Department of Public Works
7840 N. Nagle • Morton Grove, IL 60053

MORTON GROVE
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TRAFFIC SAFETY COMMISSION MEETING AGENDA

Richard T. Flickinger Municipal Center
Council Chambers
September 4, 2025 at 7:00 p.m.

CALL TO ORDER

1. Call to order — Chairman Shah
2. Pledge of Allegiance — Chairman Shah
3. Roll Call — Secretary Koya
4. Approval of the June 5, 2025 meeting minutes. — Chairman Shah

PUBLIC COMMENTS

STAFF REPORT

OLD BUSINESS

NEW BUSINESS

5. **Request for Review – Permit Parking Request (5800 Block of Capulina Avenue)** — Randall Israel
   The applicant asserts that the current parking regulations are not being enforced and that there is a lack of parking for block residents. Also requested is relief / enforcement of right- or left-turns only upon exiting from the Muslim Community Center.

6. **PC25-07 – Station 85-Hundred (8500-8550 Lehigh Avenue)** — Simon Berger, 8500 MG, LLC
   A Planned Unit Development, including subdivision and consolidation approval with right-of-way vacation from Chestnut Street added for a combined 2.05 acres to construct a 57-unit, four-story mixed-use building including residential multi-family units, commercial space, parking, and amenities in a C/R Commercial/Residential District.

ADJOURNMENT — Chairman Shah

MINUTES OF THE JUNE 5, 2025
MEETING OF THE TRAFFIC SAFETY COMMISSION
VILLAGE HALL 6101 CAPULINA, MORTON GROVE, IL 60053

CALL TO ORDER

1. **Call to Order**
   Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Traffic Safety Commission was called to order at 7:00 PM by Chris Tomich, Village Engineer.

2. **Pledge of Allegiance**
   Chris Tomich, Village Engineer, led the assemblage in the Pledge of Allegiance.

3. **Roll Call**
   Commissioners Present:
   Commissioner Amit Shah
   Commissioner Bradley Alper
   Commissioner Jeff Dahlberg
   Commissioner Robert Campanella
   Commissioner John Puljic
   Commissioner Ninous Chalabi

   Commissioners Absent:
   Commissioner Mike Dibra (without notice)
   Commissioner Chris Sheehan (with notice)

   Village Staff Present:
   Chris Tomich, Village Engineer
   Anne Kirchner, Planner/Zoning Administrator
   Trustee John Thill, Trustee Liaison
   Justin Jurasz, Police Department Liaison

4. **Approval of Chairperson Pro Tem**
   Chairperson White has stepped down as Chairperson for the Traffic Safety Commission due to his being elected to the Village Board of Trustees.

   Commissioner Dahlberg made the motion to nominate Amit Shah as Chairperson Pro-Tem. Motion was seconded by Commissioner Alper.

   The Motioned passed with a unanimous vote.

5. **Approval of Minutes**
   Chairperson Pro Tem Shah proceeded to seek approval of the May 1, 2025, meeting minutes. There were no changes or alterations to the minutes. Commissioner Dahlberg moved to approve the minutes. Commissioner Alper seconded the motion. Minutes were approved.

STAFF REPORT

6. Chris Tomich, Village Engineer, went over some changes to meeting deliverables. The Village is transitioning to electronic format for agenda distribution for the Traffic Safety Commission meetings. All supplemental documents for agenda items will also be available electronically. If there is a desire for paper copies of anything, please reach out to Village staff.

PUBLIC COMMENTS

None

OLD BUSINESS

None

NEW BUSINESS

7. **PC 25-06 - Midwest RE Acquisitions, LLC. – 8120 Lehigh Avenue**
   Applicant: Doug Klein

   The applicant is requesting approval of a special use permit to allow for the demolition of existing site improvements and the construction of warehouses, distribution centers, and light manufacturing uses in the M-O/R: Office/Research Manufacturing District.

   Anne Kirchner, Planner and Zoning Administrator, introduced the case. The applicant, Midwest RE Acquisitions LLC—an entity of Bridge Industrial—is requesting approval of site, landscape, and building plans associated with case PC 25-06.

   Bridge Industrial is proposing an approximately 227,600-square-foot speculative single-story industrial building, including 35 truck loading berths, approximately 212 off-street parking spaces, underground stormwater detention, and various site improvements.

   The applicant has also land-banked 61 parking spaces on the southern side of the property in the event that future parking demand exceeds the proposed 212 spaces.

   Primary access to the south parking lot—for employee and visitor passenger vehicles—will be provided via two entry points: one off Park Avenue just west of Lehigh Avenue, and one off River Drive just north of Park Avenue. Primary access to the truck court on the north side of the property will be provided via a driveway centered along the River Drive frontage on the north side and from River Drive as it curves around the northwest corner of the site.

   Proposed lighting consists of light poles and wall packs. Staff raised concerns regarding low light levels in the parking lot. The applicant's engineer has contacted staff regarding these concerns and has expressed intent to revise the lighting plan to comply with Village Code.

   Jonathan Pozerycki from Bridge Industrial presented the development plan. He reviewed the history of Bridge Industrial and their vision for the site. Key points included:

- The plan is to construct a roughly 227,000-square-foot development with brick inlay.
- Landscaping will take special consideration to preserve mature trees on-site that are not impacted by the development, and significant additional landscaping will be planted.
- Currently, the site has two access points, one on the north side via River Drive and one on the south side via Park Avenue. There is no proposed access from Lehigh Avenue. The proposal includes adding two additional access drives to improve safety and allow more efficient ingress and egress toward the rear of the development.

A traffic study was presented by Andrew Bowen with KLOA. Key findings include:

- The study analyzed the immediate area surrounding the site as well as intersections along Oakton Street and Lehigh Avenue up to Lincoln Avenue.
- As this is a redevelopment site, traffic volumes generated by the proposed development were compared to those that would have been generated by the previous user when fully operational.
- It was found that the proposed development would generate 20–30% fewer total trips on a typical day, some of which would involve trucks. The existing business park is designed to accommodate truck traffic.
- Several traffic signals in the area facilitate traffic flow. Analysis of future traffic conditions, including the impact of the proposed development, shows that the overall level of service will remain unchanged. Operations will continue similarly to current conditions, and site-generated traffic will have a limited impact.
- Access to the business park includes a signalized intersection, which improves truck access and safety, especially at River Drive and Oakton Street.
- Within the business park, four access drives are proposed. Separating employee traffic from truck traffic is desirable for both efficiency and safety.
- Per Village Code, parking requirements are one space per 1,000 square feet of building area, totaling 228 required spaces. With 212 proposed and 61 land-banked, the requirement will be met.

Jonathan Pozerycki also addressed garbage and snow removal plans:

- Typically, there is one screened trash compactor used by the building's tenants.
- Tenants will contract directly with waste management providers to ensure proper service.
- The landlord is responsible for maintaining the screening or fencing around the trash area.
- Bridge Industrial employs an in-house property management team responsible for snow removal. Snowplow teams are on call 24/7 and ensure that all areas are cleared as needed, including car and truck parking areas, loading docks, sidewalks, entrances, and any public walkways surrounding the building.

Commissioners asked several questions, which were addressed by Mr. Pozerycki and Mr. Bowen:

- Are there any identified tenants for the property?

    - Bridge Industrial has received a few responses to the RFP. One local tenant is interested in leasing approximately 160,000 square feet. Current interest is not related to distribution uses.
- Will there be a limit to parking per tenant?
    - The development will be subdivided as needed to ensure adequate parking per tenant, following Village codes and regulations.
- How will the train tracks affect truck traffic?
    - The traffic signals are timed with train crossings. While there may be occasional delays along Lehigh during peak times, backups are expected to be brief.
- What is the current on-street parking situation?
    - On-street parking was not formally observed in this study.

With no further comments, Commissioner Dahlberg moved to approve the application. The motion was seconded by Commissioner Chalabi and passed by the following vote:

C. Alper	aye
C. Campanella	aye
C. Chalabi	aye
C. Dahlberg	aye
C. Puljic	aye
Chair. Shah	aye

OTHER BUSINESS/COMMENTS – NONE

ADJOURNMENT

With no further business, Chairperson Shah asked for a motion to adjournment. Commissioner Dahlberg made the motion and was unanimously approved. The meeting was adjourned at 7:57pm.

_____

Minutes By: Saba Koya

Department of Public Works
7840 N. Nagle • Morton Grove, IL 60053

MORTON GROVE
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MEMORANDUM

To: Trustee Thill
Traffic Safety Commission

From: Chris Tomich, Village Engineer

Date: August 28, 2025

Re: Traffic Safety Commission Meeting on September 4, 2025

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1. Request for Review – Requesting Permit Parking Zone (5800 block of Capulina Avenue)

Request

The Village has received a Request for Review along with a signed petition. The request is to establish a Permit Parking Zone on the 5800 block of Capulina Avenue. The applicant claims that current parking regulations are not being enforced, leading to a shortage of parking for nearby residents. There is a secondary request not included in the petition, asking for enforcement of right- or left-turn only restrictions when exiting the Muslim Education Center (MCC). It is unclear from the submitted Request for Review what the reason or intended outcome of this additional request is.

Background

The 5800 block of Capulina Avenue, a two-lane, two-way, east-west residential street, terminates on the west side of Menard Avenue, a two-lane, two-way, north-south residential street. Austin Avenue is a north-south collector street two blocks west of Menard Avenue. All streets have 25 mph speed limits, and Menard has a 20 mph school speed zone regulation. The MCC is on the east side of Menard Avenue with an access drive off-set approximately 26 feet to the south, centerline-to-centerline from Capulina Avenue. This access is designated for exit only with pavement markings for both right- and left-turns.

The 5800 block of Capulina Avenue has a "Parking with Valid Morton Grove Vehicle Sticker Only" restriction posted on the north side of the street. The 5800 block of Crain Street which is the next street north of Capulina Avenue has a Zone 13 Permit Parking regulation posted which allows "No Parking, School Days, 8am-3pm, Except for Vehicles Displaying a Zone 13 Parking Permit." Carol Avenue, the next street north of Crain Street has a Zone 9 Permit Parking regulation posted which allows "No Parking, All Days and All Times, Except for Vehicles Displaying a Zone 9 Parking Permit." The next street south of the 5800 block of Capulina Avenue, South Park Avenue, does not have a Zone Parking regulation in place but has a "Parking with Valid Morton Grove Vehicle Sticker Only" restriction posted on the south side of the street.

The Village passed Ordinance 24-17, October 8, 2024, for PC 24-05 regarding the planned addition to the Muslim Community Center Academy with ancillaries. A copy of that ordinance is not included with the September Traffic Safety Commission meeting packet materials, but it can be viewed upon request. Condition F of Ordinance 24-17 states that "the applicant shall submit proof of an executed parking management agreement in keeping with the parking management plan provided to the Village as part of the

application materials for PC 24-05." Generally, this ordinance requires the MCC to self-monitor and manage the parking of its attendees to minimize the negative impact on traffic movement and on-street parking generated from its operations on the surrounding streets.

Analysis

The type of parking restriction on the 5800 block of Capulina Avenue, as described above, generally requires residents to be vigilant and report issues for effective policing and enforcement. If a Permit Parking regulation is introduced on that block, the same limitations and need for assistance would apply. If an existing regulation is not enforced, it is likely that a different parking regulation would also receive the same level of enforcement. It is reasonable to first ask affected residents to notify the Police Department at the time of a parking violation to improve enforcement of the current restriction. The situation should then be evaluated before considering further action.

It is considered best practice to implement the least restrictive solution when necessary to solve a parking problem. Permit parking is a more restrictive and resource-straining approach with some adverse side effects for residents, but it is intended to help. Many residents perceive a parking problem on their street, but every street in town cannot have a Permit Parking regulation solution. Staff notes the history of Permit Parking regulations in the Village. It was not uncommon for a parking restriction to be requested and implemented on a street, only to have the offenders move the problem to the next street. It is believed best to identify and, if possible, target the cause. A more concise definition of the problem by the applicant might help to find a less restrictive parking regulation to solve the asserted problem. Defining the problem includes specifying the specific days, times, or other information when the problem most manifests itself. Then the least restrictive solution should be tailored to resolve the specific issue. It is understood that the applicant stated the problem is worse on Fridays. The applicant and meeting attendees should confirm or clarify this understanding. It is also understood that the Permit Parking restriction is requested for the south side of Capulina Avenue, which does not have the "Parking with Valid Morton Grove Vehicle Sticker Only" restriction posted.

Regarding the request for relief/enforcement of right- or left-turns only upon exiting from the Muslim Community Center (MCC), the applicant will need to describe what the problem is that needs remediation more specifically. The applicant placed this request in the Reason for Request section of the Request for Review, but did not provide the reason for the request which remains to be explained. Upon simple reading, this may fall upon the MCC staff to fulfill certain requirements of the special use permit regarding traffic self-management. MCC staff may be asked to better enforce any existing turn restrictions concerning property access. Some other appropriate traffic control might be recommended depending on the issue.

Conclusion

Based on the information provided in the application materials and at the meeting, along with comments made by the attendees, the Traffic Safety Commission (TSC) should make a recommendation to the Village President and Board of Trustees in a motion whether a Permit Parking regulation should be implemented on the 5800 block of Capulina Avenue as requested. If recommended, then the TSC should be specific during the motion of the details for the restrictions in the Permit, including days, times, and exceptions. If Permit Parking is not recommended, then the TSC may, based on all information presented, make an alternate recommendation which might meet the needs of the applicant and the Village to alleviate the problem, even if it is a temporary or trial solution.

The TSC should also be prepared to make a specific motion for recommendations regarding remediation for lack of enforcement regarding turn restriction violations as determined appropriate based on the information presented at the meeting.

2. PC25-07 – Station 85-Hundred (8500-8550 Lehigh Avenue)

Request

Requesting a review of a Planned Unit Development, including subdivision and consolidation approval with right-of-way vacation from Chestnut Street added for a combined 2.05 acres to construct a 57-unit, four-story mixed-use building including residential multi-family units, commercial space, parking, and amenities in a C/R Commercial/Residential District., in accordance with Section 12-9-5 of the Morton Grove Municipal Code.

Background

The subject property is located at 8500-8550 Lehigh Avenue on the west side of Lehigh Avenue across from the train station. This location was previously reviewed by the Traffic Safety Commission (TSC) as PC 22-01 and PC 22-02. PC22-01 included a review of a Preliminary Plat of Vacation for a portion of the Chestnut Street right-of-way located directly west of the Lehigh Avenue right-of-way, measuring approximately 0.531 acres, in accordance with Section 12-9-5 of the Morton Grove Municipal Code. PC22-02 included a review of a Special Use Permit application for a 24-unit mixed-use development with a bar and microbrewery (accessory use to a bar or restaurant) in a C/R Commercial/Residential District. The development has changed from originally including two buildings to a single building.

The application includes: Subdivision Application, Preliminary Plat of Subdivision & Consolidation, and Plat of Survey, Special Use Application, engineering site plan, architectural site plan, architectural floor plan, elevations, renderings, landscape plan, photometric analysis, design vehicle analysis, stormwater management summary, and a traffic and parking study (Traffic Study) dated August 8, 2025 provided by Kimley-Horn, Inc. (KH).

The Preliminary Plat of Subdivision & Consolidation shows the area currently occupied by Chestnut Street pavement and sidewalk that will be vacated. The Plat of Survey shows the existing property to be developed.

The proposed development would affect the entire block west of Lehigh Avenue. The Village owns most of the property on the block. The Moose Lodge abuts the proposed development, but the Village does not own that property. The Chestnut Street right-of-way lies within the proposed development area and is proposed to be vacated. The Moose Lodge would continue to operate with its existing building and parking lot, but the access to Chestnut Street would be eliminated with the right-of-way vacation. A shared private driveway is proposed to serve as the single entrance for Moose Lodge and the proposed development. These improvements have been coordinated with and have the informal support of Moose Lodge officials.

As owner of the property, the Village solicited development proposals for this property. The Village initially

selected a proposal submitted by MHDC SLF LLC. The Traffic Study for this development was prepared by a traffic engineer selected and paid for by the Village. The Traffic Study was reviewed and approved by the Village. The Village chose to lead the development of the traffic study in an experimental effort to improve the quality and completeness of the study; this approach may be used on other future developments. The original development was dropped by the developer and is replaced by the current applicant with changes to the original plan, which were intended to address concerns pointed out by Village staff and others during the review process for the previous plan. This review is mostly to determine if the new proposal has addressed those initial concerns.

The following comments relate only to the material transmitted to the Traffic Safety Commission.

Staff Observations
The Village's ordinance on vacating public right-of-way requires a review by Traffic Safety Commission (and others). A review by Traffic Safety Commission of potential traffic safety impacts of vacating this right-of-way would be more properly addressed in the context of the proposed land development included.

1. **GENERAL:** It should be noted and clarified that the Project Narrative proposes 57 units, whereas the Traffic Study proposes 60 residential units.

2. **PEDESTRIAN TRAFFIC:** The Municipal Code requires development in a commercial/residential district to create pedestrian links. Staff recommends no additional pedestrian links than those proposed and believe the existing Lehigh Avenue crosswalks at the Metra entrance and at Elm Street will be safe. The Preliminary Site Geometric and Paving Plan shows an additional crosswalk at the Metra entrance.

3. **PARKING:** The Municipal Code allows a development in a commercial/residential district for a Transit Oriented Development (TOD) within 1/8 mile of a commuter rail station to reduce the recommended parking supply by 15 percent. The proposed parking supply exceeds the parking demand by only four spaces after taking the allowed TOD 15 percent reduction. Per Municipal Code, the proposed parking supply would have had a deficit of 17 spaces before taking this reduction. It should be discussed how the parking spaces provided will be regulated and whether residents could allow their guests to park in the commercial spaces, thereby causing a commercial parking shortage and its related problems. It should be clarified if commercial staffing parking needs will change, possibly with the seasons. It is reasonable to think there would be staffing increases to provide outdoor cafe service during better weather or conversely staffing cuts during colder times.

4. **TRAFFIC STUDY:** The Traffic Study concludes Lehigh Avenue will accommodate the proposed development traffic and the parking supply exceeds the Village code requirements for parking after a 15% reduction allowance for a Transit Oriented Development. It is relevant to note the Village's parking code requirements are advisory, not requirements, for special uses, such as this development. The Traffic Study recommends Village improvements on the east side of Lehigh Avenue to confine pedestrian crossings to crosswalks.

5. **TRAFFIC:** Village staff observed that the site relies heavily on the single access drive to access the Moose Lodge rear side of the buildings and the parking lots. The Village requires a second access to this

area, and a fire lane is provided. The initially proposed fire lane designated through the plaza area was removed in the new plan. Village staff requested an alternate that included the second access route at the north end of the site, which is included in the new design, but considers that location to be vulnerable to misuse and to include a greater safety risk with greater adverse impacts to the development.

6. **GENERAL:** The shared outdoor cafe and fire lane should include conspicuous design elements to improve the awareness of the need to maintain the fire lane clear of temporary or permanent fixtures that could interfere with emergency access. One example of what could be considered is a special color of brick paver designating the fire lane.

7. **TRAFFIC:** The turning path analysis exhibit for fire apparatus should have used the longest vehicle for the analysis. Truck 2 has the longest length and wheel base, but Morton Grove 16 was used with shorter lengths for both of those criteria. It is anticipated the longer vehicle would be able to circulate, but it is possible the parking bank may need to be shortened by one parking space (potential loss of 4 parking spaces).

8. **GENERAL:** Moose Lodge has expressed a desire to eliminate one of the two entrances on the north side of their property to increase the number of parking spaces. Village staff considers there to be no opportunity to increase the number of parking spaces without encroaching onto the development's property. The Village considers the existing entrances to be important for emergency access and circulation. Turning templates should be provided to ensure acceptable emergency vehicle and garbage truck access will be provided for the Moose Lodge.

9. **TRAFFIC:** Traffic stopping on the shared access drive during peak traffic times is a concern. Reducing the risk of this occurring is needed, but there is not a singular solution to accomplish it. Requiring the developer to have long-term responsibility for controlling this behavior is desirable.

10. **SITE PLAN:** The turning path analysis exhibits show the circulation of a single unit garbage truck and fire truck. However, a multi-unit vehicle should be analyzed to evaluate a delivery truck's ability to circulate through the parking lot. The special use permit should include conditions to mitigate the impact of a delivery vehicle that exceeds the length of the loading berths. Measurable parameters such as location on the site, time of day for deliveries, and duration of loading could be considered to reduce the impact to an acceptable level to all users. Additionally, moving trucks can be expected for the residential buildings and this impact should be understood and controlled. Lehigh Avenue will need to be prohibited from any and all delivery activity. It should also be shown how an emergency vehicle could enter the site from the north fire lane when the largest design vehicle expected is parked in the loading area.

11. **TRAFFIC STUDY:** The traffic Volume Count Report used for the existing traffic volumes, provided by IDOT and included as an attachment to the Traffic Study, shows that the record dates were Tuesday, 8/8/2023, and Wednesday, 8/9/2023. Staff recalls that at the time the commuter parking along Lehigh Avenue between Oakton Street and Elm Street was minimally filled on Monday through Thursday, probably due to work-from-home policies following COVID. Staff also recall that, on Fridays, the available parking was otherwise typically filled from the station to between River Drive and Park Avenue. This reasonably would also significantly reduce traffic volumes recorded on Lehigh Avenue on

Monday through Thursday. If it cannot be verified that available commuter parking was filled on the days used for the count, then it might be reasonable to increase the volume count data by some factor to account for the temporary decrease in the area traffic. More recently, it appears that Lehigh commuter parking is being used more during the Monday through Thursday period as more return-to-office policies are implemented, but usage still seems low perhaps due to inconveniences caused by ongoing construction within the area including at the train station itself.

12. **TRAFFIC STUDY:** The Conclusion of the Traffic Study recommends considering providing an additional crosswalk along the south leg of the Lehigh Avenue and Chestnut Avenue intersection. Staff disagrees and prefers to maintain only one crosswalk at this location to make the crossings less confusing for approaching motorists by directing pedestrians through one identifiable location. This also will likely facilitate vehicles entering or exiting the train station's parking lot during high traffic times by keeping one leg free of pedestrians. The crosswalk location might need to be reevaluated according to any updated access and pedestrian circulation plans for the new Metra station which differ from that shown on the development's site plan. Pedestrian Crossing warning signage should be posted accordingly to define what will become a mid-block crosswalk with the removal of the Chestnut Street intersection with Lehigh Avenue. Do Not Block Intersection / Crosswalk signage should also be considered to prevent any northbound queueing vehicles backed up on Lehigh Avenue and waiting for a stopped train with activated signals on Lincoln Avenue from blocking the crosswalk.

13. **SIGNAGE:** No Parking, Stopping, or Standing signage should be considered along Lehigh Avenue along the frontage of the development to prevent anyone from trying to drop off or pick up a commuter, patron, or resident of the proposed development without entering a designated parking lot.

Cc: Mr. Chuck Meyer, Village Administrator
Mr. Michael Lukich, Director of Public Works
Ms. Zoe Heidorn, Assistant Village Administrator
Mr. Brandon Nolin, Community Development Administrator

VILLAGE OF MORTON GROVE
TRAFFIC SAFETY COMMISSION

REQUEST FOR REVIEW
(Parts A and B to be completed by Requestor)

PART A:

1 **Name** RANDALL ISRAEL
2. **Address** 5834 CAPISTRANO MORTON GROVE, IL
3. **Phone No.** 847-828-4458

Signature Here [signature]

PART B:

Describe nature of request:

a) What is being requested?
~~##~~ RESIDENT PARKING PERMIT ZONE

(Attach additional sheets if necessary.)

b) What are the reasons for the request?
CURRENT PARKING REGULATIONS ARE NOT BEING ENFORCED AND THERE IS A LACK OF PARKING FOR CURRENT RESIDENTS. ALSO REQUESTING RELIEF/ENFORCEMENT OF RIGHT OR LEFT TURNS ONLY UPON EXITING FROM MCC

(Attach additional sheets if necessary.)

c) If the request involves traffic control signs, signals or parking restrictions, please attach a petition signed by neighbors or adjacent businesses indicating support for the request.

Upon completion the form should be returned to:

Traffic Safety Commission
Village of Morton Grove
7840 Nagle Avenue
Morton Grove, Illinois 60053

You will be notified as to the time and date the Commission will review your request.

Part C (Office Use):

Date Received: _____
Scheduled for Commission Meeting of _____
Date of Notification to Requestor: _____
Commission Action: _____

_____

Board of Trustees Action: _____

_____

SPECIAL USE APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue, Morton Grove, Illinois 60053
commdev@mortongroveil.org | 847-663-3063

Case Number: PC 25-07 Date Application Filed: 08/11/2025

APPLICANT INFORMATION

Applicant Name: 8500 MG, LLC
Applicant Organization: C/O Simon Berger
Applicant Address: 5215 Old Orchard Rd, Suite 130
Applicant City / State / Zip Code: Skokie, IL 6007-1098
Applicant Phone: (847) 208-8211
Applicant Email: simon@B3-companies.com
Applicant Relationship to Property Owner: Future contract purchaser/developer
Applicant Signature:

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Village of Morton Grove
Owner Address: 6101 Capulina Avenue
Owner City / State / Zip Code: Morton Grove, IL 60053
Owner Phone: (847) 663-3063
Owner Email:
Owner Signature:

PROPERTY INFORMATION

Common Address of Property: 8500-8550 Lehigh Avenue
Property Identification Number (PIN): See attached
Property Square Footage: 82,781 sq. ft. (1.90 acres)
Legal Description (attach as necessary): See attached
Property Zoning District: C/R Commercial Residential

APPLICATION INFORMATION

Requested Special Use:
Purpose of Special Use (attach as necessary):
See attached project narrative.

RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

The project conforms to Village ordinances, will enhance the area adjacent to the train station and not be detrimental to public health, safety, morals, comfort or general welfare.

b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The project involves a significant investment in a key parcel in the Village, provides a development that will satisfy existing demand, and will not be injurious to the use and enjoyment of other property and will not diminish or impair property values in the neighborhood.

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The project is designed in conformance with Village codes and ordinances and will not impede the orderly development and improvement of the surrounding property for uses permitted in the district.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

The project is designed with adequate utilities, access, drainage and other necessary facilities.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

The project is designed such that ingress and egress to it will minimize congestion with measures being included to ensure no adverse impact.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

The site is designated for mixed-use and specifically calls for the promotion of large-scale mixed use development with residential and commercial uses.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

The special use will conform to the applicable regulations of the C/R Commercial Residential District.

Station 58-Hundred

8500-8550 Lehigh Avenue

Morton Grove, Illinois

Project Narrative

The Applicant, 8500 MG, LLC is seeking special use approval, subdivision approval and right-of-way vacation approval in order to redevelop the Village-owned subject property with a mixed-use development. The site consists of an approximately 1.520 acre property located on the north and south sides of Chestnut Street, west of Lehigh Avenue. The Applicant is seeking to vacate the portion of Chestnut Avenue adjacent to both parcels. Upon vacation, the development parcel will total 2.05 acres. The site is just west of the METRA station located on Lehigh Avenue. St Paul Woods is directly west of the subject site.

The Applicant proposes to construct a 57-unit, four-story mixed-use elevator building that includes residential multi-family units, commercial space, parking and amenities. The residences will consist of one- and two-bedroom units with high-end finishes and multiple floor plan options. The residential amenities include an entry lounge, co-work area, a fully equipped fitness center and an outdoor terrace facing Lehigh Avenue. The proposed building will feature over 4,000 sq feet of commercial space on the first floor, with outdoor patio space.

This prime location on Lehigh Avenue west of the Metra Station allows for an opportunity to extend Morton Grove's Downtown neighborhood west to encompass the Lehigh Avenue corridor and Metra Station. Chestnut Street currently bisects the site and it is proposed to be vacated with access to the Moose Family Center to be adjusted to the south side of the site. The overhead wires will be placed underground, and the Chestnut Street utilities will be relocated.

The mixed-use building is designed to create a dynamic streetscape along Lehigh, incorporating outdoor dining areas and the residential entrance and terrace facing east towards the historic downtown and Gateway Park. The parking area on the west side of the site is shielded by the building and a valet/drop-off area is proposed along the west side of Lehigh along with the potential of on-street parking to provide additional retail parking. The units will all have balconies, and the building façade materials will be brick, cultured stone and cementitious panels creating a classic look that will enhance the surrounding architecture. The building will be approximately 54' tall with the first-floor height expanded to meet the requirements of the commercial and fitness areas and 9' ceilings on the upper residential floors.

SUBDIVISION APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue Morton Grove, Illinois 60053
(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: _____ DATE APPLICATION FILED: _____

APPLICANT INFORMATION

Applicant Name: 8500 MG, LLC

Applicant Organization: C/O Simon Berger

Applicant Address: 5215 Old Orchard Rd, Suite 130

Applicant City / State / Zip Code: Skokie, IL 60077-1098

Applicant Phone: Work: (847) 663-3063 Home: (____) _____

Mobil / Other: (____) _____

Applicant Fax: Work :(____) _____ Home :(____) _____

Applicant Email: simon@B3-companies.com

Applicant Relationship to Property Owner: Future contract purchaser/developer

Applicant Signature: _____

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Village of Morton Grove

Owner Address: 6101 Capulina Avenue

Owner City / State / Zip Code: Morton Grove, IL 60053

Owner Phone: Work: (847) 663-3063 Home: (____) _____

Mobil / Other: (____) _____

Owner Fax: Work :(____) _____ Home :(____) _____

Owner Email: _____

Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 8500-8550 Lehigh Avenue

Property Identification Number (PIN): See attached

Legal Description (Attach additional sheets as necessary): See attached legal description.

EXHIBIT B
Project Narrative

To be provided by Applicant

Station 58-Hundred
8500-8550 Lehigh Avenue
Morton Grove, Illinois

This prime location on Lehigh Avenue west of the Metra Station allows for an opportunity to extend Morton Grove's Downtown neighborhood west to encompass the Lehigh Avenue corridor and Metra Station. Chestnut Street currently bisects the site and it is proposed to be vacated with access to the Moose Family Center to be adjusted to the south side of the site. The overhead wires will be placed underground, and the Chestnut Street utilities will be relocated. St. Paul Woods is just to the west and provides a fantastic recreational amenity for the residents of the area.

Our vision for this important site is a four-story mixed-use elevator building that includes residential homes and amenities combined with exciting commercial/restaurant options to expand the vitality of the downtown area and the new Metra Station. The residences will be offered as one- and two-bedroom units with high-end finishes and multiple floor plan options. The residential amenities include an entry lounge, co-work area, a fully equipped fitness center and an outdoor terrace facing Lehigh Avenue. The proposed building will feature over 4,000 sq feet of commercial space in two locations on the first floor with a 3,000 sf area envisioned as a restaurant with an outdoor dining terrace on the north side facing Lincoln Avenue and a 1,0000 sf convertible space also with an outdoor patio that could serve as a coffee shop or a business that supports the commuters using the new train station.

Our mixed-use building is designed to create a dynamic streetscape along Lehigh, incorporating the two outdoor dining/retail areas and the residential entrance and terrace facing east towards the historic downtown and Gateway Park. The parking area on the west side of the site is shielded by the building and a valet/drop-off area is proposed along the west side of Lehigh along with the potential of on-street parking to provide additional retail parking. Our residential homes will all have balconies, and the building façade materials will be brick, cultured stone and cementitious panels creating a classic look that will enhance the surrounding architecture. Our building will be approximately 50' tall with the first-floor height expanded to meet the requirements of the commercial and fitness areas and 9' ceilings on the upper residential floors.
We are very excited to be a part of the future of Morton Grove and feel our proposal will be an important part of the revitalization that is occurring in the downtown area and Lehigh corridor.

LEGAL DESCRIPTION

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

LOTS 12 IN BLOCK 1 EXCEPTING THEREFROM THAT PART LYING EAST OF A LINE DRAWN PARALLEL WITH THE WEST LINE OF LOT 12, SAID LINE BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST. IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

LOTS 3, 4, AND 5 IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Containing 1.520 +/-

PRELIMINARY PLAT OF SUBDIVISION & CONSOLIDATION

8500–8500 LEHIGH SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTIONS 19 AND 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, ILLINOIS.

FOUND CONC. MONUMENT

323.93'MEAS.

BLOCK 1

21.80'MEAS. N89°28'34"E

35.60'MEAS. N00°51'21"E

77.38'MEAS. S21°31'48"E

LEHIGH AVENUE
66.00' R.O.W.

50.00'

66.00'

FOUND IP 0.08' E. 0.11' S.

N. LINE OF SOUTH 120.00' OF LOTS 6–11

300.09'MEAS. N89°28'34"E

S61°15'37"W 9.50' 65.24' N89°08'39"W 15.98'

153.01'MEAS. N00°51'21"E

LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12

LOT 1

S00°51'21"W

83.34'MEAS. S00°51'21"W

FOUND IP 0.05' E. 0.12' S.

CHESTNUT STREET
VACATED PER DOC. _____

N.E.A.

66.06'MEAS. S01°53'26"W

200.06'MEAS. S89°28'34"W

CENTERLINE OF VACATED CHESTNUT STREET

FOUND IP 0.05' E.

285.51'

LOT 9 LOT 8 LOT 7 LOT 6 LOT 5 LOT 4 LOT 3

188.49'MEAS. N00°51'21"E

124.15'

S00°55'29"W

LEHIGH AVENUE AS OCCUPIED

155.49'MEAS.

78.27' N89°28'34"E

149.96' N89°28'34"E

LOT 2

25.51' N00°51'21"E

25.50' CROSS ACCESS EASEMENT

26.40' S00°55'29"W

5.77' N81°36'41"W

144.21' S89°28'34"W

BLOCK 2

FOUND IR 0.20' S.

5.83'

149.95'MEAS. S89°28'34"W

FOUND IR @ CORNER

SCALE: 1" = 20'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

TERRA TECHNOLOGY LAND SURVEYING, INC.
24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047
PHONE: (847) 540–8606 E–MAIL: TTLS.1@SBCGLOBAL.NET

JOB NO. : 21–0080 SURVEY DATE : 12/28/2021
DRAWING FILE : DATA/21/0080/SITE–SUBDIVISION.DWG

1 OF 2

OWNER'S CERTIFICATE

STATE OF _____)
) ss.
COUNTY OF _____)

_____ DOES HEREBY CERTIFY THAT IT IS, [AS SUCH TRUSTEE], TITLE HOLDER OF THE PROPERTY DESCRIBED HEREON; DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON SHOWED; HEREBY DEDICATES THE PUBLIC ROADS, STREETS, ALLEYS, WALKS, AND OTHER AREAS INDICATED HEREON FOR PUBLIC USE; AND ESTABLISHES AND GRANTS ANY OTHER EASEMENTS SHOWN HEREON. [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FURTHER CERTIFIES TO THE BEST OF ITS KNOWLEDGE, THAT THE LAND INCLUDED IN THE PLAT HEREON DRAWN FALLS WITH SCHOOL DISTRICTS:

_____
_____
_____

DATED AT _____ , ILLINOIS, THIS DAY OF _____ , 2025.

BY: _____ TITLE: _____

ATTEST: _____ TITLE: _____

NOTARY'S CERTIFICATE

STATE OF _____)
) ss.
COUNTY OF _____)

I, [INSERT NAME OF NOTARY], A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE OF _____, DO HEREBY CERTIFY THAT [INSERT NAME OF FIRST SIGNATOR ABOVE] AND [INSERT NAME OF ATTEST SIGNATOR ABOVE] OF [INSERT NAME OF OWNER, OWNER ENTITY, TRUST], PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS [INSERT TITLE OF FIRST SIGNATOR ABOVE] AND [INSERT TITLE OF ATTEST SIGNATOR ABOVE], RESPECTIVELY, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY OF _____ , 2025.

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATER WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE OWNER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

BY: _____ DATED: _____
OWNER

BY: _____ DATED: _____
ILLINOIS PROFESSIONAL ENGINEER

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, ON THIS ___ DAY OF _____, 2025.

_____
VILLAGE ENGINEER

COOK COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

THIS INSTRUMENT WAS FILED FOR RECORD IN THE OFFICE OF THE COOK COUNTY RECORDER OF DEEDS, ILLINOIS, ON THE _____ DAY OF _____, A.D. 2025 AT _____ O'CLOCK ___M., AND WAS RECORDED AS DOCUMENT NO._____.

_____
RECORDER OF DEEDS

PLAN COMMISSION CERTIFICATE

APPROVED BY THE CHAIRPERSON OF THE PLAN COMMISSION OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, THIS ___ DAY OF _____ , 2025, PURSUANT TO ORDINANCE 20-08 AND TITLE 12, CHAPTER 8, OF THE MORTON GROVE MUNICIPAL CODE (ORDINANCE 07-07).
BY:_____
CHAIRPERSON

ATTEST:_____
SECRETARY

VILLAGE CLERK CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS ___ DAY OF _____, 2025.

BY: _____
VILLAGE CLERK

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS ON THIS ___ DAY OF _____, 2025.

_____
VILLAGE PRESIDENT

_____
VILLAGE CLERK

COOK COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF COOK)

I DO NOT FIND ANY DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST THE TRACT OF LAND IN THE ABOVE PLAT.

_____
COUNTY CLERK

DATE: _____

EASEMENT NOTE:

A BLANKET PUBLIC UTILITY AND DRAINAGE EASEMENT IS HERBY GRANTED OVER LOT 1, EXCEPT FOR AREAS DESIGNATED AS "N.E.A." (NON EASEMENT AREAS).

CROSS ACCESS EASEMENT PROVISIONS

The interested parties representing Lots 1 and Lots 5,6,7, and 8 in Block 2 hereby grant and convey non-exclusive, mutual cross access easements for purposes of vehicular and pedestrian ingress and egress on, over, upon and across the areas defined in the Easement Areas. The Cross Access Easement is subject to the terms, conditions, restrictions and limitations set forth herein and in other recorded easements, reservations, rights-of-way, licenses, restrictions, conditions and limitations affecting the Easement Areas; provided, however, that the foregoing shall not unreasonably interfere with the easement rights under this Agreement. The Cross Access Easement is for the benefit of and is appurtenant to each of the Parcels, respectively, and may be used by the record title owner of each of the Lots, respectively, and each of their respective successors, assigns, employees, contractors, agents, licensees, lessees under leases extending the use thereof to such lessees and other permittees (collectively the "Permitted Users") solely for the uses set forth herein (the "Permitted Uses") and for no other uses. Such Permitted Uses shall be for the benefit of the Lots as now or hereafter improved, subdivided and/or developed.

PRELIMINARY PLAT OF SUBDIVISION & CONSOLIDATION
8500-8500 LEHIGH SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTIONS 19 AND 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, ILLINOIS.

LAND SURVEYOR CERTIFICATE

STATE OF ILLINOIS)
) ss.
COUNTY OF LAKE)

I, VYDAS Z. REKASIUS, AN ILLINOIS PROFESSIONAL SURVEYOR, HEREBY CERTIFIES THAT I HAVE SURVEYED THE FOLLOWING DESCRIBED PROPERTY:

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 12 IN BLOCK 1 EXCEPTING THEREFROM THAT PART LYING EAST OF A LINE DRAWN PARALLEL WITH THE WEST LINE OF LOT 12, SAID LINE BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST. IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 3, 4, AND 5 IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THAT PART OF VACATED CHESTNUT STREET DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 89 DEGREES 28 MINUTES 34 SECONDS EAST ALONG THE NORTH LINE OF SAID CHESTNUT STREET, 351.36 FEET TO A POINT ON THE SOUTH LINE OF LOT 12 IN SAID SUBDIVISION, SAID POINT BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST.; THENCE SOUTH 01 DEGREES 53 MINUTES 26 SECONDS WEST, 66.06 FEET TO A POINT ON THE SOUTH LINE OF SAID CHESTNUT STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST ALONG SAID LINE, 150.11 FEET TO THE NORTH WEST CORNER OF LOT 5 IN BLOCK 2 IN SAID SUBDIVISION; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 5 EXTENDED NORTH, 33.01 FEET TO THE CENTERLINE OF VACATED CHESTNUT STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST, 200.06 FEET; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST, 33.01 FEET TO THE PLACE OF BEGINNING, CONTAININD 0.380 ACRES MOR OR LESS, ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 1.900 ACRES +/-

AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

I FURTHER CERTIFY THAT BASED UPON AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NO. 17031C0241L, SHOWS THAT THE PROPERTY SURVEYED HEREON IS NOT SUBJECT TO FLOOD RISK AND THAT SAID PROPERTY FALLS WITHIN ZONE X (AREA OUTSIDE OF 0.2% ANUAL CHANCE FLOODPLAIN).

[I FURTHER CERTIFY THAT THE LAND INCLUDED BY SAID SURVEY IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND IS EXERCISING ITS EXTRATERRITORIAL POWER AS AUTHORIZED PURSUANT TO AND IN ACCORDANCE WITH SEC. 11-12-5, 65 ILCS 5/11-12-5, OF THE ILLINOIS MUNICIPAL CODE AND ITS HOME RULE POWERS]

I FURTHER CERTIFY THAT IRON PIPE SURVEY STAKES OR THE CONCRETE MONUMENTS AS SHOWN ON THE PLAT HEREON DRAWN, HAVE BEEN ESTABLISHED AT THE LOT CORNERS.

DATED THIS ____ DAY OF _____, 2025.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003210

License Renewal Date : 11/30/2026
DESIGN FIRM NO. 184-004538
RENEWAL DATE: 4/30/27

STATE OF ILLINOIS
VYDAS Z. REKASIUS
035-003210
LAKE ZURICH
ILLINOIS
PROFESSIONAL LAND SURVEYOR

REV: 8/6/25 – NEA

TERRA TECHNOLOGY LAND SURVEYING, INC.
24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047
PHONE: (847) 540-8606 E-MAIL: TTLS.1@SBCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021
DRAWING FILE : DATA/21/0080/SITE-SUBDIVISION.DWG

PLAT OF SURVEY

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

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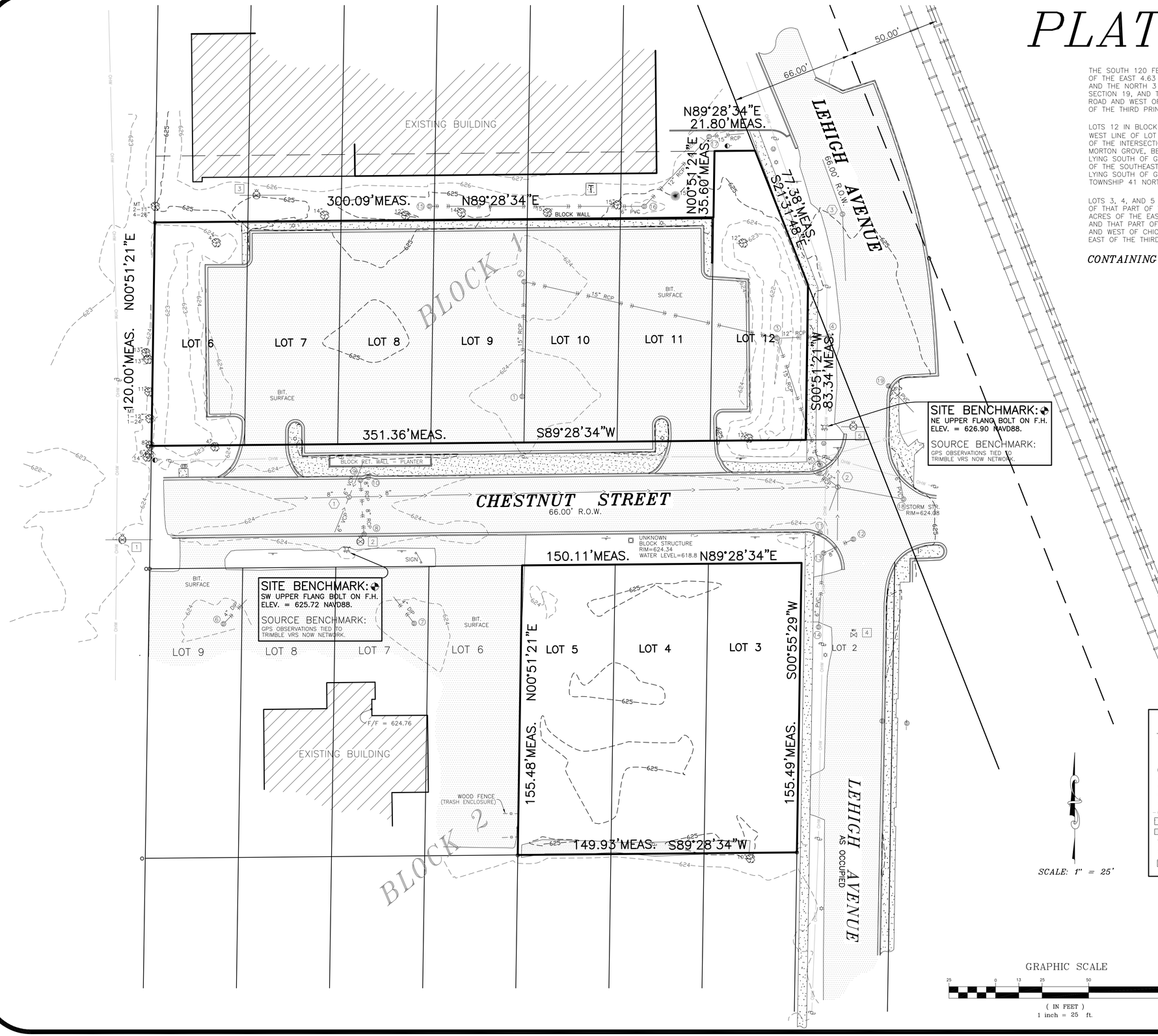
CONTAINING 1.520 ACRES +/-



UTILITY SCHEDULED – SANITARY SEWER

1. SAN MH RIM=623.80 I(E-W)=618.00 I(SW)=618.85 I(NE)=618.75
2. SAN MH RIM=624.31 I(N-S)=614.61 I(NW)=617.96 I(E)=618.86 I(SW)=619.21 I(W)=616.16
3. SAN MH RIM=625.08 I(N-S)=614.28

UTILITY SCHEDULED – WATER MAIN

1. VALVE VAULT RIM=624.68 T-WM=619.4
2. VALVE VAULT (PROBABLE) RIM=623.60 T-WM=618.4
3. VALVE VAULT RIM=625.09 T-WM=619.2
4. WATER VALVE RIM=624.54
5. VALVE VAULT RIM=624.17 T-WM=620.0 FULL OF WATER

UTILITY SCHEDULED – STORM SEWER

1. C.B. RIM=623.56 I(N)=619.47
2. RIM=623.61 I(SE)=619.16 I(S)=619.21
3. C.B. RIM=622.32 I(SE)=618.70 I(E)=618.72 I(NW)=618.72
4. C.B. RIM=623.80 I(SE)=619.04
5. RESTR. STR. RIM(W)=623.93 RIM(S)=623.86 I(SE)=618.18 I(NW)=618.15 I(4"REST)=618.21 T(WEIR)=621.23
6. INLET RIM=623.68 I(NE)=620.43
7. INLET RIM=623.52 I(NW)=620.00
8. INLET RIM=623.23 I(N)=621.33
9. C.B. RIM=623.42 I(NE-6"PVC)=621.02 I(S)=620.10 WATER LEVEL=620.42
10. INLET RIM=623.36 I(SW-6"PVC)=621.27
11. C.B. RIM=623.76 WATER=620.26 NO VISIBLE PIPES
12. STORM STR. RIM=624.50
13. M.H. RIM=624.30 I(NE)=620.30 I(S)=621.66
14. INLET RIM=624.26 I(N)=622.66
15. STORM STR. RIM=624.07 FULL OF SILT
16. INLET RIM=623.44 I(NE)=619.34 I(W)=619.34
17. M.H. RIM=626.28 I(E)=618.36 I(SW)=618.38
18. M.H. RIM=624.08 I(N)=621.03 I(W)= COULD NOT OPEN
19. INLET RIM=624.24 I(SE)=623.29

SYMBOL LEGEND

- SIGN
- FIRE HYDRANT
- WV – WATER VALVE
- VV – VALVE VAULT
- S – SANITARY STRUCTURE
- D – STORM STRUCTURE
- STORM STRUCTURE (CURB LINE)
- LIGHT POLE
- OHW – OVERHEAD WIRES
- CONCRETE SURFACE
- BIT. SURFACE
- ELECTRIC CONTROL BOX
- UTILITY CANISTER
- T – TRANSFORMER

SCALE: 1" = 25'

GRAPHIC SCALE

25 0 13 25 50 100

(IN FEET)
1 inch = 25 ft.

VYDAS Z. REKASIUS 035-003210 LAKE ZURICH ILLINOIS — STATE OF ILLINOIS — PROFESSIONAL LAND SURVEYOR

STATE OF ILLINOIS
COUNTY OF LAKE SS.

I, Vydas Z. Rekasius, an Illinois Professional Land Surveyor, do hereby certify that I have surveyed the property described above and that the plat shown hereon is a correct representation of said survey.

DATED THIS 10th DAY OF JANUARY, A.D. 2022.

BY:_____

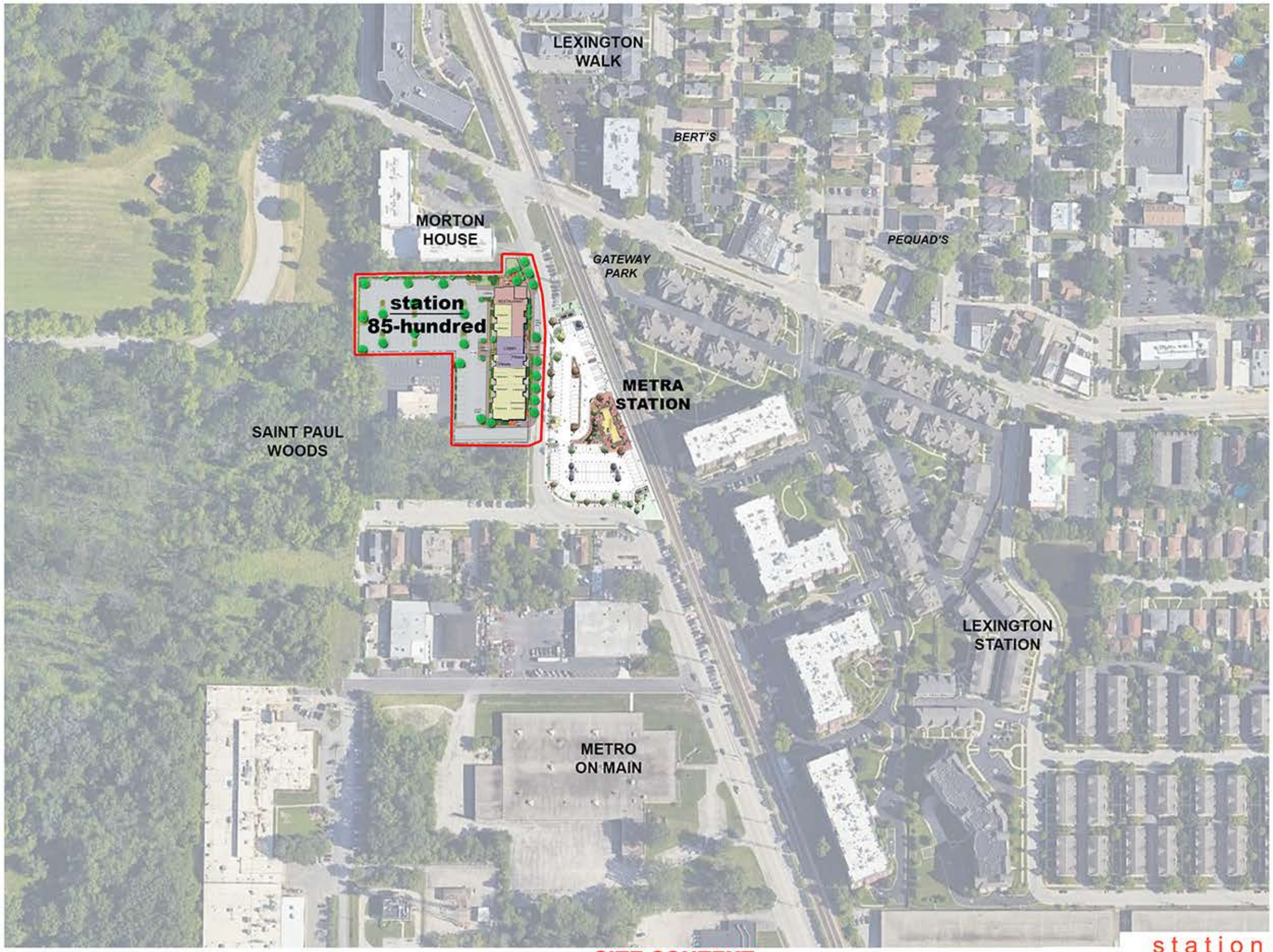
Illinois Professional Land Surveyor No. 3210
License Renewal Date : 11/30/2022
DESIGN FIRM NO. 184-004538 RENEWAL DATE: 4/30/2023
REVISED: 1/11/2022 – LOT 12 BOUNDARY

SURVEY PERFORMED WITHOUT REFERENCE TO TITLE COMMITMENT

NOTE:
1. Please check Legal Description with Deed and report any discrepancy immediately.
2. Compare all points before building by same and report any discrepancies at once.
3. Building lines, if any, shown hereon are building lines shown on the recorded subdivision plat or called out in the title report.
4. Consult local authorities for building lines established by local ordinances.
5. This professional service conforms to the current Illinois minimum standards for a boundary survey.

TERRA TECHNOLOGY LAND SURVEYING, INC.
24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047
PHONE: (847) 540-8606 E-MAIL: TTLS.1@SBCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021
DRAWING FILE : DATA/21/0080/SITE-SURVEY.DWG



SITE CONTEXT

B3-COMPANIES.COM
847.208.8211
5215 OLD ORCHARD RD. STE 130
SKOKIE 60077

station
85-hundred
8500 Lehigh Avenue
Morton Grove, Illinois

August 7,2025

BSB DESIGN
BSBDESIGN.COM

Morton House Condominiums

Gateway Park

C h e s t n u t A v e n u e

9 Parking Spaces

124 Parking Spaces

trash

trash

fire lane

service

outdoor cafe'

fire lane

RETAIL
4,020 sf

Covered Canopy

Valet/ Loading Zone

stair

1 Bed

1 Bed

Office 166sf

elev

Mail 310sf

LOBBY
2,935 tot.sf

residential entrance

residential entrance

bike rack

bike rack

Co-Work/ Conference 685sf

Fitness 907sf

1 Bed

1 Bed

1 Bed

stair

2 Bed

2 Bed

2 Bed

2 Bed

pvt 1st flr terraces

pvt 1st flr terraces

METRA PARKING

L E H I G H A V E N U E

Morton Grove Moose Family Center

Moose Lodge Entry Sign

Moose Lodge Entrance

Moose Lodge Entry Sign

North

0 10 20 40 80

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Site Illustrative Plan

station 85-hundred
8500 Lehigh Avenue
Morton Grove, Illinois

August 5, 2025

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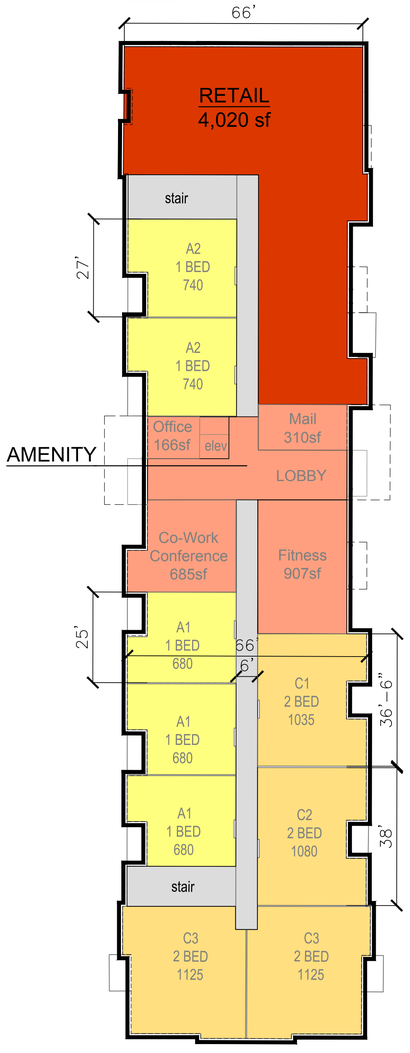
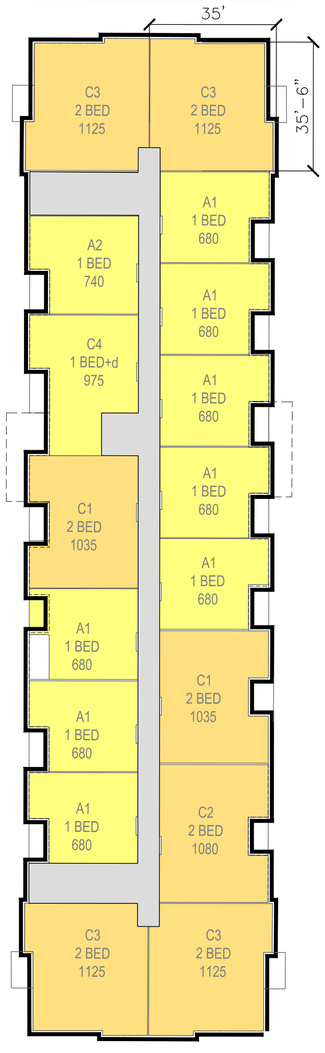
FLOOR 1



FLOORS 2, 3, 4



FLOOR 1

5 - 1 Bed

3 - A1 680 sf
2 - A2 740 sf

4 - 2 Bed

1 - C1 1035 sf
1 - C2 1080 sf
2 - C3 1125 sf

FLOORS 2, 3, 4

27 - 1 Bed

24 - A1 680 sf
3 - A2 740 sf

3 - 1 Bed+Den

3 - C4 975 sf

21 - 2 Bed

6 - C1 1035 sf
3 - C2 1080 sf
12 - C3 1125 sf

BUIILDING INFO

Total Gross Sq Feet	67,248 sf
Common Areas (Corridor, Stair, Lobby)	8,822 sf
Amenities	2,068 sf
Retail	4,020 sf
Residential	52,338 sf

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Floor Plates

station
85 - hundred
8500 Lehigh Avenue
Morton Grove, Illinois

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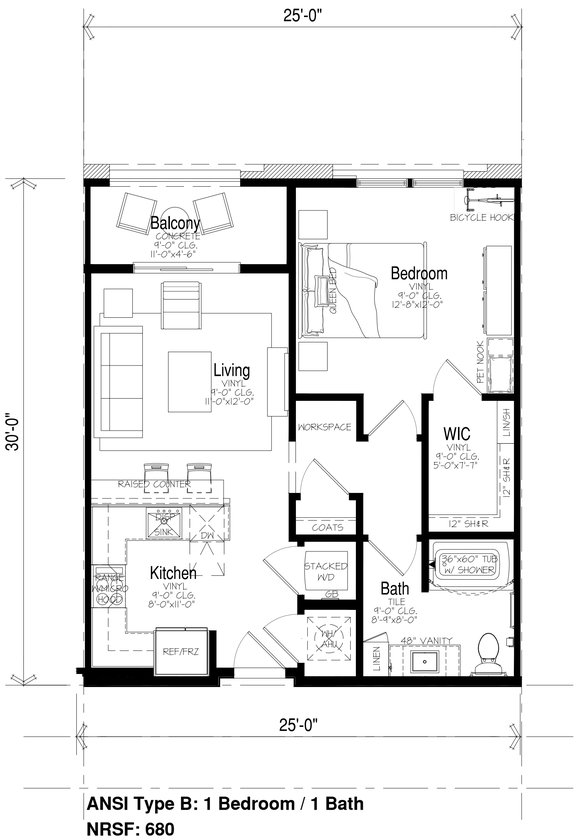
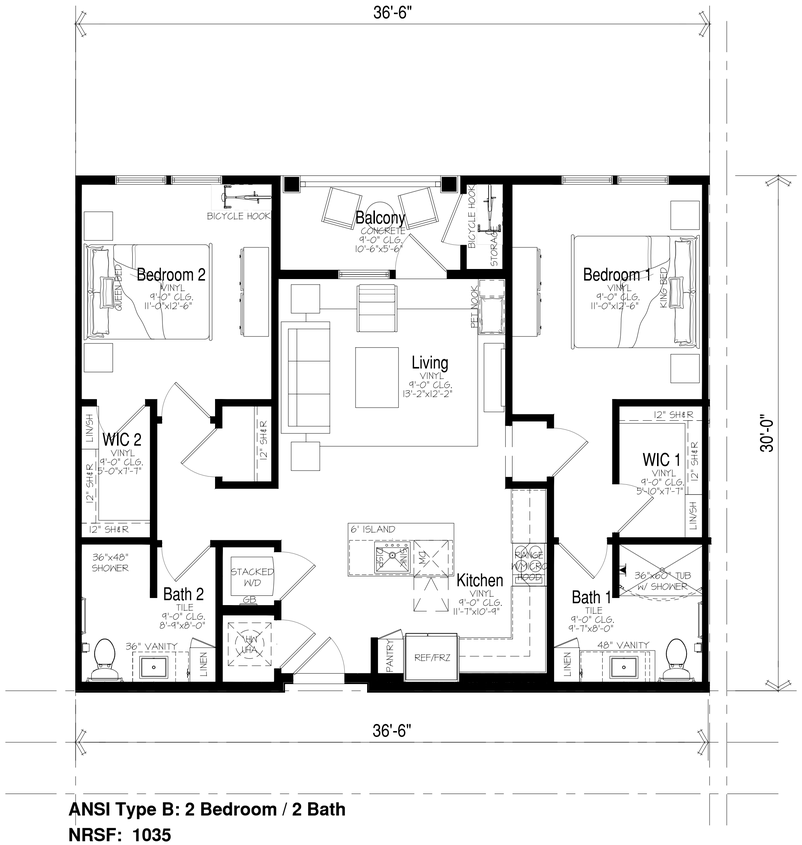
Revised August 5, 2025



ANSI Type B: 1 Bedroom / 1 Bath
NRSF: 680

Unit - A1 Floor Plan

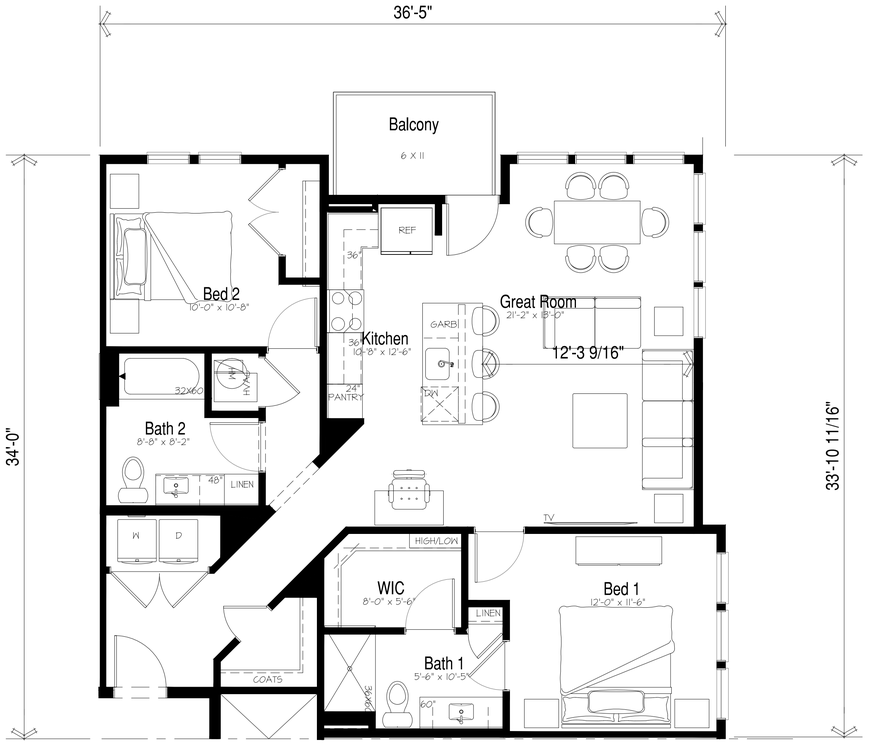
SCALE: 1/4"=1'-0" APT-A1



ANSI Type B: 2 Bedroom / 2 Bath
NRSF: 1035

Unit - B1 Floor Plan

SCALE: 1/4"=1'-0" APT-B1



ANSI Type B, 2 Bedroom / 2 Bath
1125 GSF

Unit - B2 2-Bedroom

SCALE: 1/4"=1'-0"

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Conceptual Unit Plans

station
85 - hundred
8500 Lehigh Avenue
Morton Grove, Illinois

Revised August 5, 2025

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DEVELOPMENT
INVESTMENT
CONSTRUCTION

Exterior Elevations

station 85 hundred
8500 Lehigh Avenue, Morton Grove, IL

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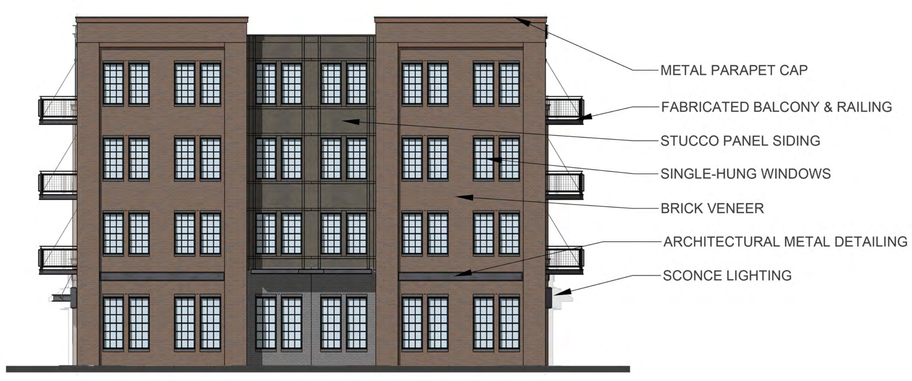
August 11, 2025

East (Primary) Elevation
Scale: 3/32" = 1'-0"

West (Rear) Elevation
Scale: 3/32" = 1'-0"

North Elevation
Scale: 3/32" = 1'-0"



South Elevation
Scale: 3/32" = 1'-0"

DEVELOPMENT
INVESTMENT
CONSTRUCTION

Exterior Elevations

station 85 hundred
8500 Lehigh Avenue, Morton Grove, IL

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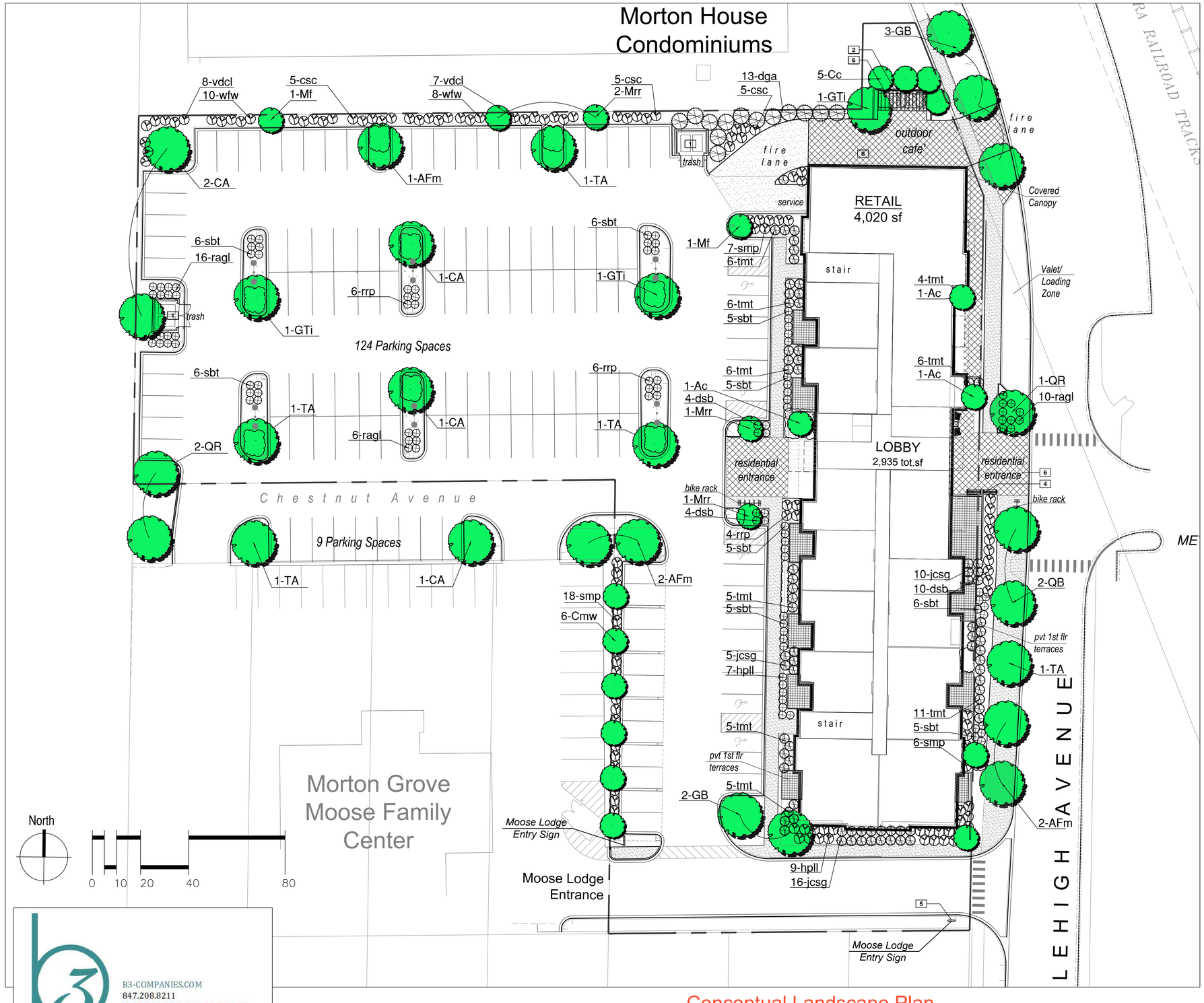
Morton House Condominiums



PLANT LIST

SHADE TREES

	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
5	AFm	Acer x freemanii 'Marmo'	Marmo Maple	3.0" BB
4	CA	Celtis occidentallis 'Chicagoland'	American Hackberry	3.0" BB
3	GTi	Gleditsia triocanthos 'inermis'	Thornless Honeylocust var.	3.0" BB
5	GB	Gingko biloba	Male Gingko Tree	3.0" BB
2	QB	Quercus bicolor	Swamp White Oak	3.0" BB
3	QR	Quercus rubra	Red Oak	3.0" BB
4	TA	Tilia americana 'Redmond'	Redmond American Linden	3.0" BB

INTERMEDIATE AND EVERGREEN TREES

	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
3	Ac	Amelanchier canadensis	Serviceberry	7' CL. BB
5	Cc	Cercis canadensis	Red Bud	7' BB
5	Cmw	Cornus mas 'Aurea'	Aurea Cornelian Cherry	6' BB
13	Dga	Thuja americana 'Dark Green'	Dark American Arborvitae	7' BB
4	Mrr	Malus 'Ruby Red'	Ruby Red Crab	2.5" BB
2	MF	Malus floribunda	Floribunda Crab	2.5" BB

SHRUBS

	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE
15	csc	Cornus sericea 'Cardinal'	Cardinal Redtwig Dogwood	24" BB
18	dsb	Diervilla sessifolia 'Butterfly'	Southern Bushhoneysuckle	24" BB
16	hpll	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	24" BB
31	jcsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	5 Gal Cont.
16	rrp	Rosa rugosa 'Purple Pavement'	Scarlet Meidland Shrub Rose	3 Gal Cont.
32	ragl	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	3 Gal Cont.
49	sbt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	3 Gal. Cont.
32	smp	Syringa meyerii 'Palabin'	Palabin Lilac	30" BB
54	tmt	Taxus medii 'Taunton'	Taunton's Yew	5 Gal Cont.
7	vdcl	Viburnum dentatum 'Chicago Luster'	Arrowwood Viburnum	36" BB
8	wfw	Weigela florida 'Wine and Roses'	Wine and Roses Weigela	36" BB

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SKOKIE 60077

Conceptual Landscape Plan

station 85 - hundred
8500 Lehigh Avenue
Morton Grove, Illinois

Revised July 6, 2025

BSB DESIGN
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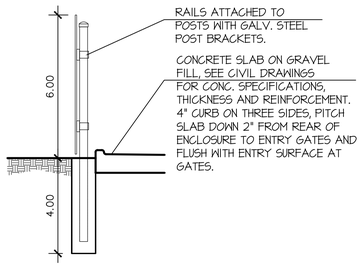

SECTION

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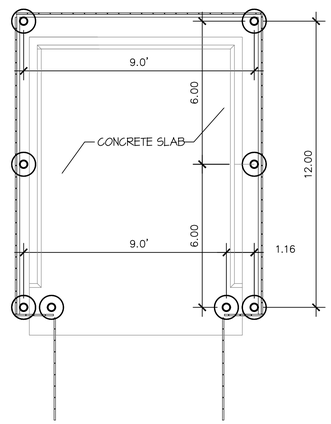
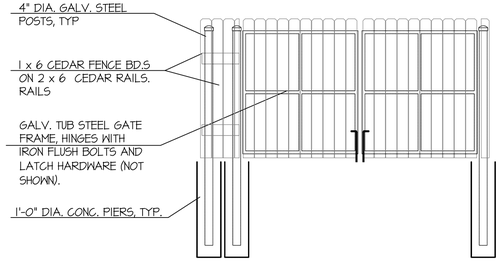


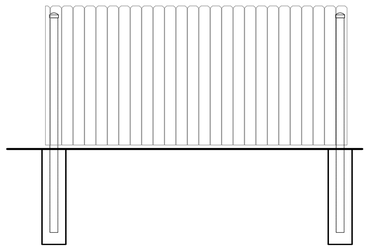
1 TRASH ENCLOSURE PLAN

SCALE: ½" = 1'-0"



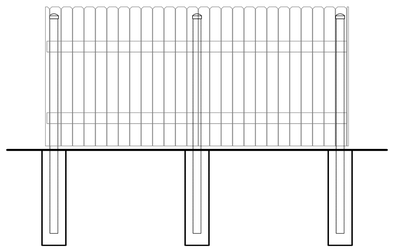
FRONT ELEVATION

SCALE: ½" = 1'-0"



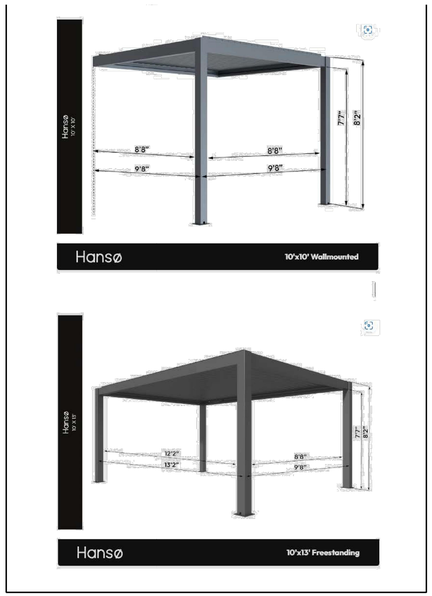
REAR ELEVATION

SCALE: ½" = 1'-0"



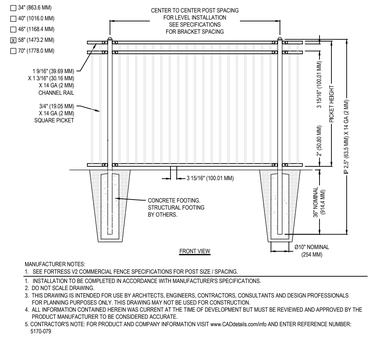
SIDE ELEVATION

SCALE: ½" = 1'-0"

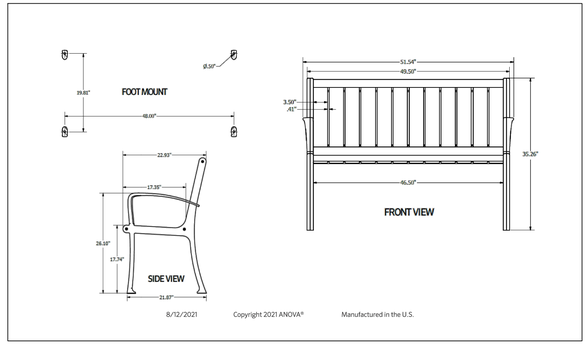


2 PERGOLA - SHELTER

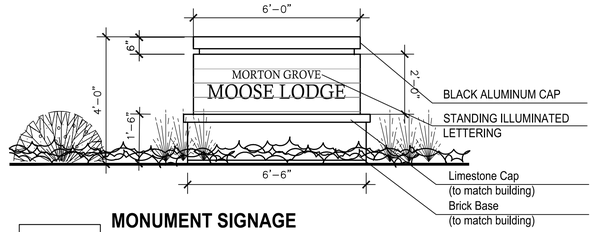
Hanso Structures



3 ORNAMENTAL FENCE

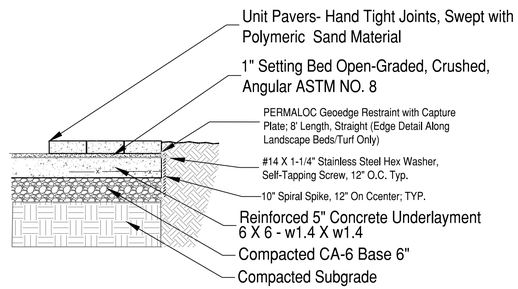


4 BENCH



MONUMENT SIGNAGE

5 SIGNAGE



6 SIDEWALK PAVER SECTION

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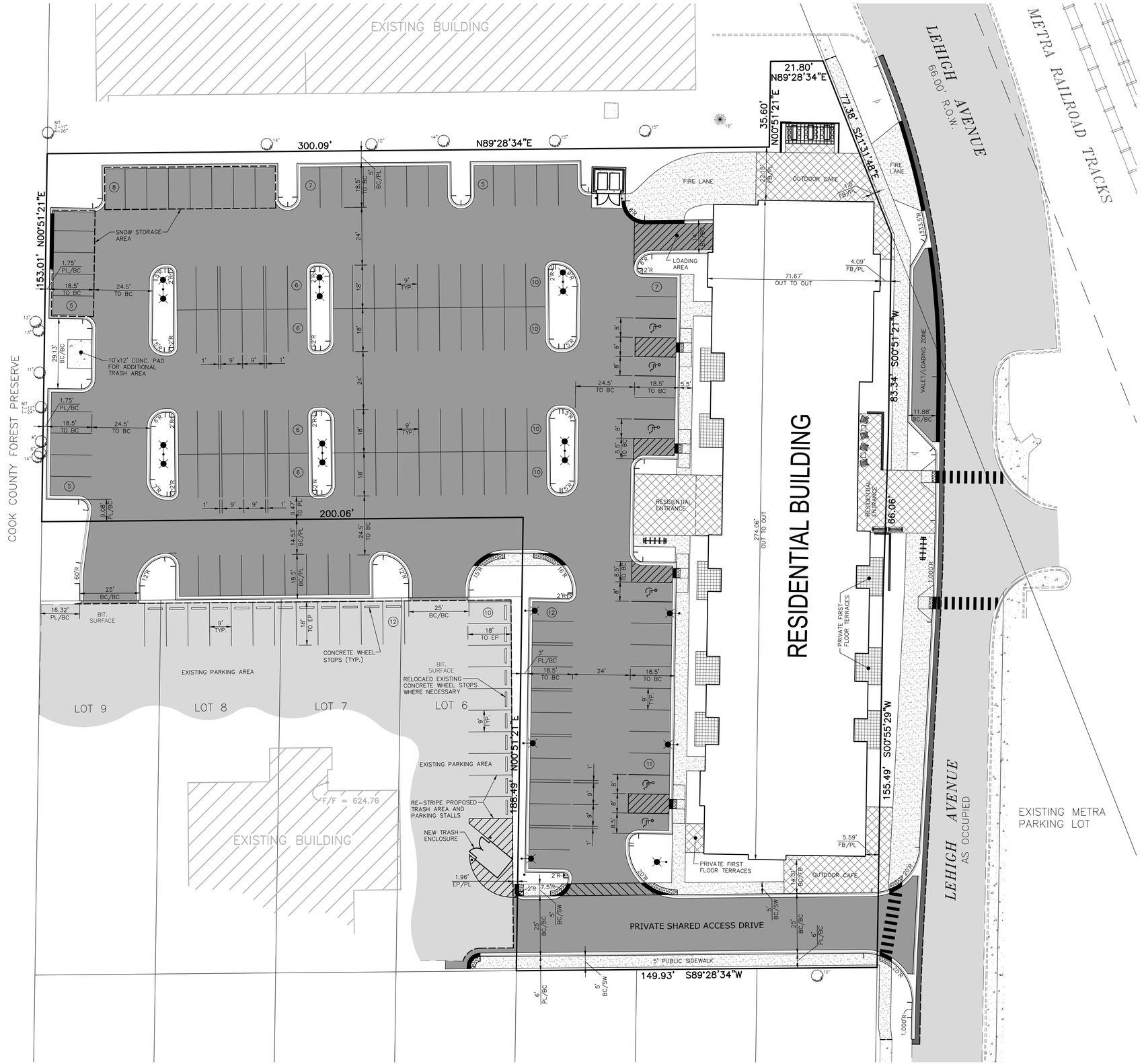
SKOKIE 60077

Conceptual Landscape Details

station
85 - hundred
8500 Lehigh Avenue
Morton Grove, Illinois

Revised August 5, 2025



ABBREVIATIONS LEGEND:

EX.	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SITE DATA:

TOTAL SITE SIZE	= 82,781 S.F. (1.90 AC)	
EXISTING SITE CONDITIONS:		
EXISTING BUILDING FOOTPRINT	= 0	S.F. (0.0%)
EXISTING PAVT./SIDEWALK	= 44,532	S.F. (53.79%)
EXISTING GREENSPACE	= 38,249	S.F. (46.21%)
EXISTING CONDITION IMPERVIOUS AREA	= 44,532	S.F. (1.02 AC)
PROPOSED SITE CONDITIONS:		
PROPOSED BUILDING FOOTPRINTS	= 17,336	S.F. (20.94%)
PROPOSED PAVT./SIDEWALK	= 54,635	S.F. (66.00%)
PROPOSED GREENSPACE	= 10,810	S.F. (13.06%)
PROPOSED CONDITION IMPERVIOUS AREA	= 71,971	S.F. (1.65 AC)
PROPOSED PARKING SUMMARY:		
REGULAR STALLS (9'x18')	= 118	
ADA PARKING STALLS (8'x18')	= 6	
TOTAL STALLS PROVIDED	= 124	

STORM WATER STORAGE SUMMARY

DETENTION STORAGE REQUIRED= 0.607 AC-FT
DETENTION STORAGE PROVIDED= 0.612 AC-FT

VOLUME CONTROL STORAGE REQUIRED= 0.138 AC-FT
VOLUME CONTROL STORAGE PROVIDED= 0.1402 AC-FT

VOLUME CONTROL CONTECH SYSTEM= 0.1402 AC-FT

DETENTION CONTECH SYSTEM= 0.612 AC-FT

VC REQUIRED = (1.66AC)*(1")*(1'/12") = 0.138 AC-FT

SEASONAL HIGH GROUND WATER LEVEL= (±) 10' DEEP
APPLIED GEO SCIENCE INC. SOIL BORINGS DATED FEBRUARY 2024.

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA-6, TYPE B

NEW ASPHALT PVMT. (HEAVY DUTY)
1.5" – HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT
3" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
BITUMINOUS PRIME COAT MC-30
12" AGGREGATE BASE COURSE CA-6, TYPE B

CONCRETE SIDEWALKS
4"– PCC SIDEWALK (4,000 PSI)(5" PUBLIC SIDEWALKS)
3"– AGGREGATE BASE COURSE TYPE B, CA-6
(4" PUBLIC SIDEWALKS)

PROPOSED B6.12 CONCRETE CURB AND GUTTER

PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

PROPOSED MOUNTABLE CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY TERRA TECHNOLOGY LAND SURVEYING, INC. AND DATED DECEMBER 28, 2021.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
10. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
11. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.

August 06, 2025 1:59:49 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\81528025 – MORTON GROVE RESIDENTIAL\300_ENGINEERING\310_CADD\PRELIM\815_BASE_PRELIM.DWG

DRAWN BY | REVISIONS | DATE

MORTON GROVE RESIDENTIAL
MORTON GROVE, ILLINOIS

PRELIMINARY SITE GEOMETRIC AND PAVING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 81528025
DATE 08/08/25
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. MRM
DRAWN BY TLM

SHEET
1 OF 3

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL	⊃	⊃
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW	←	←
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS IF APPLICABLE) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.
8. RETAINING WALL TO BE STANDARD "KEYSTONE" PRODUCT.
9. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1
10. PAVEMENT SLOPES SHALL NOT EXCEED 8%

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

DRAWN BY | REVISIONS | DATE

MORTON GROVE RESIDENTIAL
MORTON GROVE, ILLINOIS
PRELIMINARY GRADING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 81528025
DATE 08/08/25
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. MRM
DRAWN BY TLM

SHEET
2 OF 3

August 06, 2025 2:02:06 p.m. AcadVer:24.2s (LMS Tech)
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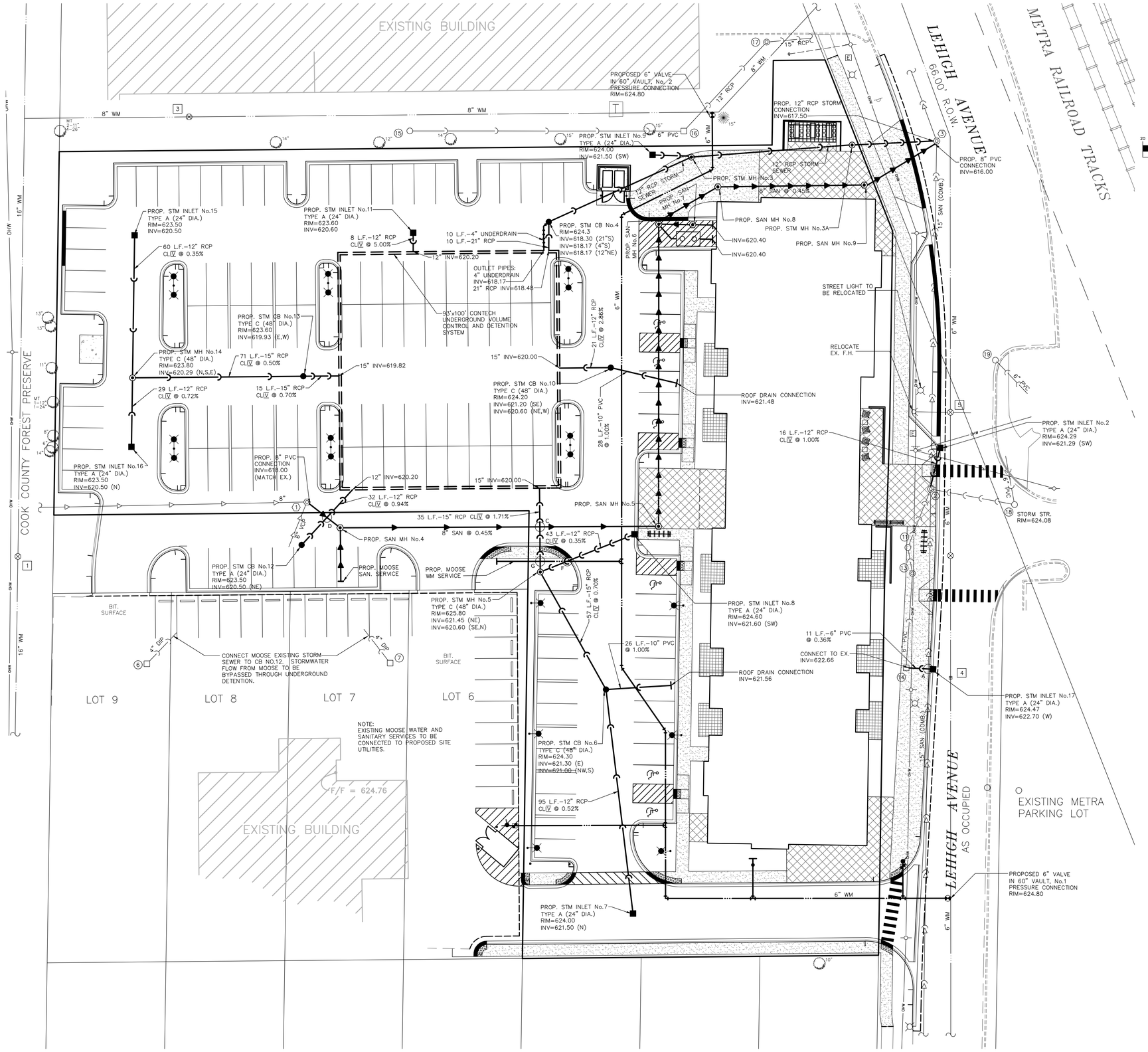

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

STORM SEWER DRAINAGE STRUCTURE LEGEND

EXISTING PROPOSED

- □ ■ STORM INLET – OPEN GRATE
- ○ ● STORM CATCH BASIN – OPEN GRATE
- ◎ ◉ STORM MANHOLE – CLOSED LID

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE).
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.

EXISTING UTILITY SCHEDULE

SANITARY SEWER

(1) EX. SAN M.H. RIM=623.80**(ADJ. RIM=623.60)** INV=618.00 (8" E,W) INV=618.85 (6" VCP SW) INV=618.75 (6" VCP NE) **(PLUG EX. NE INVERT)**	(2) EX. SAN M.H. RIM=624.31**(ADJ. RIM=624.90)** INV=614.61 (N,S) INV=617.96 (12" RCP NW) INV=618.86 (E) INV=619.21 (SW) INV=616.16 (W)	(3) EX. SAN M.H. RIM=625.08 INV=614.28 (15" NW,S)

STORM SEWER

(6) EX. STORM INLET RIM=623.68 INV=620.43 (4" D.I. NE)	(7) EX. STORM INLET RIM=623.52 INV=620.00 (4" D.I. NW)	(11) EX. STORM C.B. RIM=623.76**(ADJ. RIM=625.00)** WATER=620.26 (NO VISIBLE PIPES) **(RIM TO BE CLOSED LID)**
(13) EX. STORM M.H. RIM=624.30**(ADJ. RIM=625.15)** INV=620.30 (8" NE) INV=621.66 (6" PVC S)	(14) EX. STORM INLET RIM=624.26**(ADJ. RIM=625.40)** INV=622.66 (6" PVC N) **(RIM TO BE CLOSED LID)**	(15) EX. STORM STRUCTURE RIM=624.07 (FULL OF SILT)
(16) EX. STORM INLET RIM=623.44 INV=619.34 (12" RCP NE) INV=619.34 (6" PVC W)	(17) EX. STORM M.H. RIM=626.28 INV=618.36 (15" RCP E) INV=618.38 (12" RCP SW)	(18) EX. STORM M.H. RIM=624.08 INV=621.03 (6" PVC NW) INV= (COULD NOT OPEN)
(19) EX. STORM INLET RIM=624.24 INV=623.29 (6" PVC SE)		

WATERMAIN

[1] EX. VALVE VAULT RIM=624.68 TOP WM=619.4	[2] EX. VALVE VAULT (PROBABLE) RIM=623.60 TOP WM=618.4	[3] EX. VALVE VAULT RIM=625.09 TOP WM=619.2
[4] EX. WATER VALVE RIM=624.54	[5] EX. VALVE VAULT RIM=624.17 TOP WM=620.0 FULL OF WATER	

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MORTON GROVE, ILLINOIS
PRELIMINARY UTILITY PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 81528025
DATE 08/08/25
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. MRM
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SHEET 3 OF 3

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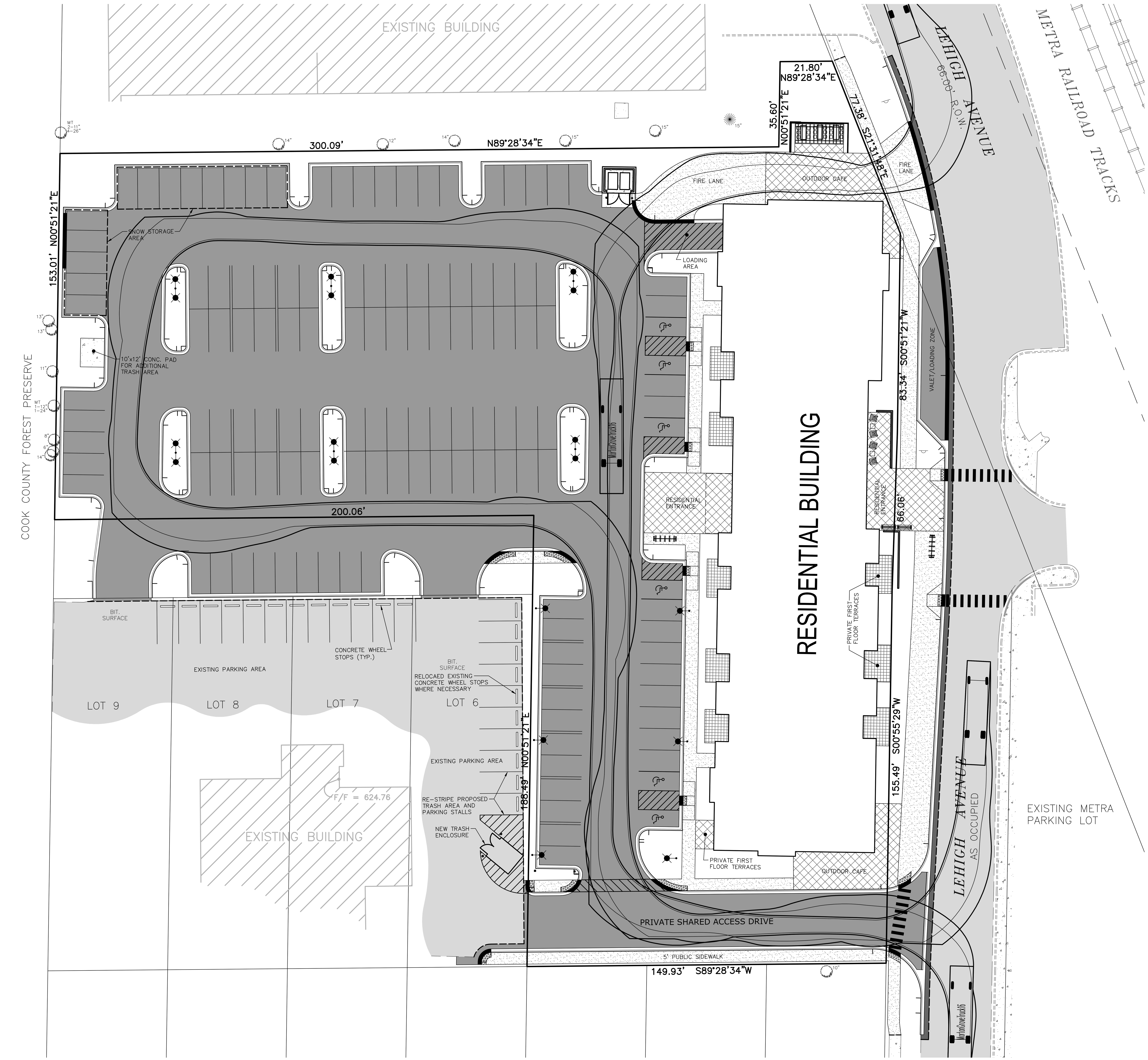
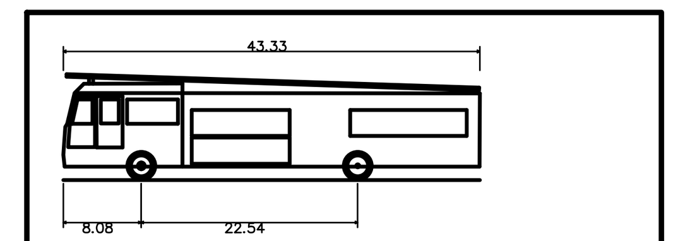
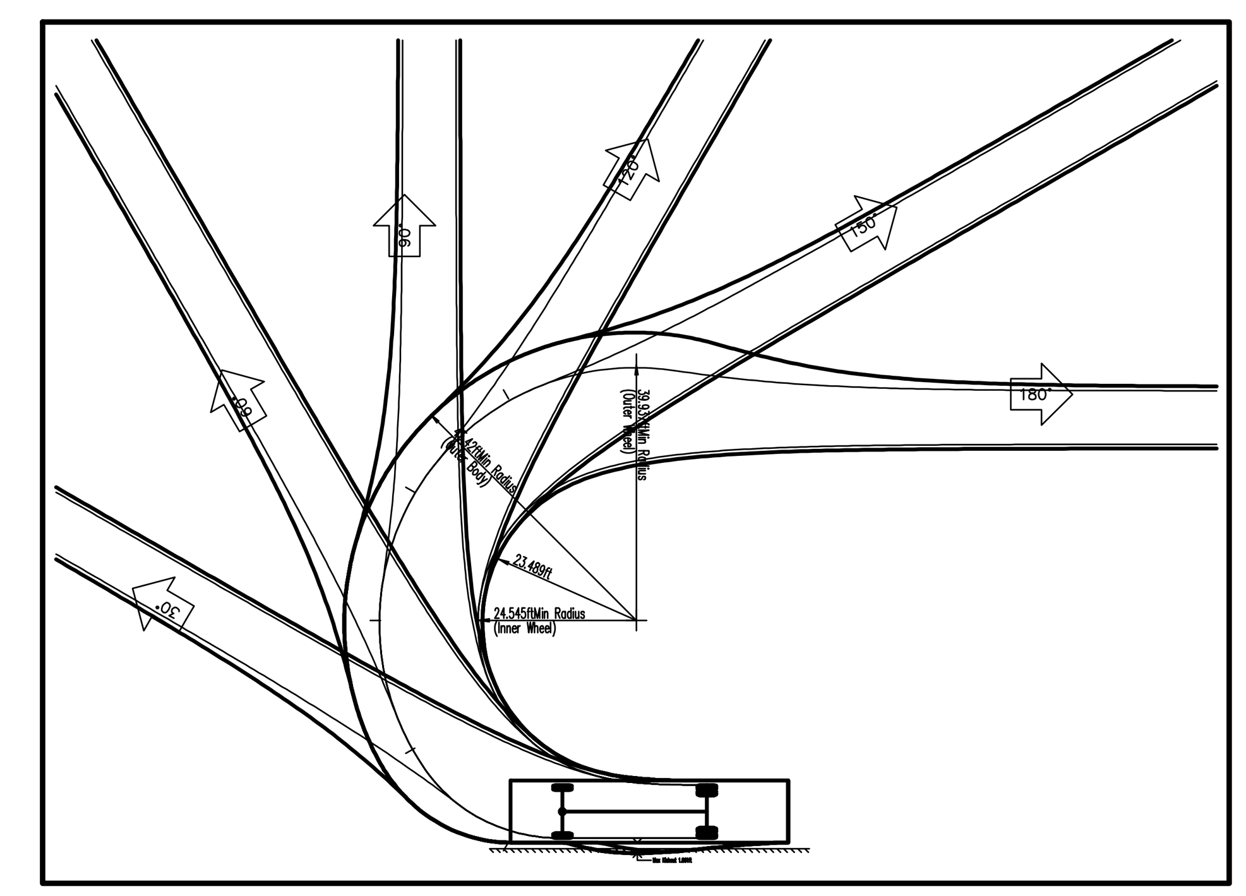
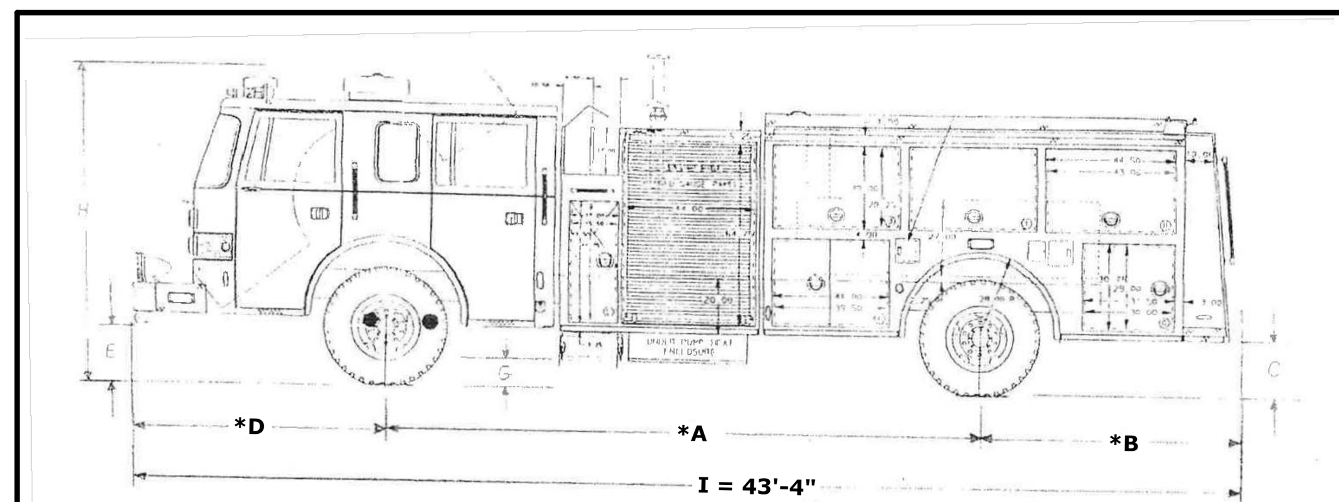




MortonGroveTruck16	
Overall Length	43.330ft
Overall Width	9.670ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	45.420ft





Apparatus	Wall-to-Wall	Curb-to-Curb
Quint 4	36' 9"	31'8"
Squad 4	37' 3"	33' 6"
Truck 2		
Tower 16	45' 5"	38' 2"

Measurements of Morton Grove and Auto Aid Vehicles

Apparatus	A	B	C	D	E	*F*	G	H	I	**Vehicle Width	Cramp Angle Degrees	ID#
Quint 4	216"	123"	12"	119"	10"		10"	138"	38' 2"	124"	44	FD06Q
Engine 4R	207"	86"	9.5"	86"	14"	2.75"	9"	111"	31' 7"	116"		FD99E
Engine 5	221"	98.5"	8°	99.5"	9°			114"	34' 11"	100"	48L/44R	FD2015E
Squad 4	205"	113"	13.5"	86"	12"	3"	11"	115"	33' 8"	112"		FD93S
Amb. 4	170"	79"	14.5"	35"	15"	3.5"	7.5"	107"	24'	116"		FD2011A
Amb. 5	170"	79"	14.5"	35"	16"	4.0"	8"	107"	24'	120"		FD2009A
Truck 2	271.5"	152.5"	23"	93.25"	15"		7.5"	140"	48.5'	116"		
Truck 16	*270.5"	*152.5"	23"	*97"	15"		7.5"	140"	47' 9"	116"	45	
Niles Eng.	186"	102.5"	17"	93.25"	17"							

F = The distance between the front rubble axle stop and the front axle
** = Vehicle Width includes mirrors

Data Collected 2002
Updated 10/10/2019

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PROJECT NO. 81528025
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SCALE 1"=20'
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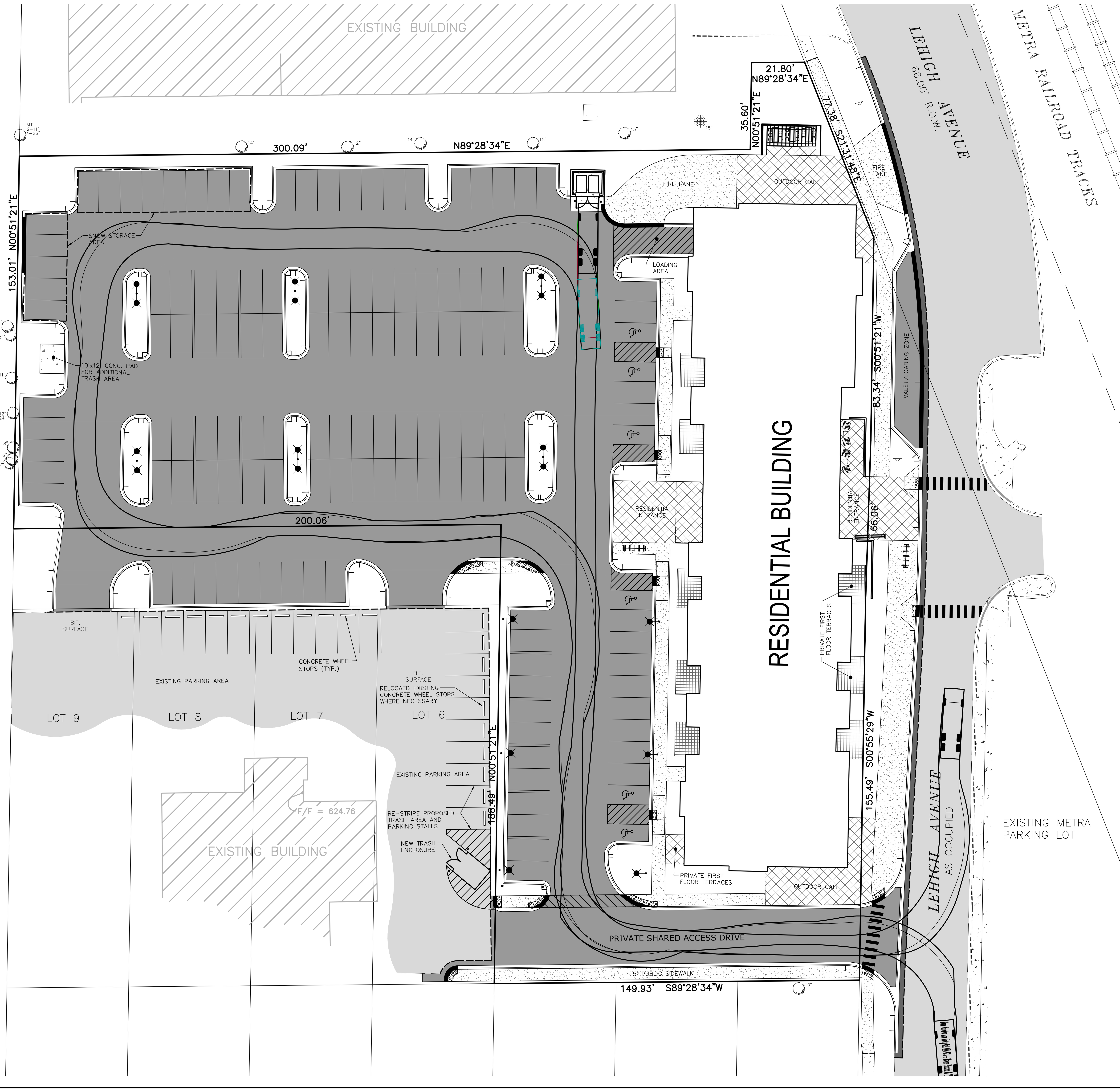

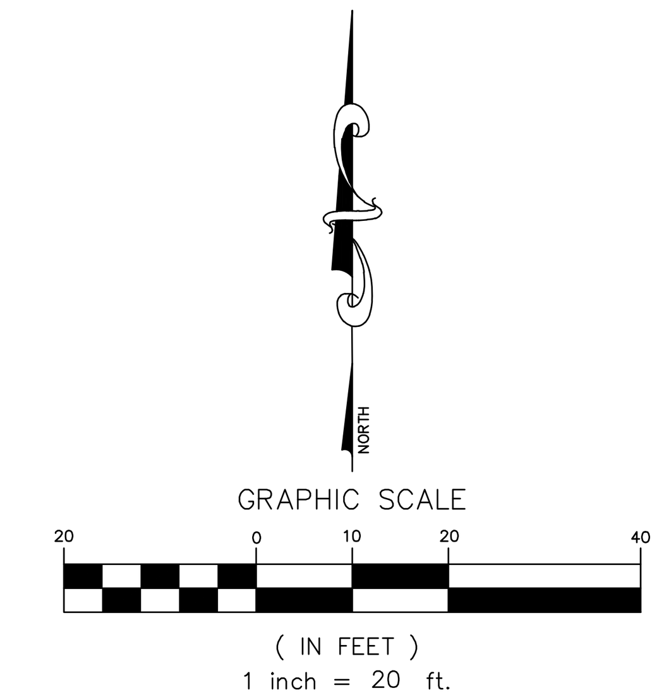

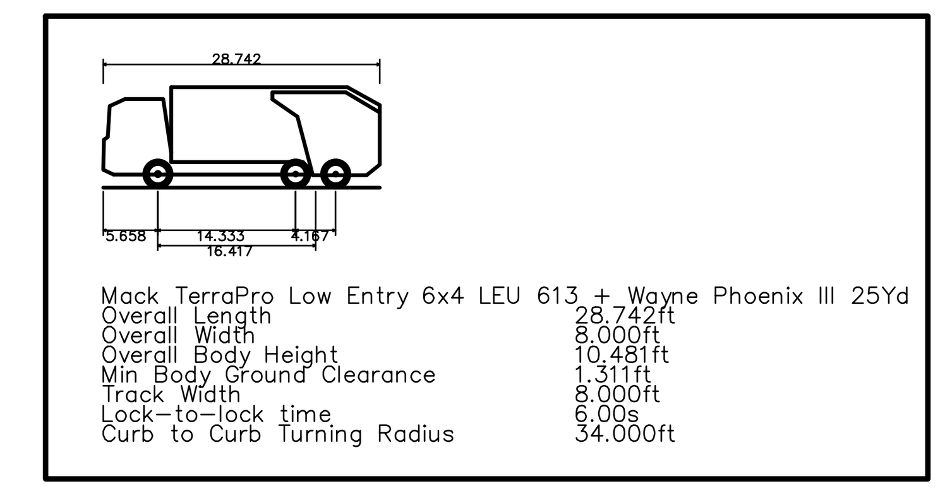

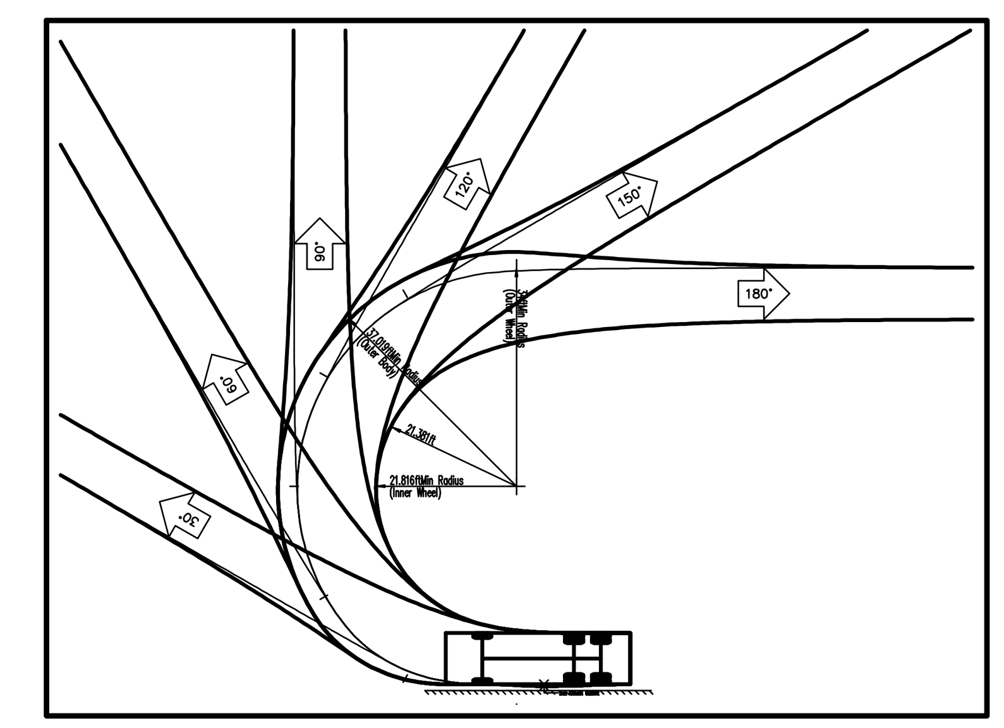

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1 OF 1

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Luminaire Schedule								
Symbol	Qty	Tag	Mfer	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	6	P-4F-IS	LSI	VALS-09L-4F-40K7-IS	0.900	6198	54	324
	6	P-5Q + P-4F-IS (2 @ 180)	LSI	VALS-09L-5Q-40K7 + VALS-09L-4F-40K7-IS (2@180) + 25' POLE	0.900	24310	162	972

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Plane @
PROPERTY_LINE	Illuminance	Fc	0.69	2.5	0.0	N.A.	N.A.
SITE	Illuminance	Fc	2.18	6.0	0.0	N.A.	0
NORTH_PARKING_GROUND	Illuminance	Fc	2.96	6.0	1.0	2.96	
SOUTH_PARKING_GROUND	Illuminance	Fc	2.37	3.5	1.4	1.69	

A+M

Photometric calculations are being provided to the recipient per the following disclaimers. This light level analysis is an estimate only, and is based on standard interior reflectance values of 0.8 ceilings, 0.5 walls, and 0.2 floors, unless otherwise specified. Any variance from reflectance values, obstructions, light loss factors or dimensional data will affect the actual light levels obtained. This analysis is a mathematical model and can only be as accurate as is permitted by the third party software and the IES files provided by our manufacturers.

Calculation by:
Chris Collins
Email:
applications@amirep.com

REVISIONS

#	DATE	COMMENTS

Calculation For:
LETech

Project:
Morton Grove Apartments

Date:7/31/2025
Scale: NTS

MEMORANDUM

To: **Mr. Steve Spinell**
Kinzie Real Estate Services, LLC

From: Justin Opitz, AICP
Sofia Camp, EIT

Date: August 8, 2025

Subject: Mixed-Use Transit Oriented Development (TOD)
8500-8550 Lehigh Avenue
Morton Grove, Illinois

Kimley-Horn, Inc. (KH) was engaged to evaluate the traffic and parking characteristics of a proposed mixed-use development to be located at 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

The proposed development would be located across Lehigh Avenue from the Morton Grove Metra station, providing service between Grayslake and Downtown Chicago via the MD-N Metra rail line. Given its proximity to transit, the development is considered a transit-oriented development (TOD), and, as such, its traffic and parking patterns may differ from other developments with the same land uses.

This memorandum estimates the anticipated traffic and parking patterns of the proposed TOD to determine any potential impacts to the surrounding road network or any deficiencies in the capacity of the proposed site parking lot.

Site Characteristics

The proposed mixed-use TOD would be a multi-family residential building with ground floor commercial space, with the following composition of land uses:

- 60 residential units
- 3,000 square-foot restaurant
- 1,100 square-foot cafe

As part of the plan, Chestnut Street west of Lehigh Avenue would be removed, and a new full-access drive approximately 200 feet south of Chestnut Street would provide shared access to the proposed TOD and the existing Morton Grove Moose Lodge located directly southwest of the site.

The development would include a 124-space surface parking lot, including 97 spaces dedicated to the residents and visitors of the multi-family residential units, and 27 spaces dedicated to employees and patrons of the commercial developments.

Pertinent attachments, including the proposed development site plan and supporting documentation, are included as attachments.

Traffic Evaluation

Kimley-Horn estimated site traffic for comparison to recent daily traffic volume data along Lehigh Avenue by the Illinois Department of Transportation (IDOT). This evaluation is qualitative in nature and is meant to provide context around the development's potential traffic impact.

ITE Trip Generation

In order to estimate trip generation for the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Eleventh Edition. Site traffic was calculated using trip generation rates for the ITE Land Use Codes (LUCs) corresponding to the land uses comprising the proposed development. A copy of the ITE trip generation data is provided as an attachment.

Further, given the context of the site location and development characteristics, site generated trips are expected to exhibit multiple routing patterns when traveling to and from the site, as described below:

- **Non-Auto –** Non-auto traffic represents trips generated via alternative modes of transportation, such as transit networks. Based on the site's location 350 feet away from a Metra rail station and supporting US census data, 15% of the trips generated were assumed to be transit-oriented. Relevant US census data is provided as an attachment.
- **Internal –** Internal trips represent movements between two land uses within the study area. According to data from the ITE Trip Generation Handbook, 3rd Edition, internally captured trips between the residential and commercial uses could represent approximately 10 percent of site generated trips.
- **Pass-by** – Pass-by traffic represents motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. While ITE's Trip Generation Manual, 11th Edition, does not provide pass-by data for a Café (LUC 936), the data for High-Turnover (Sit-Down) Restaurant (LUC 932) indicates that roughly 43 percent of vehicles are pass-by trips during the weekday evening peak hour. To maintain a conservative estimate, a 20 percent pass-by rate was assumed for the restaurant and café trips, which is consistent with the maximum pass-by reduction that is typically recommended by IDOT.

As summarized in **Table 1**, the trip generation estimates were calculated for weekday daily, morning peak hour, and evening peak hour times using the ITE data provided as an attachment.

Table 1. Site Trip Generation (ITE Data)

Land Use	Size	Weekday Site Trips						
		Daily[1]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Low-Rise) – LUC 220	60 DU	460	10	32	42	29	17	46
Café – LUC 936[2]	1,100 SF	500	52	50	102	18	18	36
Restaurant – LUC 932	3,000 SF	320	16	13	29	17	11	28
	Subtotal	1,280	78	95	173	64	46	110
Less Non-Auto Trips[3]	*-15%*	*-200*	*-12*	*-15*	*-27*	*-10*	*-8*	*-18*
Less Internal Capture[3]	*-10%*	*-120*	*-8*	*-8*	*-16*	*-4*	*-4*	*-8*
Less Pass-by Trips[4]	*-20%*	*-160*	*-13*	*-13*	*-26*	*-7*	*-7*	*-14*
Total New Trips		800	45	59	104	43	27	70

[1] Daily trips rounded to the nearest multiple of 10

[2] No ITE data is available for Weekday Daily Café (LUC 936) trips and thus estimates were based on Fast-Food Restaurant without Drive Through Window (LUC 933)

[3] Non-Auto and Internal Capture trip reductions applied to all development land uses

[4] Pass-By trip reduction applied only to Café and Restaurant.

Traffic Evaluation

Kimley-Horn obtained traffic volumes along Lehigh Avenue from IDOT's Traffic Count Database System (TCDS) using the most recent year (2023) for bi-directional through movement traffic counts. Additionally, four recently approved developments along Lehigh Avenue were incorporated into this analysis. Based on the referenced TCDS counts, previous analyses conducted by Kimley-Horn for the approved developments, and the trip generation estimates in Table 2 above, **Table 3** summarizes existing and future traffic conditions on Lehigh Avenue. The IDOT count data is provided as an attachment.

Table 2. Existing and Future Traffic Volume Comparison

Future Development	Weekday		
	Daily	AM Peak	PM Peak
Existing Volumes			
Existing Counts[1]	3,573	223	320
Approved Development Trip Generation[2]			
GIL Sewing Corporation + Pickleball Facility (6451 Main Street)	736	105	111
Metro on Main Residential Development (Lehigh Avenue/Main Street)	640	45	50
Badminton Gym/Training Facility (8150 Lehigh Avenue)	240	-- [3]	100
Pediatric Therapy Office (8210 Lehigh Avenue)	74	16	14
Subtotal EXISTING + APPROVED	5,263	389	595
Proposed Development Trip Generation			
Mixed-Use Transit-Oriented Development (8500-8550 Lehigh Avenue)	930	104	66
Future Total EXISTING + FUTURE APPROVED + PROPOSED	6,193	493	661

[1] Referenced from IDOT's Traffic Count Database System

[2] Referenced from previous studies conducted by Kimley-Horn

[3] The future badminton gym is not planned to have hours of operation during the morning peak hour.

Per the Highway Capacity Manual (HCM), Lehigh Avenue has a capacity of about 10,000 vehicles per day before experiencing significant congestion and delay. As highlighted in Table 2, with the addition of the proposed mixed-use development traffic, Lehigh Avenue is anticipated to carry approximately 6,193 vehicles per day. Thus, Lehigh Avenue would have capacity for approximately 3,800 additional daily trips before segments of the roadway reach their limit for efficient traffic operations.

Additionally, the projected site trips would increase the traffic along Lehigh Avenue to 493 and 661 trips in the morning and evening peak hours, respectively. In other words, this level of traffic equates to roughly 8-11 vehicles per minute in the peak hours.

Based on the traffic projections, Lehigh Avenue is anticipated to accommodate the site traffic without material impacts to its operations.

Similar Development Comparison

Since ITE trip generation rates are based on data collected nationwide, they often do not fully reflect context- and location-specific traffic patterns. Kimley-Horn conducted 24-hour driveway counts at The Reserve at Glenview, a residential TOD similar to the proposed development, located adjacent to the Golf Metra station in Glenview, Illinois. The development consists of 239 multi-family units with access provided via two full-access driveways on Overlook Drive. The driveway counts were used to develop daily, morning peak hour, and afternoon peak hour trip

generation rates that may be more representative of the residential site traffic for the proposed development.

Table 3 summarizes the entry and exit data at The Reserve at Glenview and calculates a per-residential unit trip generation rate for the site, which was then applied to the residential portion of the proposed development in Morton Grove to obtain an overall trip generation estimate for the site based on local data.

Table 3. Site Trip Generation (Local Residential Data)

Description	Size	Weekday Site Trips						
		Daily[1]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
The Reserve at Glenview								
Multifamily Residential – Local Data	239 DU	1210	36	54	90	60	37	97
Trip Generation Rate	Per DU	5.1	40%	60%	0.38	62%	38%	0.41
Proposed Development								
Multifamily Residential – Local Data	60 DU	310	9	14	23	15	9	24
Café – LUC 9361	1,100 SF	500	52	50	102	18	18	36
Restaurant – LUC 932	3,000 SF	320	16	13	29	17	11	28
	Subtotal	1,130	77	77	154	50	38	88
Less Non-Auto Trips[3]	*-15%*	*-120*	*-10*	*-9*	*-19*	*-5*	*-4*	*-9*
Less Captive Trips[3]	*-10%*	*-80*	*-7*	*-6*	*-13*	*-3*	*-3*	*-6*
Less Pass-by Trips[3]	*-20%*	*-160*	*-13*	*-13*	*-26*	*-6*	*-6*	*-12*
Total New Trips		770	47	49	96	36	25	61

[1] Daily trips rounded to the nearest multiple of 10

[2] No ITE data is available for Weekday Daily Café (LUC 936) trips and thus estimates were based on Fast-Food Restaurant without Drive Through Window (LUC 933)

[3] Non-Auto, Captive, and Pass-by trip reductions applied only to Café and Restaurant.

The trip generation rate developed from the local data from The Reserve at Glenview is lower than the rate provided for ITE's multifamily residential LUC. As a result, the site traffic estimate for the residential portion of the proposed development, and therefore the overall projected site trip generation, is approximately 3 to 13 percent lower than the estimate using ITE data. As such, the conclusions provided in the Traffic Evaluation section on Page 4 remain applicable.

Previous Development Plan Traffic Study

Kimley-Horn conducted a traffic and parking study, dated January 2022, for a previous proposed development at the subject location, whose plan included 24 multi-family residential units and approximately 9,700 square feet of ground-floor commercial space. Relative to this previous development plan, the new proposed plan includes 36 additional residential units (60 total units) and 5,600 fewer square feet of commercial space (4,100 total square feet)

Table 4 compares the trip generation for the previous and new development plans.

Table 4. Previous and New Development Plan Trip Generation Comparison

Land Uses	Weekday						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Previous Development Plan (24 DU + 9,700 SF ground-floor commercial space)	890	47	53	100	54	39	93
New Development Plan (60 DU + 4100 SF ground-floor commercial space)	800	45	59	104	43	27	70
Net Change	-90	-2	+6	+4	-11	-12	-23

[1] Daily trips rounded to the nearest multiple of 10

As compared to the previous development plan, the new development is projected to generate 10 percent less daily trips, 4 percent more trips in the morning peak hour, and 25 percent less trips in the evening peak hour.

Parking Evaluation

Parking at the mixed-used TOD at 8500-8550 Lehigh Avenue is planned to be provided via a parking lot located on the western portion of the site. The mixed-use building plans to provide 124 overall off-street parking spaces, including six dedicated ADA spaces, of which 97 are dedicated to residents of the multi-family housing and 27 are dedicated to employees and patrons of the ground-floor commercial tenants.

Kimley-Horn reviewed the following two metrics to evaluate the adequacy of the proposed parking supply for the mixed-use TOD:

1. Parking requirements based on Village of Morton Grove Unified Development Code.
2. Estimated parking demand based on national industry resources.

Part 1. Village Code Requirements

Table 5 presents the parking requirements per the Village of Morton Grove Unified Development Code for the uses in the proposed plan. the Village code defines parking requirements based on dwelling units and SF of gross floor area for the multi-family housing and commercial uses, respectively.

Section 12-5-7:2 of the Village code permits a 15 percent reduction in parking spaces for TOD developments within 1/8 mile (660 feet) of a commuter rail station. The proposed development is located approximately 350 feet from the Morton Grove Metra Station, and therefore is eligible for the parking requirement reduction.

Table 5. Village Code Off-Street Parking Requirements

Code Categorization / Land Use	Size	Required Space by Use	Required Spaces	Required Spaces (Less 15% TOD Reduction)
Multi-Family Housing (Low-Rise)	60 DU	1.75 space per dwelling unit plus 0.15 space per dwelling unit for guest parking[1]	114 (105 + 9 guest)	97 (89 + 8 guest)
Café	1,100 SF	1.0 space per 150 square feet of gross area	7	6
Restaurant	3,000 SF	1.0 space per 150 square feet of gross area	20	17
Total Required Off-Street Parking Spaces			141	120

[1] Guest parking required for developments with greater than 10 multi-family housing units

Based on Village code requirements for a TOD, a total of 120 off-street parking spaces are required, including 97 (89 resident spaces and 8 guest spaces) for the proposed multi-family housing units, 6 for the café, and 17 for the restaurant.

As such, the proposed supply of 124 off-street parking spaces exceeds the Village requirement for the overall development by four spaces. The development plan meets the individual

requirement for residential parking supply and exceeds the requirement for commercial parking by four spaces.

Part 2. National Industry Resources

Kimley-Horn reviewed parking demand data provided in the Institute of Transportation Engineers (ITE) Parking Generation Manual – 6th Edition to determine off-street parking demand for the proposed plan per industry research. A copy of the ITE parking generation data is provided as an attachment.

Table 6. ITE Peak Parking Demand Projections

Tenant	ITE Land Use	Size	Average Peak Demand			
			Weekday		Saturday	
			Rate	Projection	Rate	Projection
Multi-Family Housing	Multi-Family Housing (Low-Rise) – LUC 220	60 DU	S = 1.27(X)	77 spaces	S = 1.18(X)	71 spaces
Café	Coffee/Donut Shop without Drive Through – LUC 936	1,100 SF	S = 10.36(X)	12 spaces	S = 14.44(X)	16 spaces
Restaurant	High-Turnover (Sit-Down) Restaurant – LUC 932	3,000 SF	S = 8.97(X)	27 spaces	S = 11.50(X)	34 spaces
Total Average Peak Parking Demand			**116 spaces**		**121 spaces**	

S = number of spaces X = Dwelling Units or 1,000 SF GFA

As shown in **Table 6**, based on ITE parking demand data, the proposed parking supply of 124 spaces meets the average peak demand for the overall development with a surplus of eight parking spaces during the weekday and three spaces on Saturday.

The ITE demand projections for the café and restaurant exceed the supply of spaces currently allocated to the commercial uses (27 spaces), while the projected residential parking demand is below its designated supply (97 spaces) by up to 16 spaces. As the development becomes occupied, parking demand among the various uses should be monitored, and parking space designations can be adjusted accordingly. Further, the transit-oriented nature of the development may reduce parking demand, as the ITE projections are based on data that is not specific to transit-oriented developments.

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Conclusion

Kimley-Horn evaluated the traffic projections, parking requirements, and projected operations of the proposed mixed-use transit-oriented development to be located 8500-8550 Lehigh Avenue.

Traffic Evaluation

The site traffic expected to be added to Lehigh Avenue is not anticipated to significantly impact operations along the study area roadway. Installation of pedestrian crosswalk striping along the south leg of the Lehigh Avenue and Chestnut Avenue intersection should be considered as the residents of the proposed multi-family housing would use this intersection to access the adjacent Morton Grove Metra station.

Outbound traffic at the proposed private shared access drive serving the mixed-use TOD should operate under minor-leg stop control operations with Lehigh Avenue and provide a stop sign, stop bar, and pedestrian crosswalk striping along the west leg. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the private street access with Lehigh Avenue to ensure that adequate horizontal distance is maintained.

Parking Evaluation

The proposed supply of 124 off-street parking spaces exceeds the Village requirement for the overall development by four spaces. The development plan meets the individual requirement for residential parking supply and exceeds the requirement for commercial parking by four spaces. Further, the proposed parking supply is projected to accommodate the average peak parking demand for the overall development based on data from ITE's Parking Generation Manual, 6th Edition.

As the development becomes occupied, parking demand for each of the uses should be monitored, and parking designations can be updated accordingly to accommodate actual demand.

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ATTACHMENTS

1. Site Plan
2. ITE Trip Generation Manual, 11th Edition Excerpts
3. IDOT Traffic Volume Data
4. ITE Parking Generation Manual, 6th Edition Excerpts

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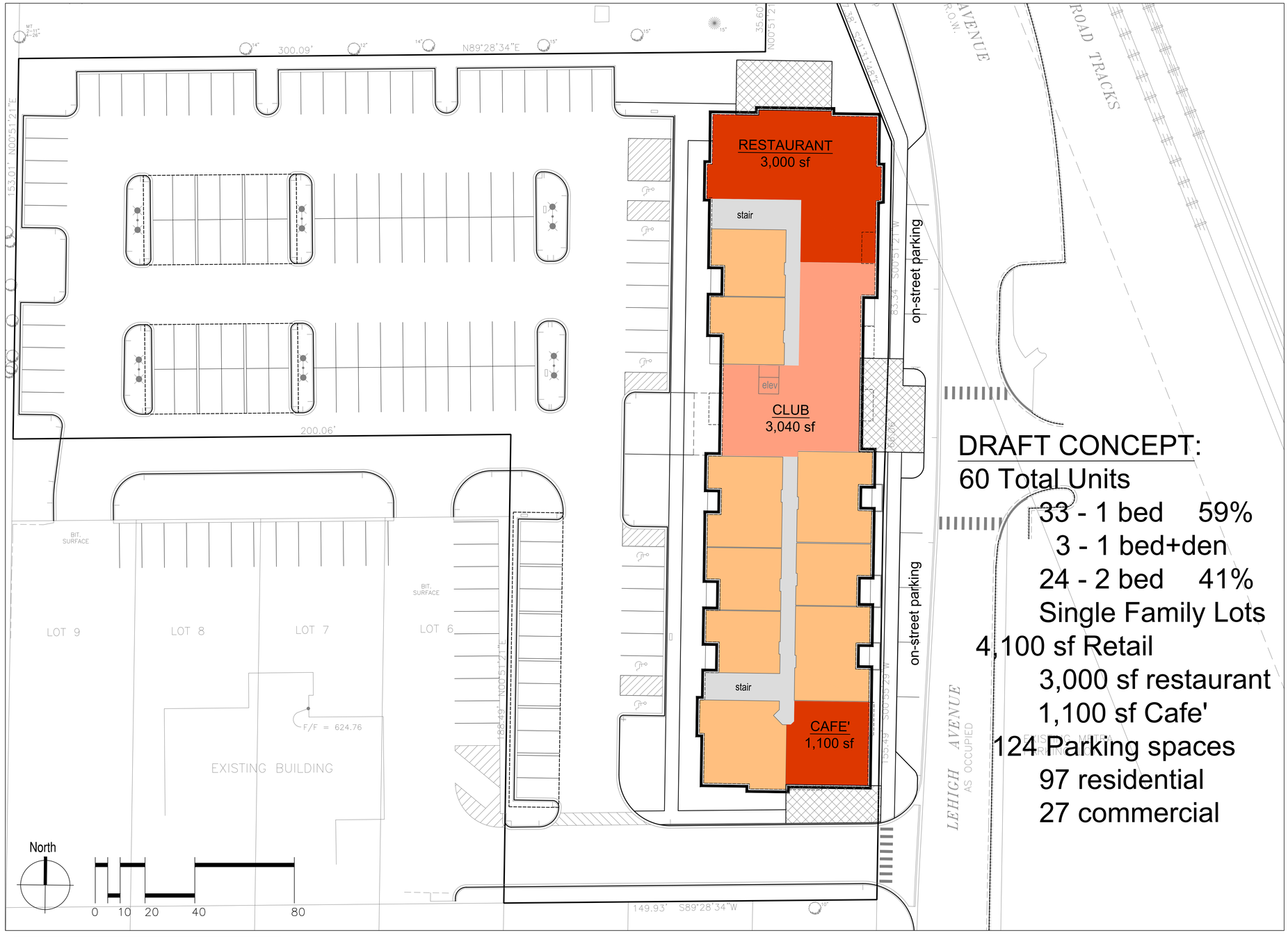
SITE PLAN



DRAFT CONCEPT:

60 Total Units

- 33 - 1 bed 59%
- 3 - 1 bed+den
- 24 - 2 bed 41%
- Single Family Lots

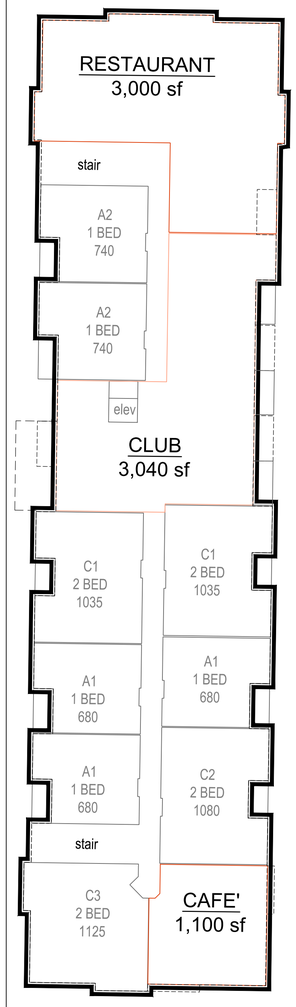
4,100 sf Retail

- 3,000 sf restaurant
- 1,100 sf Cafe'

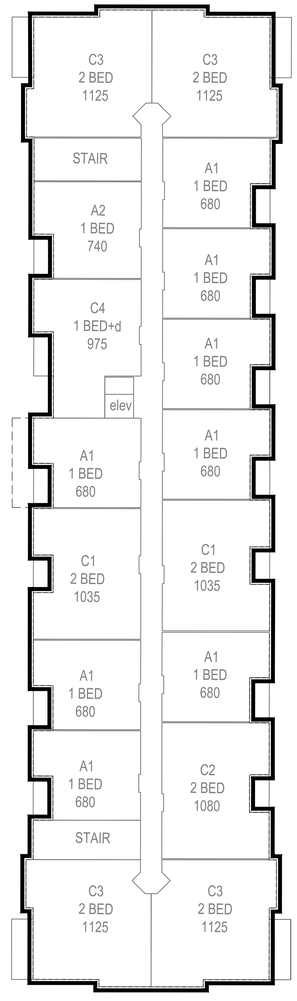
124 Parking spaces

- 97 residential
- 27 commercial

Site Illustrative Plan



FLOOR 1



FLRS 2, 3, 4

Floor Plates

B3-COMPANIES.COM
847.208.8211
5215 OLD ORCHARD RD, STE 130
SKOKIE 60077

StationView
Morton Grove, Illinois

April 28, 2025

BSB DESIGN
BSBDESIGN.COM

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ITE TRIP GENERATION MANUAL, 11TH EDITION EXCERPTS

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

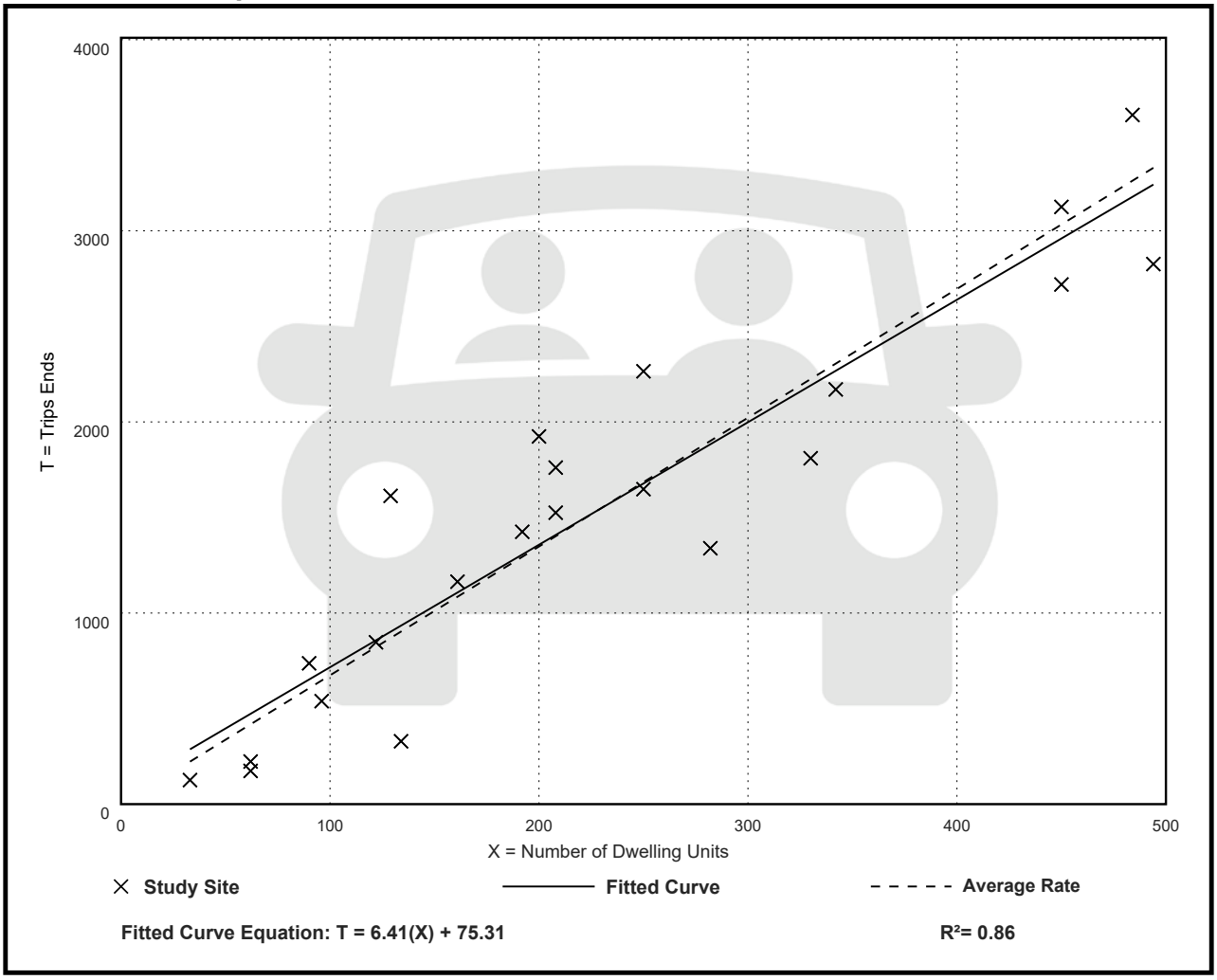
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

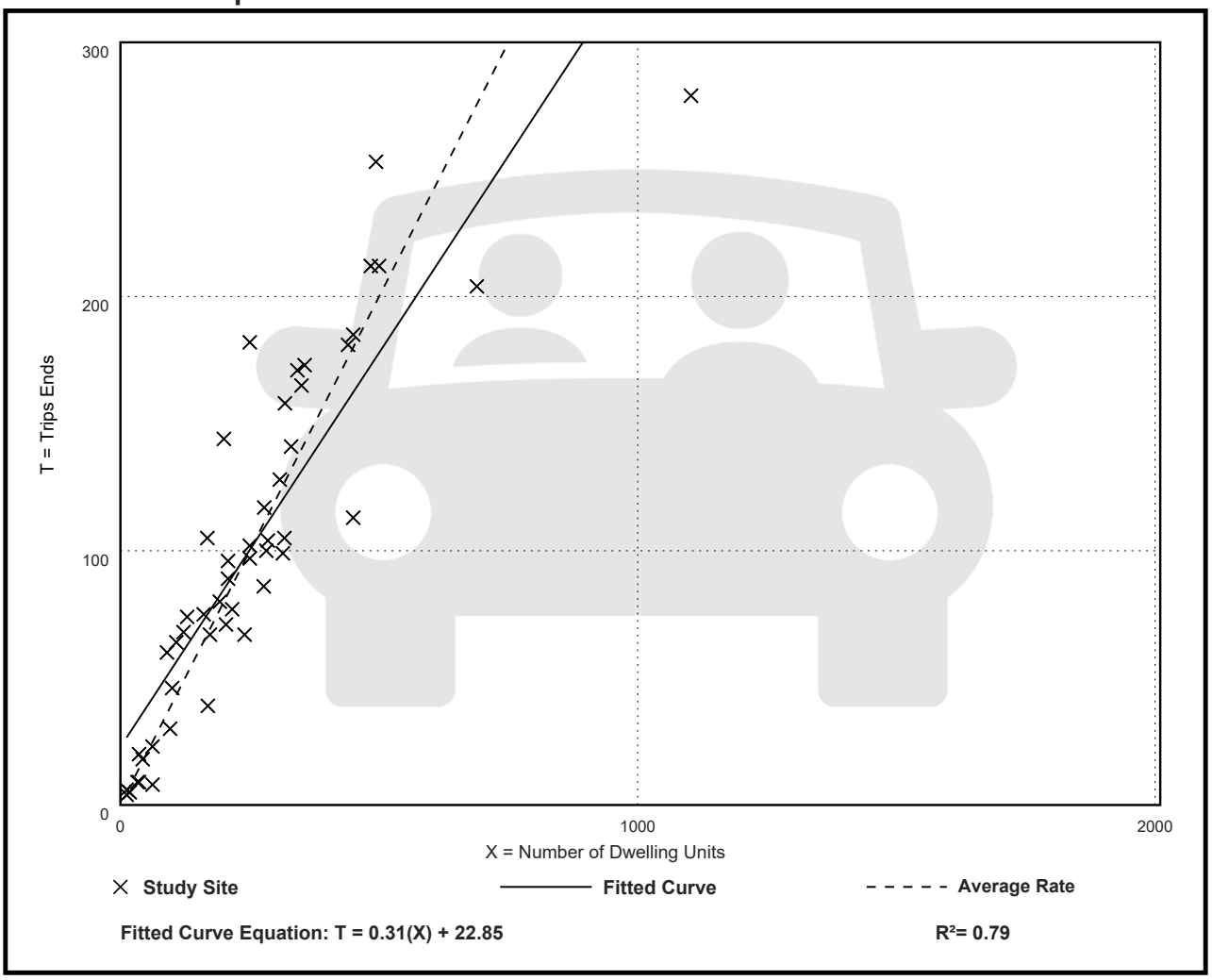
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



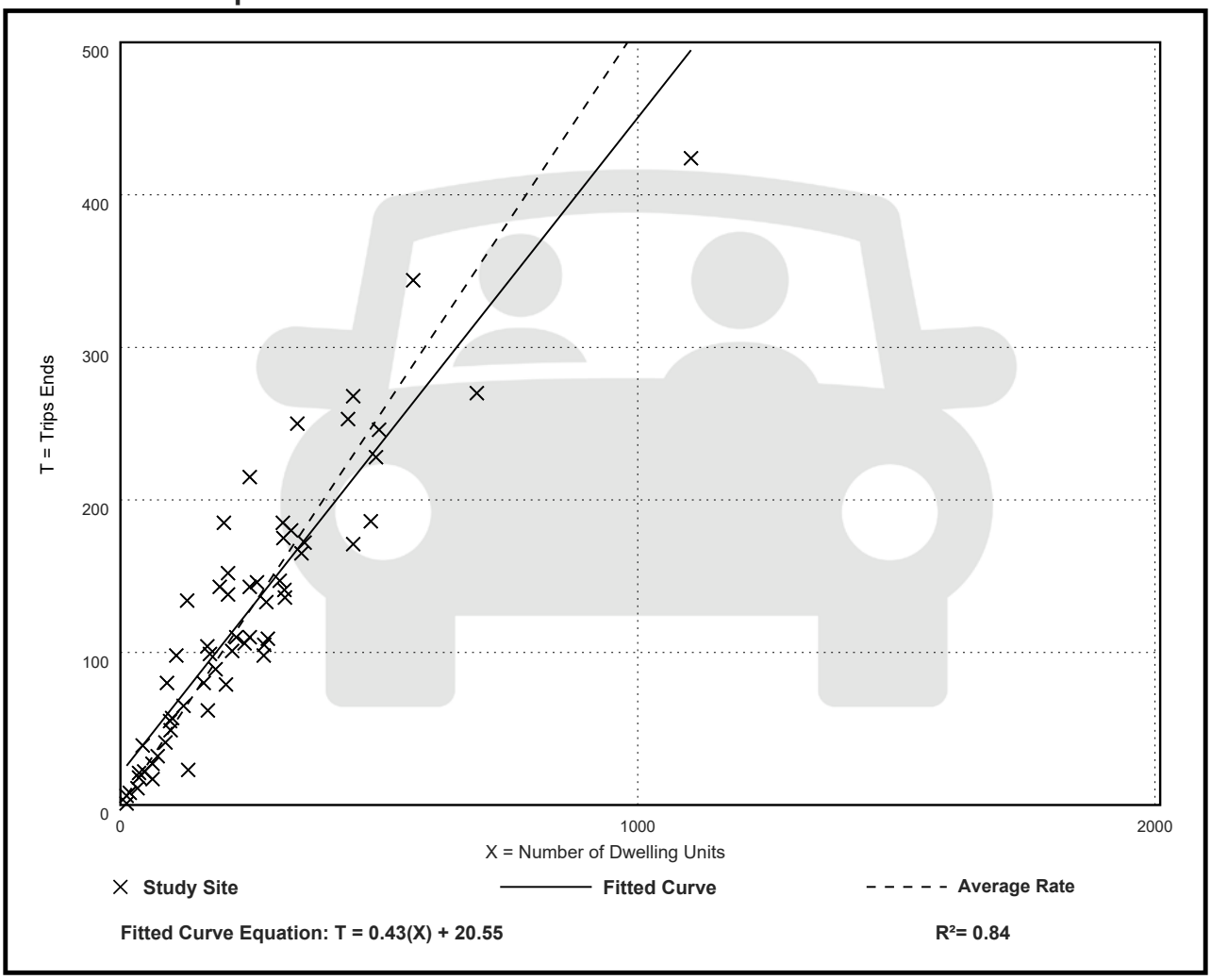
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

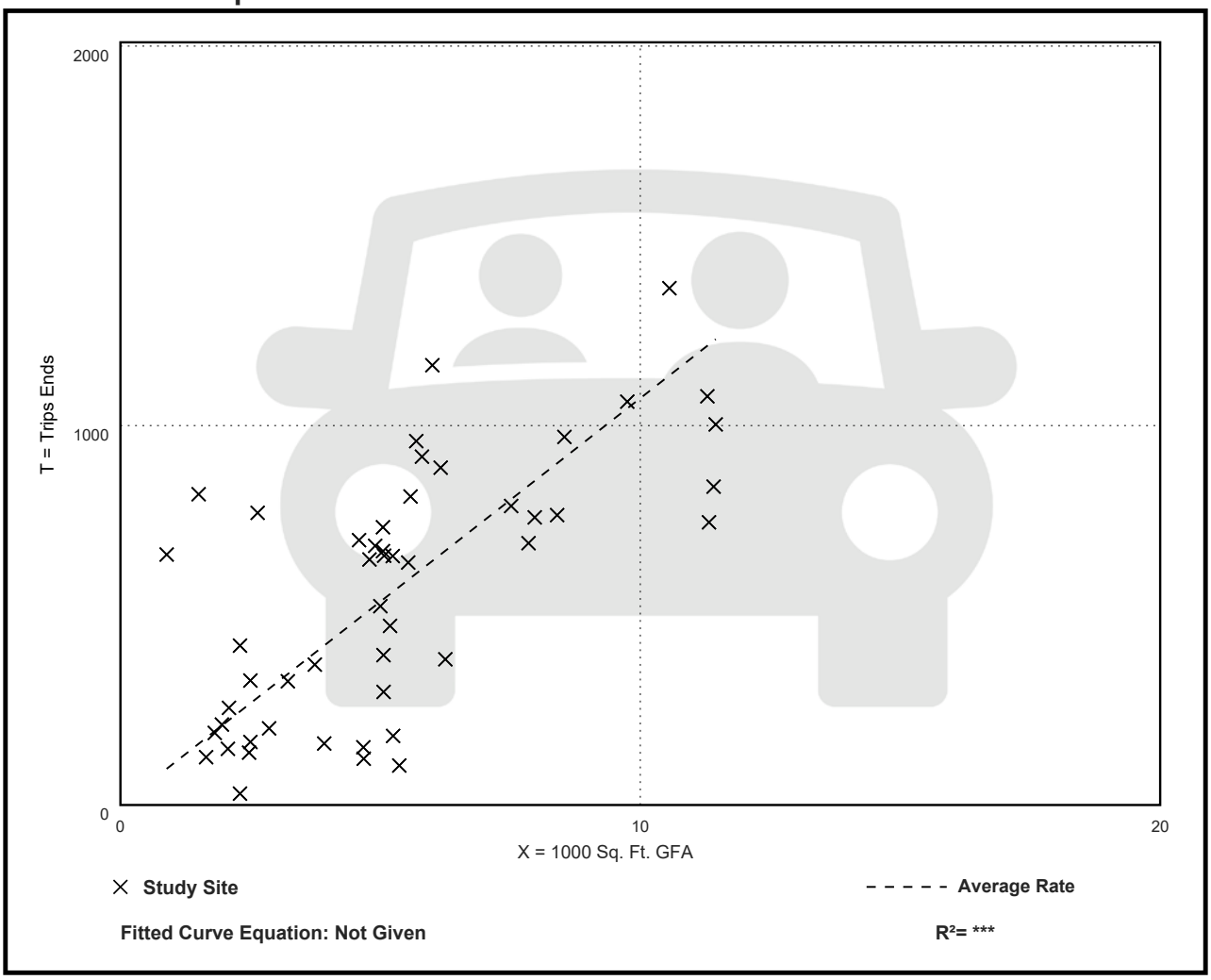
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



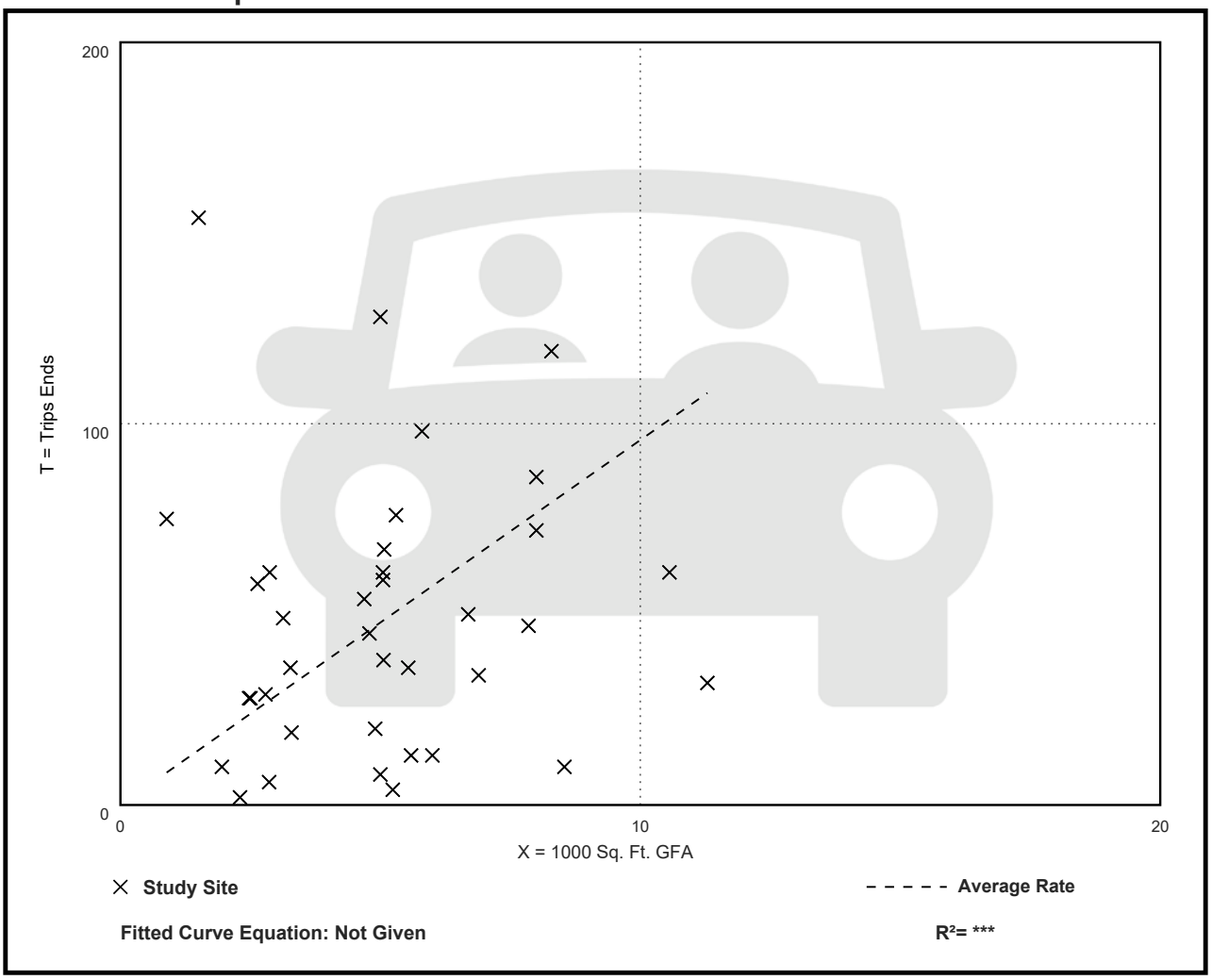
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



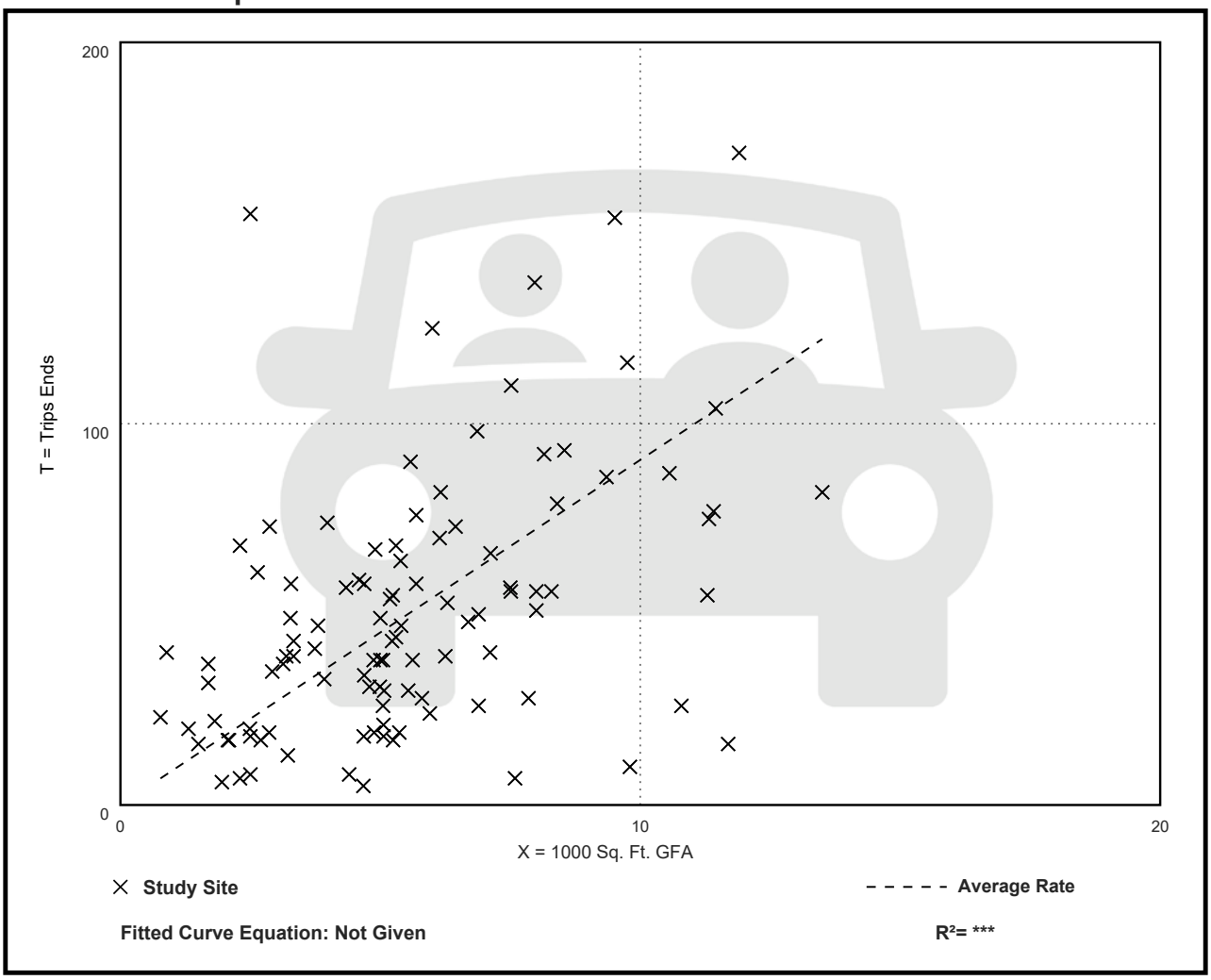
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



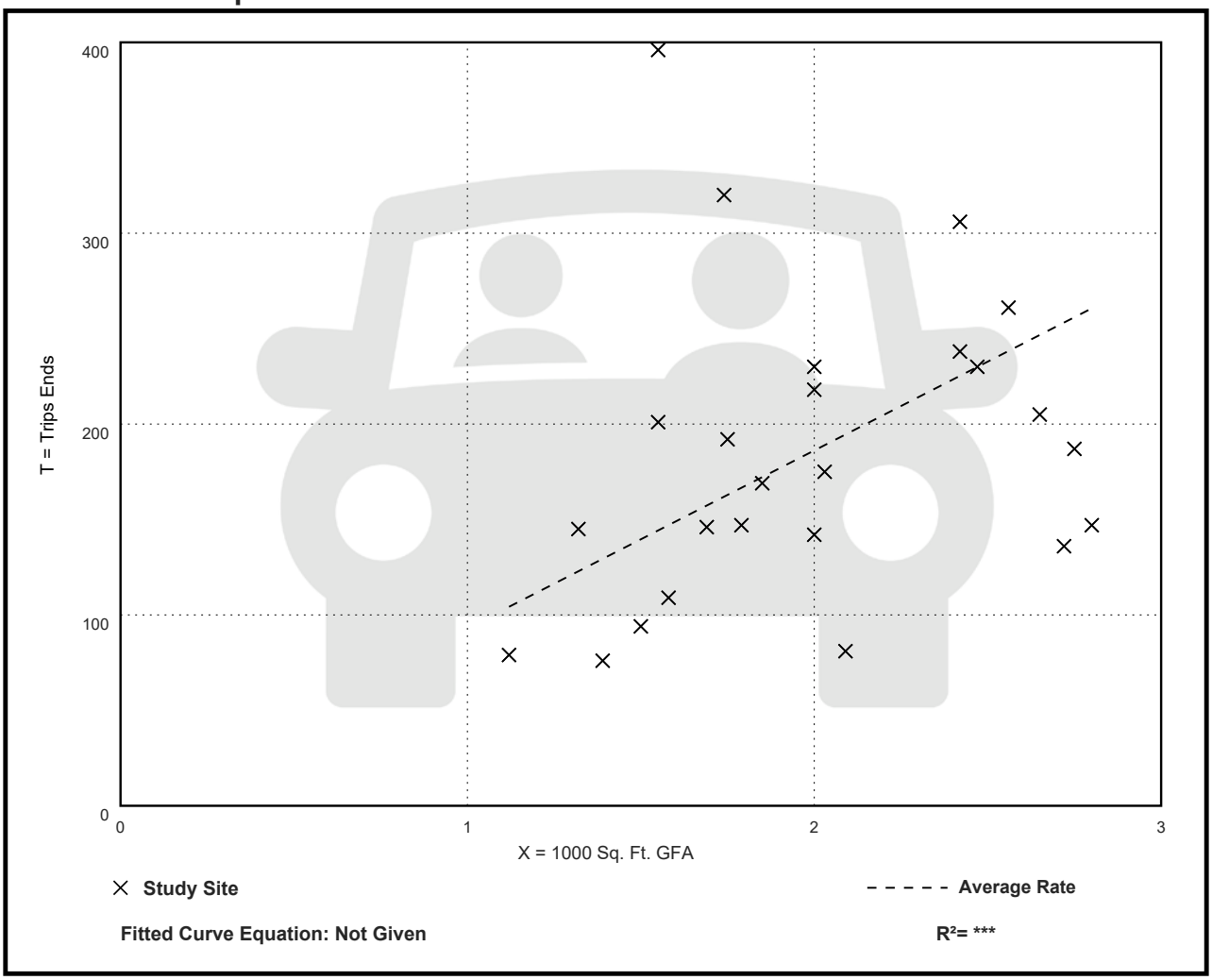
Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.08	38.76 - 255.48	42.71

Data Plot and Equation



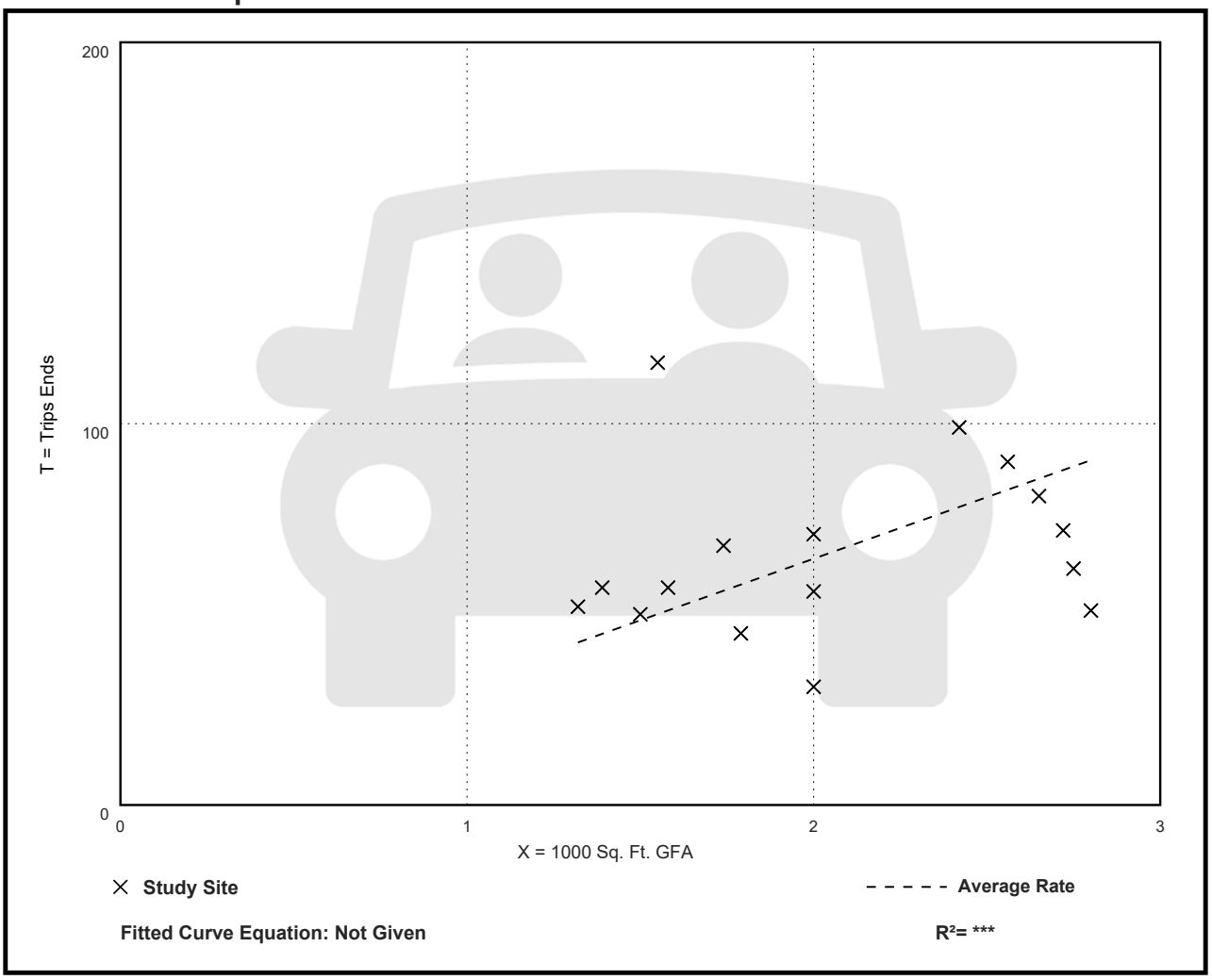
Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.29	15.50 - 74.84	12.64

Data Plot and Equation



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US CENSUS DATA

Means of Transportation to Work by Vehicles Available

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Morton Grove village, Illinois	
	Estimate	Margin of Error
Total:	11,874	±607
No vehicle available	236	±134
1 vehicle available	1,663	±406
2 vehicles available	5,775	±832
3 or more vehicles available	4,200	±635
Car, truck, or van - drove alone:	8,006	±507
Car, truck, or van - carpooled:	1,175	±262
Public transportation (excluding taxicab):	522	±157
Walked:	171	±114
Taxicab, motorcycle, bicycle, or other means:	146	±75
Worked from home:	1,854	±322

Table Notes

Means of Transportation to Work by Vehicles Available

Survey/Program: American Community Survey

Universe: Workers 16 years and over in households

Year: 2023

Estimates: 5-Year

Table ID: B08141

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces ar disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the
Methodology
section.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roug as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (f a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparin ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. F more information, see Comparing ACS Data.

Workers include members of the Armed Forces and civilians who were at work last week.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, t
corresponding estimate has no sampling error and the margin of error may be treated as zero.

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IDOT TRAFFIC VOLUME DATA

Volume Count Report

LOCATION INFO	
Location ID	016 1212
Type	LINK
Fnct'l Class	5
Located On	Lehigh Ave
From Road	Lincoln Ave
To Road	Oakton St
Direction	2-WAY
County	Cook
Community	MORTON GROVE
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 8/8/2023
End Date	Wed 8/9/2023
Start Time	9:00:00 AM
End Time	9:00:00 AM
Direction	2-WAY
Station	
Study	
Speed Limit	
Description	
Sensor Type	NA
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	11
1:00-2:00	6
2:00-3:00	5
3:00-4:00	7
4:00-5:00	19
5:00-6:00	49
6:00-7:00	100
7:00-8:00	223
8:00-9:00	195
9:00-10:00	189
10:00-11:00	200
11:00-12:00	229
12:00-13:00	225
13:00-14:00	272
14:00-15:00	268
15:00-16:00	286
16:00-17:00	290
17:00-18:00	320
18:00-19:00	219
19:00-20:00	159
20:00-21:00	144
21:00-22:00	81
22:00-23:00	44
23:00-24:00	32
Total	3,573
AM Peak	11:00-12:00 229
PM Peak	17:00-18:00 320

NOTES/FILES			
	Note	Date	

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ITE PARKING GENERATION MANUAL, 6TH EDITION EXCERPTS

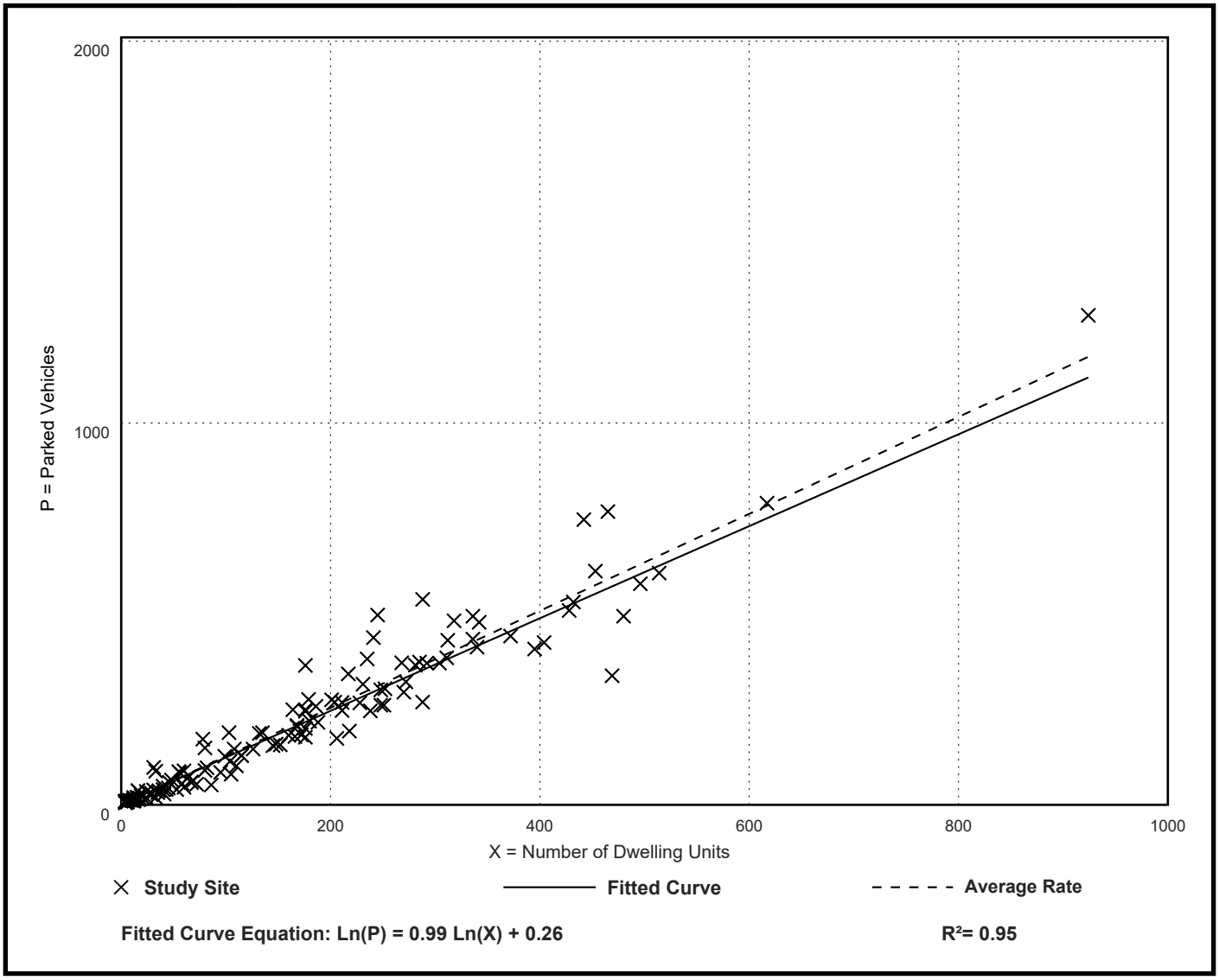
Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 143
Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 0.26

R^2= 0.95

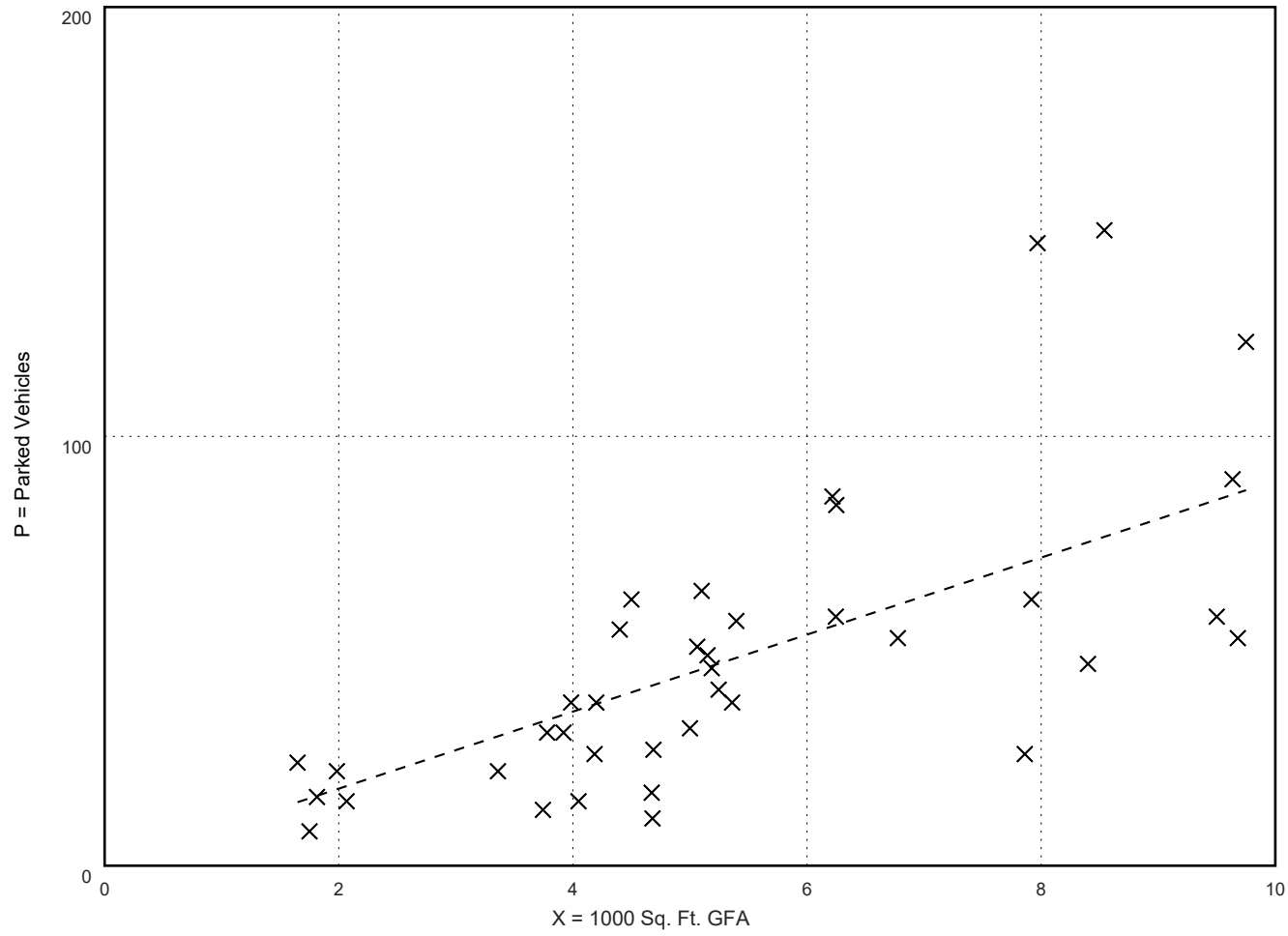
High-Turnover (Sit Down) Restaurant
Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 5.4

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.97	2.35 - 18.20	6.66 / 13.44	7.71 - 10.23	4.03 (45%)

Data Plot and Equation



Fitted Curve Equation: *

R^2= *

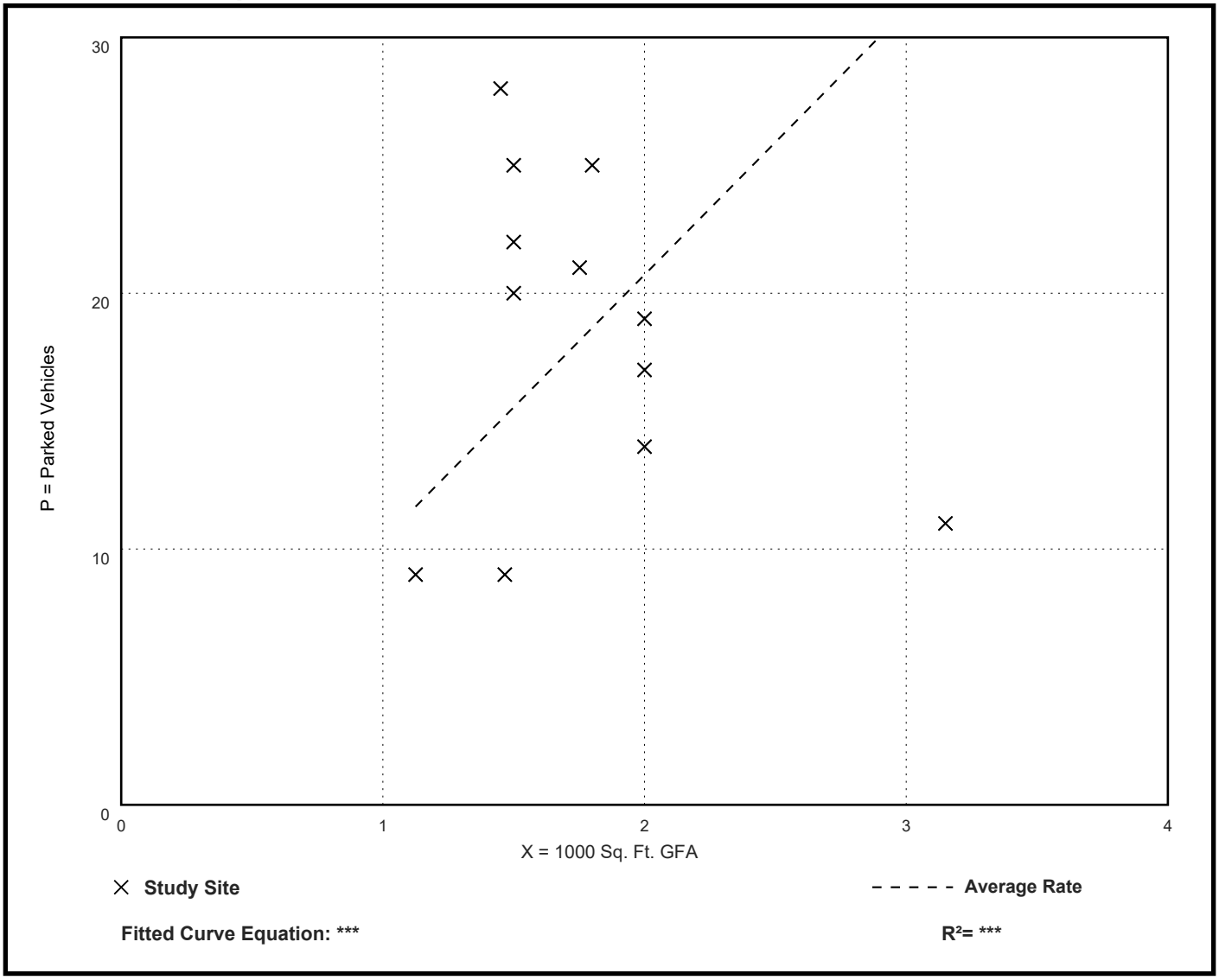
Coffee/Donut Shop without Drive-Through Window (936)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 1.8

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
10.36	3.49 - 19.31	8.15 / 16.80	***	4.84 (47%)

Data Plot and Equation



Fitted Curve Equation: *

R^2= *