Household Size	2.60	2.60	2.59	2.57	2.53
Number of Households	120,677	121,586	122,708	124,690	128,003
Occupancy Rate ⁽²⁾	97.7%	96.6%	95.0%	95.0%	95.0%
Total Year-Round HU's Needed in Three Townships	123,520	125,865	129,166	131,253	134,740
Percent of Above in Morton Grove	6.72%	6.72%	6.72%	6.84%	6.87%
Morton Grove's Total Housing Unit Needs	8,305	8,464	8,680	8,979	9,259
Less Existing HU's ⁽³⁾	(na)	8,464	8,446	8,416	8,356
Additional Housing Units Village Needs Over 2002	(na)	--	234	563	903
Additional Acres Needed Over 2000 @ 8.0 HU/Acre	(na)	--	29	70	113

(1) Includes Maine, Niles and Northfield Townships.

(2) 95% occupancy is indicative of a healthy market offering choice.

(3) Existing housing stock has been reduced by 6 units annually to replace units lost to the inventory due to demolitions, structural conversions, and natural causes.

Sources: U.S. Census of Population and Housing; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 5
MORTON GROVE OFFICE USE LAND AREA NEEDS: 2002 - 2020

	2002	2005	2010	2020
Total Employment In Three Township Area ⁽¹⁾	282,850	287,890	296,290	313,080
Percent Office – Related ⁽²⁾	27.3%	27.3%	27.3%	27.3%
Office Employment	77,218	78,594	80,887	85,471
Additional Office Workers Over 2002	--	1,376	3,669	8,253
Morton Grove Share @ 5%	--	69	184	413
Square Feet/Worker ⁽³⁾	--	250	250	250
Additional Office Space Needed Over 2002 (SF)	--	17,250	46,000	103,250
Additional Site Acres Needed @ .30 FAR	--	1.32	3.52	7.90

(1) Derived from Northeastern Illinois Planning Commission's endorsed regional, county and municipal forecasts of population, households and employment for 2020. Estimates for townships were prepared by NIPC 9/23/00.

(2) Keyed to a methodology established by the Bureau of Labor Statistics to determine office-related employment within the various employment categories by industry.

(3) Expected to maintain over time to current ratio which approximates 250 SF/workers, due to expanded spatial needs governed by computers and other new technological equipment, new business procedures and expanded in-building amenities...countered by economic pressures serving to shrink office workspaces to fit the cost-saving needs of the time.

Source: Northeastern Illinois Planning Commission - Endorsed 2020 Forecasts (9/2000); Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 6

ILLINOIS RETAIL SALES BY MERCHANT CATEGORY: 1997, 2002

NAICS Code	Merchant Category	Total 1997 Sales (000's)	E & P 2002 Estimates (000's)
441	Motor Vehicles & Parts Dealers	\$28,387,936	\$38,096,429
442	Furniture & Home Furnishings	3,364,975	4,624,251
443	Electronics & Appliance Stores	3,259,732	4,476,489
444	Building Material & Garden Supply	10,175,618	14,025,081
445	Food & Beverage Stores	16,487,682	18,743,322
446	Health & Personal Care Stores	6,086,129	7,795,158
447	Gasoline Stations	7,850,876	8,258,662
448	Clothing & Clothing Accessories	6,194,023	7,896,748
451	Sporting Goods, Hobby, Book & Music	2,597,216	3,166,785
452	General Merchandise Stores	14,010,163	18,319,176
453	Miscellaneous Store Retailers	3,026,224	3,687,148
454	Non-store Retailers	6,561,603	8,013,600
TOTAL RETAIL SALES		\$108,002,177	\$137,102,849

Lehigh/Ferris Project Area - Related Uses:

4413	Automobile Parts/Accessories	\$2,405,120	\$3,227,671
44313	Camera & Photographic Supplies	89,234	122,518
44413	Hardware Stores	767,085	1,057,043
445	Food & Beverage Stores	16,487,682	18,743,322
446	Health & Personal Care Stores	6,086,129	7,795,158
4512	Book, Periodical & Music Stores	865,969	1,055,616
4531	Florists	320,787	390,719
45322	Gift, Novelty & Souvenir Stores	736,204	896,696
45399	All Other Miscellaneous Stores	601,174	732,230
TOTAL PROJECT AREA - RELATED		\$28,359,384	\$34,020,973
Illinois Population		12,122,700	12,634,100
Sales Per Capita		\$2,339	\$2,693

* Includes only establishments with payroll.

Sources: U.S. Census Bureau, 1997 Economic Census; Editor & Publisher - 2002 Market Guide; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 7

COMPARATIVE AREA DEMOGRAPHIC PROFILES

		2 - Mile Ring*	Illinois
Population	2007 Forecast	58,902	12,797,137
	2002 Estimate	58,152	12,512,729
	2000 Census	57,983	12,419,293
	%2002-07 Gain	1.3%	2.3%
	%2000-02 Gain	0.3%	0.8%
Households	2007 Forecast	22,525	4,747,730
	2002 Estimate	22,379	4,630,749
	2000 Census	22,338	4,591,779
	%2002-07 Gain	0.7%	2.5%
	%2000-02 Gain	0.2%	0.8%
Race 2002	White	76.6%	72.8%
	African-American	1.2%	15.2%
	Other	22.2%	12.0%
	Hispanic	4.5%	13.0%
Median Age 2002		44.8	35.0
Age 2002	Age 0-4	4.5%	7.0%
	Age 5-19	17.6%	21.9%
	Age 20-64	55.5%	59.2%
	Age 65 & Over	22.4%	11.9%
Income 2002	Per Capita	\$35,902	\$26,858
	Median Household	\$72,482	\$54,464
	Average Household	\$92,513	\$71,666
	\$0-14,999	5.17%	11.56%
	\$15,000-24,999	6.02%	10.21%
	\$25,000-34,999	7.22%	10.15%
	\$35,000-49,999	12.37%	14.36%
	\$50,000-74,999	21.37%	20.88%
	\$75,000-99,999	17.82%	13.60%
	\$100,000-149,999	16.70%	11.06%
\$150,000+	13.33%	8.18%	

* Encompassing area within 2 - mile radius from Dempster/Lincoln intersection in Morton Grove

Sources: Census Bureau; Claritas, Inc.; Trkla, Pettigrew, Allen & Payne, Inc. Census 2000 data, and 2002 estimates as well as 2007 forecasts are as of April 1st of indicated year.

Appendix Table 8

LEHIGH/FERRIS PROJECT AREA RETAIL/SERVICE USE POTENTIAL: 2002-2020

	2002	2005	2010	2020
Lehigh/Ferris Site Service Area Population*	58,150	58,530	59,080	59,770
Project Area Related Retail Sales Per Capita**	\$3,237	\$3,286	\$3,368	\$3,536
Service Area Retail Expenditures (000's)	\$188,232	\$192,330	\$198,981	\$211,347
Lehigh/Ferris Site Project Share @ 15%	(na)	\$28,850	\$29,847	\$31,702
Lehigh/Ferris Site Project Sales Potential:	--	\$35,618	\$36,848	\$39,138
• Retail Store Sales	--	28,850	29,847	31,702
• Service Merchant Sales	--	3,206	3,316	3,522
• Non-Service Area Sales	--	3,562	3,685	3,914
Sales/Square Foot	--	\$275	\$280	\$290
Warranted Square Feet In Lehigh/Ferris Project Area	--	129,500	131,600	135,000
Acres Needed to Develop Warranted Square Feet	--	17.5	17.8	18.2

* Population within 2-mile radius from Dempster/Lincoln intersection.

** Retail expenditures made in retail establishments of neighborhood, convenience types.

Sources: Census Bureau; Claritas, Inc.; Trkla, Pettigrew, Allen & Payne, Inc.

Area Map
Prepared For: RONALD BUSSEY

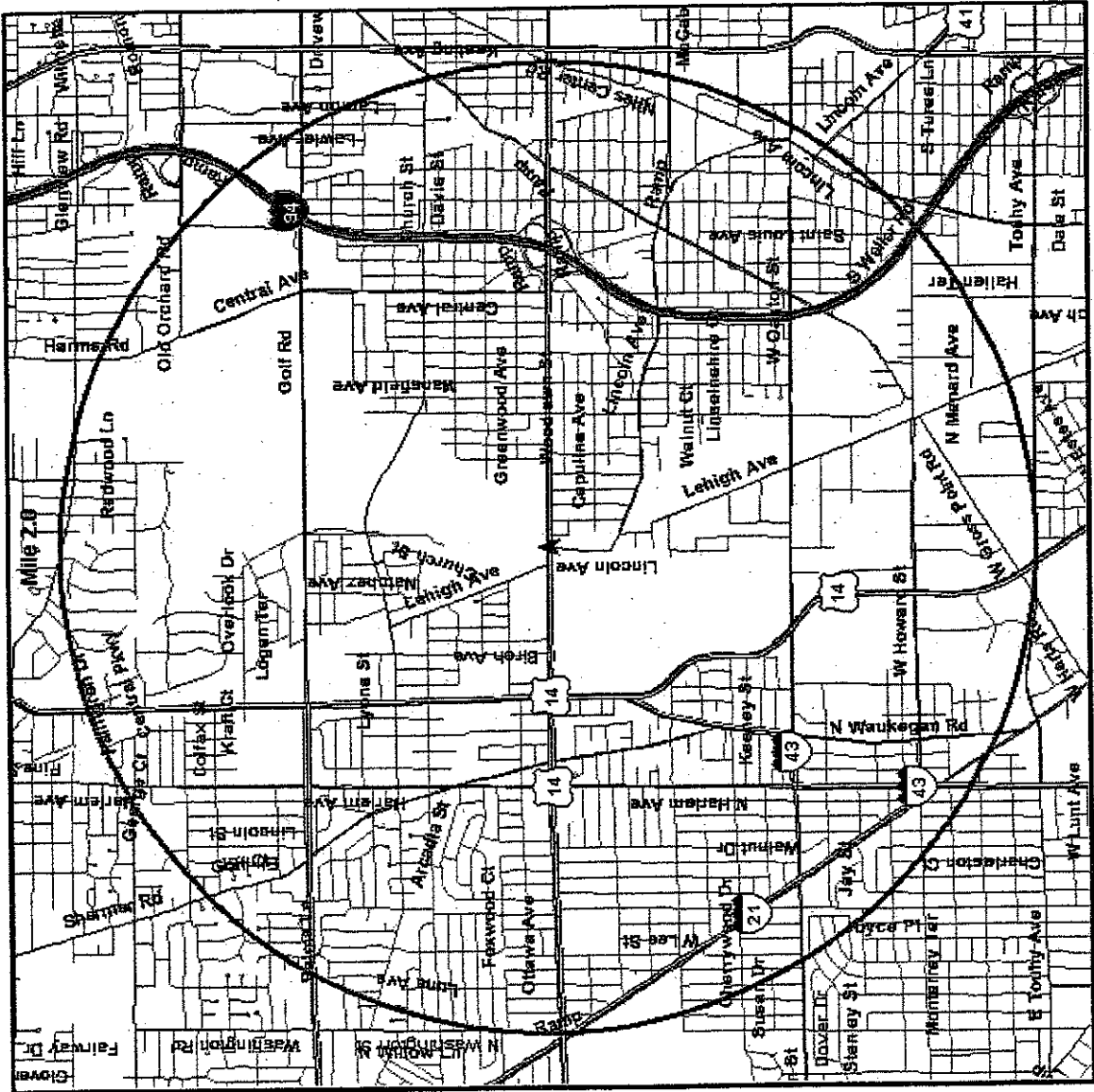
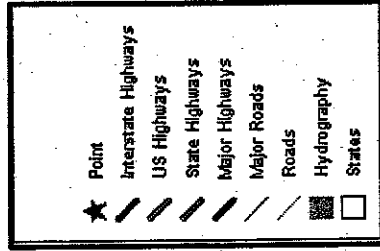
Project Code: 920843

Order #: 962246070

DEMPFSTER ST AND LINCOLN AVE
MORTON GROVE, IL

2.00 Mile Radii

Coord: 42.0408 -87.7869



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