

Village of Morton Grove Lehigh/Ferris Framework Plan



Volume 1: Plan & Implementation Process

November 2008

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Architecture | Planning | Preservation

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

**Lehigh/Ferris Subarea
Framework Plan**

**Volume 1:
Plan and Implementation Process**

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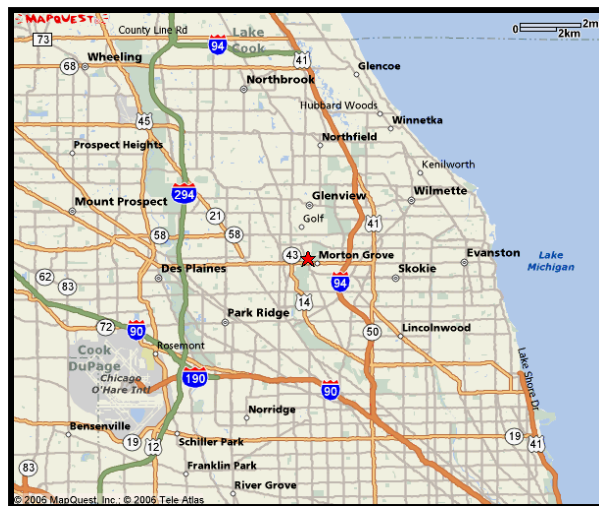
1. Introduction & Background

Beginning in 2002, the Village of Morton Grove assembled a team of consultants, including *S. B. Friedman & Company*, Farr Associates, McDonough Associates, Fish Transportation Group, and Kenig, Lindgren, O'Hara and Aboona (KLOA,) to prepare a comprehensive Framework Plan to guide future development in the Lehigh/Ferris Subarea. The Lehigh/Ferris Subarea consists of the neighborhood immediately surrounding the Morton Grove Metra Station. Building upon prior planning initiatives which had identified the potential for this area to be redeveloped into a Transit-Oriented Development (TOD) neighborhood, the intent of the Framework Plan is to define an implementable long-term vision for redevelopment within the Subarea.

The preliminary planning process spanned two years and included significant input from the public, staff, and the Village Board and Commissions. The final development of the Framework Plan spanned an additional two years and also included input from consultants, staff, general public, and elected and appointed officials. The plan proposes a revised road network for the area, defines development parcels, presents development concepts for each site, and identifies potential public improvements. This document includes a summary and description of the plan, a description of key projects, and a proposed implementation process. A companion volume includes discussion of the urban design principles behind the plan, design guidelines for future development, a summary of the community input process, and a traffic study prepared by KLOA.

Location & Existing Conditions

The Lehigh/Ferris Subarea is located just south of Dempster Street and east of the Cook County Forest Preserve less than one mile west of the Edens Expressway (I-94), and the I-94/Dempster Street interchange. The boundaries of the Subarea are generally Dempster Street on the north, Main Street on the south, the Cook County Forest Preserve on the west, and Callie Avenue on the east. The Subarea is bisected by the Metra Rail Line which runs diagonally through the Subarea and carries Metra and Amtrak passenger trains as well as a limited amount of freight traffic.



The Subarea consists of a mix of light industrial/warehouse, residential, commercial, and public/institutional uses. Commercial uses are primarily located along Dempster Street, and Lincoln Avenue. Industrial/warehouse uses are concentrated south of Lincoln Avenue west of Lehigh Avenue near the Metra Station. Lower-density residential consisting of two and one-half story single-family homes and townhomes are located north of Lincoln and are scattered with industrial uses along Elm Street south of the Metra Station. Higher-density midrise condo and apartment buildings are located around the Lincoln/Lehigh/Ferris intersection, near the Forest

Preserve. Key public and institutional uses in the area include the Morton Grove Public Library, the Morton Grove Fire Department, and the Metra commuter rail station.

In recent years, several large industrial businesses have left, allowing for the development of several large residential projects in and around the Lehigh/Ferris Subarea. Some of the key private projects that have recently been completed or are under construction include the following:

- The Woodlands of Morton Grove. Located just south of the Lincoln/Ferris intersection, this project was developed by Elliott Builders and consists of 319 condominiums and 77 townhomes.
- Trafalgar Square Condos. This project by Neri Development consists of 150 condominium units in two buildings and is located just south of the Woodlands.
- Trafalgar Square Townhomes. Located south of the Woodlands and next to Trafalgar Square Condos are the Trafalgar Square Townhomes. Developed by Lennar, this project consists of 110 townhomes.
- The Crossings of Morton Grove. This 64-unit townhome development by Toll Brothers is located just north of Capulina Avenue and west of Ferris Avenue,
- Ferris Plaza. This shopping center consists of 8,000 square feet of commercial/retail space along Dempster Street, just east of Ferris Avenue.

Maps 1 and 2 on the following page depict the Lehigh/Ferris Subarea, the current road network, traffic counts, land uses, key anchors, and recently completed and planned projects.

Map 1

Lehigh/Ferris Subarea Existing Conditions



Map 2 Lehigh/Ferris Subarea Existing Land Use



Overall Vision and Goals for Redevelopment

The overall vision for redevelopment of the Lehigh/Ferris Subarea is to transform this area into a transit-oriented development (TOD) neighborhood consisting of higher density residential and mixed-use buildings, commercial uses, and walkable, pedestrian-friendly streets.

Planning History & Community Process

This vision for redevelopment of the area began in 1999 and has been further refined through a series of planning initiatives. The Framework Plan builds upon these prior plans to define development blocks and parcels and development concepts for each site. The prior plans upon which the framework plan is based are as follows:



- Comprehensive Plan Update. In 1999, the Village updated its Comprehensive Plan. Among other things, this update first recognized the need for redevelopment due to the age and condition of many of the properties, and introduced the idea of transitioning the area around the Metra Train Station from a primarily warehouse and industrial area to a residential and mixed-use district. The plan also recommended further planning be conducted in the area.
- Lehigh Ferris Tax Increment Financing Redevelopment Plan. In 2000, the Village adopted the Lehigh/Ferris Tax Increment Financing (TIF) Redevelopment Project Area (RPA) with the primary goal of improving physical conditions and providing public infrastructure improvements within the Lehigh/Ferris Subarea.
- Lehigh Ferris Subarea Plan. In 2002, the Village partnered with the Regional Transit Authority (RTA) to draft the Lehigh/Ferris Subarea Plan, which identifies redevelopment and land use opportunities around the Morton Grove train station. Completed by Trkla, Pettigrew, Allen & Payne (TPAP), the plan introduces the vision of establishing a transit-oriented neighborhood around the station.
- 2002 Rezoning. In 2002, the Village re-zoned the Subarea to a C-R district, restricting future development to commercial and residential uses, while also allowing higher-density, multi-family residential and mixed-use development.

In each of these planning initiatives, there was significant input from the public, staff, the Village Board, and various commissions.



As part of the Framework Plan planning process, the consultant team worked closely with Village staff and held team meetings and workshops on March 11, 2004 and June 2, 2004. Key open community meetings included a meeting with the Village Board on October 4, 2004 to review the draft plan, estimated costs for implementation, and financing strategies for implementation, and a large-scale community workshop held on July 26, 2006.

2. Framework Plan Overview & Site Concept Plans

This section of the report provides an overview of the Framework Plan, including the overall design, development program, and site concepts.

Framework Plan Overview: Street Network, Proposed Land Use, & Density

The overall Framework Plan is shown on the next page.

The plan includes a number of improvements to the road network intended to enhance connectivity and continuous traffic flow by eliminating dead end streets and improving roadway and intersection alignments where possible. Key enhancements include: the reconfiguration of the Lincoln/Ferris intersection and rail crossing, the vacation of Chestnut Street and the provision of a looped road network around Site E, the realignment of Lehigh Avenue, and improved roadways around Site F1 and throughout the Subarea, particularly Lincoln Avenue, Ferris Avenue, and Capulina Avenue.

In terms of land use, the Framework Plan proposes moderate-density residential development with supportive commercial/retail in select locations. Commercial/retail development is focused primarily along Dempster Street, where there is the greatest visibility and the highest traffic volumes, around the Metra Station to serve commuters, and along Lincoln Avenue to build upon the neighborhood retail that currently exists. Residential development includes a mix of condominiums, townhomes, rental apartments and senior housing.

The tallest buildings and highest densities are located west of the railroad tracks, along the Forest Preserve and in the southern end of the Subarea. West of the tracks, proposed building heights are six to seven stories, compared to east of the tracks where heights are three to five stories, with the tallest located along the rail line on Site B and the shortest fronting Ferris Avenue as a transition to the two to 2.5 stories found in the residential neighborhood east of the Subarea.

Site Plan Concepts

Illustrative site plan concepts for each potential redevelopment site in the Lehigh/Ferris Subarea are included at the end of this chapter. Illustrative site plans test the capacity of the sites to establish realistic goals consistent with the principles of TOD. Actual development on the sites may vary from these concepts. Please note that the site letters correlate to the original Subarea Plan titles from 2002 because they are the titles most recognizable to the community and those involved in the planning process. Because some of the originally identified redevelopment sites in the Subarea Plan have been or are in the process of being redeveloped, some letters are skipped. For example, former Site A is currently being redeveloped into the Crossings by Toll Brothers, Site J is being redeveloped as part of the Preserves Project, and Site H along Dempster Street has been redeveloped into a small shopping center. Therefore, these sites are no longer considered sites for redevelopment, and are not included as an opportunity site on the map or discussed below.



Scale: 1"=300'-0"
0 30' 60' 100' 150' 300' north

SITE B

This Village-owned site is an immediate redevelopment opportunity. The Village issued a Request for developer Qualifications and Proposals (RFQ/P) for the site in the spring of 2008. The framework plan shows two illustrative preferred options for Site B, both of which were included in the RFQ/P document to developers: one which includes condominiums and townhomes, and the other commercial/retail and condominiums. While these two concepts are the preferred options, the RFQ/P left open the possibility of stand-alone commercial/retail, office space, or apartments, as well. A description of two preferred concepts is as follows:



Option 1 includes a total of 12 townhouses of approximately three stories fronting Ferris Avenue and a five-story condominium building consisting of approximately 52 units along the railroad with frontage on Capulina Avenue. The concept plan includes a total of 94 parking spaces (36 surface spaces and 58 garage spaces), which exceeds 1.75 spaces per unit for the condominiums and 24 garage spaces (two spaces per unit) for the townhomes which are accessed from the rear of each unit. Garage parking is shown at grade for both the townhomes and the condominium building.



Option 2 includes a total of 57 condominium units in two buildings. Building 1 fronts Ferris Avenue and includes 37 condominium units on four floors above approximately 4,000 square feet of commercial/retail space located at the corner of Capulina and Ferris, and garage parking containing 38 spaces. Building 2 fronts on Capulina Avenue and includes 20 condominium units on four floors above an at-grade parking garage consisting of 24 spaces. This plan option also includes 37 surface parking spaces, the majority of which could be sold with the condominium units. It is anticipated that approximately six parking spaces will be reserved for the commercial/retail space, and some spaces will likely be reserved as visitor spaces for the condominiums. On-street parking will also be provided on Ferris Avenue and Capulina Avenue.

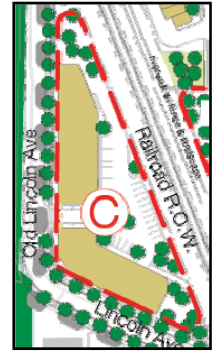
commercial/retail space, and some spaces will likely be reserved as visitor spaces for the condominiums. On-street parking will also be provided on Ferris Avenue and Capulina Avenue.

In both plan concepts, the primary vehicular access to the site is anticipated to be from Capulina Avenue. Secondary access is also provided from an existing alley accessed off of Ferris Avenue, which wraps around two existing single-family homes south of the site. Loading and services is anticipated to be out of view from the railroad tracks and the major streets including Ferris and Capulina Avenues. Underground detention will be required in both options, and provision for fire access outside of the railroad right-of-way will be required.

SITE C

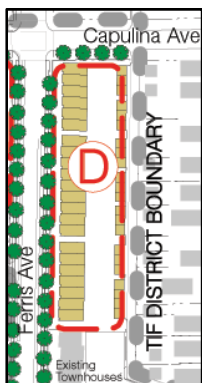
The overall vision for Site C is for the provision of housing for senior citizens. The preference is for a mixed-income concept to include low-income and moderate-income units, along with

market-rate units, which is the concept that is included in the plan. The illustrative site concept anticipates that approximately 1/3 of the units be affordable to low-income seniors, 1/3 be affordable to moderate-income seniors, and 1/3 be market-rate. These units could consist of for-sale or rental units or a combination of both. The desire for this site is the development of some type of senior housing, preferably with a minimum of 20% of the units affordable to low-income seniors, but the Village is open to considering other senior housing concepts as well, including continuing care or others.



The illustrative concept plan for Site C consists of 84 units above a 48-space, at-grade garage with driveway access off of Old Lincoln through the center of the building to a 27-space surface parking lot along the rail line. The anticipated building height is seven stories (six floors of residential above one floor of parking). With a total of 75 parking spaces, the plan allows for 0.9 parking spaces per unit. Primary frontage and access is off of Lincoln Avenue. The configuration of the building as shown avoids a ComEd easement along the railroad right-of-way which restricts building heights to 35 feet.

SITE D

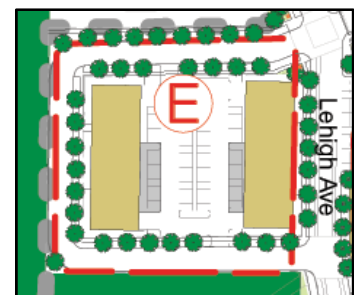


Site D currently consists of single-family detached homes. Given the overall vision for the Subarea and the higher residential densities allowed by zoning, it is possible that market forces may lead to redevelopment of this site for single-family attached or multi-family residential use. The site demonstrates potential capacity for either townhouse or condominium development. A 15-foot front setback should be observed in order to be consistent with existing neighborhood standards. Buffer landscaping and appropriate setbacks should be implemented at the rear of the site to address the proximity to existing single-family homes.

The Framework Plan illustrates one possible redevelopment scenario for this site, showing approximately 22 three-story townhouse units of 1,750 square feet each. Each unit would front onto Ferris Avenue and would have a detached garage in the rear accessed off of an existing alley. The plan also supports rehabilitation of the existing homes if redevelopment does not occur.

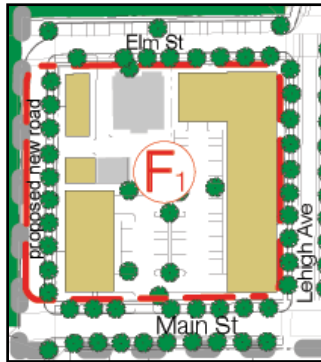
SITE E

The design concept for Site E illustrates the vacation of Chestnut Avenue from the Forest Preserve on the west to Lehigh Avenue on the east, and the construction of a loop access road around the site. A key principle of this redevelopment concept is to establish public access to the Forest Preserve property to the west. This may be accomplished through public streets (as shown), public pedestrian-only pathways, or other design options.



The overall concept for this site includes the construction of two condominium buildings consisting of 40 units each on five floors above a grade-level parking garage. Frontage of the buildings would be toward the Forest Preserve for Building 1 and Lehigh Avenue for Building 2, with a 40 car surface parking lot located between the two buildings. Access to the parking lot and garages is from proposed new roads located north and south of the block.

SITE F1

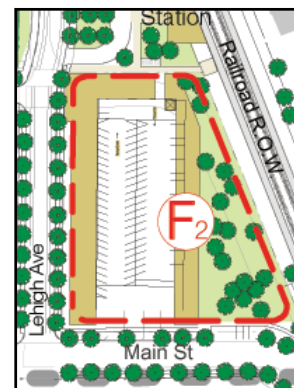


The illustrative concept for Site F1 consists of a total of 90 residential units in three buildings. This plan concept anticipates the redevelopment of the entire block with the exception of an existing condominium building located in the center along Elm Street. The plan also assumes that Lehigh Avenue is realigned between Elm Street and Main Street from its current location parallel to the Metra Tracks to the west as a southern extension of the existing Lehigh Avenue north of Elm Street. Improvements to Elm Street, Main Street, and the north-south alley running parallel with the Forest Preserve would be necessary to support the proposed plan. As in Site E, the plan for Site F1 seeks to establish public access to the Forest Preserve property.

Building 1 fronts the existing alley to be reconstructed as a roadway and consists of 25 condominium units on five floors above a grade-level parking garage consisting of 25 parking spaces. Building 2 consists of 62 condo units on five floors above a 74-space at-grade parking garage fronting the realigned Lehigh Avenue. Building 3 is a small, three-unit building fronting Elm Street consisting of 3 units total on three floors with a small four-space parking garage behind with access off of the reconstructed alley. A minimum of one garage space per unit is provided for each building, and a 45-space parking lot is located between Buildings 1 and 2 to be sold to condo buyers and/or used as visitor parking.

SITE F2

The concept for Site F2 illustrates a mixed-use plan that includes a public/private parking garage wrapped by a residential liner building, with a small amount of commercial/retail space fronting the Metra Station area. The public/private parking garage includes a total of 651 parking spaces on seven floors, with a green roof/patio on top and the first floor partially below grade. Of these spaces, 15 would serve the on-site commercial/retail space, 117 spaces are anticipated to be dedicated and sold to the residential condo buyers, and 337 spaces are anticipated to be utilized by Metra commuters, leaving 182 spaces to be utilized as general public/visitor parking. The development of this project would be a public/private partnership involving the Village of Morton Grove, Metra, and a private developer.



The residential liner building is anticipated to consist of six floors totaling 78 units above 6,200 square feet of ground floor commercial/retail on the north side, a condominium lobby and

common area on the west side, and an arcade walkway on the east side facing the railroad right-of-way that provides a pedestrian link to the Metra parking spaces to the south along Lehigh Avenue.

SITE F3



Site F3 is located just north of the Metra Station area in an area presently utilized as a surface parking lot for Metra commuters. The development of this site is dependent upon the construction of the public/private parking deck proposed on Site F2 due to the need to replace the Metra parking, and could be included in the public/private partnership that develops Site F2. The site concept for Site F3 consists of a 4,500-square-foot retail/commercial building with a prominent architectural profile that complements the architecture of the planned new Metra Station and signifies its importance as an anchor of the Subarea. Frontage of the building is anticipated to be off of Lehigh Avenue, and parking for this building (13 spaces) is anticipated to be provided in perpendicular spaces along Lehigh Avenue north of the building. A walkway along the railroad tracks provides a pedestrian link to the north end of the Subarea.

SITES G1, G2, & G3

These sites consist primarily of active neighborhood-level businesses and some residential land uses. The Framework Plan supports either renovation or redevelopment of these properties in order to encourage commercial and residential activity along Lincoln Avenue and the potential creation of newer, more functional and marketable building space.

The small size of these three sites and the amount of land assembly required suggests that complete redevelopment of one or all of the sites are likely to be a longer-term project. As other redevelopment efforts in the subarea move forward, however, market forces may create new opportunities along Lincoln Avenue. Renovation of existing structures may be the most likely outcome, but a complete redevelopment scenario has also been illustrated in order to define the opportunity.

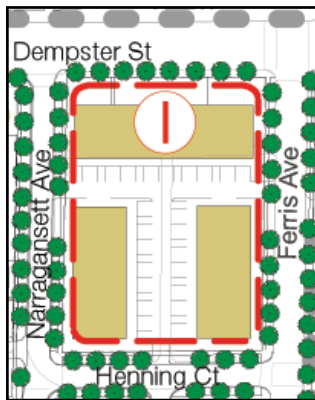
The development concepts for Sites G1, G2, and G3 consist of small, two- and four-story mixed-use buildings comprising commercial/retail on the ground floor with residential above. This is consistent with the character of development existing on these sites, but at a slightly higher density. Site G1 extends from Georgiana Avenue to Fernald Avenue and is the largest of the three buildings in terms of square footage, consisting of 13,800 gross square feet of commercial/retail space, with one story of eight residential apartments above. Site G2 is the tallest proposed building at four stories and it consists of approximately 5,500 gross square feet



of retail with nine residential units above (three per floor). Site G3 consists of 7,300 gross square feet of retail with one floor of residential above consisting of four units.

Due to the small sizes of each site and each project, provision of garage parking is difficult, making it likely that the residential units will be rental apartments. All three buildings front Lincoln Avenue and provide surface parking in the rear, and all three concepts as shown assume that the on-street parking on Lincoln Avenue fronting each building can be included to satisfy the resident and guest parking requirements for each site.

SITE I



The development concept for Site I, located on the south side of Dempster Street between Narragansett and Ferris Avenue, consists of three buildings. Building 1 fronts Dempster Street and consists of approximately 14,000 square feet of retail on the ground level with one floor of 9 residential units above. Buildings 2 and 3 consist of 21 units each on three floors above a grade-level parking garage of 37 parking spaces. Garage parking for the nine units in Building 1 is anticipated to be available in the garages provided in Buildings 2 and 3. An on-site surface parking lot of 59 parking spaces is also provided behind Building 1 and between Buildings 2 and 3. These spaces will serve retail customers and residential visitors, with some potentially sold as extra spaces for the condominium units.

SITE J

Site J is labeled on the Framework Plan map as “The Proposed Preserves.” A mixed-use development has been approved for the site. The site is zoned for commercial development with multi-family residential as a Special Use.

Overall Development Program

In total, the site plan concepts illustrated by the Framework Plan would add approximately 490 residential units, 51,000 square feet of commercial/retail space, and 1,400 new off-street parking spaces to the Lehigh/Ferris Subarea. These totals do not include projects already approved and/or under construction. It is anticipated that the Plan concepts would be constructed and absorbed over a 10 to 15-year period.

Site B Option 1

Site Area: 1.97 acres (85,841 sf)
Total Res. Units: 64
DU/Acre: 32.49
FAR: 1.62

Building 1

Units: 91,448 gross sf
19,433 net sf/floor
52 units
4 floors above garage

Parking req'd: 1.75 spaces/unit
91 spaces
77 spaces after 15% transit proximity credit

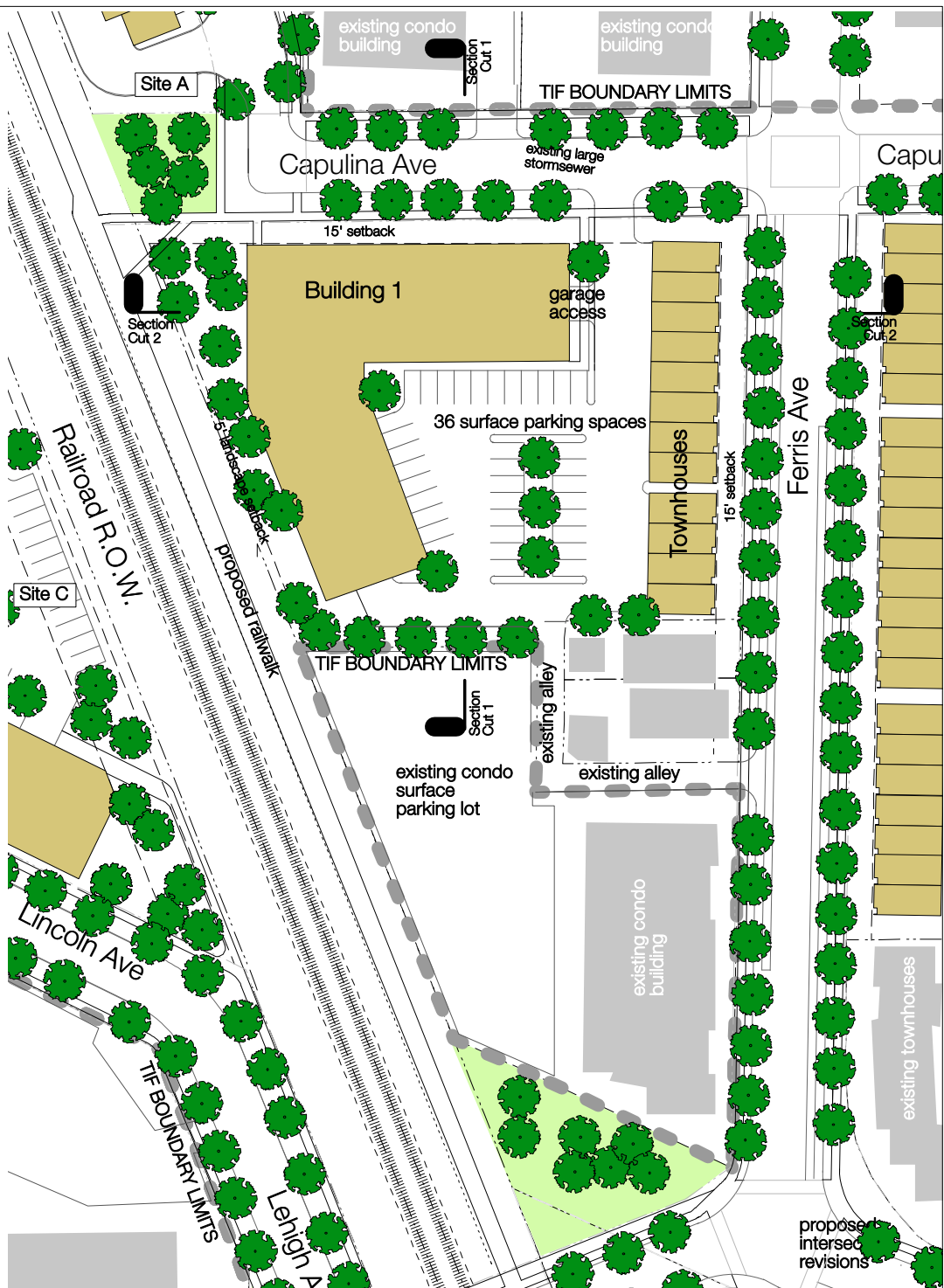
Parking prov'd: 58 spaces in garage
36 surface spaces
94 spaces

Townhouses

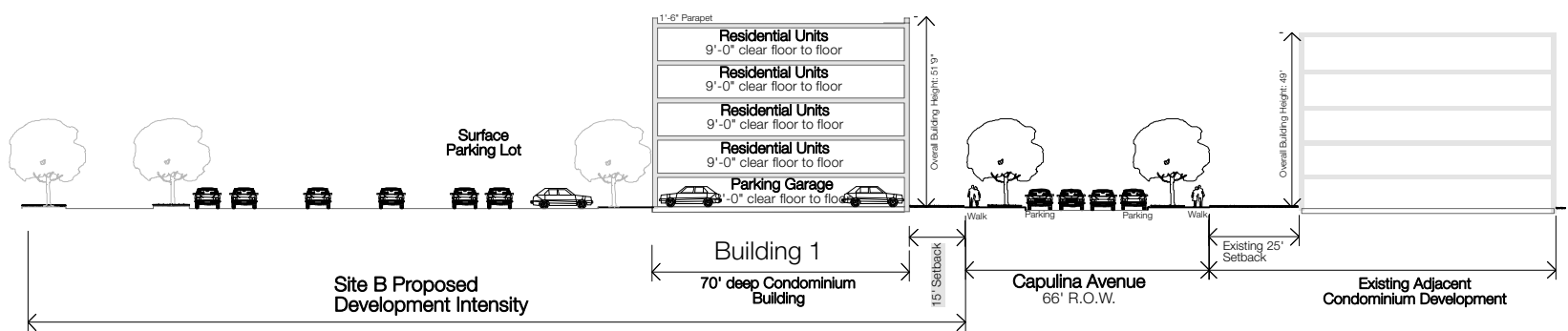
Approx. Height: 3 stories or 39'6"
No. of res. units: 12 duplex units
Parking: 24 garage spaces

Assumptions:

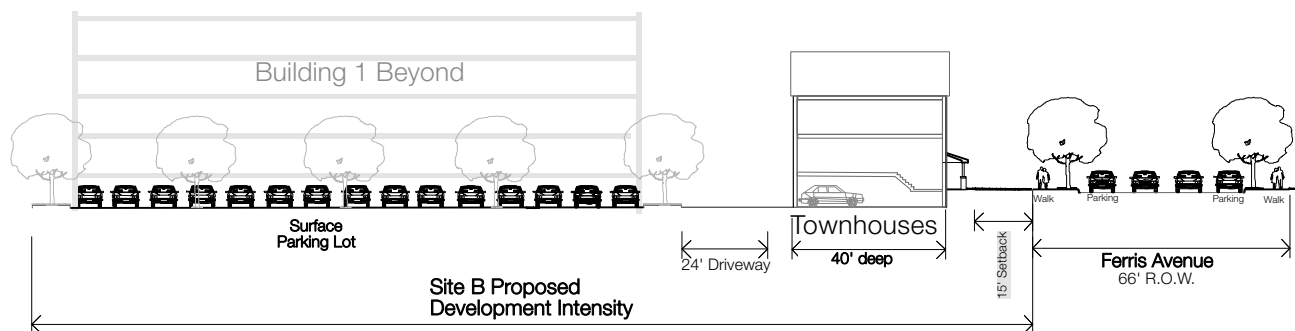
Average net condo unit size is 1500 sf
Average townhouse size is 1750 sf
For condos or commercial, net sf is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Scale: 1"=100'-0"



Section 1



Section 2

Scale: 1"=50'-0"



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Redevelopment
Site B - Option 1

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site B Option 2

Site Area: 1.97 acres (85,841sf)
Total Res. Units: 57
DU/Acre: 28.93
FAR: 1.48

Building 1

Commercial (on ground floor): 4,000 gross sf
3,400 net sf
Parking req'd: 1 space/250 sf
14 spaces
11 spaces after 25% mixed use credit
9 spaces after 15% transit proximity credit

Units: 58,444 gross total sf
16,559 net sf/floor
37 units
3 floors above garage

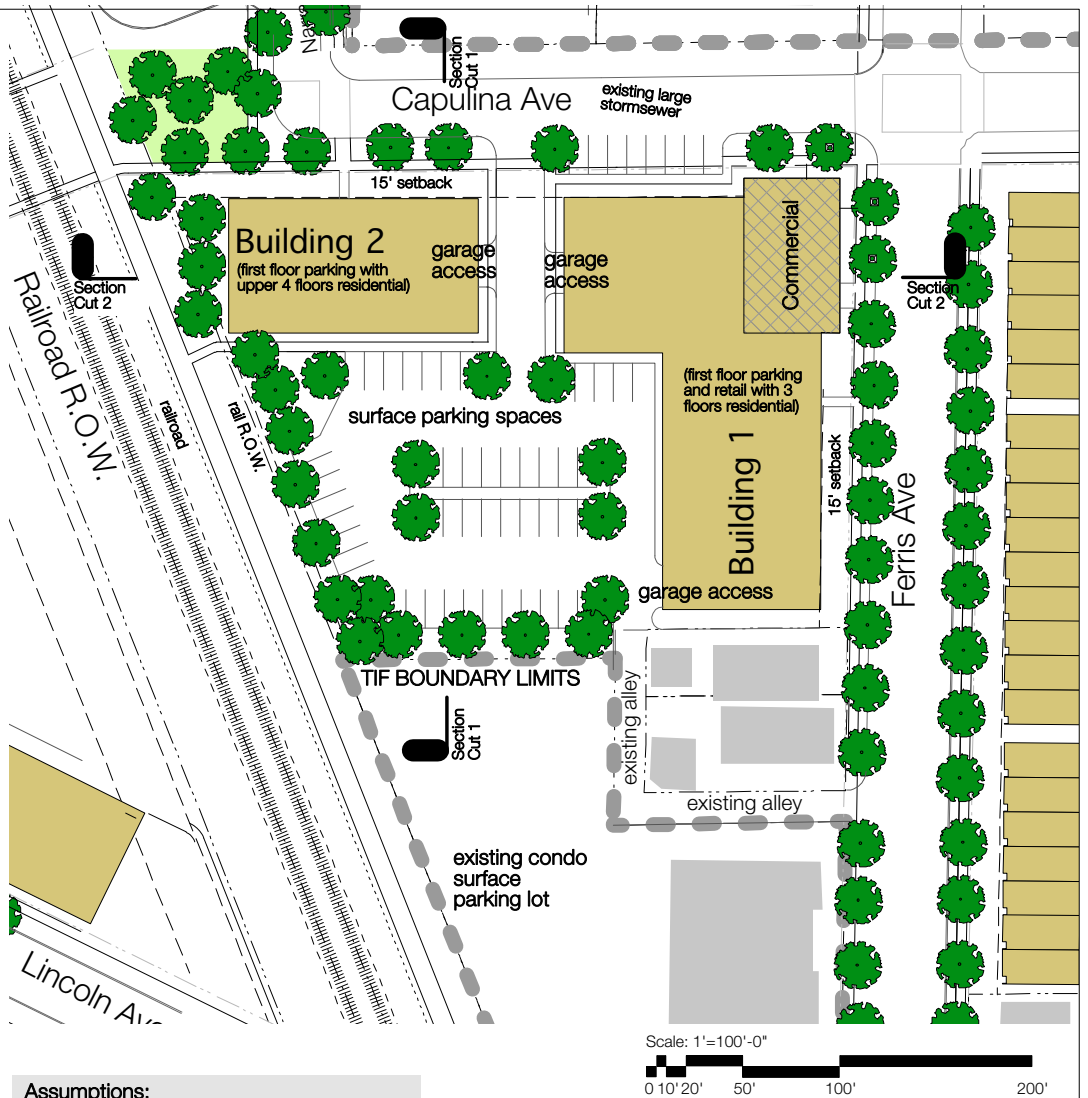
Parking req'd: 1.75 spaces/unit
65 spaces
55 spaces after 15% transit proximity credit

Total parking req'd: 64 spaces
Parking prov'd: 38 spaces in garage
26 surface spaces
64 spaces

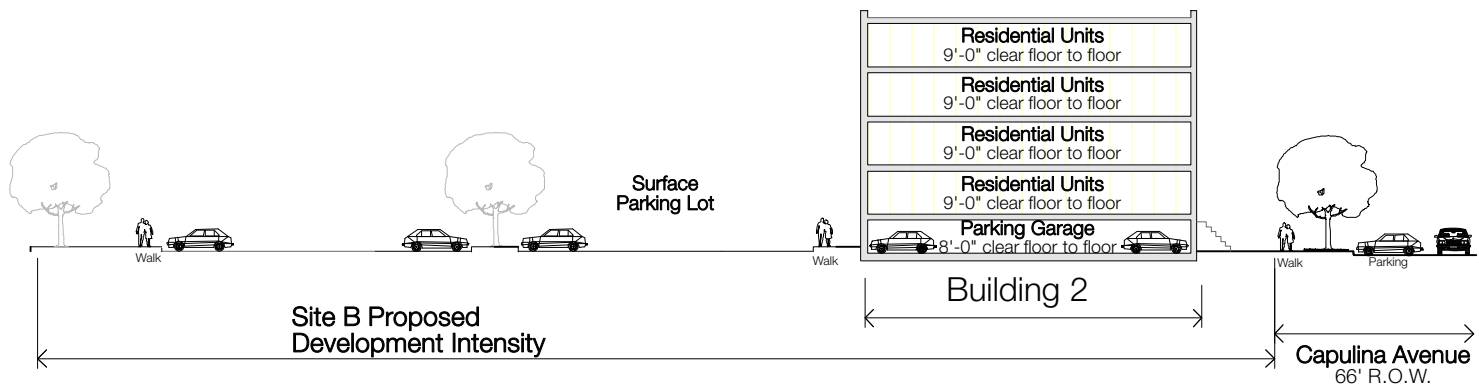
Building 2

Units: 36,400 gross total sf
7,735 net sf/floor
20 units
4 floors above garage
Parking req'd: 1.75 spaces/unit
35 spaces
30 after 15% transit proximity credit

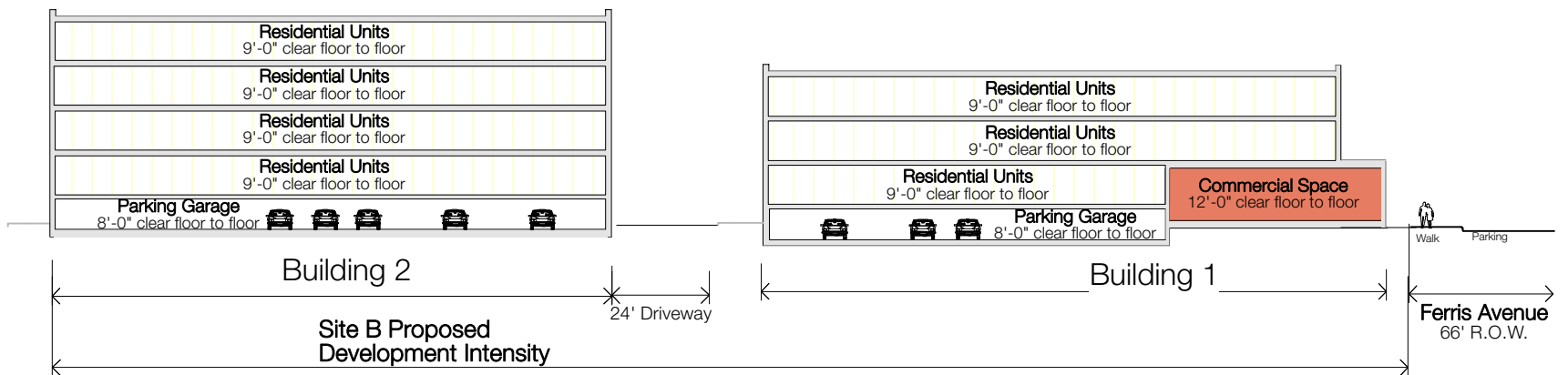
Parking prov'd: 24 spaces in garage
11 surface spaces
35 spaces



Assumptions:
Average net condo unit size is 1500 sf
Net sf is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Section 1



Section 2



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Redevelopment
Site B - Option 2

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site Area: 1.9 acres (81,768 sf)
Total Residential Units: 84
Impervious Cover: 69.16%
DU/Acre: 44.2
FAR: 1.81

Units on floors 2-5: 104,400 gross sf
22,185 net sf/floor
72 units
4 floors above garage

Units on floors 6-7: 17,400 gross sf
7,395 net sf/floor
12 units
2 floors

Parking req'd: .5 space/unit
42 spaces

Parking prov'd: 42 spaces
48 spaces in garage
27 surface spaces
75 total spaces

Average net senior housing unit size is 1200 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



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Redevelopment
Site C

November 2008

Lehigh/Ferris Subarea

Village of Morton Grove

Site D

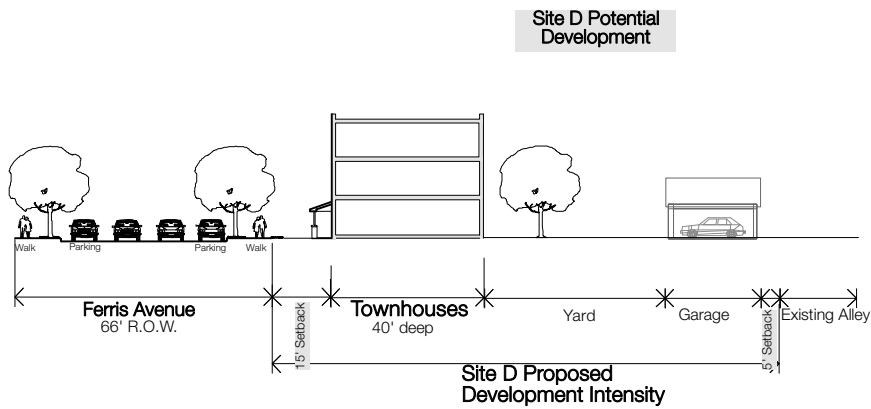
Site Area: 1.23 acres (53,584 sf)
Total Res. Units: 22
DU/Acre: 17.89
FAR: 0.90

Townhouses
Approx. Height: 3 stories or 32'
No. of res. units: 22 units
Parking: 2 spaces/unit
44 garage spaces

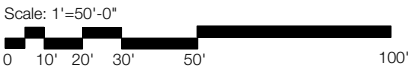
Assumptions:
Average townhouse size is 1750 sf
Space between floors is 1.25' (1'3") thick



Plan



Section 1



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Redevelopment
Site D

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site E

Site Area: 2.5 acres (111,938 sf)
Total Residential Units: 80
Impervious Cover: 83.51%
DU/Acre: 32
FAR: 1.44

Building 1

Units: 67,115 gross sf
11,410 net sf/floor
40 units
5 floors above garage

Parking req'd: 1.75 spaces/unit
70 spaces
60 spaces after 15% transit proximity credit

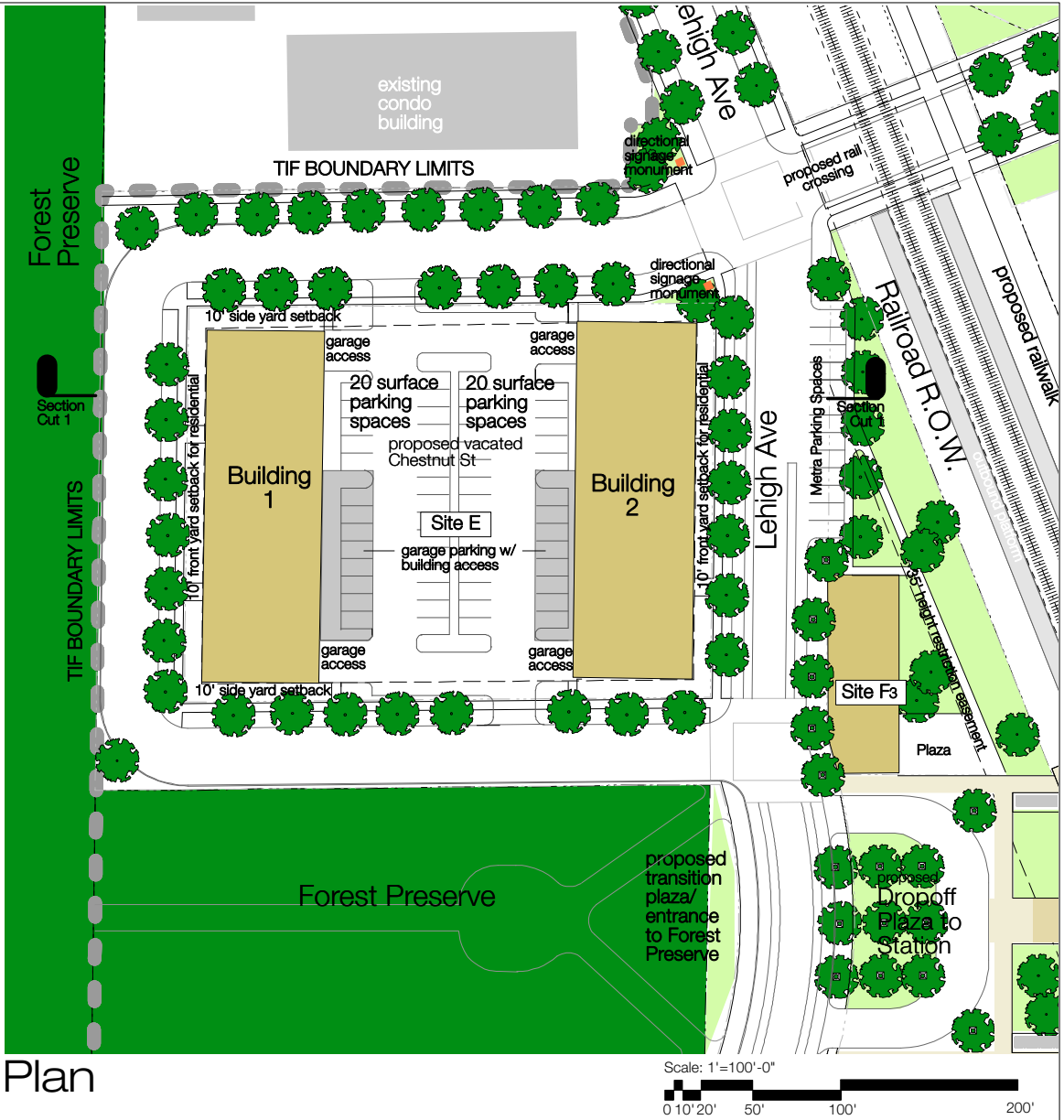
Parking prov'd: 40 spaces in garage
20 surface spaces
60 spaces

Building 2

Units: 67,115 gross sf
11,410 net sf/floor
40 units
5 floors above garage

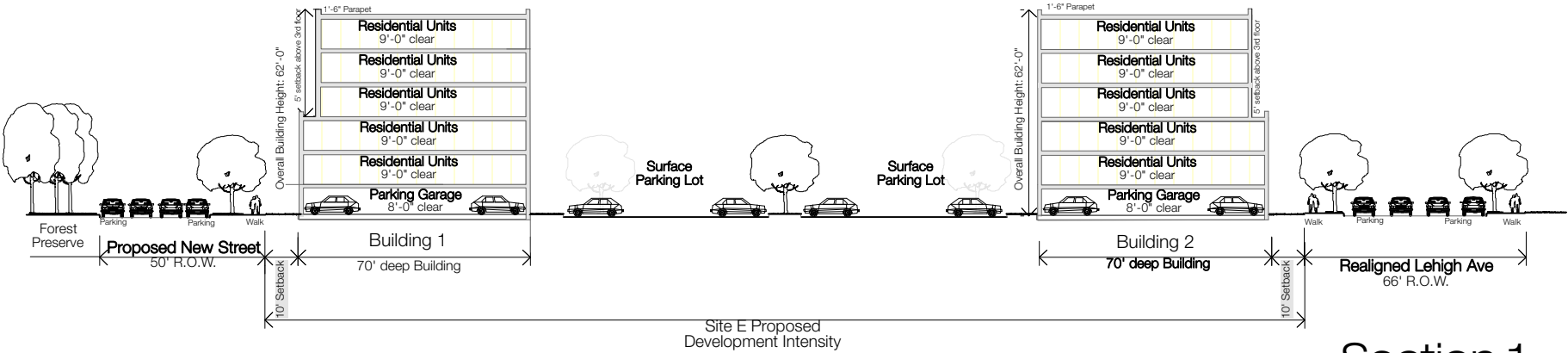
Parking req'd: 1.75 spaces/unit
70 spaces
60 spaces after 15% transit proximity credit

Parking prov'd: 40 spaces in garage
20 surface spaces
60 spaces



Assumptions:

Average net condo unit size is 1500 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Section 1



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Redevelopment
Site E

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site F1

Site Area: 2.52 acres (109,924 sf)
Total Residential Units: 90
Impervious Cover: 89.25%
DU/Acre: 35.7
FAR: 1.81

Building 1

Units: 43,595 gross sf
7,411 net sf/floor
25 units
5 floors above garage

Parking req'd: 1.75 per unit
44 spaces
37 spaces with 15% transit
proximity credit

Parking prov'd: 25 spaces in garage
15 surface spaces
40 total spaces

Building 2

Units: 115,650 gross sf
19,661 net sf/floor
62 units
5 floors above garage

Parking req'd: 1.75 per unit
109 spaces
93 spaces with 15% transit
proximity credit

Parking prov'd: 74 spaces in garage
30 surface spaces
104 total spaces

Building 3

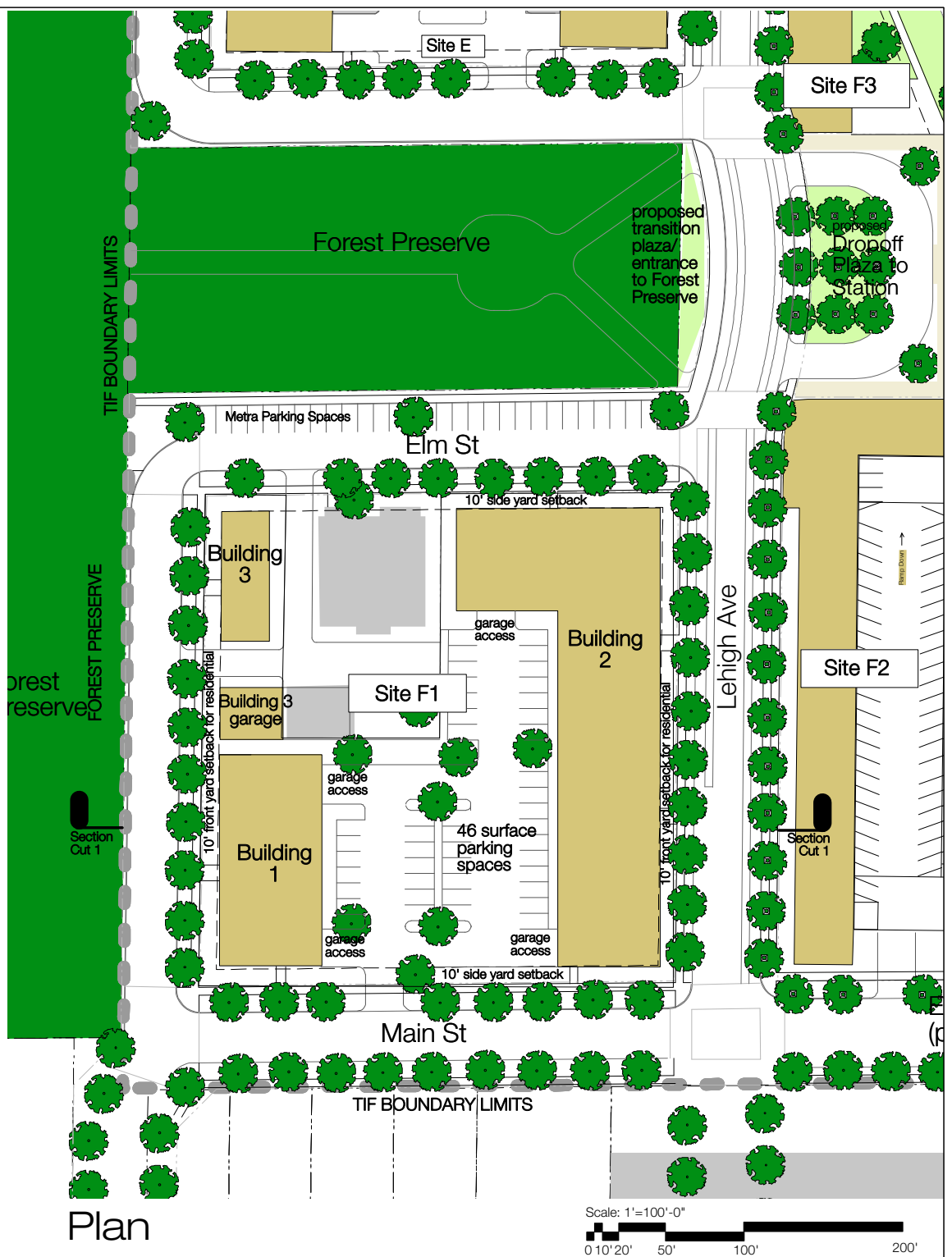
Units: 7,515 gross sf
2,129 net sf/floor
3 units
3 floors (rear garage)

Parking req'd: 1.75 per unit
5 spaces
4 spaces with 15% transit
proximity credit

Parking prov'd: 4 spaces in garage

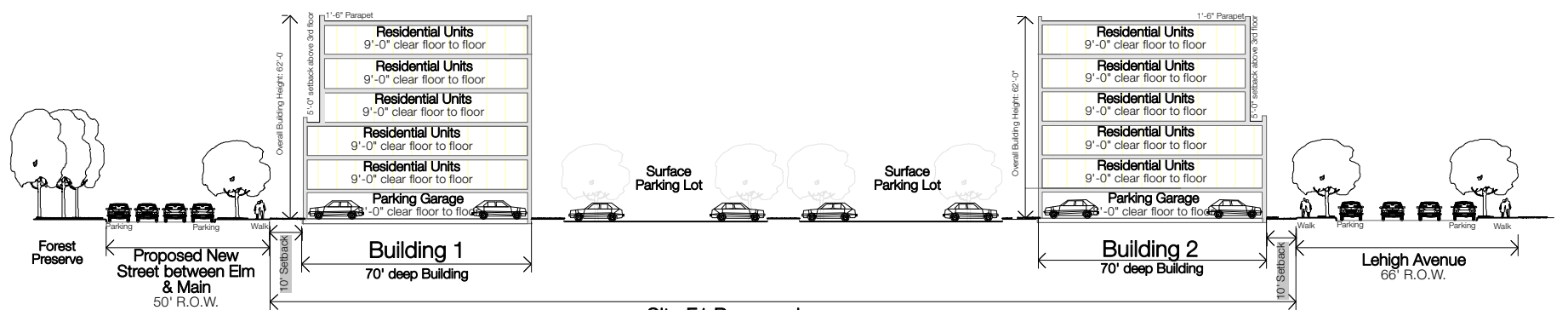
Assumptions:

Average net condo unit size is 1500 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Plan

Scale: 1"=100'-0"
0 10' 20' 50' 100' 200'



Site F1 Proposed Development Intensity

Section 1

Scale: 1"=50'-0"
0 10' 20' 30' 50' 100'



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Redevelopment
Site F1

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site F2

Site Area: 2.3 acres (100,325 sf)
Total Residential Units: 78
Impervious Cover: 62% without green roof
26% with green roof
DU/Acre: 33.91
FAR: 4.29

Building 1 (Mixed Use)

Commercial/Retail (ground floor-northwest corner):
6,207 gross sf
5,276 net sf
Parking req'd: 1 space/250 sf
22 spaces
17 spaces after 25% mixed use credit
15 spaces after 15% transit proximity credit

Residential (floors 2 through 7)
Units: 172,458 gross sf
24,432 net sf/floor
78 units
6 stories
Parking req'd: 1.75 spaces/unit
137 spaces
117 spaces after 15% transit proximity credit

Site F2 Building 1 Parking Required
Commercial/Retail: 15 garage spaces
Residential units: 117 garage spaces

Site F2 Building 1 Parking Garage Summary

Total Parking for F2 req'd: 132 spaces
Site F3 Parking req'd: 61 spaces
Metra Parking available: 337 spaces
Total Req'd: 530 spaces

Parking prov'd: 93 spaces/floor
7 floors
651 spaces

Site F3

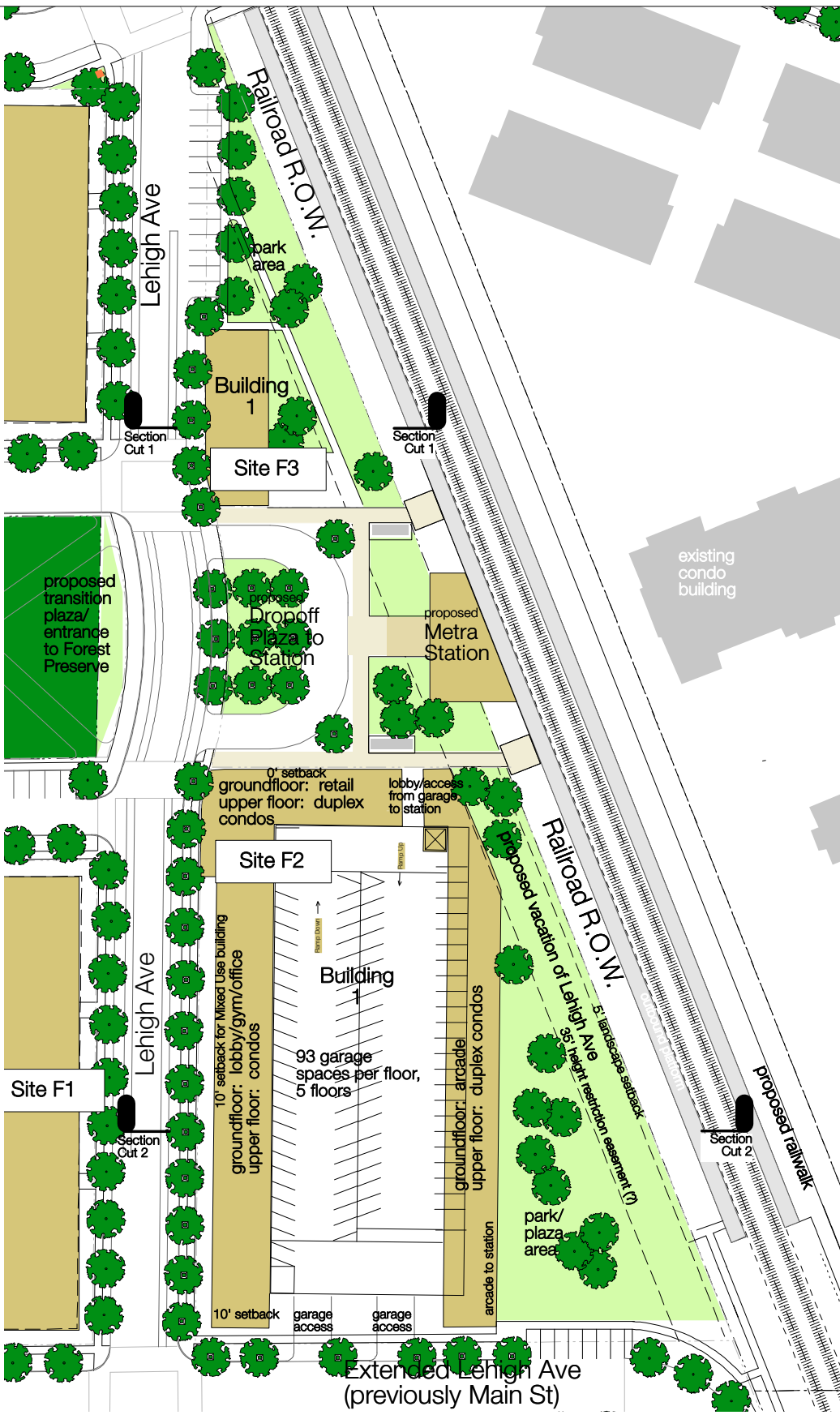
Site Area: .47 acres (20,352 sf)
Impervious Cover: 56%
FAR: .66

Building 1

Commercial/Retail (on ground floor): 4,504 gross sf
3,828 net sf
Parking req'd: 1 space/250 sf
16 spaces
14 spaces after 15% transit proximity credit
11 spaces after 25% mixed use credit
Office (on two floors above): 9,008 gross sf
3,828 net sf/floor
Parking req'd: 1 space/100 sf
77 spaces
66 spaces after 15% transit proximity credit
50 spaces after 25% mixed use credit

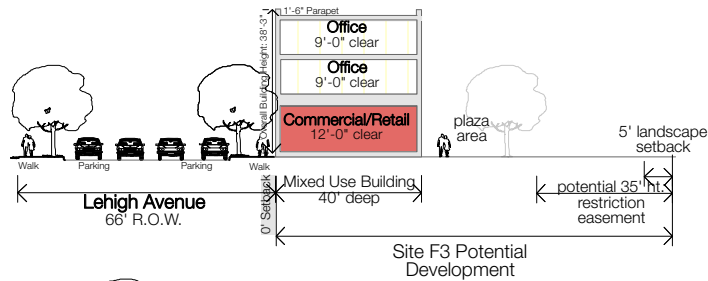
*All parking for Site F3 (61 spaces) provided in garage of F2.

Site F3 Building 1 Parking Required
Commercial/Retail: 11 garage spaces
Office: 50 garage spaces
Total Req'd: 61 spaces

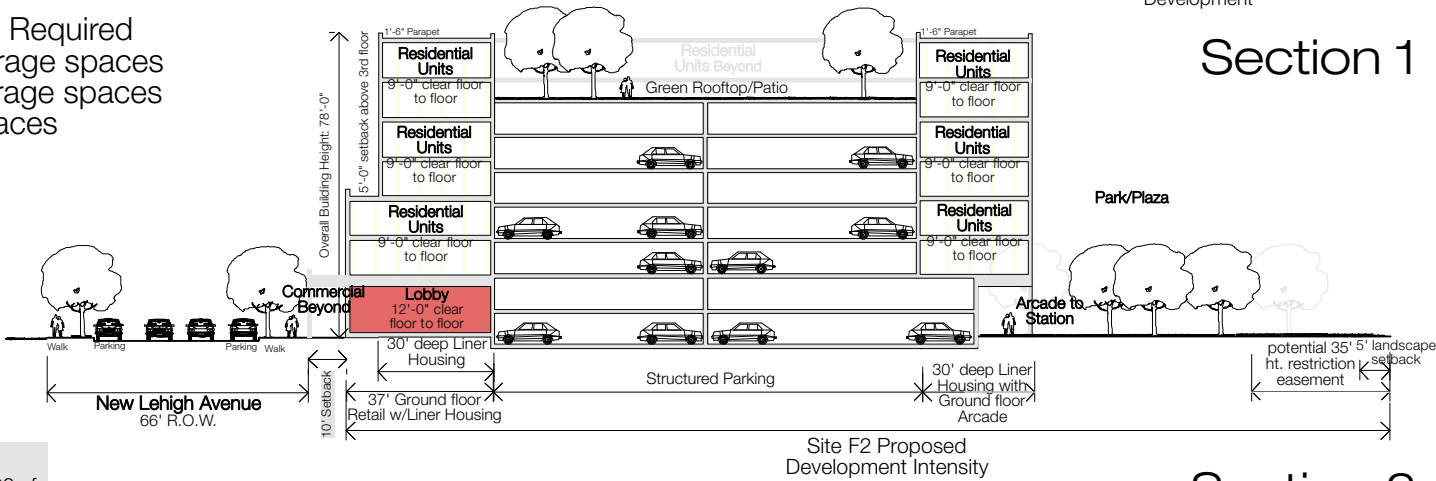


Plan

Scale: 1"=100'-0"
0 10' 20' 50' 100' 200'



Section 1



Section 2

Scale: 1"=50'-0"
0 10' 20' 30' 50' 100'

Assumptions:
Average net duplex condo size is 1800 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



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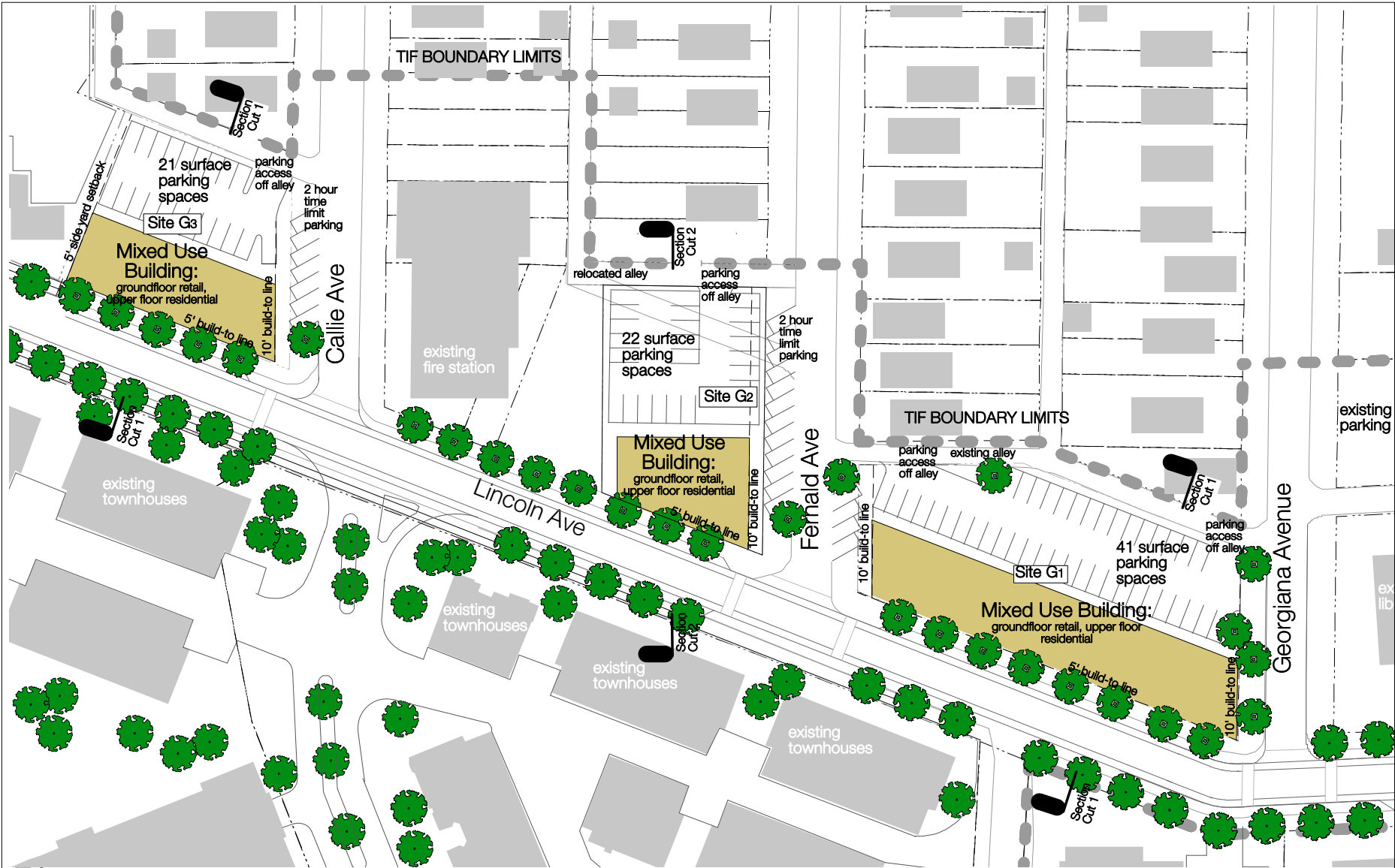
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Redevelopment
Sites F2 & F3

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove



Plan

G3

Site Area: .42 acres (18,509 sf)
Total Residential Units: 4
Impervious Cover: 95.13%
DU/Acre: 9.52
FAR: 0.79

Retail (on ground floor): 7,287 gross sf
6,194 net sf
Parking req'd: 1 space/250 sf
25 spaces
19 spaces after 25% mixed use credit

Residential Units: 7,287 gross sf
6,194 net sf/floor
4 units
1 floor above retail/commercial

Parking req'd: 1.75 spaces/unit
7 spaces
5 spaces after 25% mixed use credit

Total parking req'd: 24 spaces
Surface parking prov'd: 21 spaces
On-street parking prov'd: 7 spaces
Total parking prov'd: 28 spaces

Residential units: 5 surface spaces
Commercial/Retail: 16 surface spaces
7 on-street spaces

G2

Site Area: .43 acres (18,530 sf)
Total Residential Units: 9
Impervious Cover: 95.38%
DU/Acre: 20.93
FAR: 1.2

Retail (on ground floor): 5,545 gross sf
4,713 net sf
Parking req'd: 1 space/250 sf
19 spaces
14 spaces after 25% mixed use credit

Residential Units: 16,635 gross sf
4,713 net sf/floor
9 units
3 floors above retail/commercial

Parking req'd: 1.75 spaces/unit
16 spaces
12 spaces after 25% mixed use credit

Total parking req'd: 26 spaces
Surface parking prov'd: 22 spaces
On-street parking prov'd: 12 spaces
Total parking prov'd: 34 spaces

Residential units: 12 surface spaces
Commercial/Retail: 10 surface spaces
12 on-street spaces

G1

Site Area: .75 acres (32,880 sf)
Total Residential Units: 8
Impervious Cover: 95.38%
DU/Acre: 10.67
FAR: 0.83

Retail (on ground floor): 13,582 gross sf
11,545 net sf
Parking req'd: 1 space/250 sf
46 spaces
35 spaces after 25% mixed use credit

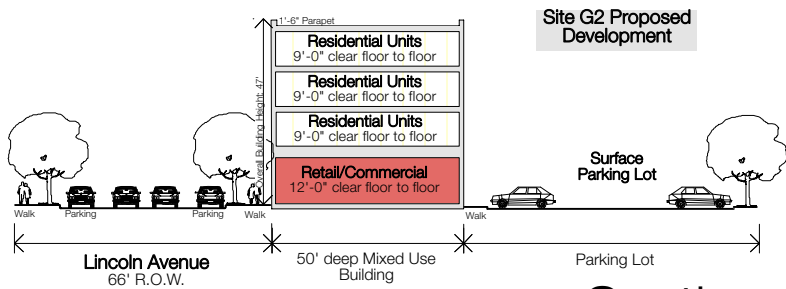
Residential Units: 13,582 gross sf
11,545 net sf/floor
8 units
1 floor above retail/commercial

Parking req'd: 1.75 spaces/unit
14 spaces
10 spaces after 25% mixed use credit

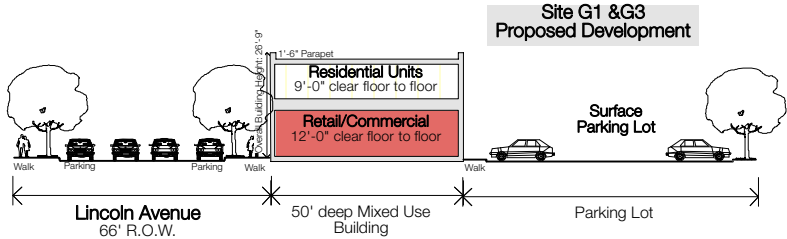
Total parking req'd: 45 spaces
Surface parking prov'd: 41 spaces
On-street parking prov'd: 4 spaces
Total parking prov'd: 45 spaces

Residential units: 10 surface spaces
Commercial/Retail: 31 surface spaces
4 on-street spaces

Assumptions:
Average net condo unit size is 1500 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Section 2



Section 1

Scale: 1"=50'-0"
0 10' 20' 30' 50' 100'



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Redevelopment
Sites G1, G2 & G3

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

Site I

Site Area: 2.11 acres (91,865 sf)
Total Residential Units: 51
Total Retail Space: 13,864 net sf
Impervious Cover: 86.38%
DU/Acre: 24.17
FAR: 1.41

Building 1 (Mixed Use)

Commercial/Retail (ground floor): 13,864 net sf
Parking req'd: 1 space/250 sf
55 spaces
41 spaces after 25% m.u. credit

Units: 16,311 gross sf
13,864 net sf/floor
9 units
1 floor above garage

Parking req'd: 1.75 spaces/unit
16 res pkg count
12 spaces after 25% m.u. credit

Total parking req'd: 53 spaces
Parking prov'd: 53 spaces (surface and
Buildings 2&3 garages)

Residential units: 9 garage spaces (Buildings
2&3 garages)
Commercial/Retail: 41 surface spaces

Building 2 (Residential)

Units: 36,426 gross sf
10,321 net sf/floor
21 units
3 floors above garage

Parking req'd: 1.75 spaces/unit
37 pkg req'd

Parking prov'd: 37 pkg prov'd (garage and
surface)

Building 3 (Residential)

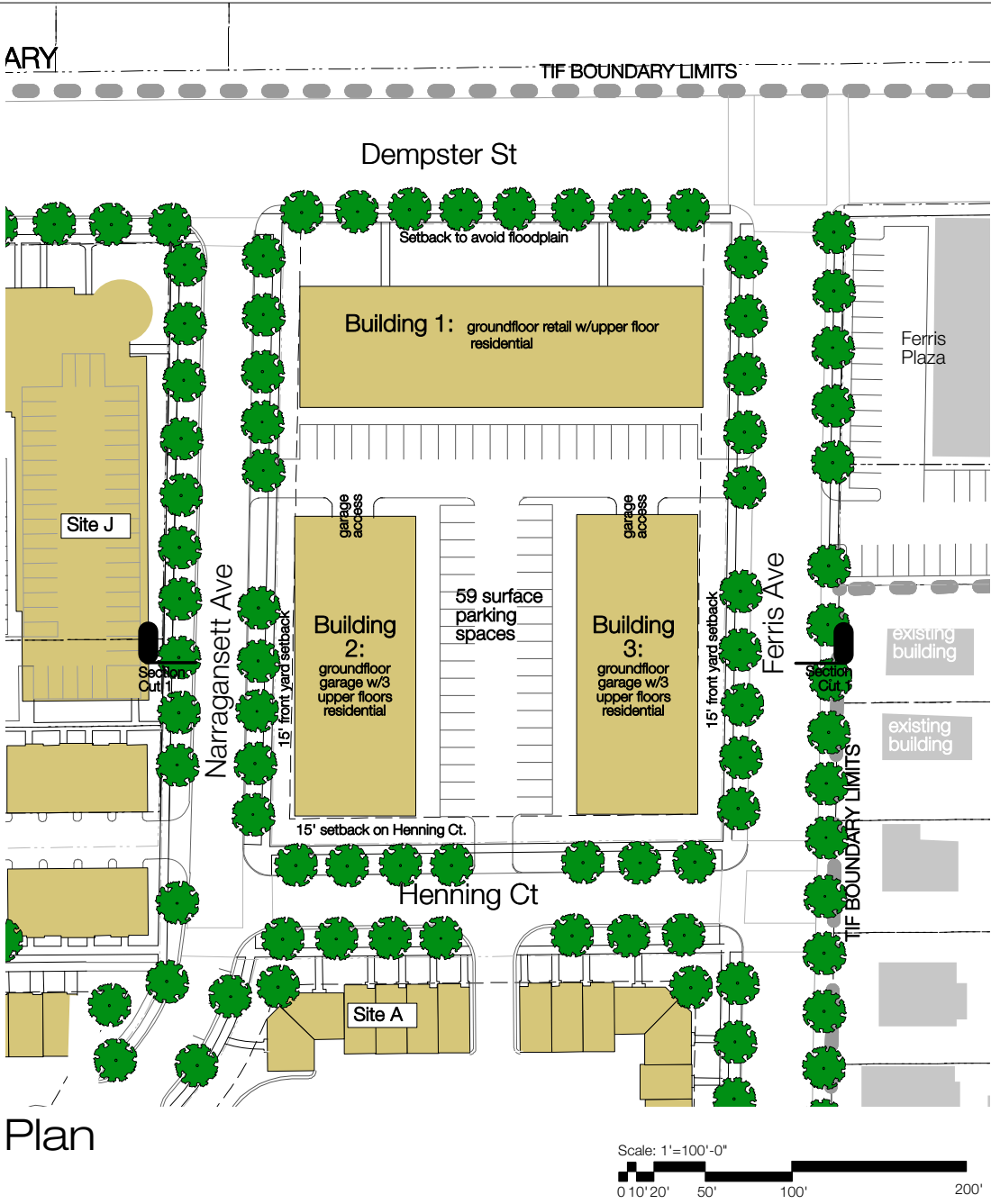
Units: 36,426 gross sf
10,321 net sf/floor
21 units
3 floors above garage

Parking req'd: 1.75 spaces/unit
37 pkg req'd

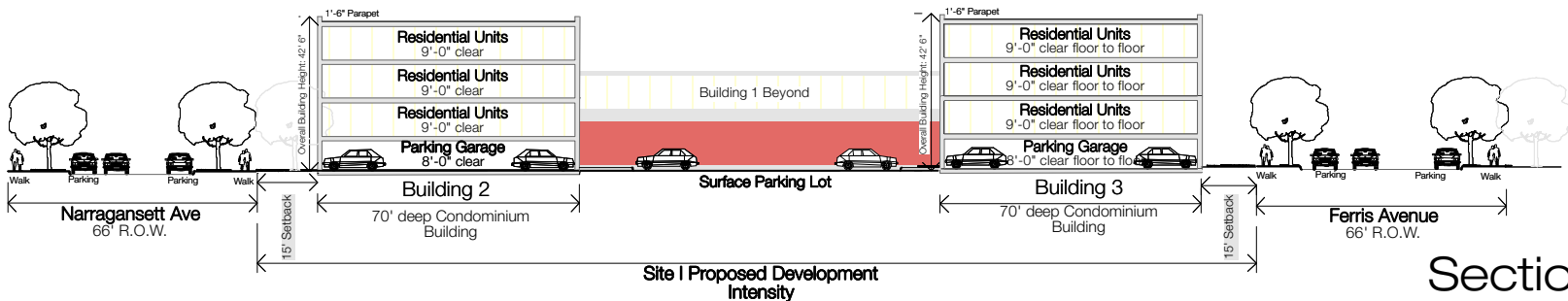
Parking prov'd: 37 pkg prov'd (garage and
surface)

Assumptions:

Average net condo unit size is 1500 sf
Net sf of building is 85% of gross sf
Space between floors is 1.25' (1'3") thick



Plan



Section 1



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Redevelopment
Site I

November 2008

Lehigh/Ferris Subarea
Village of Morton Grove

3. Potential Public Projects & Priorities

In addition to the development concepts for each site, the Framework Plan proposes a number of public projects. This section describes these potential public projects, and project priorities based on feedback from the community and the Village Board.

Potential Public Projects

The public projects described below are presented in no particular order; a discussion of project priorities follows.

PROJECT #1: NEW METRA COMMUTER STATION



Existing Morton Grove Metra Station



Palatine Metra Station

The Framework Plan proposes the construction of a new Metra Commuter Station and platform in approximately the same location as the current station, but moved slightly north and centered on the Forest Preserve extension into the study area. The existing station is aged and lacks the character and amenities offered by newer stations that have been built in other communities, such as space for a small amount of commercial/retail or a café. The plan suggests a new, larger station with more amenities along with a small front patio and a “kiss-and-ride” drop off area in the front of the station. Improved connections between Metra and Pace would also be explored as part of this project.

Ridership statistics show that almost 1,000 passengers per weekday board at the Morton Grove Metra Station. The station and the area surrounding

the railroad tracks are not only viewed by these passengers, but also by the thousands of other passengers that pass through Morton Grove during their commute each day. A new station could not only help to improve the overall function of the station, particularly as more residential development emerges in the neighborhood, but also enhance the overall image of Morton Grove. Its location across from the Forest Preserve extension also provides a unique opportunity for a significant public entrance and gathering place as shown in the plan.



PROJECT #2: MIXED USE PUBLIC/PRIVATE PARKING DECK



Glenview Parking Deck



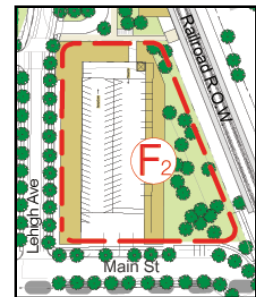
Palatine Parking Deck

As outlined in the prior section of this report, the proposed Framework Plan proposes the construction of a public/private parking garage on Site F2, just south of the Metra station. It is anticipated that approximately 458 commuter and public parking spaces could be accommodated in this deck. Of these, it is estimated that a minimum of 337 spaces would be needed to accommodate Metra commuters based on the number of

spaces that are contained in the existing surface parking lot. The construction of the deck, along with the station, would require collaboration with Metra for potential funding and approvals. It is expected that the public and commuter parking spaces would be owned by the Village and managed either by the Village or a third party contractor.

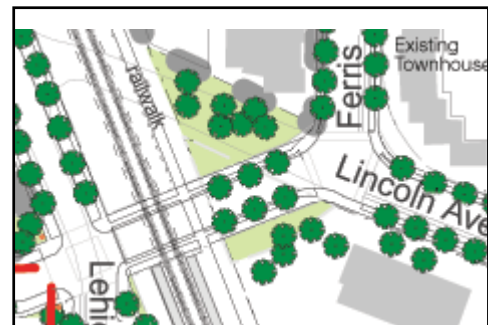
The commuter spaces could be open to the public after a certain time on weekdays and on weekends, allowing

them to be utilized by other visitors, including those visiting the Forest Preserve or attending Forest Preserve events. It could also provide parking for other special events. Parking space payments could be managed through a parking permit, meter, or other system during the day. The parking deck is a critical public project necessary to free up land that is currently being used as surface parking around the station for future projects, including the open space, turn around area planned in front of the station, and the development of Site F3.



PROJECT #3: LINCOLN/LEHIGH/FERRIS CROSSING & INTERSECTION

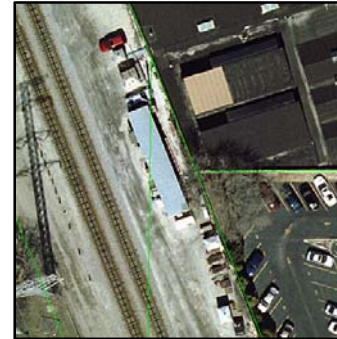
The Framework Plan proposes the re-alignment of the Lincoln Avenue crossing from an angled crossing at the railroad tracks to a 90-degree crossing. A 90-degree crossing is preferred for safety and traffic flow reasons. The traffic study prepared by KLOA showed that the Lincoln Crossing as currently designed is unorganized, with pedestrians and bicyclists crossing at various locations in undesignated areas. The traffic study and plan recommends and anticipates the creation of designated sidewalks, pathways, and crossing areas to guide pedestrians and bicycle traffic across the tracks safely. If warranted by traffic volume, a traffic light should be installed at the Lincoln/Ferris Avenue intersection to control vehicular traffic when the Plan is fully built out.



This road improvement requires acquisition of a triangular piece of property adjacent to the Woodlands. The existing Lincoln Avenue right-of-way would also be freed up for the provision of open space or other use, such as a vehicular waiting area for pick up of commuters from the station.

PROJECT #4: RELOCATE METRA STAGING AREA

Metra utilizes the railroad right-of-way east of the railroad tracks, just north of the Metra station and the existing Lincoln Avenue rail crossing, as a staging yard for various activities. This area contains equipment, trailers, and other items that hinder the overall image of the neighborhood and the Village. This project proposes working with Metra to find a suitable location and move these activities nearby within the Village, possibly north of Dempster Street or near Oakton Avenue.



PROJECT #5: RAILWALK



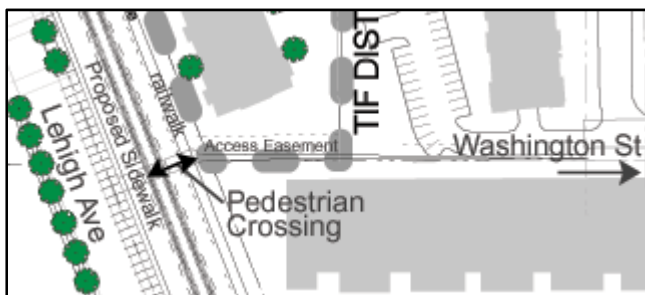
Palatine Railwalk



The Framework Plan proposes a designated railwalk on the eastern side of the railroad tracks within the railroad right-of-way. This railwalk is intended to serve pedestrian and bicyclist needs and is anticipated to initially extend from Dempster Street to Lincoln Avenue and possibly to Washington Street in the future.

This path could link to other bike trails in the Forest Preserve or to the bike route which continues north along Lehigh Avenue, both which can be accessed by cyclists via Dempster Street. A future extension may connect to Oakton Avenue. This project would include the design and construction of the railwalk to include a path wide enough to accommodate bicyclists and pedestrians, along with signage, ornamental fencing, lighting, trash receptacles, and benches or other furniture in select locations.

PROJECT #6: PEDESTRIAN CROSSING AT WASHINGTON STREET



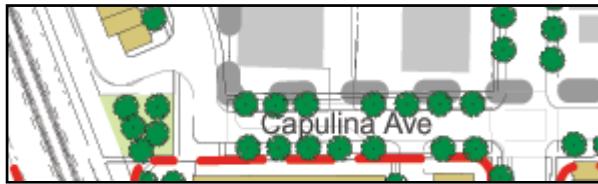
The plan proposes a pedestrian crossing over the railroad tracks at Washington Street to allow for easier access to the station from the east side of the tracks, including the Woodlands, Trafalgar Square, and the residential neighborhoods and industrial properties near Austin Park. A pedestrian path would be provided from the

railroad tracks to Washington Street via an existing access easement along the southern edge of the Woodlands. It is anticipated that the proposed crossing would be at grade, and would include the appropriate traffic control measures required for pedestrian safety.

Some relocation of railroad signals and switches may be required as part of this project, which could make the project cost prohibitive. At a minimum, the project could include only the pedestrian path from Washington Street to the proposed railwalk, allowing patrons to walk along the east side of the tracks to an existing pedestrian crossing at the station. Either way, this project would require collaboration with the property owners and approvals from the ICC and Metra.

PROJECT #7: CAPULINA EXTENSION AND POCKET PARK

The plan proposes the reconstruction of Capulina Avenue from Ferris Avenue to the railroad right-of-way. It is anticipated that this project would be completed in conjunction with the redevelopment of Site B. This project includes formally dedicating the street, and providing on-street parking, sidewalks, landscaping, and new streetlights.



In prior versions of the Framework Plan, a new 90-degree railroad crossing was proposed in lieu of the angled Old Lincoln Avenue crossing to the north. Due to cost concerns raised by the Village Board, and concerns raised by KLOA

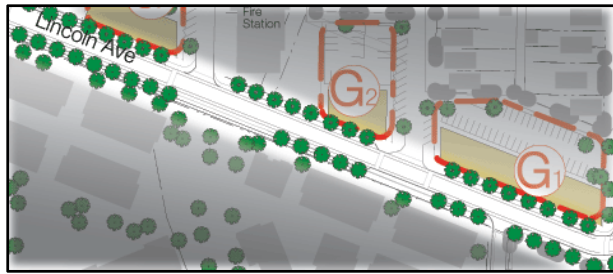
over potential additional traffic that may be redirected onto Ferris Avenue, it was recommended that the Old Lincoln Crossing remain open. In this revised version of the plan, Capulina stops at the newly constructed segment of Narragansett Avenue running through the Crossings development, and a pocket park is provided at the railroad right-of-way. It is anticipated that this space could be used as passive recreational space and a pedestrian link to the Railwalk.

PROJECT #8: LEHIGH AVENUE REALIGNMENT

The plan proposes the realignment of Lehigh Avenue between Elm Street and Main Street from its existing location parallel to the railroad tracks to the west as a southern extension to the existing segment of Lehigh Avenue north of Elm Street. This would move the “Lehigh Curve” located at Elm Street, one block south to Main Street, and would free up the former Lehigh right-of-way for the mixed-use public/private parking garage proposed on Site F2. This realignment would also help to discourage high-speed traffic flow through the southern portion of the Subarea near the station. Storm sewers and water line extensions would be required.



PROJECT #9: LINCOLN AVENUE RECONFIGURATION & STREETScape

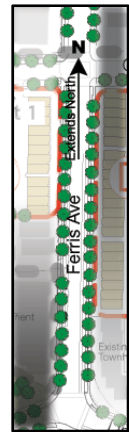


The Framework Plan proposes that Lincoln Avenue be redesigned to provide streetscape amenities and improved traffic flow from the Lincoln/Ferris intersection to the Morton Grove Public Library at Georgiana Avenue. This roadway is a major thoroughfare in the Village and is considered to be a “primary street” from an urban design perspective.

The design of the roadway should be coordinated with the redesign of the Lincoln/Lehigh/Ferris intersection and could include redesigning on-street parking, providing dedicated or shared bike lanes, widening sidewalks, providing dedicated crosswalks, incorporating traffic-calming elements, or other improvements. Anticipated amenities include decorative street lighting, landscaping, flower boxes or baskets, banners, new trash receptacles, and benches or other street furniture in select locations.

PROJECT #10: IMPROVEMENTS TO FERRIS AVENUE

The plan also recommends street improvements along Ferris Avenue from Dempster Street to Lincoln Avenue. Improvements to the roadway should be coordinated with the Lincoln/Lehigh/Ferris intersection design. Similar to Lincoln Avenue, Ferris Avenue is a major thoroughfare in the Subarea, and is considered to be a “primary street” from an urban design perspective. Anticipated improvements include slightly enhanced streetscaping, enlarged parkways, and redesigned on-street parking. The design and phasing of implementation should be coordinated with the redevelopment of Site B.



PROJECT #11: ENHANCE PUBLIC ACCESS TO FOREST PRESERVE PENINSULA

This project focuses on the section of the Forest Preserve that extends into the Subarea south of Chestnut Street near the Metra Station. This area consists of dense trees and underbrush, making the space unusable. Given its location near the train station, this area has the potential to become a significant public amenity.

This project anticipates coordinating with the Forest Preserve District to allow the space to be used for passive recreation purposes. Potential improvements include clearing the underbrush, trimming low-hanging branches, and possibly designing a path that links to other paths throughout the Forest Preserve. A limited number of tables and seating areas may also be considered as part of this project.



PROJECT #12: IMPROVE OLD LINCOLN AVENUE



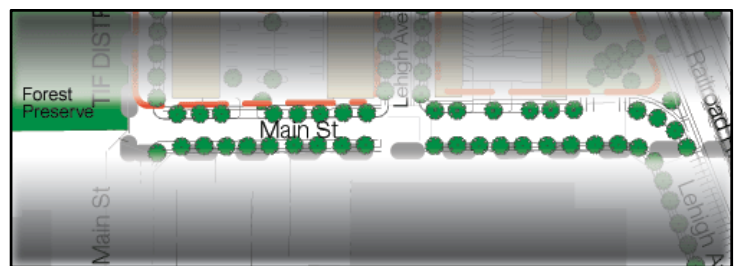
This project anticipates improvements to Old Lincoln Avenue from the railroad crossing to Lehigh Avenue. This segment of the street is in poor condition and lacks curbs, sidewalks, and streetscaping, as well as any delineation of parking and traffic lanes. Improvements to Old Lincoln north of the rail crossing to Dempster Street are in the process of being constructed by the developer of the Preserves as a provision of PUD approval. Improvements to be provided include a slight roadway realignment, new utilities, new sidewalks, and streetscaping.

Half of the Old Lincoln roadway south of the crossing and west of the tracks is located on property owned by the Cook County Forest Preserve. Therefore, any improvements to the roadway will require negotiation with the Forest Preserve. This project would also need to be phased and coordinated with the design and development of a potential project on Site C.

The proposed plan for this segment of roadway includes various options for roadway reconfiguration both incorporating and not incorporating the Cook County Forest Preserve land (see street sections for Old Lincoln Avenue at the end of this section of the report). The version shown in the Framework Plan assumes the continued use of the Forest Preserve land. All versions test various configurations of parking and anticipate the provision of a curb, gutter, sidewalk, and parkway on the east side of the street and a curb on the west side of the street, along the Forest Preserve; however, the provision of a curb in this location may not be necessary. Due to traffic volumes on this roadway, enhanced signage and roadway markings should be considered as part of this project.

PROJECT #13: MAIN STREET IMPROVEMENTS

The portion of Main Street between Lehigh Avenue and the Forest Preserve is in poor condition and in need of complete reconstruction in the near future. The recent asphalt overlay is anticipated to last only a few years. Improvements to the underground utilities beneath the roadway may also be required as part of the Lehigh Avenue realignment, and in support of a potential project on Sites F1 and F2. Potential improvements include reconstruction of the roadway and the utilities underneath, as well as sidewalks, street trees, decorative street lighting, and improvements to the intersection of Main Street and a potentially realigned Lehigh Avenue, to include crosswalks, signage, and traffic control measures.



PROJECT #14: ELM STREET AND ASSOCIATED IMPROVEMENTS

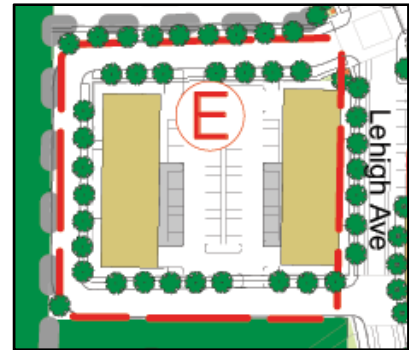


In support of a potential project on Site F1, the proposed plan includes improvements to Elm Street and the existing alley west of Site F1 along the Forest Preserve. In terms of the existing alley, a similar situation exists to that of Old Lincoln in that a portion of the alley is located on Forest Preserve land. The plan anticipates continued use of this land and a 50-foot right-of-

way, as well as the provision of a curb, gutter, sidewalk, and parkway on the east side of the street and a curb on the west side along the Forest Preserve; however, a curb in this location may not be necessary. On Elm Street the proposed right-of-way is 66 feet and improvements include on-street parking, sidewalks, and enhanced streetscaping.

PROJECT #15: NEW ROADS AROUND SITE E

As part of the redevelopment of Site E, the plan calls for the vacation of existing Chestnut Street west of Lehigh Avenue to the Forest Preserve, along with the construction of a looped roadway along the north, west, and south edges of the site. The intent is to provide a continuous roadway network and adequate access to all buildings on the site. These roads will provide enhanced public access from the Subarea to the Forest Preserve, which is an underutilized asset that could provide positive benefits to the new neighborhood. The future roads should have street trees and sidewalks in order to provide a pleasant pedestrian experience. The roads could either be constructed as public rights-of-way or as private access roads for the future development.



If public, the roadway running along the north end of the site is anticipated to have a 66-foot right-of-way to be aligned with the realigned railroad crossing at Lincoln Avenue, and to include on-street parking on both sides of the street, along with sidewalks, parkways and street trees. The right-of-ways on the west and south are anticipated to have 50-foot rights-of-way with on-street parking, sidewalks, parkways, and street trees on only one side of the street.

PROJECT #16: REROUTING THROUGH TRUCK TRAFFIC

Because this area was once a significant industrial/warehouse area and continues to be along Oakton Street, heavy trucks frequently travel through the study area, primarily along Lehigh, Lincoln, and Old Lincoln Avenues, but also along Ferris Avenue. As this area continues to transform from a warehouse/industrial area to a TOD neighborhood and as residential development continues, heavy truck traffic becomes a nuisance to residential property owners due to noise and pollution. The traffic study prepared by KLOA recommends the restriction of trucks within the study area except for local deliveries and rerouting them south along Lehigh Avenue to larger arterials surrounding the Subarea, including Austin Avenue and Gross Point Road to the east, Waukegan Road/Caldwell Avenue to the west, Oakton Street to the south, and Dempster Street to the north.

Project Priorities

In July 2006, a community workshop was held which was attended by more than 140 residents and business owners. It provided an opportunity for meaningful input on the overall plan, and the proposed public projects and priorities. In the meeting, the attendees broke up into small groups of 10 to 15 people and were asked to identify what they liked about the plan, what concerns they had about the plan, and to identify additional projects or ideas not incorporated in the plan. The results of these small group discussions were then presented and recorded, and at the end of the meeting each attendee was asked to “vote” on their top three projects. The results of this meeting are summarized in a memo located in the appendix of this document.

The key projects that the community viewed as being of highest priority are as follows:

- Retail/Restaurant Space
- New or Expanded Public Library
- Senior Housing Project
- New Mixed-Use Parking Structure
- Improved Lincoln/Lehigh/Ferris Intersection and Crossing
- Realignment of Lehigh Avenue
- New Metra Station & Drop Off Area

At the time of the Community Workshop, representatives from the Morton Grove Library were considering Site B as a possible location for a new public library. However, at present, funding is not available for such a venture and the Library continues to explore other alternative locations as well as possible expansion at the existing Lincoln Avenue location.

As a result of the strong resident preference for retail and restaurant space in this Subarea, the RFQ/P for Site B includes commercial space as a preferred component of the redevelopment of the site. The remaining preferred projects include the senior housing project, the mixed-use parking structure, the improved Lincoln/Lehigh/Ferris intersection and crossing, the realignment of Lehigh Avenue, and a new Metra Station.

In August of 2007, the team met with the Village Board to obtain its feedback on project priorities based on the input of the public and advisory commissions. The top projects from the Board members include:

- New Mixed-Use Parking Structure
- Improved Lincoln/Lehigh/Ferris Intersection and Crossing
- Realignment of Lehigh Avenue
- New Railwalk on East Side of Railroad Tracks
- Lincoln Avenue Streetscaping
- Senior Housing Project
- Relocate Metra Staging Area
- New Metra Station & Drop Off Area

As a result of this feedback, the Village issued \$9.2 million in tax-exempt bonds for key infrastructure projects, including improvements to the Lincoln/Lehigh/Ferris intersection and crossing, improvements to Lincoln Avenue, Ferris Avenue, and Capulina Avenue in support of the redevelopment efforts for Site B, design and construction of the railwalk, and other improvements. The bond was issued in November 2007 and is anticipated to be repaid from TIF increment generated from the District. The Village has also met with Metra to explore the potential of a new station, relocation of the staging area, and potential approval for the railwalk. The Village is also working with the current property owner of Site C on a potential senior housing project, and a developer is working on a project for Site J which includes a commercial/retail component. Key next steps in implementing the other projects would be to continue to work through the design and engineering of these projects, and to have follow-up meetings with Metra for approval, as well as to explore funding sources in addition to TIF for these infrastructure projects.

The character and configuration of the planned street improvements are important elements of the Framework Plan that are currently being pursued by the Village. Potential street section designs are under consideration and decisions will be made to establish a consistent system governing the appearance, function, and configuration of streets in the Subarea. Options will be evaluated for addressing elements such as through-traffic capacity, on-street parking, bicycle lanes, and parkways. The goal is to establish a consistent look and feel for “primary streets” (such as Lehigh, Ferris, and Lincoln) and neighborhood streets (such as Capulina and others).

Preliminary street section design options for the public roadways in the Subarea are presented in the pages that follow. These sections were designed to help achieve the goals and principles expressed in the Framework Plan.



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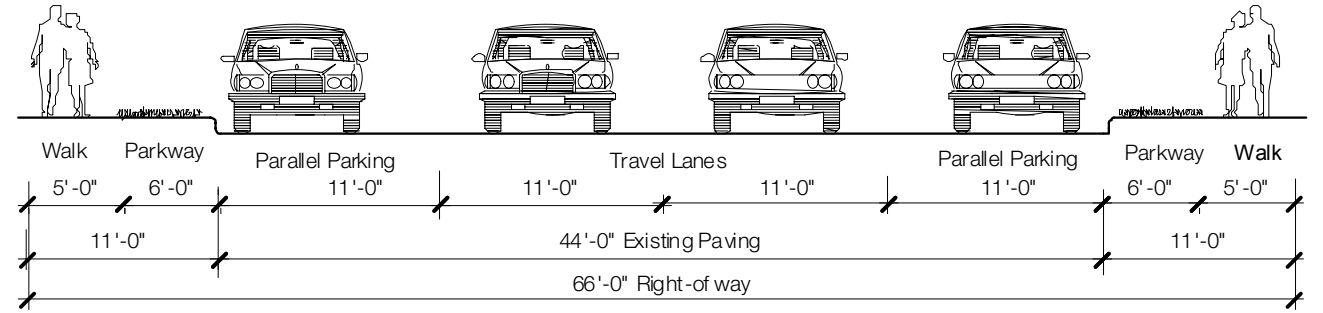
Lehigh/Ferris Subarea
Village of Morton Grove

November 2008

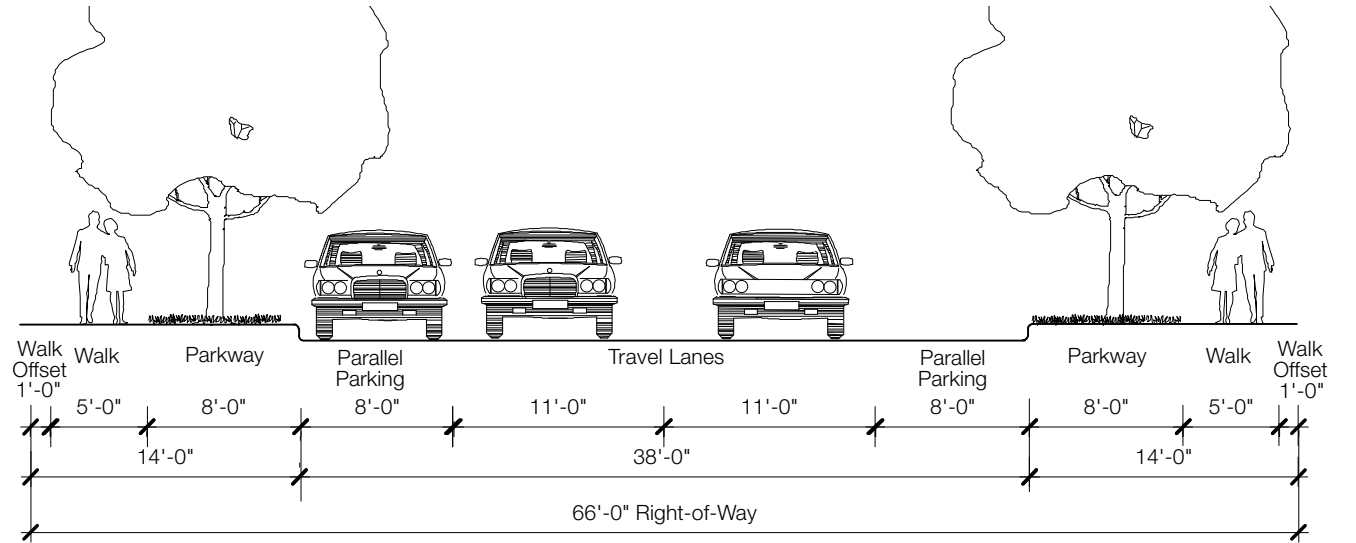
Ferris Avenue



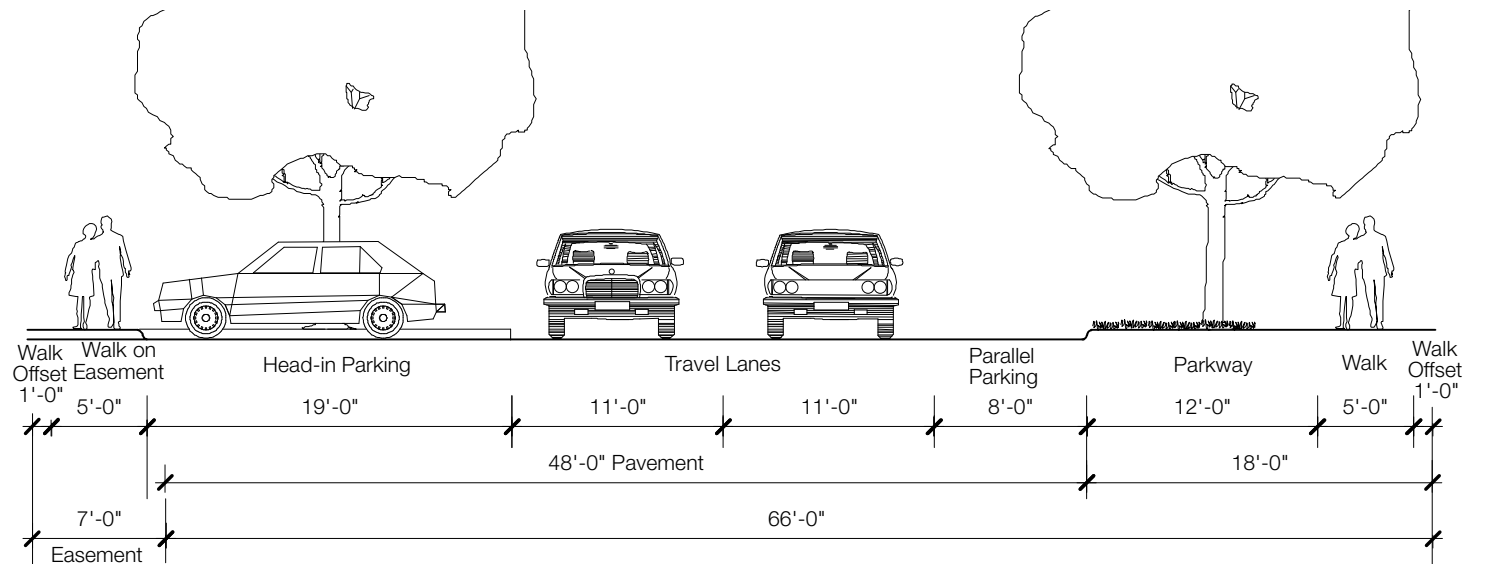
Section Locator Map



Existing Street Section



Proposed Street Section Option 1



Proposed Street Section Option 2



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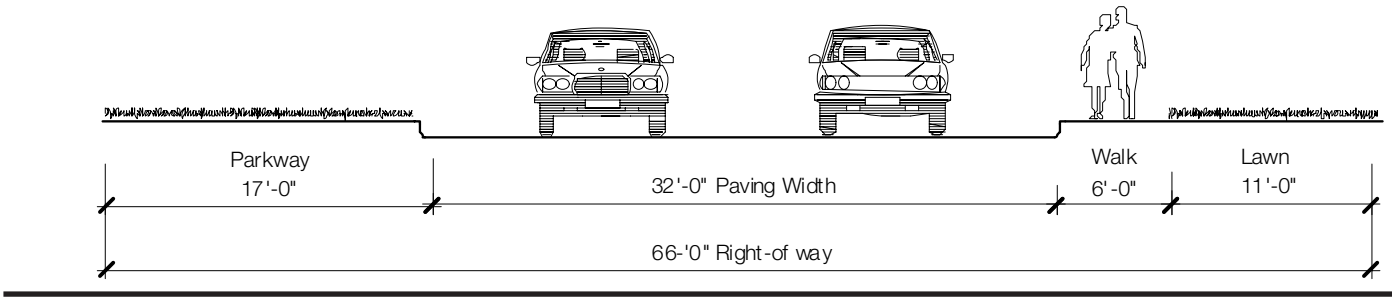
Lehigh/Ferris Subarea
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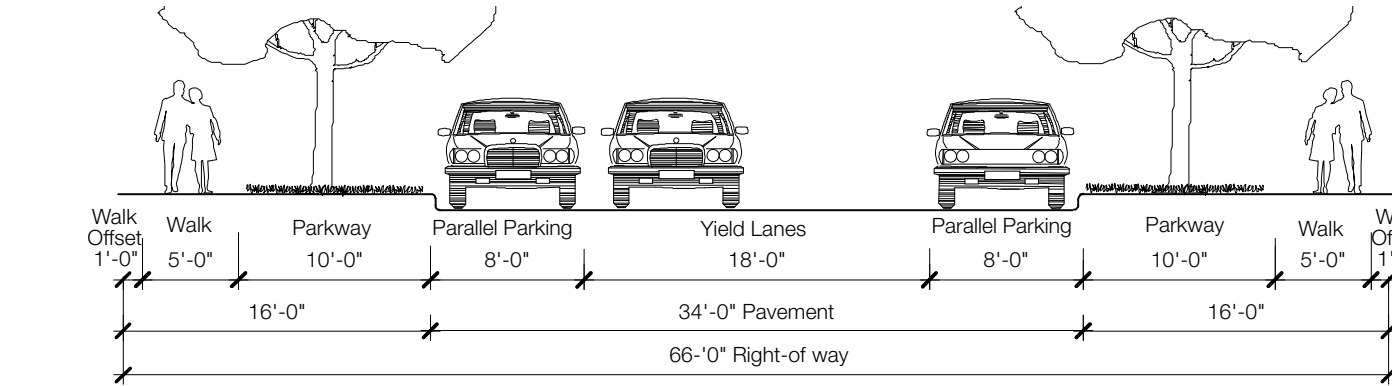
Capulina Avenue



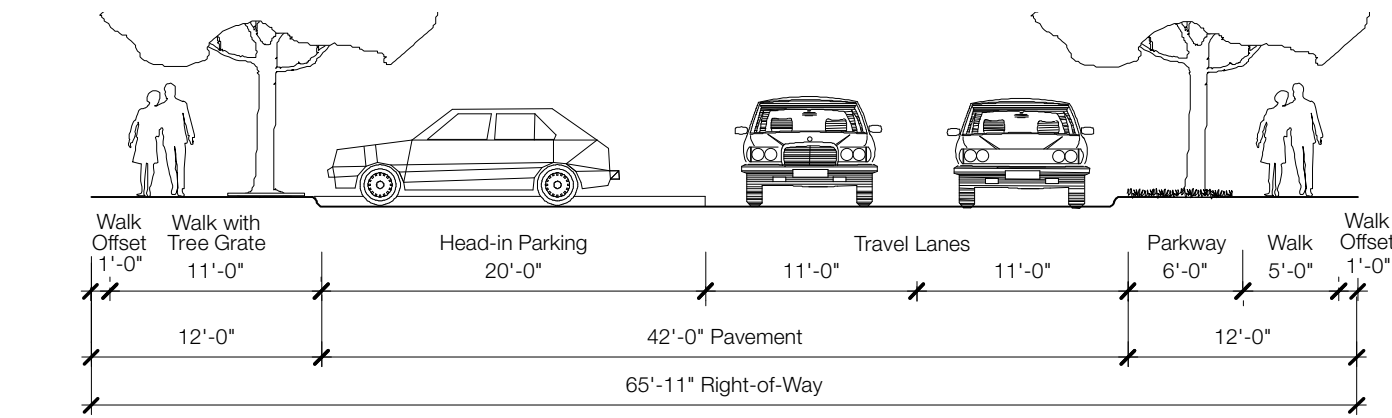
Section Locator Map



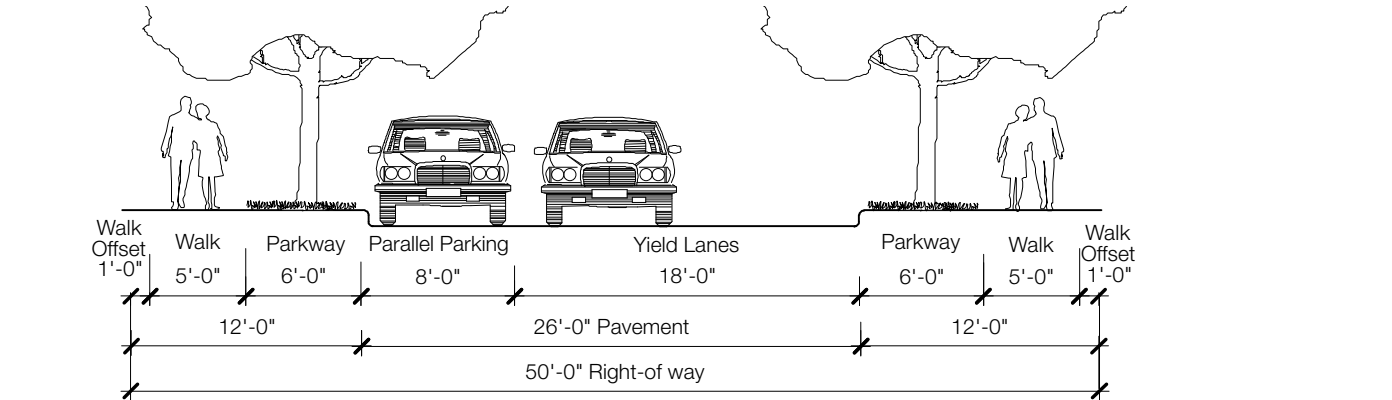
Existing Street Section



Proposed Street Section Option 1



Proposed Street Section Option 2



Proposed Street Section Option 3



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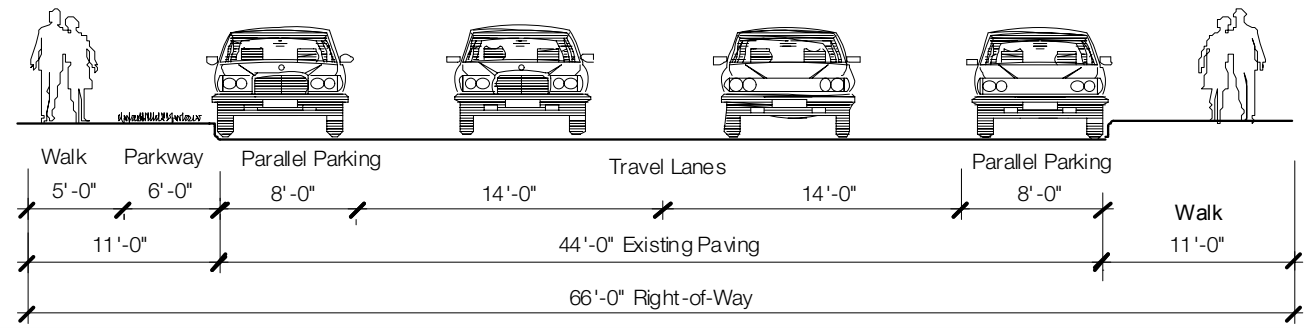
Lehigh/Ferris Subarea
Village of Morton Grove

November 2008

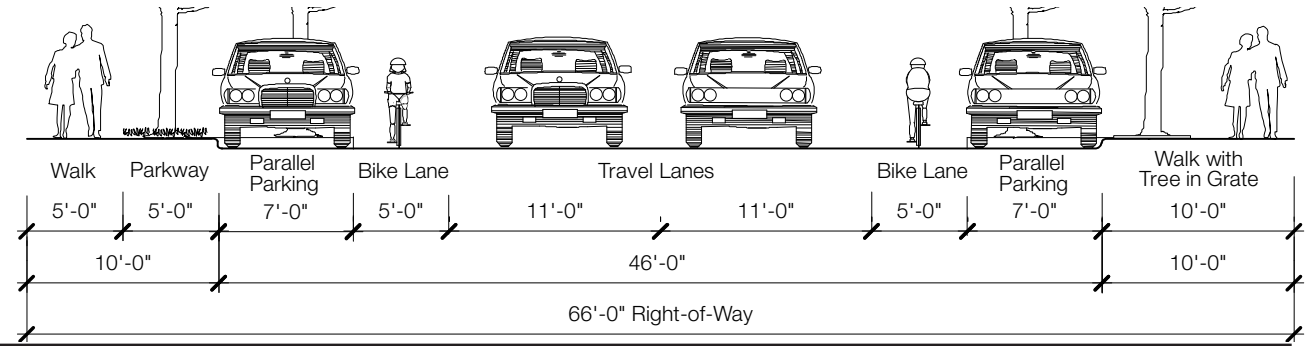
Lincoln Avenue



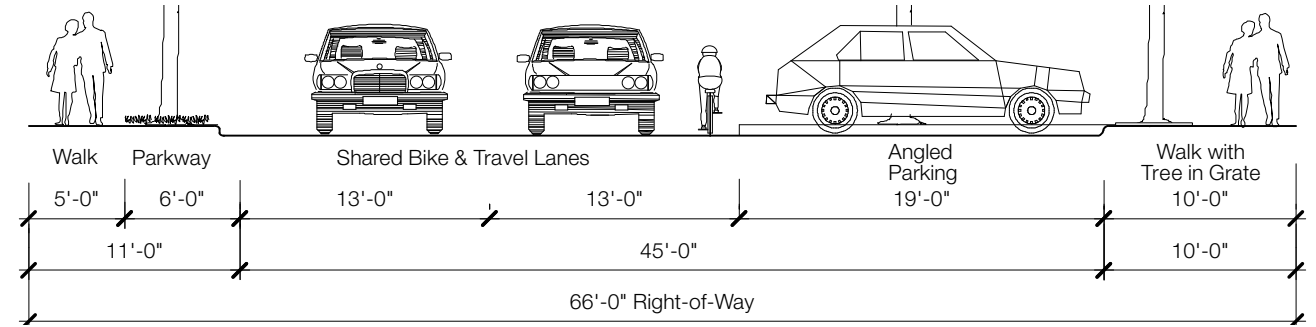
Section Locator Map



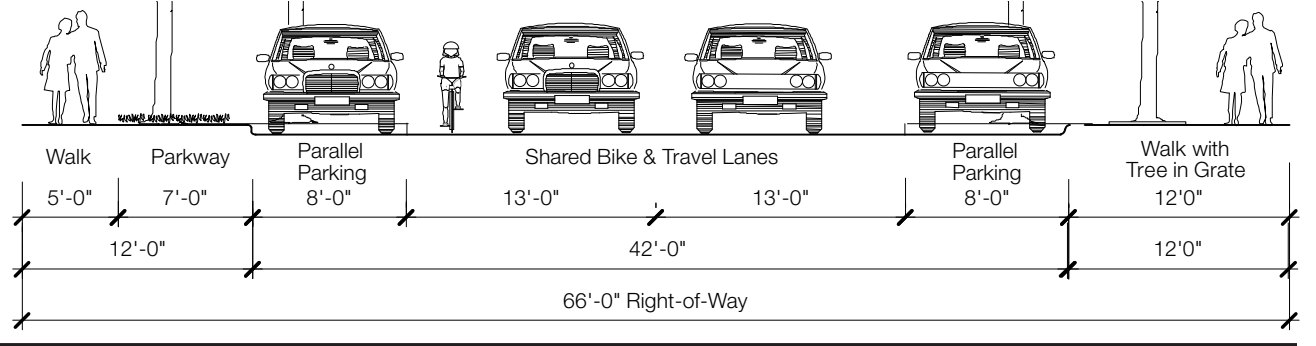
Existing Street Section



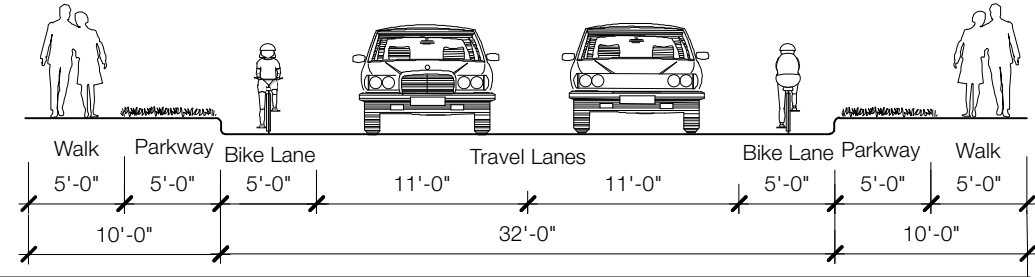
Proposed Street Section A Option 1



Proposed Street Section A Option 2



Proposed Street Section A Option 3



Proposed Street Section at RR Crossing



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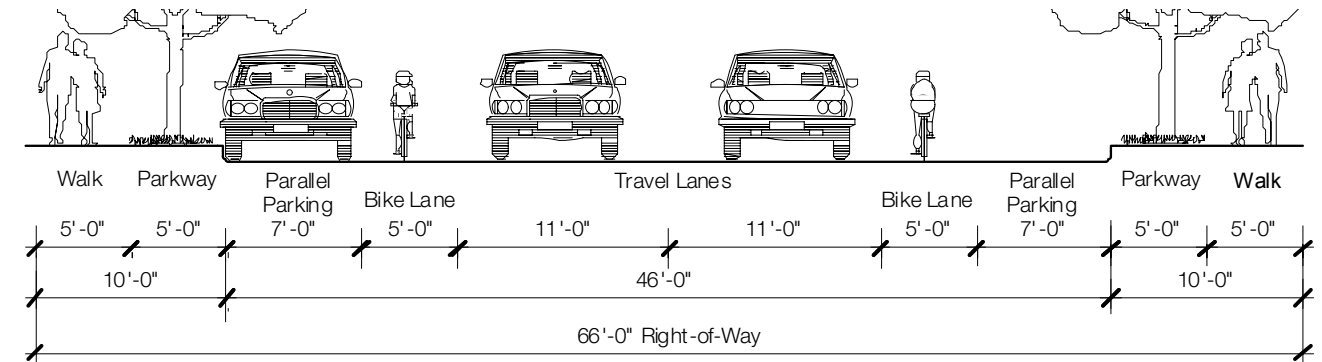
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Lehigh Avenue

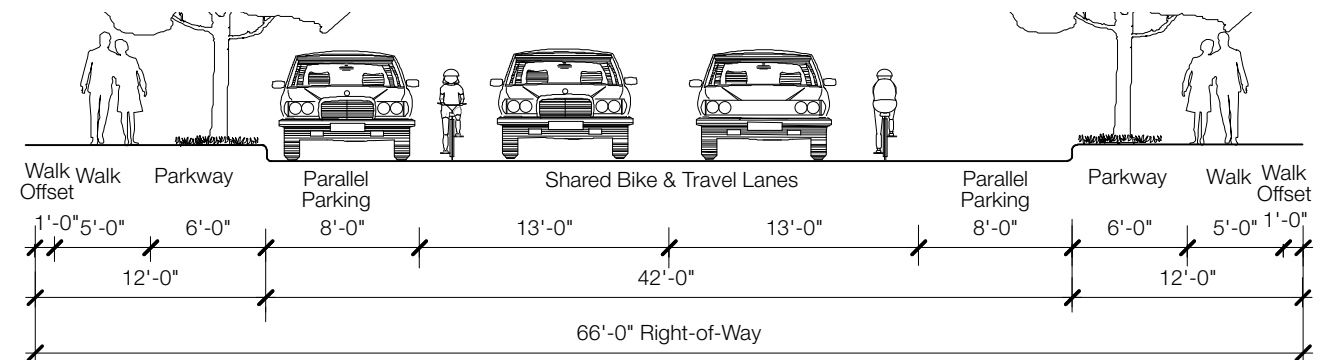


Section Locator Map

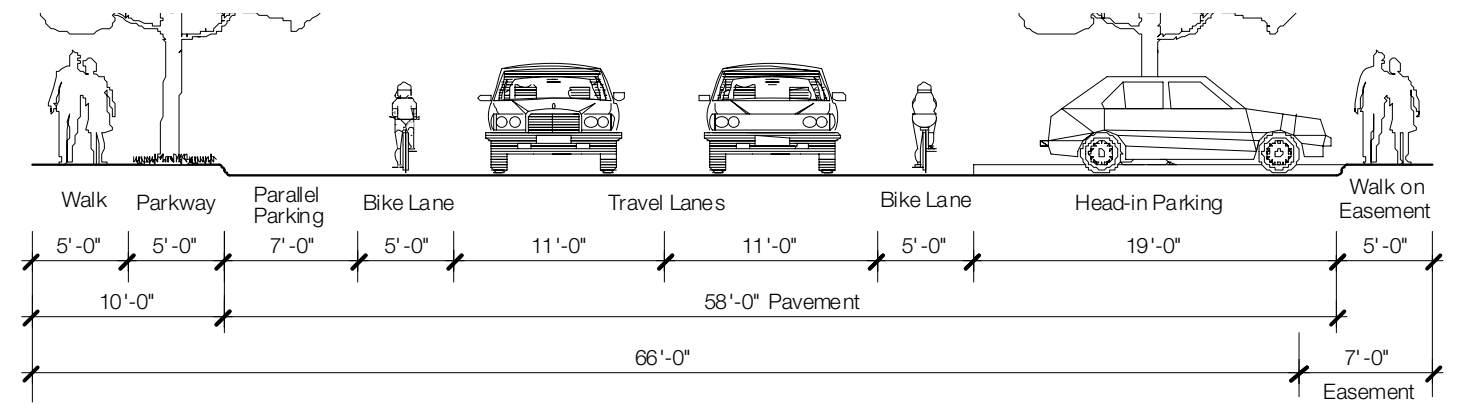
Existing Street Sections Vary



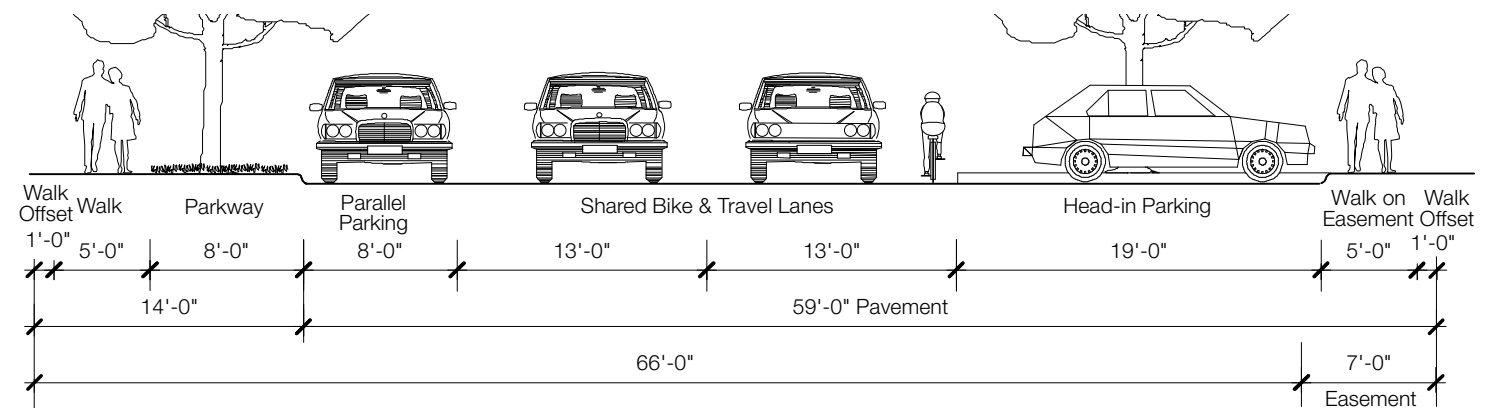
Proposed Street Section A Option 1



Proposed Street Section A Option 2



Proposed Street Section B Option 1



Proposed Street Section B Option 2



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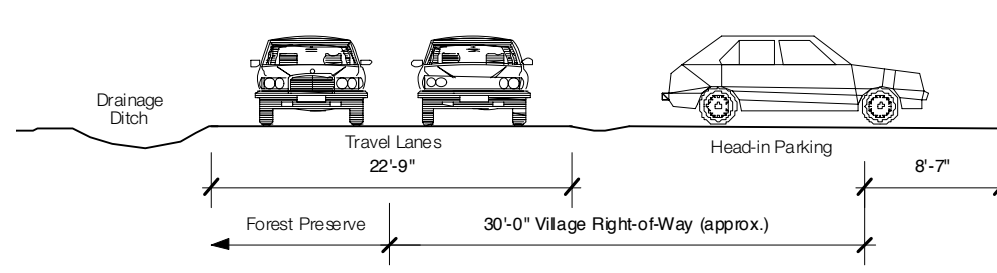
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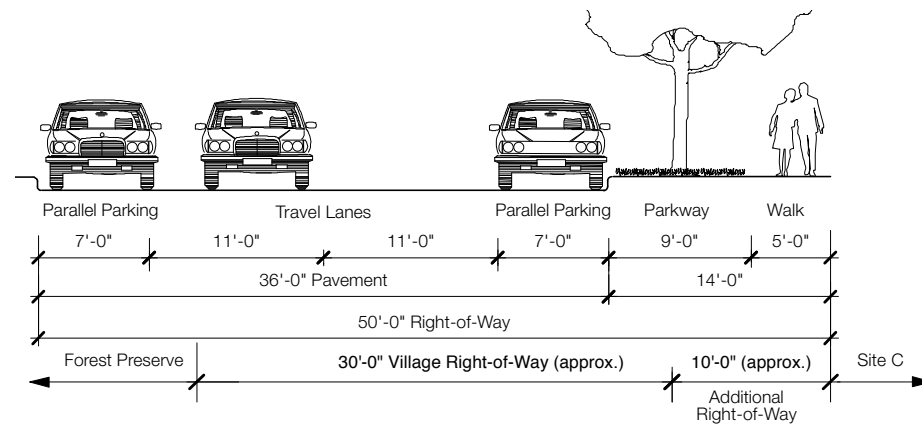
Old Lincoln Avenue
Lehigh/Ferris Subarea
Village of Morton Grove



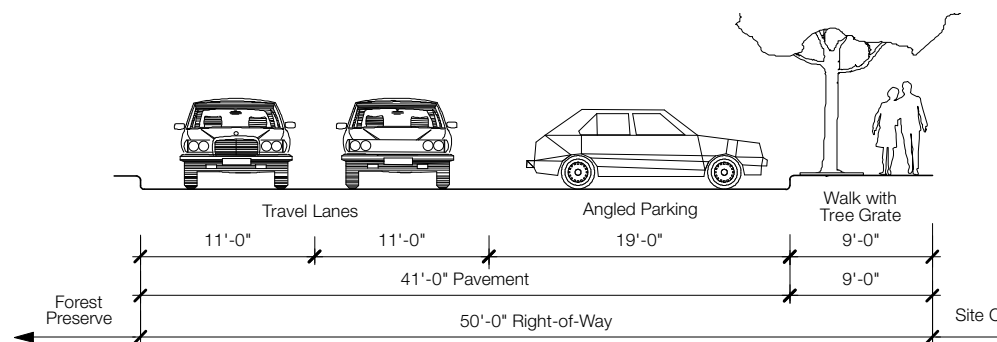
Section Locator Map



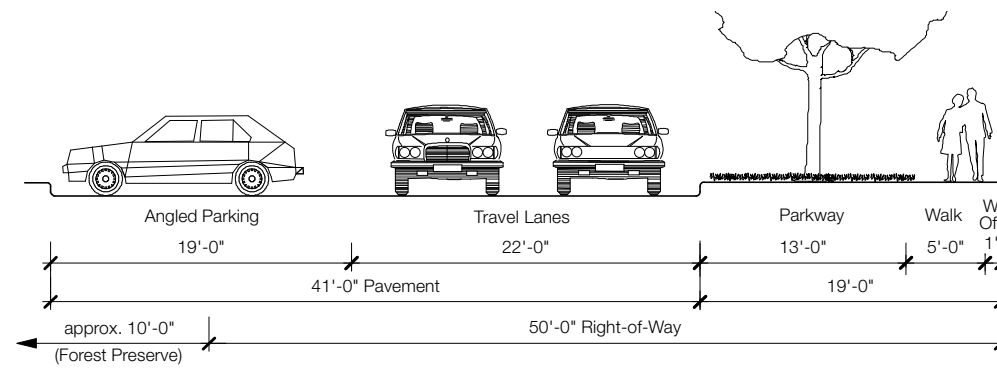
Existing Street Section



Proposed Street Section Option 1



Proposed Street Section Option 2



Proposed Street Section Option 3



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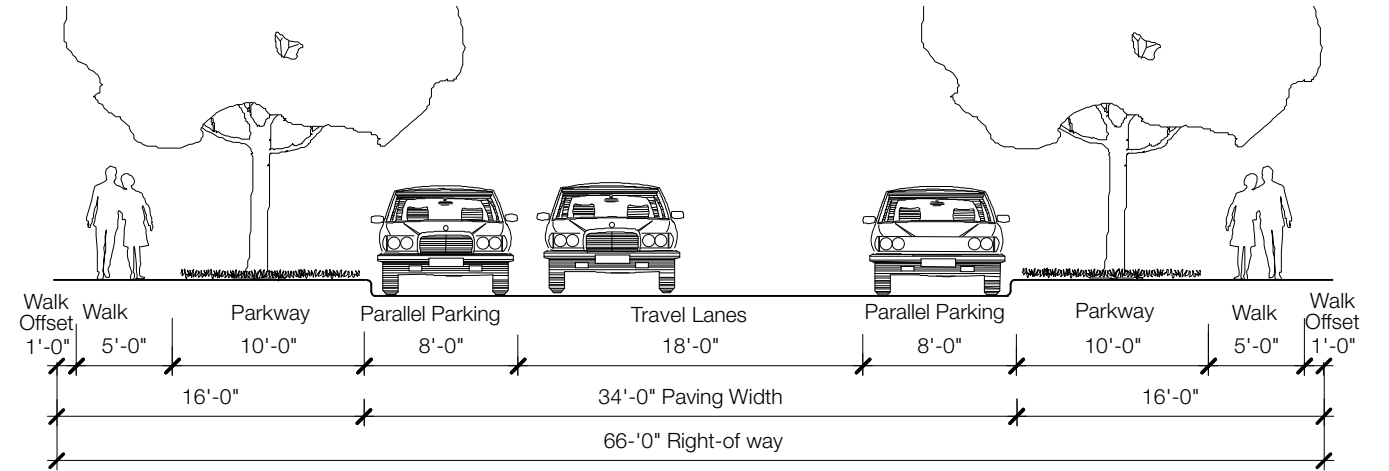
Lehigh/Ferris Subarea
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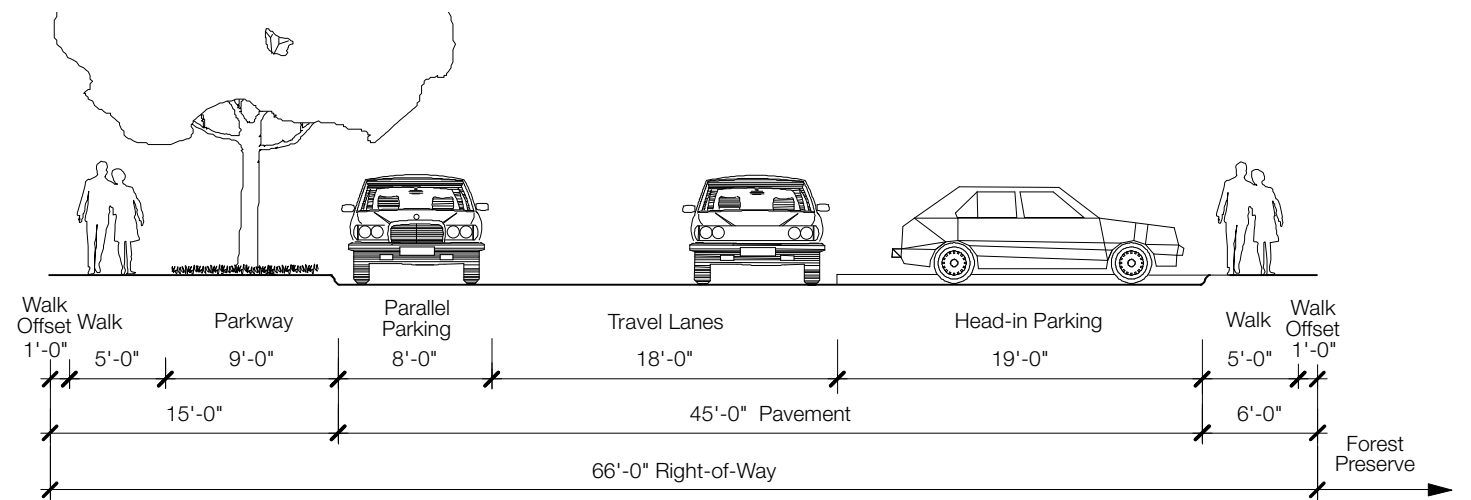
Typical Right-of-Way Sections



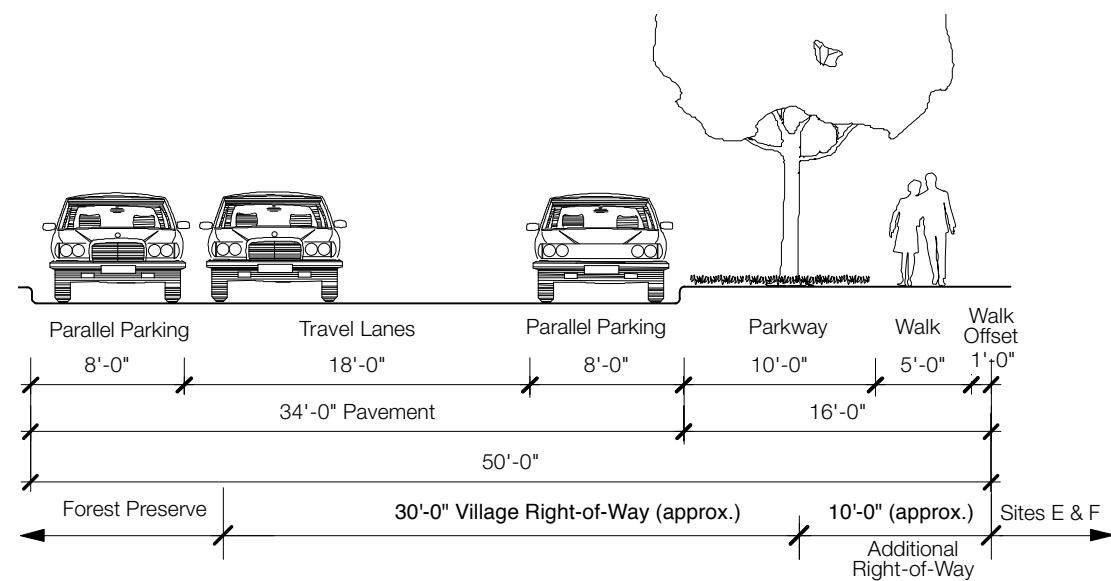
Section Locator Map



Proposed 66' Right-of-Way Street Section A



Proposed 66' Right-of-Way Street Section B



Proposed Typical 50' Right-of-Way Street Section

4. Implementation Process

The site redevelopment concepts and public projects described in the previous chapters represent the Village's goals for the Lehigh/Ferris Subarea and the desired outcomes of future redevelopment activity. The implementation of the Framework Plan is anticipated to take place over a 10 to 15-year period that will likely encompass changing market conditions, new development trends, and shifting Village priorities and resources. For this reason, the plan's recommendations have been developed with the objective of creating a vibrant, functional, mixed-use transit-oriented neighborhood rather than only responding to near term market factors and existing physical constraints. The Framework Plan sets the context for what the Subarea can evolve into with the Village's vision.

The process of implementing the Framework Plan will entail a number of separate elements that collectively will lay the groundwork for high quality development and facilitate new private and public projects. These steps need not occur in a particular order, but all are actions that will accomplish valuable parts of the conceptual plan. The implementation steps include:

- **Village Board Reviews and Identifies Priority Projects.** During its review and approval of the Framework Plan, the Village Board should confirm the status and characteristics of priority projects to be undertaken as resources and opportunities are available. Both public and private projects should be identified as key objectives and included in municipal budgets for funding. Village staff would then prepare detailed work plans for accomplishing these priorities. As build out of the plan progresses, the Board should revisit these priorities periodically and evaluate their status.
- **Seek Other Public Funds.** The Village should aggressively seek outside sources of public funding for projects to supplement its internal resources. Village staff should identify grant opportunities from Federal, State, and other sources and track their application schedules, funds available, and targeted objectives. Opportunities to leverage planned Village expenditures with outside funding should be pursued wherever possible.
- **Opportunistic Land Acquisition.** The Subarea is essentially fully developed, so any redevelopment will entail assemblage of multiple parcels to create developable sites. The Village should continue its policy of opportunistic land acquisition when key sites become available so as to create a "land bank" of properties that can be offered for redevelopment, either as complete sites or to combine with sites held by private entities to facilitate better development opportunities. Public acquisition also will prevent properties from becoming roadblocks to development due to acquisition by speculators or users that are not consistent with the goals of the community.
- **Establish Communication with Major Landowners.** The Village should reach out to major landowners in the Subarea to learn their near term and long term plans for their properties, and assess the likelihood of parcel availability. The potential for relocation of existing owners and/or tenants can also be explored. Landowners should be encouraged to contact the Village first when they decide to sell their properties, and the Village should be prepared to be a flexible and patient purchaser in order to obtain key parcels

when the alternative is a private sale. Establishing lines of communication with landowners also can facilitate the redevelopment process on adjacent parcels and minimize any adverse impacts and inconveniences to their neighbors.

- **Establish Dialogue with Outside Agencies.** A number of outside public agencies will have influence on the implementation of the Framework Plan, including the Cook County Forest Preserve District, Metra, the Illinois Commerce Commission, and the Illinois Department of Transportation. These agencies have jurisdiction over the forest preserve property, the commuter rail station, at-grade rail crossings, and certain major arterial roads, respectively. Other agencies also may become involved in specific redevelopment issues as implementation of the plan progresses. The Village should work to establish an ongoing and constructive dialogue with these agencies to identify potential issues, facilitate solutions, and implement projects that will shape the redevelopment of the Subarea.
- **Review and Refinement of Unified Development Code.** The Village recently updated and consolidated its various development regulations into a Unified Development Code (UDC) that will govern redevelopment in the Subarea. Since the Village in the past has not experienced a large amount of transit-oriented and higher density development, it would be valuable to conduct a review of the UDC to ensure that its requirements do not present any barriers to or conflicts with the development concepts proposed in the Framework Plan. While the Village may have the option to approve projects as Planned Unit Developments, it would facilitate transit-oriented redevelopment to ensure that it is allowable “by-right” under the UDC.