

Comprehensive Plan Update

Village of Morton Grove, Illinois



Table of Contents

	Page:
Introduction	v
The Morton Grove Community	v
The Comprehensive Planning Process	v
Purpose of the Comprehensive Plan	vi
Organization of the Plan Report	vi
 SECTION 1: COMMUNITY CONDITIONS & POTENTIALS	
<u>Figure 1: Community Setting</u>	1-1
<u>Figure 2: Generalized Land-Use</u>	1-3
<u>Figure 3: Land-Use Changes: 1979-1998</u>	1-5
<u>Figure 4: Zoning</u>	1-7
<u>Figure 5: Parks & Recreation</u>	1-9
<u>Figure 6: Public & Private Schools</u>	1-11
<u>Figure 7: Other Community Facilities</u>	1-13
<u>Figure 8: Transportation</u>	1-15
<u>Figure 9: Public Utilities</u>	1-17
<u>Figure 10: Issues & Concerns</u>	1-19
<u>Table 1: Parks and Recreation</u>	1-21
<u>Table 2: Public and Private Schools</u>	1-22
<u>Table 3: Other Community Facilities</u>	1-23
 SECTION 2: DEMOGRAPHIC & MARKET OVERVIEW	
Demographic Overview	2-1
Population	2-1
Households	2-2
Age Distribution	2-2
Racial/Ethnic Distribution	2-3
Income Distribution	2-3
Employment	2-4
Housing Trends	2-4
Market Overview	2-5
Residential Land-Use Demand	2-6
Industrial Land-Use Demand	2-7
Office Land-Use Demand	2-8
Retail/Service Land-Use Demand	2-8
 SECTION 3: A VISION FOR THE FUTURE	
A Vision for Morton Grove	3-1
Participants in the Vision Workshops	3-1
Vision Statement	3-2

Table of Contents (continued)

Planning Goals & Objectives	3-4
Community Image, Appearance and Identity	3-4
Housing and Residential Areas	3-5
Commercial Development	3-6
Industrial Development	3-7
Transportation	3-7
Community Facilities	3-8
Parks and Recreation	3-9
 SECTION 4: COMMUNITY-WIDE PLAN	
<u>Figure 11: Community-Wide Plan</u>	4-1
<u>Figure 12: Residential Area Policies</u>	4-3
<u>Figure 13: Commercial Area Policies</u>	4-5
<u>Figure 14: Industrial Area Policies</u>	4-7
<u>Figure 15: Community Facilities Policies</u>	4-9
<u>Figure 16: Transportation Policies</u>	4-11
<u>Figure 17: Public Utilities Policies</u>	4-13
 SECTION 5: TARGET AREA PLANS	
Introduction to the Target Area Plans	5-1
Identification of the Target Areas	5-1
Organization of the Target Area Section	5-2
Evaluation of Target Area Alternatives	5-2
Dempster Street Target Area	5-5
Existing Development Pattern	5-5
Roadway Characteristics	5-6
Infrastructure	5-6
Issues and Concerns	5-6
Improvement and Development Alternatives	5-7
Improvement and Development Recommendations	5-7
<u>Figure 18: Dempster Street Target Area</u>	5-9
<u>Table 4: Evaluation of Dempster Street Alternatives</u>	5-11
Lincoln Avenue Target Area	5-13
Existing Development Pattern	5-13
Roadway Characteristics	5-14
Infrastructure	5-14
Issues and Concerns	5-14
Improvement and Development Alternatives	5-15
Improvement and Development Recommendations	5-16
<u>Figure 19: Lincoln Avenue Target Area</u>	5-19
<u>Table 5: Evaluation of Lincoln Avenue Alternatives</u>	5-21

Table of Contents (continued)

Lehigh/Ferris Avenue Target Area	5-23
Existing Development Pattern	5-23
Roadway Characteristics	5-24
Infrastructure	5-25
Issues and Concerns	5-25
Improvement and Development Alternatives	5-26
Improvement and Development Recommendations	5-27
<u>Figure 20: Ferris Avenue Subarea</u>	5-31
<u>Table 6: Evaluation of Ferris Avenue Alternatives</u>	5-33
<u>Figure 21: Lehigh Avenue Subarea</u>	5-35
<u>Table 7: Evaluation of Lehigh Avenue Alternatives</u>	5-37
<u>Table 8: Evaluation of Roadway Alternatives</u>	5-39
Waukegan Road Target Area	5-41
Existing Development Pattern	5-41
Roadway Characteristics	5-41
Infrastructure	5-42
Issues and Concerns	5-42
Improvement and Development Alternatives	5-43
Improvement and Development Recommendations	5-43
<u>Figure 22: Waukegan Road Target Area</u>	5-45
<u>Table 9: Evaluation of Waukegan Road Alternatives</u>	5-47
 SECTION 6: IMPLEMENTATION ACTION AGENDA	
Implementation Action Agenda	6-1
Overview of the Action Agenda	6-1
Projects and Actions	6-1
Priority and Schedule	6-2
Action Responsibilities	6-2
Funding Sources and Implementation Techniques	6-3
<u>Table 10: Action Agenda</u>	6-11
 APPENDIX	
Appendix A: Project Advisory Committee Workshop	A-1
Appendix B: Key Person Interviews	A-8
Appendix C: Community Survey	A-13
Appendix D: Tables for Demographic & Market Overview	A-17
Appendix E: Target Area Workshops	A-36
Appendix F: Village Center Concept	A-43
Appendix G: Schedule of Meetings	A-49
Appendix H: Project Advisory Committee	A-51

Introduction

This report presents the *Comprehensive Plan Update* for the Village of Morton Grove, Illinois. It presents recommendations for the improvement and enhancement of existing community areas, and the promotion of desirable new development and redevelopment in selected locations.

This final Plan report summarizes the results of the entire planning program, and incorporates much of the material included in previous interim reports and memoranda prepared during the course of the study.

THE MORTON GROVE COMMUNITY

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

Morton Grove is essentially "built-out", with most of its development occurring during the 1950's and 1960's. While it is largely a single-family residential community, Morton Grove also encompasses a significant industrial base, and mixed-use commercial areas are located along several arterial street corridors. A major distinguishing feature of Morton Grove is the presence of Cook County Forest Preserve land, which bisects the community and accounts for approximately twenty percent of the total land area within the Village.

Even though Morton Grove has little remaining vacant land, there will continue to be demand for new residential, commercial and industrial development within the community in the future. New development will most likely entail replacement of older existing uses and/or the redevelopment of marginal and deteriorated properties.

Morton Grove's previous *Comprehensive Plan* was prepared in 1979. While the previous Plan has served as a guide for improvement and development for the past 20 years, an updated Plan is now needed to reflect changing conditions, preferences and potentials within the community.

COMPREHENSIVE PLANNING PROCESS

In December 1997, the Village selected a Consultant Team consisting of Trkla, Pettigrew, Allen & Payne, Inc. and McDonough Associates, Inc. to undertake the *Comprehensive Plan Update*. The planning process has entailed a multi-phase program consisting of: 1) analyzing existing conditions, 2) identifying issues and concerns, 3) establishing an overall "vision" for community, 4) formulating goals and objectives, 5) preparing community-wide plans for land-use, transportation and community facilities; 6) developing and evaluating alternative plans and policies for key "target areas;" and 7) preparing final plan and implementation recommendations.

Morton Grove's planning program has entailed a high degree of local input and participation. A close working relationship was established between Village staff and the Consultant Team. A special Project Advisory Committee was appointed to work with the Consultant throughout the course of the study. Key person interviews, community workshops and a community survey were undertaken early in the process to elicit ideas and perceptions about issues and potentials within Morton Grove. Community-wide meetings were undertaken at key junctures to present information, discuss findings and conclusions, and establish consensus before entering the next phase of the program.

PURPOSE of the COMPREHENSIVE PLAN

The Comprehensive Plan is Morton Grove's official policy guide for physical improvement and development. It considers not only the immediate needs and concerns of the community, but also projects improvement and development 10 to 15 years in the future.

The Plan is "comprehensive" in both scope and coverage. It addresses the use of land and buildings, the movement of traffic and pedestrians, and the provision of parks, schools, utilities and other public facilities. It also addresses residential neighborhoods, commercial areas, industrial districts, public and institutional lands, and public rights-of-way.

The Comprehensive Plan establishes the ground rules for private improvement and development. It provides guidelines by which the Planning Commission and Village Board can review and evaluate private development proposals. The Plan also provides a guide for public investments and capital improvements, and can help to ensure that local public dollars are spent wisely.

The Comprehensive Plan provides a basis for refining the zoning ordinance, subdivision regulations and other development codes, all of which are used to implement planning policies and recommendations.

Finally, the Comprehensive Plan can serve as a marketing tool to promote Morton Grove's unique assets, and it can be used to help attract new families and desirable new investment and development to the community.

ORGANIZATION of the PLAN REPORT

Morton Grove's *Comprehensive Plan Update* report emphasizes the use of maps and graphics. This "graphic" approach conveys planning and development data more clearly and more concisely, and is more easily understood by most business persons, residents and public officials.

The Plan report is divided into six sections, as follows:

- **SECTION 1: Community Conditions & Potentials.** This section presents an overview of the physical development conditions and potentials of the Morton Grove community. It is based on a review of previous plans and studies, data collected by Village staff, and investigations undertaken by the Consultant Team. It highlights existing conditions, points out changes that have occurred since Morton Grove's previous Comprehensive Plan was

prepared in 1979, and summarizes the key issues and concerns to be addressed in the new Comprehensive Plan.

- **SECTION 2: Demographic & Market Overview.** This section presents an overview of the demographic and market conditions, trends and potentials of the Morton Grove community and surrounding suburban area. It provides an evaluation of historic trends in population within Morton Grove, as well as an analysis of detailed characteristics of the residents who live here. It also presents an analysis of the demand potentials for market-related land uses within Morton Grove, including residential, industrial, office and commercial uses.
- **SECTION 3: A Vision for the Future.** This section describes, in general terms, the kind of community that Morton Grove should become in the future. It includes a *Vision Statement* which describes an "ideal form and function" for the Morton Grove community in the Year 2008, and a list of *Planning Goals and Objectives* designed to help achieve the Vision Statement and provide more specific guidelines for the new *Comprehensive Plan*.
- **SECTION 4: Community-Wide Plan.** This section presents the Community-Wide Plan, which establishes an overall framework for improvement and development within Morton Grove over the next 10 to 15 year period, consistent with the Vision Statement and the goals and objectives. In general, the Community-Wide Plan strives to maintain and enhance the unique and distinguishing features of the community, improve and upgrade areas that are beginning to decline, and promote compatible new development and redevelopment in selected locations.
- **SECTION 5: Target Area Plans.** The Target Area Plans build upon the generalized guidelines established in the Community-Wide Plan, and provide more specific improvement and development recommendations for four geographic areas which are of special concern to the Village: a) Dempster Street east of the Forest Preserve, b) Lincoln Avenue, c) the Ferris Avenue/Lehigh Avenue corridor, and d) Waukegan Road south of Dempster Street.
- **SECTION 6: Implementation Action Agenda.** This section highlights the implementation aspects of the Plan's major improvement and development recommendations and is intended to help the Village of Morton Grove organize and initiate the Plan implementation process.

In addition, the **Appendix** compiles several supporting reports, memoranda and other materials prepared during the Morton Grove Comprehensive Plan Update.

Section 1:

Community Conditions & Potentials



This section presents an overview of the physical development conditions and potentials of the Morton Grove community. It is based on a review of previous plans and studies, data collected by Village staff, and investigations undertaken by the Consultant. It highlights existing conditions, points out changes that have occurred since Morton Grove's previous Comprehensive Plan was prepared in 1978, and summarizes the key issues and concerns to be addressed in the new Comprehensive Plan.

The overview of conditions and potentials includes the following maps and accommodating text:

- 1. Community Setting;*
- 2. Generalized Existing Land-Use;*
- 3. Land-Use Changes: 1979-1999;*
- 4. Zoning;*
- 5. Parks & Recreation;*
- 6. Public & Private Schools;*
- 7. Other Community Facilities;*
- 8. Transportation;*
- 9. Public Utilities; and*
- 10. Issues & Concerns.*

1 Community Setting

The Village of Morton Grove is a mature, essentially built-up community with a population of approximately 23,000 persons, located in Cook County, Illinois.

Figure 1 highlights Morton Grove's regional location, community setting and overall development pattern. Additional information on community conditions and characteristics is presented in the following figures in this section. A more complete discussion of demographic and market conditions is presented in Section 2 of this Plan report.

Location. Situated in Cook County, Morton Grove covers an area of five square miles and is located approximately 15 miles northwest of downtown Chicago and 10 miles northeast of O'Hare International Airport.

Morton Grove occupies a strategic location within the north suburban area. It is located immediately west of the Edens Expressway (Interstate 94) and has

good regional accessibility via several major transportation routes. It is also well served by the commuter rail system and a commuter station is located within the heart of the Village.

Morton Grove is a western member of Chicago's so-called "north shore" suburban communities. It is bordered on the south and west by the Village of Niles, on the east by Skokie, and on the north by Glenview.

Community Profile. Like some of the neighboring villages, Morton Grove has an aging population and an increasingly diverse racial and ethnic composition. Its current income levels are generally comparable to those estimated for Niles and Skokie, but somewhat lower when compared to Glenview, Lincolnwood and Park Ridge.

As a built-up community, Morton Grove is expected to experience only modest future growth in population, households and employment.

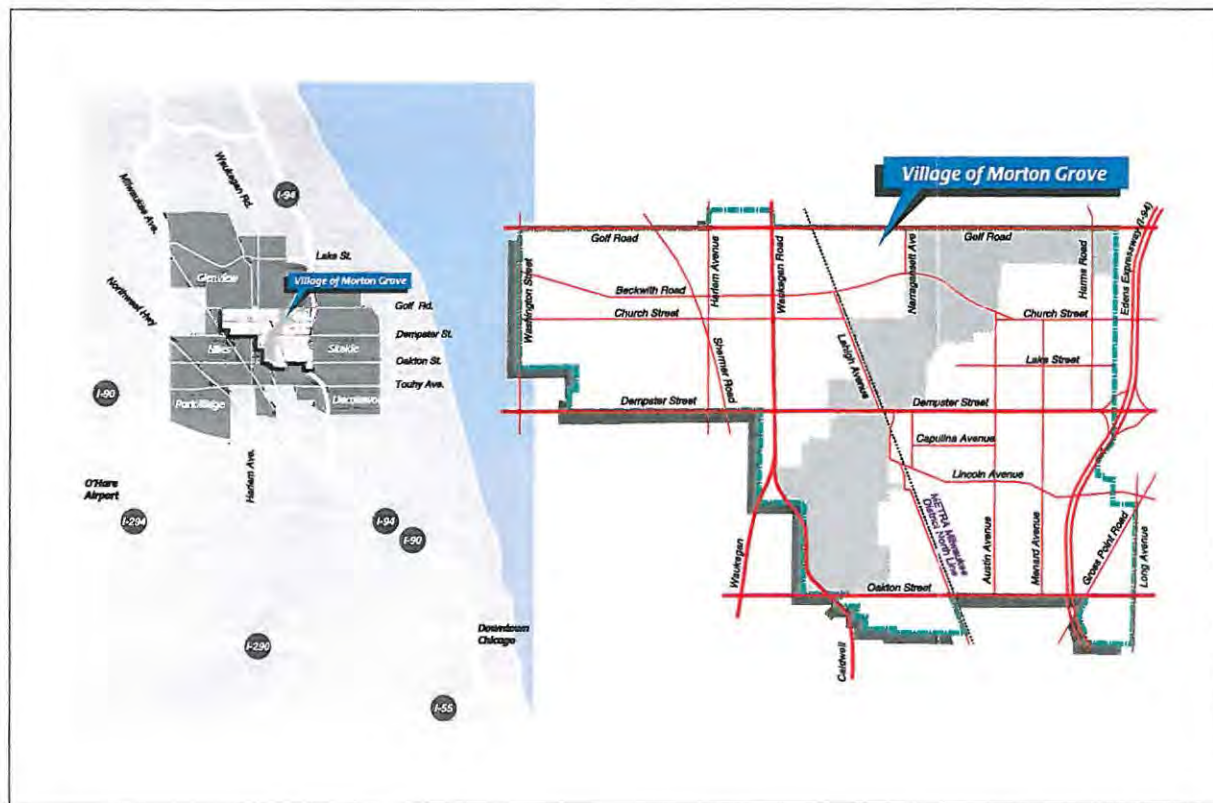
Development Pattern. The major portion of Morton Grove is devoted to single-family residential neighborhoods consisting of essentially sound and well maintained housing stock. Most existing multi-family residential development is located along Lincoln Avenue and Waukegan Road.

Morton Grove has traditionally been an attractive and desirable community in which to live, offering a range of housing choices at generally affordable prices and high-quality community facilities and services. The housing vacancy rate has been consistently low, suggesting a persistently strong demand for housing units in the Village.

Retail, service and office uses are located along Dempster Street, Waukegan Road and Lincoln Avenue. The Village also encompasses a small but significant industrial sector.

A major distinguishing feature of Morton Grove is the presence of Cook County Forest Preserve land, which bisects the community and accounts for approximately twenty percent of the total land area within the Village. Morton Grove also contains a variety of public and institutional uses that add significantly to the overall quality of life within the community.

Even though Morton Grove is a "built-up" community and has little remaining vacant land, there will continue to be demand for a modest amount of new residential, commercial and industrial development within the community in the future. New development might entail replacement of older existing uses, the redevelopment of marginal and deteriorated properties, and the development of remaining vacant land.



Prepared by:
Trkla, Pettigrew, Allen & Payne, Inc.
McDonough Associates, Inc.
June, 1998

2 Generalized Existing Land Use

The Village of Morton Grove contains a wide range of residential, commercial, industrial and public land uses. Since Morton Grove is a mature community and most of the Village is already developed, the existing land-use pattern is an important consideration in the new Comprehensive Plan.

Figure 2 highlights generalized existing land-use, based on field surveys and investigations undertaken by Village staff and the Consultant in the Spring of 1998.

Single-Family Residential. Morton Grove is essentially a single-family residential community. The Village is composed of several different residential neighborhoods, each of which has somewhat different characteristics such as lot sizes, age of housing, and size and price of homes. Most of the land within existing neighborhoods is developed and very few vacant lots remain. Most neighborhoods are sound and well maintained, although some residential structures are showing signs of deferred

maintenance. In recent years there has been a trend toward replacing older homes with new construction. In general, Morton Grove's existing neighborhoods are among its most important physical assets.

Multi-Family Residential. Morton Grove contains several multi-family residential developments, including two-family homes, townhouses, apartments and condominiums. Most of these developments are located along or near Lincoln Avenue, Ferris Street and

Waukegan Road. Most existing multi-family uses are sound and well maintained, although a few older properties are showing signs of deferred maintenance. Much of the recent residential construction within the Village has been for multi-family units, including several developments along Lincoln Avenue.

Commercial Areas. Morton Grove does not have a "downtown" or a "central business district." Existing retail, service and office uses are located primarily along Dempster Street, Waukegan Road and, to a lesser extent, Lincoln Avenue. These commercial corridors contain a diverse mix of businesses that serve adjacent neighborhoods, auto traffic that passes through the community, and the surrounding region. Major commercial anchors include Prairie View Plaza Shopping Center, Washington Commons, Abt Electronics and several banks and financial institutions. However, much of Morton Grove's existing commercial development consists of small businesses located on small lots or in "strip" centers, served by limited off-street parking, with little room for expansion. Many commercial blocks, particularly along Dempster, are characterized by a "tired" and "dated" appearance, few pedestrian amenities and scattered vacancies. In recent years, the attraction of new commercial development has become more difficult.

Industrial Areas. Morton Grove has a relatively small but strong industrial base. Most existing industrial development is located south of Lincoln Avenue and west of Austin Avenue. Major industrial uses within this area include ITT Bell and Gossett and John Crane. Other prominent industrial uses include Revell Monogram Models and Avon, both of which are located along Waukegan Road. While most industrial land is developed, a few scattered vacant parcels remain. In recent years, some older industrial properties have been replaced with new industry, as exemplified by the North Grove Corporate Park. While most industrial properties are sound and well maintained, there are a few deteriorated properties near the intersection of Lincoln and Lehigh Avenue.

Public and Institutional Uses. Public and institutional areas, including public and private schools, governmental facilities, and churches and synagogues, are widely distributed throughout Morton Grove. Most of these are in good condition, and are well located to serve the community. Many of these are described in more detail in Figure 6: Public and Private Schools and Figure 7: Other Community Facilities.

Parks and Recreation. Parks and recreation areas are also scattered throughout the community. In general, most neighborhoods are adequately served by park facilities, and parks are considered to be among the Village's most important assets. These facilities are described in more detail in Figure 5: Parks & Recreation.

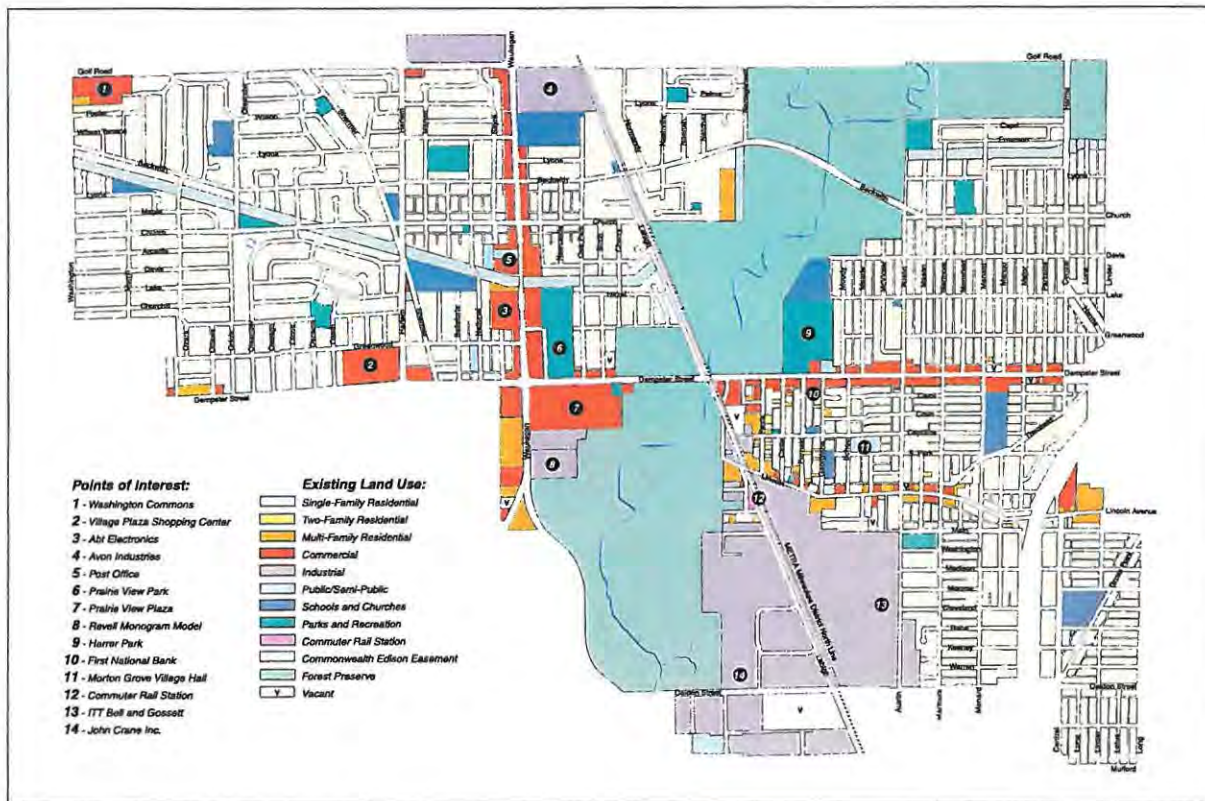
Cook County Forest Preserve. Cook County Forest Preserve lands bisect the community in a north-south direction. The Forest Preserve is a significant visual and recreational amenity and helps give Morton Grove its special identity. While the Forest Preserve does divide the community into two parts, and can bring non-residents into the Village, most residents consider it to be an important asset.

Commonwealth Edison. The Commonwealth Edison easement extends through the northern portion of the Village in an east-west direction. Even though the easement is not utilized at present, it is a prominent open space feature.

Vacant Properties. Morton Grove is a mature, built-up community and very little vacant land remains within the Village. However, a few vacant lots and vacant buildings are scattered throughout the residential neighborhoods, the commercial corridors and the industrial district.

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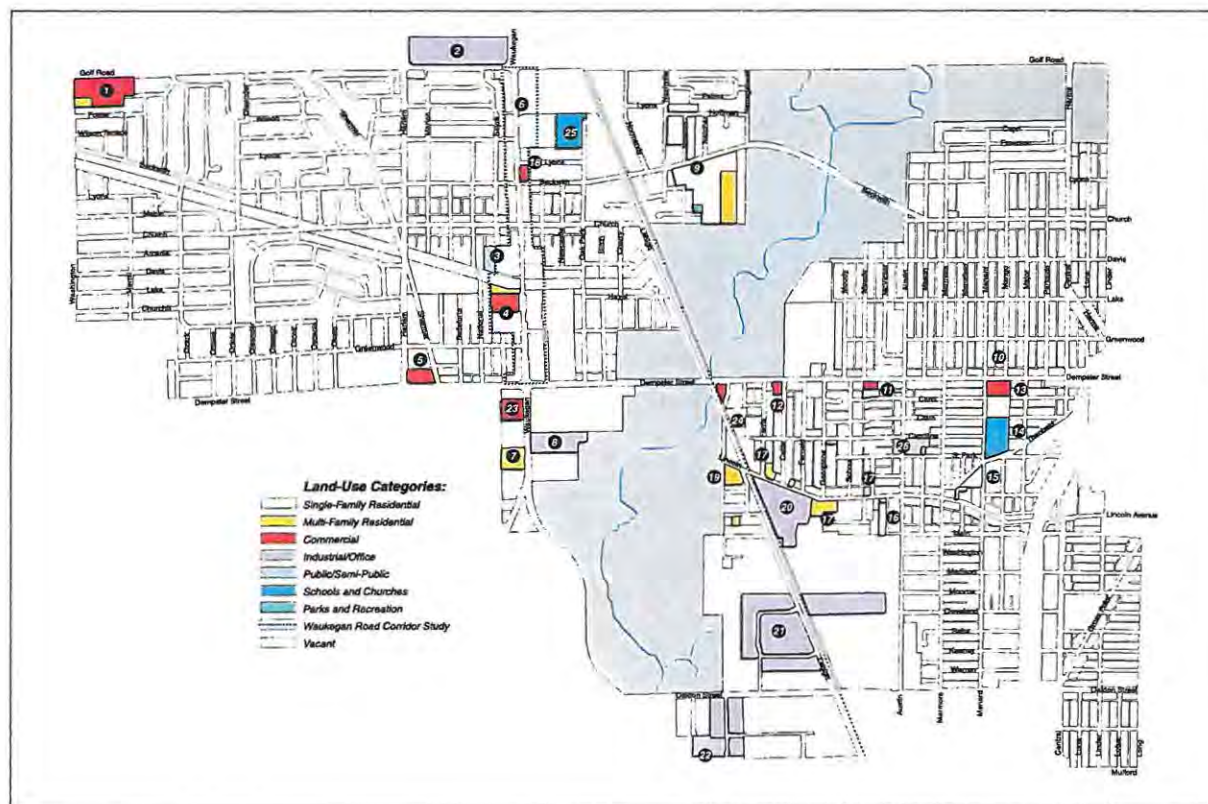
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June, 1998



Land Use Changes: 1979-1999

A number of land-use changes have taken place in Morton Grove since the Village's previous Comprehensive Plan was prepared 20 years ago. Figure 3 highlights several of the more significant land-use changes that occurred between the years 1979 and 1999.

Land-use changes have entailed: a) the development of vacant land, b) the demolition and redevelopment of older existing uses, and c) the reuse of existing buildings for new activities. Virtually all of these land-use changes have been generally consistent with the 1979 Comprehensive Plan.



1 - Construction of Washington Commons Shopping Center and adjacent residential properties on land that was underutilized and unincorporated in 1979.

2 - Demolition of the former Golfview Shopping Center and construction of a new off-street parking lot to serve Kraft Industries.

3 - Construction of the Northwest Water Commission pumping station on land that was vacant in 1979.

4 - Construction of Abt Electronics and adjacent senior housing on land that was either vacant or occupied by marginal commercial uses in 1979.

5 - Construction of Lonore Plaza Shopping Center on land that was occupied by marginal residential and commercial uses in 1979.

6 - Adoption of the Waukegan Road Tax Increment Financing District and preparation of the Waukegan Road Corridor Study, which will guide improvement and development of Waukegan Road north of Dempster street.

7 - Condominium development on land that was vacant in 1979.

8 - Construction of public storage lockers on land that was used for industrial purposes in 1979.

9 - Residential infill development north and south of Beckwith Road on land that was either vacant or in agricultural use in 1979.

10 - Demolition of the former Gantner's store; property remains vacant.

11 - Construction of a small commercial center and adjacent single-family homes on land that was either vacant or marginally used in 1979.

12 - Construction of McDonald's restaurant on land that was occupied by marginal commercial uses in 1979.

13 - Closure of Kohl's Food Store and reuse of the existing building for medical offices.

14 - Closure of Borg Elementary School and reuse of the site and building by the Muslim Community Center.

15 - Construction of new single-family homes on land that was occupied by a nursery and greenhouse in 1979.

16 - Construction of new single-family and two-family homes on land that was vacant or in marginal use in 1979.

17 - Construction of several new multi-family developments along Lincoln Avenue on land that was either vacant or occupied by marginal commercial and residential uses in 1979.

18 - Demolition of the Admiral Oasis Motel and construction of Walgreen's Pharmacy.

19 - Construction of Morton House Condominiums on land that was occupied by marginal residential and commercial uses in 1979.

20 - Closure of Baxter Travenol and reuse of the existing buildings by Lawnware.

21 - Substantial new construction within the industrial district, including the development of vacant land and the redevelopment of older existing industrial properties.

22 - Construction of the new Morton Grove Public Works facility and adjacent industrial properties on land that was used by Oakton Community College in 1979.

23 - Closure of the former Morton Grove Bank; property reused as office facility.

24 - Closure of the former VG Supply; property remains vacant.

25 - Closure of the former Golf Elementary School and reuse of the property as playfields for Golf Middle School.

26 - Closure of the Grove Elementary School and reuse of the site and building as the Flickinger Municipal Center.

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Zoning

Zoning is an important tool for implementing planning policy. The Morton Grove Zoning Ordinance has been reviewed to determine how it may influence future improvement and development within the Village.

Current zoning generally reflects the existing land-use pattern within the Village. Figure 4 highlights key features of Morton Grove's various zoning districts.

R1-Single-Family is intended to provide a low-density, single-family residential environment. Permitted uses include single-family detached dwellings, parks and playgrounds, and schools. Uses subject to special use procedures include houses of worship, libraries, municipal buildings, stables and greenhouses, and day care centers. The minimum lot area is 7,500 square feet, the minimum lot width is 60 feet, the maximum building height is 35 feet or 2½ stories, and the maximum Floor Area Ratio (FAR) is 0.6.

The R1 District encompasses the larger lot neighborhoods in the northern and western portions of the Village.

R2-Single Family is intended to provide a single-family residential environment at a higher density than is allowed in the R1 District. The minimum lot area is 5,900 square feet, the minimum lot width is 50 feet, the maximum building height is 35 feet or 2½ stories, and the maximum FAR is 0.6.

The R2 District is the Village's most prominent residential district.

R3-General Residence is intended to provide a medium-density residential environment which accommodates single-family, two-family and multi-family residences. Other permitted uses and special uses are similar to the R1 and R2 Districts, with senior citizen housing, nursing homes and hospices added to the list of special uses. The minimum lot area is 5,900 square feet for single-family homes; 3,000 square feet per dwelling unit for two-family residences; and 1,815 square feet per dwelling unit for multi-family residences. The minimum lot width is 50 feet, and the maximum building height is 35 feet or 3 stories. The maximum FAR for non-residential uses is 0.6.

The R3 District encompasses the older neighborhood in the central portion of the Village.

C1-Retail Commercial is intended to provide for primary retail and convenience commercial activity. It promotes comparison shopping and pedestrian trade. Permitted uses include a wide range of retail, office, financial and service uses. Senior citizen housing is among the list of special uses, although multi-family housing is not permitted. The maximum building height is 40 feet and the maximum FAR is 1.8. There are no minimum lot area, lot width or front yard requirements, although the minimum area for each C1 District is one acre.

The C1 District encompasses the Dempster Street corridor between Central Avenue and Lehigh Avenue.

C2-Service Commercial District is intended to provide for a full range of retail and service uses, some of which may require large land areas or may exhibit traffic generation characteristics not acceptable in other commercial districts. In addition to most uses permitted in C1, permitted uses in C2 include animal hospitals, motor vehicle sales and service, and convalescent and long-term care facilities. Multi-family housing, senior citizen housing and hotels/motels are included in the list of special uses. The maximum building height is 40 feet and the maximum FAR is 2.0. There are no minimum lot area, lot width or front yard requirements, although the minimum area for each C2 District is one acre.

The C2 District encompasses the Waukegan Road corridor, the Lincoln Avenue corridor, the Ferris Avenue corridor, and several properties along Golf Road.

C3-Neighborhood Commercial is intended to provide for groups of small businesses located to serve the needs of nearby residents. This district is not designed for major commercial establishments which attract trade from outside the immediate neighborhood. Permitted uses are generally limited to smaller retail stores and service businesses. Multi-family housing and senior citizen housing are included in the list of special uses. The maximum building height is 35 feet and the maximum FAR is 1.0. There are no minimum lot area, lot width or front yard requirements, although the minimum area for each C3 District is ¾ acre.

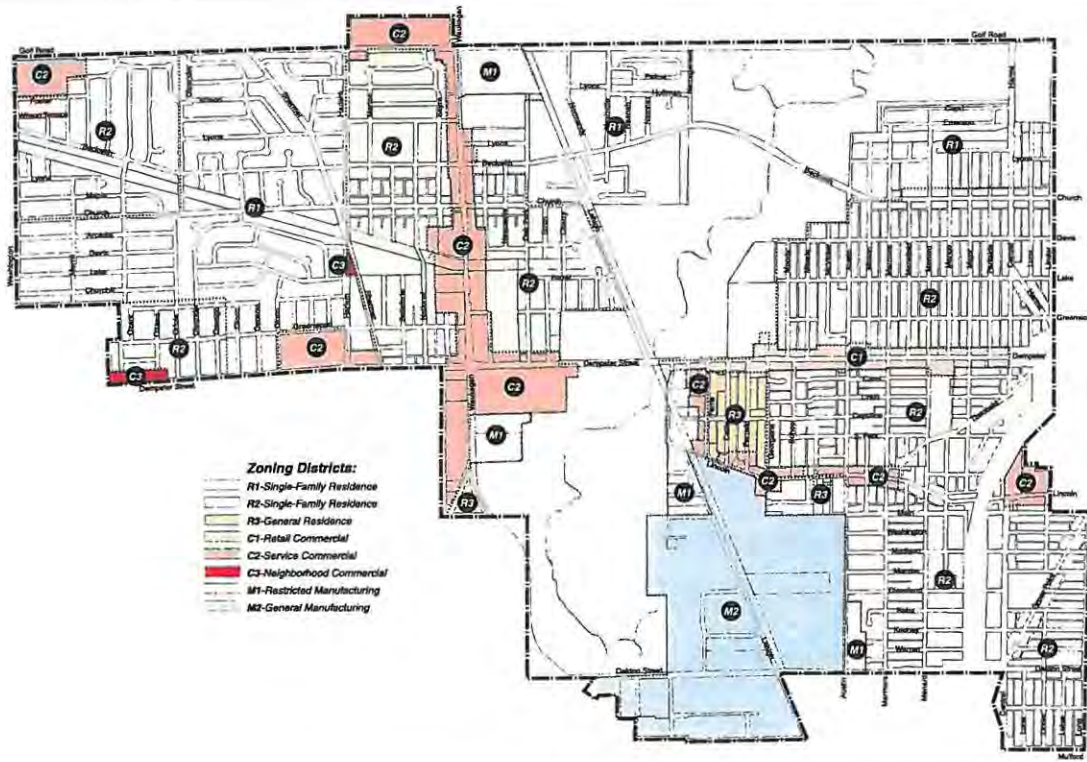
The C3 District is applied in only two small locations: at the west end of Dempster Street, and at the intersection of Harlem Avenue and Shermer Road.

M1-Restricted Manufacturing is intended to serve industrial firms that have high standards of performance and can be located in close proximity to residential and business areas without creating nuisances. Permitted uses include selected manufacturing, wholesaling and service uses. Multi-family housing is included in the list of special uses. The maximum building height is generally 40 feet, the minimum front yard is 25 feet, and the maximum FAR is 1.8. There are no minimum lot area or lot width requirements, although the minimum area for each M1 District is 5 acres.

The M1 District encompasses industrial properties along Waukegan Road, Lehigh Avenue, and the east side of Austin.

M2-General Manufacturing is intended to serve most light industrial facilities, provided they are conducted in a clean and quiet manner and do not disrupt adjacent uses. Permitted uses include a wide range of manufacturing, assembly, warehousing, distribution, service and transportation uses, as well as limited supporting retail uses. The maximum building height is generally 40 feet, the minimum front yard is 10 feet, and the maximum FAR is 1.8. There are no minimum lot area or lot width requirements, although the minimum area for each M2 District is 5 acres.

The M2 District is the most prominent industrial district and encompasses Morton Grove's southern industrial area.



Prepared by:

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McDonough Associates, Inc.
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Parks & Recreation

The parks and recreation system consists of sites and facilities which provide recreational opportunities for local residents. An effective park and recreation system is particularly important in a traditionally strong residential community like Morton Grove. According to many local residents, the local park and recreation system is one the Village's most important assets.

Existing parks and recreation areas are highlighted in Figure 5. A more complete inventory of parks is presented in Table 1.

The Morton Grove Park District. The Village is served by the Morton Grove Park District, a separate Independent unit of local government incorporated in 1952. The District's boundaries are generally coterminous with the Village. The District has 23 full-time employees and 195 part-time seasonal employees who work in three departments: Parks Maintenance, Recreation, and Administration and Finance.

The District maintains 13 parks totaling approximately 66 acres of land. It

operates a wide range of facilities including a community center, four fieldhouses, the Historical Museum, two outdoor swimming pools, a waterslide, twelve outdoor tennis courts, and an assortment of softball diamonds, football and soccer fields, playgrounds and picnic areas.

Park Standards. In 1989, the Park District passed a resolution establishing a standard of 3.5 acres of active open space per thousand residents. The purpose of this standard is to provide a

guide for local park planning and a basic target for the local park system.

Based on an estimated 1998 population of 22,026, the Park District currently maintains approximately 3.0 acres of local park land per thousand residents.

The Local Park System. According to the Park District, Morton Grove's 13 parks are classified as follows:

- **Mini-Parks** are specialized facilities that serve a limited population or specific group such as small children or senior citizens. They are typically less than one acre in size, and have a service area radius of less than ¼ mile. The District currently operates four mini-parks totaling 1.54 acres: Arnum Park, Overhill Park, Pioneer Park and Barry Shalin Park. In addition, the newly developed Jacobs Park would be classified as a mini-park.

- **Neighborhood Park/Playgrounds** are facilities for intense recreational activities such as field games, court games, crafts, playground apparatus, skating, etc. They have a service area radius of ¼ to ½ mile, and serve a population of up to 5,000. The District operates seven neighborhood parks/playgrounds totaling 26.1 acres: Austin Park, Mansfield Park, National Park, Oketo Park, Oriole Park, Palma Lane Park and Shermer Park.

- **Community Parks** are diverse areas that may include intense recreational facilities such as athletic complexes or swimming pools. They may also be areas of natural interest, offering opportunities for walking, viewing, sitting, picnicking, etc. They have a service area radius of 1 to 2 miles. The District currently operates two community parks totaling 38 acres: Harrer Park and Prairie View Park.

Recent Projects and Improvements. Projects and improvements undertaken by the Park District since the previous Comprehensive Plan was adopted in 1979 include: a) acquisition of three new parks, including Pioneer Park, Jacobs Park and Barry Shalin Park, b) major upgrades and developments at Harrer Park, including the Historical Museum,

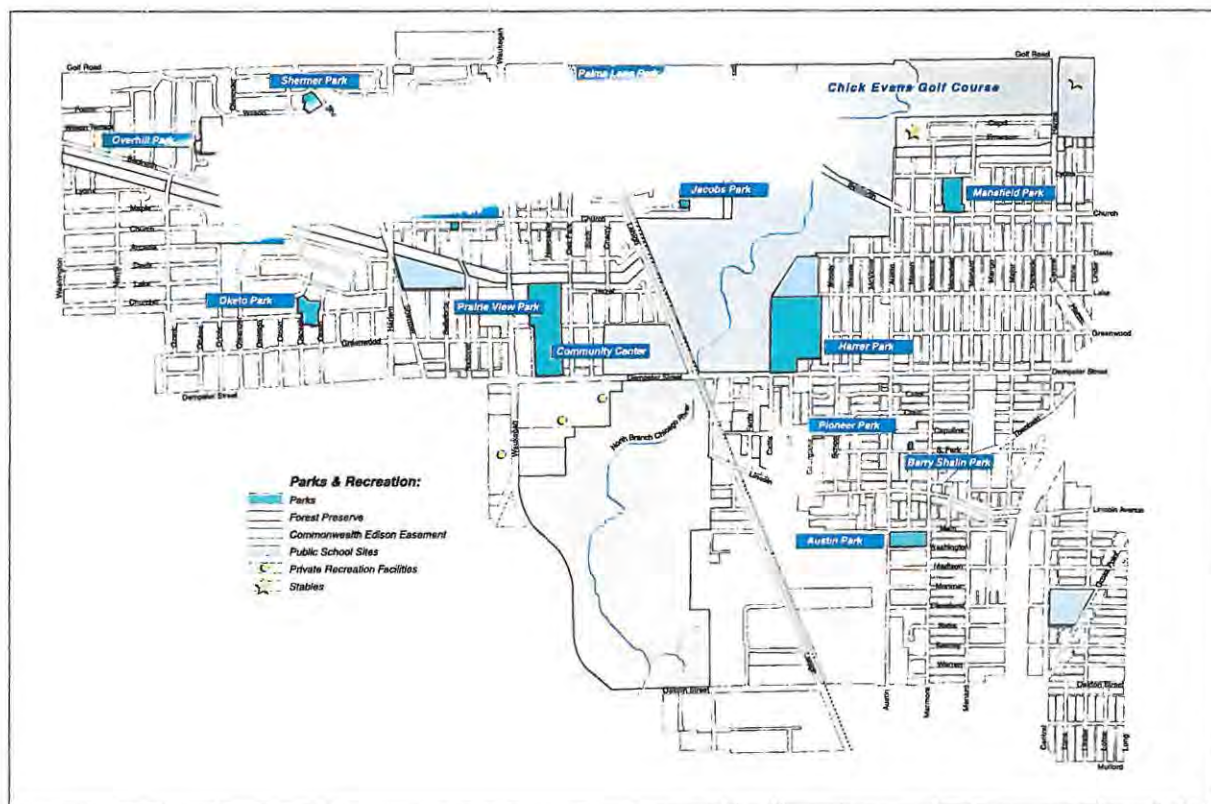
Centennial Gazebo and the waterslide, c) redevelopments, replacements and/or new facilities at Oriole Park, Mansfield Park, Arnum Park, Palma Lane Park, Shermer Park, Austin Park and Oketo Park, and d) various improvements at Prairie View Park and Community Center.

According to the District's 1998 Five-Year Capital Projects Plan, major issues to be addressed in the near future include renovation of Oriole Pool, continued renovation of Prairie View Community Center, and development of the newly acquired Jacob's Park. Ongoing Park District projects include tree replacement, pool filtration repairs and vehicle and equipment replacement programs.

Public schools also play an important role in providing local recreational services. School yards are available for active recreation. Indoor school facilities such as gyms, game rooms etc., have potential for youth services and community-wide programs. The Park District has formal cooperative agreements with School Districts 67 and 70, which allow local groups to use most school lands and facilities, and is pursuing similar agreements with several other school districts.

Cook County Forest Preserve land, totaling over 450 acres, extends north-south through the center of Morton Grove. While the Forest Preserve contains few developed facilities, it does represent a unique recreational asset for the Village. Its wooded areas, trails, public riding stables, public fee golf course, and bike and equestrian paths provide for a range of leisure time activities.

Private recreational facilities within the Village include Bally Fitness and Park King Mini-Golf, both located in the Prairie View Plaza area, and the Morton Grove Equestrian Center, located at the north end of Austin Avenue. These facilities supplement the public park and recreation system for certain activities.



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June, 1998

Public & Private Schools

Schools are among the most important community facilities, especially in predominantly residential communities such as Morton Grove. They not only provide educational services, but also play important recreational, cultural and social roles within the community. Schools are among the most frequently mentioned assets of the Village.

Figure 6 highlights existing school facilities and service districts. Table 2 provides a complete inventory of all public and private schools located within the boundaries of Morton Grove.

General Conditions. Morton Grove is served by five public elementary school districts and two high school districts, a condition which tends to fragment the community.

All of the public school districts share several common conditions. After several years of declining enrollments, all districts have been experiencing slight, steady increases during the past few years, a trend which is expected to continue during the next few years. All existing school facilities within the Village are in good condition, although some are

becoming old and periodic improvements will be required. None of the districts foresees the need for new school sites during the next 10 to 15 years, unless major new housing construction occurs.

It should be noted that several schools have been closed or reorganized since the previous *Comprehensive Plan* was prepared in 1979: a) Melzer School has been converted from an elementary school to a kindergarten, b) Golf Elementary School has been demolished, c) Borg Elementary School has been converted

to the MCC Elementary School, and d) Grove School has been renovated and remodeled as the Village Hall.

School District 63. SD # 63 serves the western portion of Morton Grove, as well as Niles, Des Plaines and communities to the west. Students in Morton Grove attend Nelson Elementary and Gemini Middle School, located in Niles; and Washington Elementary located in unincorporated Cook County. SD # 63 also maintains Melzer School located in Morton Grove, which is used as a kindergarten and special education facility and is currently undergoing site and building improvements.

School District 67. SD # 67 serves the central portion of Morton Grove, as well as portions of Niles, Glenview and Golf. Students in Morton Grove attend Hynes Elementary and Golf Middle School, both located in the Village. These schools are in good condition, although off-street parking is in short supply.

School District 70. SD # 70 serves the major portion of Morton Grove east of the Forest Preserve. Students attend Parkview School, located in the Village. Parkview is in good condition, although it is currently near capacity. Minor upgrades and renovations are planned for the near future.

School District 68. While SD # 68 is primarily a Skokie district, it does serve the far northeast corner of Morton Grove. Students in Morton Grove attend Jane Stenson School, located in Skokie.

School District 69. SD # 69 serves the southeastern portion of Morton Grove, as well as the Village of Skokie. Students in Morton Grove attend Madison School (grades K-2), Edison School (grades 3-5) and Lincoln Junior High (grades 6-8). SD # 69 would like to add two to four new classrooms at Edison School, which is located in Morton Grove, and remove the existing "portable" classrooms.

High School District 207. HSD # 207 serves the far western portion of Morton Grove. Students in Morton Grove attend Maine East High School, located in Park Ridge approximately two miles west of the Village.

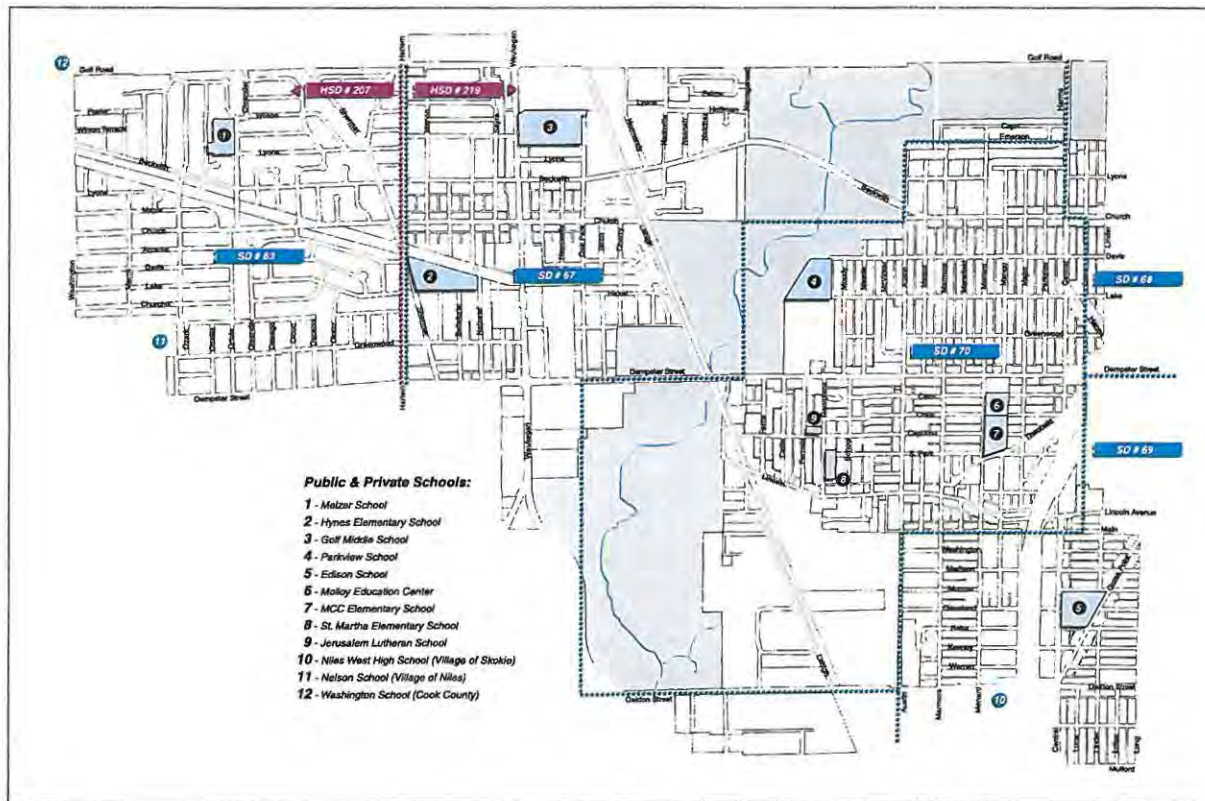
High School District 219. HSD # 219 serves the portion of Morton Grove east of Harlem Avenue. Students in SD # 69 and # 70 attend Niles West High School located in Skokie; students in SD # 67 and # 68 attend Niles North High School, located in Skokie. While in adequate condition, both schools require upgrading and renovation. HSD # 219 indicates the possible need for additional classrooms and facilities to serve future growth.

Molloy Education Center. As a part of the Niles Township Department of Special Education, Molloy serves children with special needs, from the age of 3 to 21 years. Enrollment has been increasing, and there are plans to add several new classrooms and a new playground on-site.

MCC Elementary School provides educational services to Muslim children from Morton Grove and the surrounding region. Enrollment has been increasing and plans to expand elementary facilities and add high school programs are being considered.

St. Martha School provides a pre-kindergarten through 8th grade program, and is available to students throughout Morton Grove. Enrollment has been generally steady, although St. Martha did experience a slight decline during the past year. The existing school facility is in good condition.

Jerusalem Lutheran Elementary School serves Morton Grove and surrounding communities. While enrollment has been generally stable, the preschool enrollment has been increasing and plans to expand preschool facilities are being considered. The existing school building is in good condition, although there is limited land available for outdoor recreation and off-street parking.



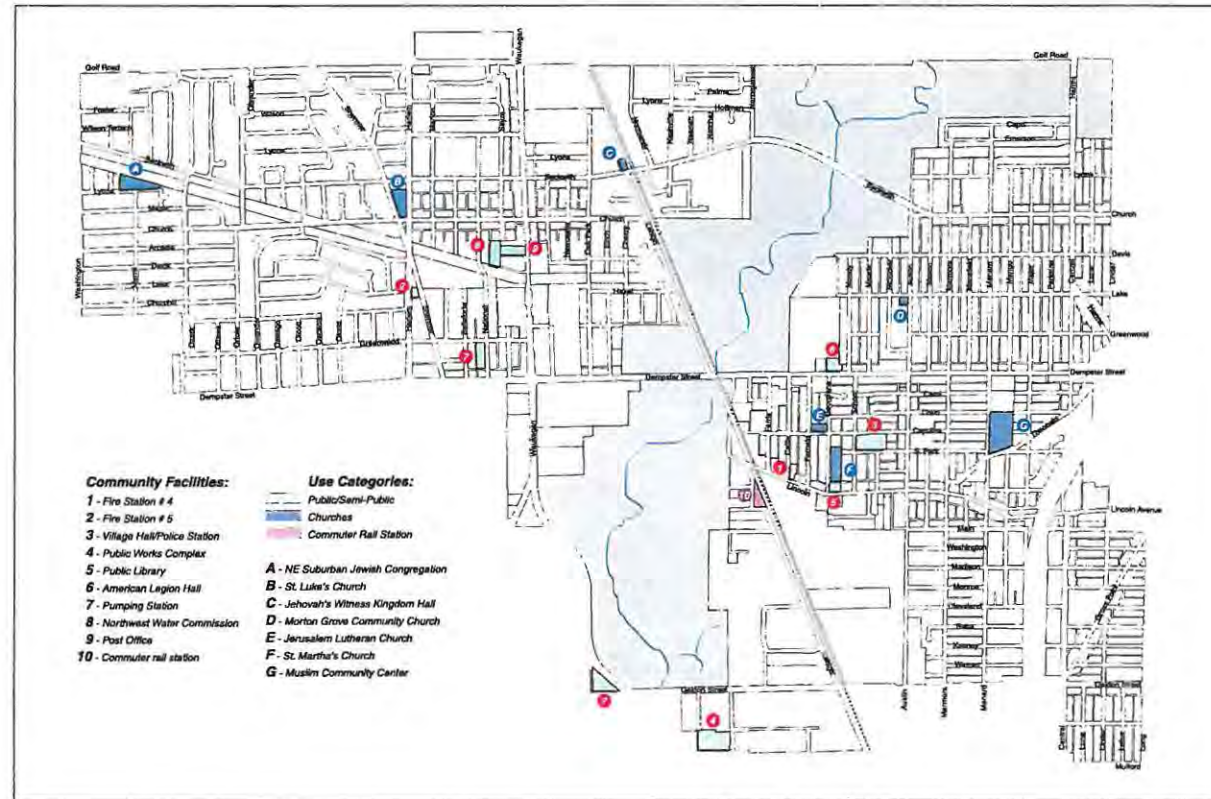
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June, 1998

Other Community Facilities

In addition to parks and schools, several other community facilities provide important services to the residents of Morton Grove and add significantly to the overall "quality of life" within the Village. These include fire and police stations, the Village Hall, the Library, public works facilities, and various religious institutions.

Existing community facilities are highlighted in Figure 7; a complete inventory of selected community facilities is presented in Table 3.



Fire Department. The Morton Grove Fire Department currently employs 45 persons, including 43 full-time sworn members operating on three shifts. The Department maintains two engine companies, two paramedic ambulance units and a command unit, and dispatches through a multi-jurisdictional organization (R.E.D. center).

The Fire Department operates a range of fire-fighting and emergency medical equipment and apparatus including two

frontline engines and one reserve engine, and two frontline and one reserve ALS ambulance. While the current equipment level is adequate, one engine will be replaced this year.

The Department operates two fire stations, each of which is in good condition and is well located to serve the community. If future development within the Village required additional companies or apparatus, each of the existing stations could conceivably be upgraded and/or expanded.

Morton Grove has a fire insurance rating of 3, which compares favorably with neighboring communities.

Village Hall. The Morton Grove Village Hall, located in the former Grove School building, houses administrative offices, the Police Department and senior citizen facilities. The existing building, which was first constructed as a school in 1897 and remodeled for Village Hall use in 1979, has become inadequate to serve Village needs. An architectural firm is now exploring options for either renovating and expanding the current facility, or constructing a new Village Hall elsewhere in the community.

Police Department. The Morton Grove Police Department currently employs 46 sworn officers and 20 civilian personnel. While the number of sworn officers is adequate, the civilian personnel level is low and the Department would like to add to its CSO program.

The Department operates a number of police vehicles and is in the initial stages of installing in-car computers and cameras.

In general, crime rates in Morton Grove have been stable or declining in recent years. However, the Department notes recent concerns regarding the older motels located along Waukegan Road.

All police operations are conducted out of the Police Station, which is located in Village Hall. As noted above, Village Hall has become inadequate to serve the full range of Village needs, and improvement alternatives are now being explored.

Public Works Department. The Morton Grove Public Works Department, which currently employs 35 persons, is in charge of maintaining Village streets, parkways, alleys, sidewalks, public sites, and sewers. The current manpower level is adequate to meet existing needs.

All operations are conducted at the Public Works site on Nagle Avenue south of Oakton. This site, which encompasses 4.39 acres, contains administrative offices, a maintenance garage, an equipment storage garage, a salt storage dome, and materials storage and fueling equipment. In general, the Department would like an additional storage area to accommodate the installation of additional storage bins.

Public Library. The Morton Grove Public Library serves the informational, professional and recreational needs of local residents. The Library has more than 133,000 books and other materials, as well as more than 400 serial publications. Materials in foreign languages are also available to serve the Village's varied ethnic population. Other programs and services include an extensive children's department, Internet stations, large-print materials, photocopiers, etc.

The Library building was constructed in 1952, with several remodelings and additions. While the building is structurally sound, it does require upgrading and remodeling to meet new service needs and ADA requirements. Concerns include the electrical and mechanical equipment, lighting, interior design and off-street parking. A consultant is currently working with the Library to determine more specifically what site or building improvements will be needed in the future. This study should be completed by the end of 1999.

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8 Transportation System

The Village of Morton Grove is served by an extensive transportation system. A system of roadways which provide access between Morton Grove and the regional transportation system of the Chicago metropolitan area is supplemented by a public transit system consisting of commuter rail and bus services. The roadway and transit systems are highlighted in Figure 8.

ROADWAY SYSTEM:

Expressways. The Village of Morton Grove is served directly by the Edens Expressway (I-94) via an interchange at Dempster Street near the easterly Village limit. This connection provides Morton Grove with a link to the regional transportation network of the Chicago metropolitan area. Interstate travel and shipping are available to Morton Grove residents and businesses through this

network. Other Interstate connections exist within 5 miles of the Village of Morton Grove. Dempster Street provides access to the Tri-State Tollway (I-294) approximately 2.5 miles west of the Village limit and Harlem Avenue provides access to the Kennedy Expressway (I-90) some 4 miles south of the Village limit.

Strategic Regional Arterials. The Strategic Regional Arterial (SRA) system is a series of arterial routes throughout the Chicago metropolitan area. The Illinois Department of Transportation (IDOT) has designated these roadways as primary intra-regional routes with the intention of providing efficient transportation links between points of travel in the region. Since the primary purpose of these roadways is transportation, development along these routes is subject to certain access restrictions. The Village of Morton Grove interfaces with four such routes. Waukegan Road (IL43) runs north and south through the center of the Village and carries approximately 27,100 vehicles per day (vpd). At the south edge of the Village Caldwell Avenue south of Waukegan Road carries approximately 24,500 vpd. Dempster Street is an east-west SRA that runs through the center of the Village with a traffic volume of 38,400 vpd. The portion of Golf Road from Waukegan Road to the westerly village limit is an SRA with a volume of approximately 41,700 vpd.

Arterials. Arterial routes are the backbone of a local transportation network. They carry the heaviest traffic volumes and provide access to regional transportation systems. As with the SRA routes, the primary function of arterial roadways is one of transportation. Local access is generally limited on arterial routes however they are not subject to the stringent criteria applied to SRA routes. Morton Grove is served by two east-west arterials, Golf Road east of Waukegan Road on the north side of the Village and Oakton Street on the south side of the Village. The north-south arterials in Morton Grove are Harlem Avenue and Sherman Road on the west side and Gross Point Road on the east side of the Village.

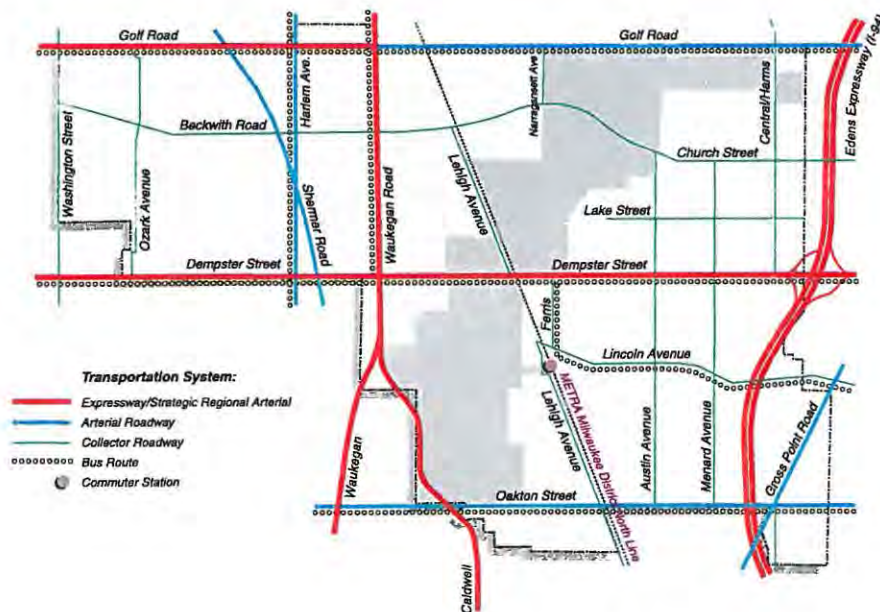
Collectors/Local Streets. The local street and collector roadway system provides the majority of access to the transportation system. Local streets carry traffic from individual neighborhoods to

a series of collector roadways which then bring traffic from these neighborhoods to the arterial roadway network. The east-west collector roadways in Morton Grove are Beckwith/Church, Lake Street and Lincoln/Ferris. North-south collectors include Washington Street, Ozark Avenue, Lehigh Avenue, Austin Avenue, Menard Avenue and Central/Harms.

TRANSIT SYSTEM:

Commuter Rail. Commuter rail service is provided to the Village of Morton Grove by the Metra Milwaukee District North line. This line runs between Union Station in Chicago and Fox Lake in McHenry County. The Morton Grove commuter station is located at Lehigh and Lincoln Avenues.

Bus Routes. Bus service in the suburbs of Chicago is provided by PACE. The Village of Morton Grove is served by four known PACE bus routes. Route 208 runs between DesPlaines and Evanston on Golf Road. A similar route, number 250, also runs between DesPlaines and Evanston but uses Dempster Street. Route 228 runs along Harlem Avenue between Glenview and the CTA Blue Line station at Harlem Avenue and Higgins Road. Route 210 serves Waukegan Road and Lincoln Avenue through the Village. Route 226 passes through the Village on Oakton Street and runs between Maine West High School and the Jefferson Park CTA station. These bus routes provide access to points of interest in and around Morton Grove as well as providing links to other modes of transportation such as METRA trains in Morton Grove, DesPlaines, Evanston and Glenview and CTA trains in Evanston, Skokie and Chicago.



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Public Utility System

The Village of Morton Grove provides for the following public utilities: municipal water supply, street lighting, storm water collection and sanitary sewer service. A description of these systems and the issues associated with each is presented in Figure 9. In general, community interviews revealed that the public utility systems are among the strengths of the Village of Morton Grove, although specific concerns exist relative to each system.

Water Distribution System. The municipal water supply system is generally in good condition, however the age of portions of the system and system pressure are issues facing the village. Properties near the village boundaries have experienced low water pressure since they are at the ends of the distribution system. Recent improvements to the water distribution system have alleviated some of these problems. These improvements

include a 750,000 gallon elevated tank and pump station at National Avenue and Greenwood Avenue, a pump station at the southern village boundary near Caldwell Avenue, a 300,000 gallon elevated tank improvement at Oakton Street near Austin Avenue and installation of a water main in Lehigh Avenue from Beckwith Road to Church Street. The age of the system is being addressed through additional proposed improve-

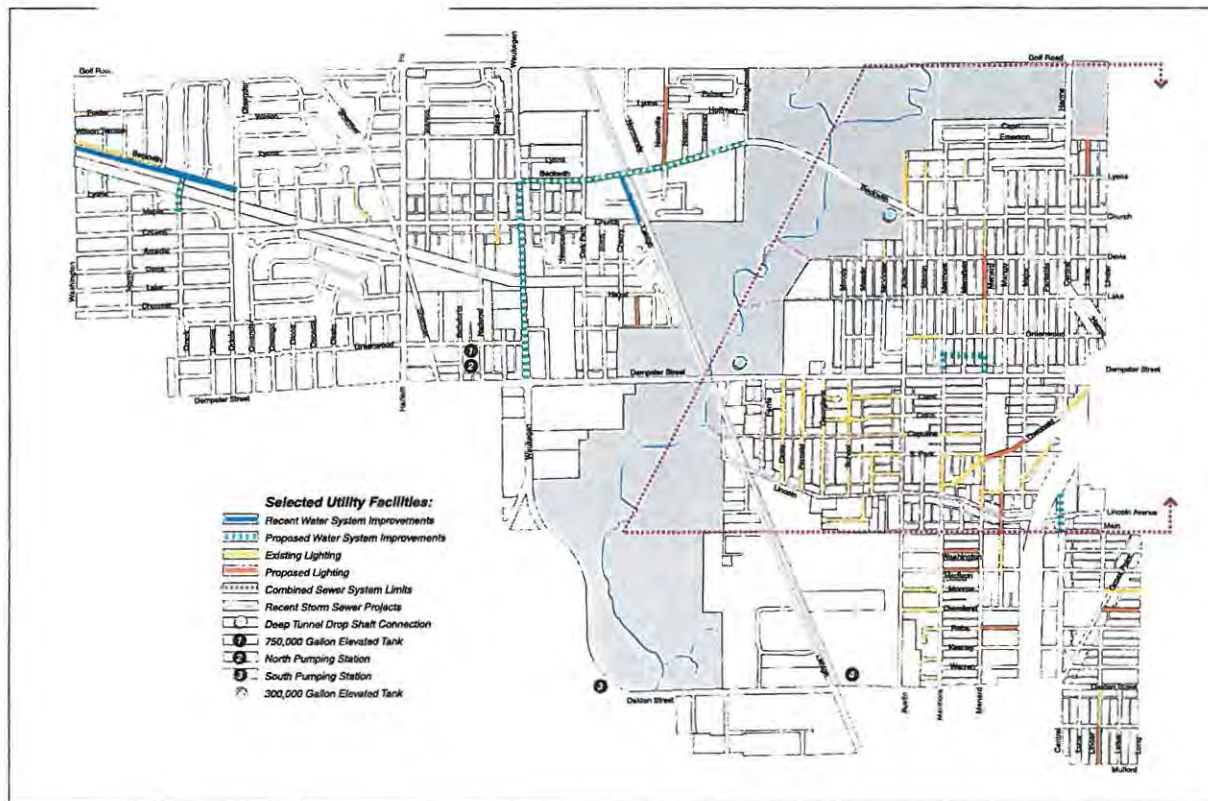
ments. These improvements include new water mains at the following locations: Beckwith Road from Washington Street to Orle Avenue, Waukegan Road from Dempster Street to Beckwith Road, Beckwith Road from Waukegan Road to Naragansett Avenue, Lake Street from the Parkview School to Austin Avenue, Central Avenue from Main Street to the Edens Expressway and a main between Marmora Avenue and Menard Avenue in the alley north of Dempster Street. A program of periodic inspections and testing will assist the Village of Morton Grove to continue to identify and prioritize proposed system improvements and upgrades.

Street Lighting. The street lighting system is generally inadequate with the majority of the street lighting consisting of single luminaires mounted on ComEd distribution poles. This system does not provide the recommended levels of illumination per current standards. In an effort to deal with the substandard lighting system the Village of Morton Grove instituted a petition system by which neighborhoods could request lighting for their streets. This provides a method of prioritizing projects since the village has a limited funding capacity for these projects. Due to the limited funding, the rate at which the lighting system is being upgraded is slow. A continuing effort on the part of the village along with the investigation of other funding sources could bring an adequate lighting system closer to fruition in the Village of Morton Grove.

Storm and Sanitary Sewer Systems. The storm and sanitary sewer systems tend to effect residents more often and more directly than other public utilities as failures create access problems and property damage. The drainage system in the Village of Morton Grove consists of portions of the village being served by a combined storm and sanitary sewer system and some of the village draining to

separated systems. The section of the Village east of the Chicago River and north of Main Street is the portion served by the combined system. This area experiences basement flooding during heavy storm events due to surcharges in the system. Recent improvements in this part of the village include the connection of the combined system to the Deep Tunnel project and installation of new separate storm sewer mains in Davis Street (60"), Lake Street (60") and Capulina Street (96"). These mains outlet to the Chicago River and extend eastward to Austin Avenue where the Davis Street and Lake Street sewers end. The Capulina Street sewer runs south to Lincoln Avenue then east to Mango Street. These improvements have helped alleviate the basement flooding in this area. Potential improvements in this section of the village may include extensions of the Davis Street, Lake Street and Capulina Street sewers to serve neighborhoods east of Austin Avenue.

The remainder of the village is served by the separated system. The systems are generally in good condition, however heavier storm events have produced localized flooding in the area west of the Cook County Forest Preserve, including the intersections of Dempster Street and Olcott Avenue and Sufferd Street and Osceola Avenue. Site specific improvements will need to be investigated at these locations.



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10 Summary of Issues & Concerns

Figure 10 summarizes the key planning and development issues addressed in Morton Grove's new Comprehensive Plan. This brief listing is based on investigations undertaken by the Consultant, materials collected by Village staff, and discussions with the Comprehensive Plan Project Advisory Committee and representatives of various departments, service districts and institutions within the community. The list of issues also reflects the ideas and concerns voiced by local residents and business persons during the key person interviews and the community survey.

Residential Areas:

- Establish policies for maintaining and enhancing Morton Grove's existing residential neighborhoods, which are among the Village's most important assets.
- Assess options for improving and upgrading residential properties that are showing signs of decline; determine if certain residential properties should be redeveloped.
- Determine the amount, type and location of new residential development to be promoted including: a) "infill" and replacement housing in existing neighborhoods, b) new

single-family and multi-family construction, and c) new housing for senior citizens and other special needs groups.

Commercial Areas:

- Explore opportunities for improving and enhancing all of the Village's existing commercial areas and for promoting new economic development within the commercial areas.
- Assess alternatives for upgrading the Dempster Street corridor including improvement to the store mix, parking, pedestrian amenities, and the appearance of store-

fronts and the public right-of-way. The Plan should also consider more significant redevelopment options for portions of this corridor.

- Review improvement and development possibilities for the Waukegan Road corridor south of Dempster Street; recently completed plans have adequately addressed the needs of Waukegan Road north of Dempster.
- Establish policies for the land-use mix and development character of the Lincoln Avenue/Ferris Avenue corridor, which has been the site of several new multi-family developments in recent years.

Industrial Areas:

- Continue to upgrade and enhance the southern industrial district including "infill" development and the replacement of obsolete industrial facilities.
- Assess alternatives for redeveloping the older industrial area along the railroad, between Main and Dempster Streets.

Parks & Recreation:

- Continue to upgrade and enhance the local parks and recreation system as an important community asset.
- Explore opportunities to acquire vacant lots and set aside park sites as a part of new development projects, particularly in portions of the community that are currently underserved.
- Promote additional cooperative agreements between the Park District, the school districts and other organizations to increase the recreational opportunities available to local residents.
- Assess the recreational potential of other existing open spaces within the Village including the Commonwealth Edison easement.

Schools:

- Cooperate with public and private schools to support the continued provision of high-quality educational services within the Village.
- Work with public and private schools to explore opportunities for improvement and enhancement of existing school sites and buildings as required.
- Strive to enhance communication between the multiple public and private schools serving the Village.

Other Community Facilities:

- Recognize and market community facilities and services as important assets that can help attract new residents and businesses.
- Monitor the Library's ongoing space needs study; support site and building improvements as required.
- Monitor the ongoing study of Village Hall; determine whether the existing facility should be remodeled and expanded or a new facility constructed.
- Upgrade and enhance other community facilities as required including the fire and police stations, the senior citizen center and public works facilities.
- Explore opportunities for new community facilities not now available in the Village that could help attract new families.
- Evaluate alternatives for creating a new "downtown" or "village center" that could help unite various parts of the community and be a source of pride for local residents.

Zoning and Other Development Codes:

- Assess the Zoning Ordinance and other development codes to ensure that they complement and reinforce the policies and recommendations of the new Comprehensive Plan.
- Ensure that all zoning district designations and district requirements reflect the land-use policies established in the new Plan. For example, potential issues include:
 - a) The land-use composition and development character of Lincoln Avenue and Ferris Avenue are very different from that of Waukegan Road. However, all three corridors are currently zoned C2-Service Commercial.
 - b) The properties along Lehigh Avenue between Dempster and Main are currently zoned M1. However, this area may be recommended for alternative uses in the new Plan.
 - c) Virtually all recent multi-family residential development has occurred on sites zoned C2-Service Commercial.

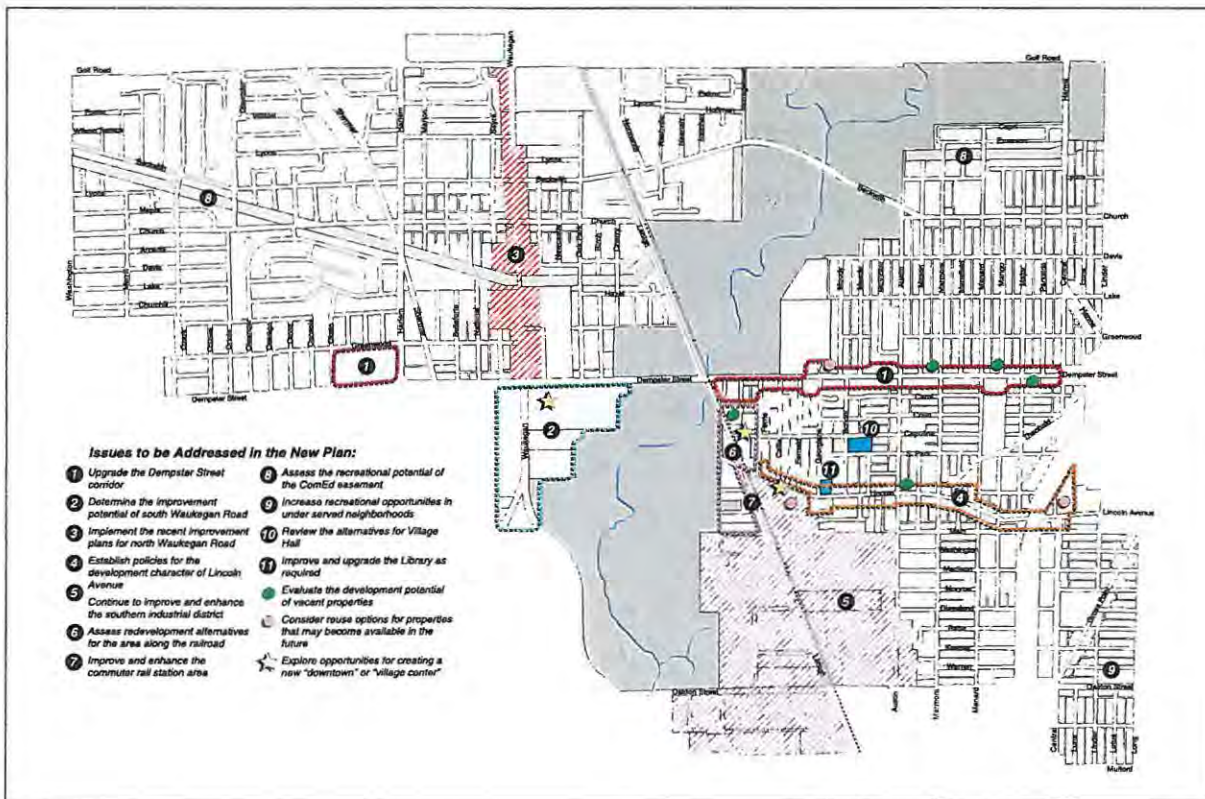


Table 1: PARKS and RECREATION
Comprehensive Plan Update

Village of Morton Grove

			Activities and Facilities																		
			Sports and Play					Picnicking			Swim		Other				Evaluation				
Name	Park Type	Site Size	Playground	Ballfield	Basketball	Tennis	Horseshoes	Shelter	No. of Tables	Firegrates°	Swimming Pool	Wading Pool	Gardening	Passive Recreation	Museum	Prairie	Relation to Service Area	Adequate Site Size	Adequate Level of Development	Safety from Traffic	Comments
Arnum Park	M	0.26	1						1					Yes			Yes	Yes	Yes	Yes	
Overhill Park	M	0.52	1						1					Yes			Yes	Yes	Yes	Yes	Needs additional swings adjacent to school.
Pioneer Park	M	0.26	1						1					Yes			Yes	Yes	Yes	Yes	Needs to be updated.
Jacobs Park	M	0.52	1		1			1	2					Yes			Yes	Yes	In Prog.	Yes	
Austin Park	N	5.00	2	1	1			1	5					Yes			Yes	Yes	Yes	Yes	
Mansfield Park	N	3.50	1	2	1			1	2					Yes			Yes	Yes	Yes	Yes	* Stop/crosswalk at church
National Park	N	7.00	1	2	1	1		2	3					Yes			Yes	Yes	Yes	Yes	Minor parking concerns
Oketo Park	N	3.10	1	1	1			1	1					Yes			Yes	Yes	Yes	Yes	Needs walks; other phases of plan
Oriole Park	N	3.50	1		1	2		1	2	1	1			Yes			Yes	Yes	Yes	Yes	
Palma Lane Park	N	2.00	1	1	1				2					Yes			Yes	Yes	Yes	Yes	
Shermer Park	N	2.00	1		1				2					Yes			Yes	Yes	Yes	Yes	
Harrer Park	C	22.00	2	5	1	3		2	10	*	1	1		Yes	Yes		Yes	Yes	Yes	Yes	
Prairie View Park	C	16.00	1	2	1	4								Yes		Yes	Yes	Yes	Yes	*	Business parking; minor conflict

NOTE: Based on information received from the Morton Grove Park District

LEGEND: M = Mini-Parks; N = Neighborhood Parks; C = Community Parks

Table 2: PUBLIC and PRIVATE SCHOOLS

Comprehensive Plan Update
Village of Morton Grove

Name	Date Built	Building Condition	Site Size (acres)	Areas Available for Recreation	No. of Class-rooms	Current Enrollment	Evaluation						Comments
							Adequacy of Site Size	Location Rel. to Svc. Area	Capability for Expansion	Recreational Area	Off-Street Parking	Quality of Environment	
Meizer	1956-1966	Fair	5	2	28		Good	Fair	Yes	Good	Good	Good	Remodeling underway
Golf Middle	1960	Good	12	9	33	244	Good	Good	Good	Good	Marg.	Good	
Hynes Elementary	1958	Good	7	4	32	291	Good	Good	Good	Good	Marg.	Good	
Park View	1952	Good		1	60	760	Small	Good	Small	OK	OK	Good	No room to expand on current site
Edison		Good	7	Gym	25	495							
Julia Molloy Education Center	1975	Good		Yes	16	125							
MCC Elementary School	1960's	Good	3	2 acres	10	240			Yes	Yes	Yes	Good	
St. Martha School	1949-1960	Good		Parking lots, basketball	14	163	Good	Good	Yes	Yes	Yes	Good	
Jerusalem Lutheran School	1929	Good	1	Parking lot	5	66	OK	OK	Limited	Limited	Small	OK	

*Based on information received from each school district; data from some districts was incomplete.

Table 3: OTHER COMMUNITY FACILITIES

Comprehensive Plan Update
Village of Morton Grove

Name	Building Function	Date Built	Date of Last Addition	Building Condition	Remaining Useful Life (Yrs)	Site Size	Evaluation				Comments
							Is Site Size Adequate?	Is Location Satisfactory	Is Parking Adequate?	Is Building Adequate?	
Fire Station 4, 6250 Lincoln	Headquarters Fire Station	1974	1996	Good	25	230 x 110	No	Yes	No	Yes	
Fire Station 5, 8954 Shermer	Fire Station	1960	1996	Good	25	140 x 110	No	Yes	No	No	Additional apparatus bay
Police Department	Police Department	1951	1979 (remod)	Good	5	See Flick Center	No	OK	OK	No	Architectural study of the facility is currently underway
Richard Flickinger Municipal Center	Administration, Police, Senior Services	1897, 1928, '51, '79	1979	Good		107,880	No	Yes	Marg.	Yes	Architectural study of the facility is currently underway
Public Works, Office & Maintenance	Office space, Maintenance Garage	1955		Good	25	4.39 acres	No	Yes	Yes	Yes	Need more material storage
Vehicle Storage	Store equipment vehicles	1992		Good	25	(above)	*	Yes	Yes	No	Could use more storage
Salt Dome	Store salt	1983		Fair	15	(above)	*	Yes	Yes	Yes	Need more material storage; parking depends on Isomedix & their expansion
Public Library	Library	1952	1980	Good; needs upgrading	Unknown	*	*	*	*	*	*Pending ongoing space needs study

Note: Based on information received from various public departments and agencies



Section 2:

Demographic & Market Overview

This section presents an overview of the demographic and market conditions, trends and potentials of the Morton Grove community and surrounding suburban area. It includes two parts:

*The **Demographic Overview** provides an evaluation of historic trends in population within Morton Grove, as well as an analysis of detailed characteristics of the residents who live there, such as household composition, age, race and income. An understanding of the growth and composition of the local population provides an important foundation for Morton Grove's new Comprehensive Plan.*

*The **Market Overview** presents an analysis of the demand potentials for market-related land uses within Morton Grove. The analysis encompasses residential, industrial, office and commercial uses. Information included in this analysis provides a basis for the land development and redevelopment opportunities described in later sections of this Plan report.*

*Supporting statistical information related to the demographic and market analyses is presented in **Appendix D**.*

Demographic Overview

This section provides an evaluation of historic trends in population within the Morton Grove community, as well as an analysis of detailed characteristics of the residents who live there, such as household composition, age, race and income. An understanding of the growth and composition of the local population provides an important foundation for Morton Grove's new *Comprehensive Plan*.

The demographic overview is composed of: a) population and household trends and forecasts, b) selected population and employment characteristics, and c) housing unit trends and characteristics. The analysis is based upon interviews with persons knowledgeable about Morton Grove, the local economy and real estate markets, as well as secondary source material from the Village of Morton Grove; U.S. Bureau of the Census; Northeastern Illinois Planning Commission (NIPC); and NDS/UDS Data Services, a national demographic statistical service. The analysis also highlights the key findings and conclusions reached by the Consultant Team.

For purposes of the demographic analysis, Morton Grove is compared statistically to five of its neighboring villages, as well as Cook County. For population, household, household size, age, race and ethnicity and income trends, comparisons have been made with Glenview, Lincolnwood, Niles, Park Ridge, Skokie, and Cook County. For resident employment trends and housing unit characteristics, comparisons have been made with Cook County alone.

In general, the demographic overview indicates that Morton Grove is a built-up or "mature" community, and is anticipated to experience only a modest future growth in population, households and employment. Like some of its neighboring villages, Morton Grove has an aging population and an increasingly diverse racial and ethnic composition. These demographic trends will have important implications for the Village in regard to housing, schools, shopping patterns and other issues to be addressed in the new *Comprehensive Plan*.

It should be noted that the demographic analysis is based on 1990 Census data, and should be updated when 2000 Census data becomes available.

Supporting statistical information related to the demographic analysis is presented in Appendix D, Tables 1 through 13.

POPULATION (See Appendix D, Tables 1, 2)

- Morton Grove's population count in 1990 was 22,408. It is estimated that its current population is 22,026 persons, reflecting a 1.7 percent decrease from 1990. During the 1970 to 1990 period, Morton Grove's population continually decreased, but at a declining rate, which reflects the Village's maturation and "gentrification", as well as a lack of developable land areas.

- Morton Grove's resident population is projected to continue to decrease through the year 2000, when it reaches 21,939. However, the local population is expected to modestly increase after that time, according to NIPC's latest 2020 forecasts for municipalities. According to NIPC, the Village's future population gains are expected to occur at an increasing rate, rising from a 2.5 percent expansion over the 1990-2000 period, to a 3.6 percent increase during the 2010-2020 decade.
- Over the two decades spanning the 1970 - 1990 period, Lincolnwood, Niles, Park Ridge, Skokie and Cook County experienced population change patterns similar to that which occurred in Morton Grove. Countering this trend was Glenview, which registered strong population gains in both of the past decades. Morton Grove and Skokie are expected to continue their population loss trends over the current decade. All of the comparable areas, except Lincolnwood and Park Ridge, are anticipating modest population gains during the next two decennial periods.

HOUSEHOLDS (See Appendix D, Tables 3, 4, 5)

- Household formation generally exceeds the rate of population growth, largely as a result of an increase in single-person households, longer life expectancies, single-parent households and the rate of divorce. A by-product of these trends is a decreasing household size. However, current demographic trends indicate that the household formation rate is slowing, single-person households are increasing, and divorce rates are stabilizing. Moreover, in areas where there are growing minority populations, such as Asian or Hispanic, average household size is stabilizing or even rising. Morton Grove and its comparison areas have generally followed these household change trends.
- Since 1990, and projected through 2020, households in Morton Grove are expected to register a modest increase. In 1990, Morton Grove had 8,133 households, a gain of 15.1 percent over the number of households in 1970. Currently, Morton Grove has an estimated 8,252 households. By 2020, the Village is projected to have 8,581 households, representing an increase of 4.0 percent over the present year (1998).
- Average household size in Morton Grove and its comparison communities declined over the 1970 to 1990 period. Household size is projected to continue to decline through 2020 in all of these comparison areas, but the decrease is expected to be minimal. Specifically, in Morton Grove, average household size was 2.72 persons in 1990, is currently estimated at 2.64 persons, and is projected to be 2.64 persons by the year 2020.

AGE DISTRIBUTION (See Appendix D, Table 6)

- Since 1970, Morton Grove's residents, like those of its neighboring villages, have been "growing older". The median age of Morton Grove's residents in 1990 was 42.7 years, compared to 35.0 years in 1970. It is projected that Morton Grove residents will have a median age of 45.7 years in 2002, which is

older than the median of 36.2 years forecast for Cook County, but comparable to the median ages forecast for its neighboring villages.

- Since 1970, Morton Grove has generally had a declining percentage of children 17 years and under, and a rising share of persons aged 65 years or over. However, recent information from the School Districts serving the Village indicate an increase in school age children. Other age-related trends are expected to continue through the year 2010. It is projected that Morton Grove will experience a growing percentage of persons between 45 and 64 years and a decreasing share between the ages of 25 and 44 years.

RACIAL/ETHNIC DISTRIBUTION (See Appendix D, Tables 7,8)

- The great majority of Morton Grove's residents are white, although this share has been decreasing since 1970. The number of persons of other races, including blacks, Asians, Indians, Vietnamese, American Indians, Pacific Islanders, etc., has been increasing. These trends are anticipated to continue in the years ahead. According to the 1990 Census, the racial distribution in Morton Grove in 1990 was 83.8 percent white, 0.3 percent black, and 15.9 percent of other races. By the year 2002, the Village's resident base is projected to have a 75.4%-0.6%-24.0% White/Black/Other racial profile.
- Morton Grove's most notable racial profile change trend is its rapidly growing number of Asian-American residents.
- The Census Bureau counts persons of Hispanic origin separately from race. In Morton Grove, the percentage share of residents of Hispanic origin has been rising at a modest pace. This growth is expected to continue through the year 2002 and beyond. In 1990, 2.3 percent of Morton Grove's residents were of Hispanic origin. By 2002, 4.7 percent is forecast.

INCOME DISTRIBUTION (See Appendix D, Tables 9,10)

- In 1989, Morton Grove had a per capita income of \$20,091 and an average household income of \$55,356. For Cook County, these income levels were \$15,524 and \$42,165 respectively. (Note: The 1990 Census data reflects 1989 incomes). The 1990 Census showed that in Morton Grove only 31.2 percent of the Village's households had incomes of less than \$35,000, and 20.7 percent had incomes of \$75,000 and over, compared to 52.9 percent and 11.6 percent, respectively in Cook County overall.
- Currently, the mean income levels of Morton Grove's resident households are somewhat higher than those estimated for Cook County (Note: current levels reflect 1997 estimates). Morton Grove's resident base is currently supported by an average household income of \$71,561, which is 28.0 percent higher than the \$55,887 estimated for Cook County, about 28.8 percent higher than the \$55,574 estimated for the nine-county Chicago metropolitan area, and 31.5 percent higher than the \$54,432 estimated for all Illinois residents.
- With respect to neighboring communities, Morton Grove's current mean income levels are generally comparable to those estimated for Niles and Skokie,

but are somewhat lower when compared to the average income levels estimated for Glenview, Lincolnwood and Park Ridge.

EMPLOYMENT (See Appendix D, Tables 11, 12)

- Since 1970, Morton Grove, like Cook County and many other communities, has seen the employment profile of its residents change. In 1970, manufacturing (31.7%), services (21.6%) and retail trade (20.1%) were the three largest employers of its residents. Due to major restructuring in the local, regional, national and international economies, the employment profile of Morton Grove's residents has shifted. By 1990, manufacturing had declined significantly to 8.6 percent of all Village resident jobs, while services grew in importance to 34.8 percent of jobs. Retail trade remained the third largest employment sector, at 18.1 percent.
- In 1990, approximately 72.7 percent of Morton Grove residents were employed in the white-collar occupations. Of these, the majority was employed in the administrative support/clerical occupations, followed by the executive/managerial positions, professional specialty occupations, and sales occupations. For those with blue-collar occupations (27.3 percent), the majority was employed in services and the precision production, craft and repair-related occupations. Similarly, about 62.8 percent of Cook County's residents were employed in the white-collar occupations, the majority with administrative support, professional specialty, executive and sales jobs.
- Based on historic trends and the Northeastern Illinois Planning Commission's Projections for Municipalities, Townships and Counties, it is projected that employment in Morton Grove should rise to about 13,440 workers in 2020. This reflects an increase of 776 jobs, or 6.1 percent, over 1990's estimated employment of 12,664.

HOUSING TRENDS (See Appendix D, Table 13)

- Morton Grove had 8,242 housing units in 1990, reflecting a 1,128-unit increase over 1970. Since 1970, owner occupancy has decreased from 92.8 percent to 91.5 percent, while renter occupancy has increased from 6.5 percent to 7.1 percent. The vacancy rate in 1990 was a 1.4 percent, an increase from 1970 when the vacancy rate only 0.7 percent. This suggests a persistently strong pent-up demand for housing units in the Village.
- Between 1970 and 1990, Morton Grove experienced growth in the number of single-family dwellings and in dwellings with two or more units. Single-family dwellings comprise the dominant housing type in the Village, but its share of the total housing supply decreased over the 1970-1990 period. In 1970, single-family homes comprised 95.1 percent of all residential units, compared to 85.8 percent in 1990. The trends in Cook County during this same period were exactly the reverse.

Market Overview

This section presents an overview of the demand potentials for market-related land uses in the Village of Morton Grove. The analysis encompasses residential, industrial, office and retail and commercial service uses. Information included in this analysis will provide a basis for identifying and evaluating land development and redevelopment opportunities later in the comprehensive planning process.

Generally, market demand potentials are based upon: a) projected related area population, household and employment growth trends; and b) an inventory of the housing units and square footage of retail, office and industrial uses already existing in a community. Demand potential is then statistically expressed in projected dwelling units and square footage needed over and above a pre-determined base year.

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

It should be emphasized that the floor area and site acreage development potentials highlighted in this analysis are not predictions of the amount of new construction that will actually take place in Morton Grove in the future. Rather, they indicate the capacity of the local market to support new development, given the trends and assumptions outlined in this analysis. As such, they provide useful "benchmarks" for the planning process.

However, if desirable sites and competitive opportunities are not made available within the boundaries of Morton Grove, this new development may in fact take place in locations outside the Morton Grove community. On the other hand, if the Village assumes a more aggressive economic development posture, and competes more successfully with neighboring communities than it has in the past, it may conceivably attract even greater amounts of new development than suggested in this analysis.

It should also be noted that public, quasi-public and institutional land uses are generally not market-oriented. However, these uses are nevertheless "value-generating" in that they enhance the "quality of life" amenities and the desirability of a particular community as a place in which to live and work. These include municipal facilities, access and public parking facilities, parks and playgrounds, churches, etc. Land-use decisions regarding these uses are subject to local community goals, priorities, planning practices and political decisions.

Key findings and conclusions related to the market overview are highlighted below. Appendix D, Tables 14-17 present land use forecasts in more detail. The development potentials for each land use category have been expressed in terms of gross additional acres needed over and above the base year of 1998. The years 2003, 2010 and 2020 are used as key future horizon points.

RESIDENTIAL LAND-USE DEMAND (See Appendix D, Table 14)

- Future residential demand in a given community is directly related to the growth in households which could be expected to occur therein. Morton Grove currently has an estimated 8,252 households, a base projected to grow modestly but steadily over the next 22 years to approximately 8,581 households by the year 2020. This growth will create the demand for additional housing units within Morton Grove, which will be increased by the need for replacement housing necessitated by demolitions, structural conversions and natural causes.
- The projection of Morton Grove's housing demand is presented in Appendix Table 14. The forecast begins with the population level forecasts for the Three Township Area (i.e. comprised of Maine, Niles and Northfield Townships), of which Morton Grove is an integral part, beginning with the Census year 1990 and keying on the baseline year of 1998, and projection years of 2003, 2010 and 2020. Population in housing units was next determined, based on historic census data trends. Then, the forecasted population per occupied housing unit ratio (diminished over time to reflect the prevailing trend) was applied to identify the approximate number of occupied housing units needed to accommodate the in-housing unit population expected over the forecast period. The application of a vacancy rate typical of a healthy and active urban housing market yields, as shown, the approximate number of total housing units needed within the Three Township Area (TTA) as of 1998 and key future years.
- The share of TTA housing unit needs attributable to the expected household growth in Morton Grove was estimated, based on historic population and housing unit share relationships. By subtracting Morton Grove's estimated current housing unit inventory (which will diminish slightly over time as a result of unit losses due to a variety of factors such as structural conversions, demolitions, and natural causes), a measure of the approximate additional housing unit need within the Village's existing corporate boundaries was determined.
- Appendix Table 14 shows that in 2020, Morton Grove is projected to need 426 additional housing units to accommodate its forecasted household gains over the 1998-2020 period. At a blended single-family and multi-family average density of 8 units per acre, an estimated 53 additional acres would be required for the development of the additional housing units needed over the forecast period. This reflects an average annual absorption expectation of 19 housing units needing an average of 2.4 acres for all forms of residential development. It is expected that all but a minor share of this housing unit construction will be expressed in the form of attached single-family homes

(duplexes, quads, etc.), condominiums, townhomes, garden apartments, and market-rate senior citizen housing facilities.

- Since Morton Grove is a mature, built-up community with little remaining vacant land and no surrounding unincorporated areas within which to expand, new housing development will for the most part: (1) replace older homes, serving to maintain and improve the Village's existing housing stock; and (2) occur in multi-family housing developments situated on redevelopable properties along Lincoln Avenue, Waukegan Road, and other important corridors. Morton Grove has traditionally offered quality housing at affordable prices, particularly in comparison with certain of its neighboring communities (i.e. Glenview, Lincolnwood, Park Ridge). The greatest demand during recent years has been focused on luxury townhomes. Home buyers continue to be attracted to Morton Grove because of its fine schools, superior municipal services, excellent parks and recreational facilities, and transportation advantages. The types and locations of the Village's warranted new housing, however, are policy considerations which will be addressed in later phases of the planning process.

INDUSTRIAL LAND-USE DEMAND (See Appendix D, Table 15)

- Appendix Table 15 presents an industrial land area needs forecast for the Village of Morton Grove, beginning with a North Suburban Area of Cook County (NSA) total at-place-of-work employment forecast based on employment projection data prepared by the Illinois Department of Employment Security. Since the principal users of industrial land are manufacturing, transportation, communication, utility and wholesale trade businesses, the share of total employment held by these industry classifications has been estimated for the subject related area. This leads to a calculation of industrial type jobs in the NSA area, as shown.
- The application of a worker per net site acre norm to the above noted industrial job levels leads to estimates of the total industrial net acreage needs over the forecast period for the NSA. Morton Grove's share potential of the indicated NSA industrial net acreage need has then been estimated, based on the Village's proportional expected industrial job increase level. This is followed by a calculation of the gross additional acres that will be needed over the 1998-2020 period in the community. As indicated, Morton Grove could reasonably expect to achieve an annual absorption of 4.0 gross acres of industrial land over the 1998-2020 period, or 87 acres overall.
- Some of this industrial use potential (i.e. light manufacturing, office/warehouse, high tech, etc.) may be allocable to reusable properties contained within the community's industrial use areas, such as those along and near Oakton Street or near Lehigh south of Dempster Street. There may also be the opportunity in future years to replace marginal light industrial uses found along the railroad corridor, or to redevelop properties presently vacant or subject to change, including the 2.5 acre 3-Com site. Other industries may also be attracted to the

Village because of its business attributes, locational assets and other advantages.

OFFICE LAND-USE DEMAND (See Appendix D, Table 16)

- Appendix Table 16 presents a space demand forecast for office space within Morton Grove. The forecast begins with a projection of total at place of work employment within the Three Township Area defined previously. As noted, the percent of this employment which is office-related (i.e. including finance, insurance, real estate, business/legal and professional services) has been determined. The additional office employment level over 1998 was next calculated. Morton Grove's proportional share of this added Township office employment forecast was then estimated, based upon NIPC's employment forecast for the Morton Grove community.
- Morton Grove's additional office employment forecast levels for the years 2003, 2010 and 2020 were then multiplied by the typically applied square foot per worker norm used by office space designers. An average annual office space development potential of 5,284 square feet is indicated for the 1998-2020 period within Morton Grove, suggesting an average annual site acreage need of 0.4 acres per annum, assuming a floor area ratio of .30.
- Over the next 22 years, the Morton Grove community could be expected to support the addition and absorption of approximately 116,250 square feet of new office development.
- The locations within Morton Grove where new office uses would be most likely to occur include: (1) redevelopable infill sites within the Village's commercial corridors; and (2) within or near the Village's industrial use areas as a component of mixed-use developments.

RETAIL/SERVICES LAND-USE DEMAND (See Appendix D, Table 17)

- Appendix Table 17 presents a simplified methodology for estimating Morton Grove's retail and commercial services space demand potentials. The development potentials forecast begins with a projection of the Three Township Area's (i.e. comprised of Maine, Niles and Northfield Townships) population levels for 1998, 2003, 2010, and 2020. The past and present retail/services sales per capita levels (i.e. applicable to the TTA population) were then determined, followed by a projection of these per capita spending levels over the forecast period. Multiplication of the population levels by the per capita expenditure levels yields an indication of the approximate retail/services sales or spending volumes that will be generated by the TTA population in the years 1998, 2003, 2010 and 2020.
- The additional sales over the 1998 forecast for the 1998-2003, 1998-2010 and 1998-2020 periods were next determined as shown in Appendix Table 17, based on past-year sales and population share relationships. Morton Grove's potential share of these added sales was then estimated, as shown, to which levels were applied using average sales per square foot production

norms that will be applicable to the full array of retail and commercial services establishments included in the Standard Industrial Classification Code. Estimates of the additional retail/services square foot levels warranted over 1998 result, are noted on the table. These spatial need levels have been converted to their equivalent acreage requirements, based on what contemporary development experience has demonstrated to be the norm - that is, the ratio of 7,400 square feet of building space per gross acre.

- Over the next 22 years, the Morton Grove community could be expected to support the addition and absorption of approximately 207,800 square feet of retail and commercial service development. This would entail a near-term (i.e. 1998-2003) development opportunity requiring 8 acres, and a long-term (i.e. 1998-2020) development potential totaling 28 acres. It would be expected that most of this warranted square footage will be allocable to the Village's existing commercial areas (i.e. the Dempster Street, Waukegan Road and Lincoln Avenue corridors) through the filling of vacant spaces in existing centers, strip site redevelopments, or existing facility expansions.

Section 3:

A Vision for the Future



This section describes, in general terms, the kind of community that Morton Grove should become in the future. It includes two parts:

*The **Vision Statement** describes an "ideal form and function" for the Morton Grove community in the Year 2008. It is based on a visioning workshop at which a number of Village residents and officials reviewed existing conditions and potentials and discussed various options for the future. The Vision Statement provides overall focus and direction for the new Comprehensive Plan.*

*The **Planning Goals and Objectives** are designed to help achieve the Vision Statement and provide more specific guidelines for the new Comprehensive Plan. The goals and objectives strive to transform the collective community values expressed in the Vision Statement into operational guidelines for the planning program.*

The materials included in this section express many ideas and concepts which cannot be shown on plan maps or depicted in other plan components. They are considered an important part of Morton Grove's new Comprehensive Plan.

A Vision for Morton Grove

The purpose of the Vision Statement is to describe "an ideal form and function" for the Morton Grove community in the Year 2008. The Vision Statement provides overall focus and direction for the new *Comprehensive Plan*.

The Vision Statement is based primarily on the Visioning Workshop which was conducted at the Senior Citizen Center in the Flickinger Municipal Center, on June 30, 1998. However, the Vision Statement also takes into consideration the results of the community survey, the key person interviews, various meetings and discussions with Village officials and staff, and the analyses and investigations undertaken by the Consultant Team.

PARTICIPANTS in the VISIONING WORKSHOP:

Workshop participants included Morton Grove elected officials, appointed officials, staff, and members of the Comprehensive Plan Advisory Committee.

Dan Scanlon, Village President
Ronee Brenner, Village Trustee
Jim Karp, Village Trustee
Joe Moll, Village Trustee
Larry Schulte, Village Trustee

Comprehensive Plan Advisory Committee:

Terry Liston, Chairperson, Village Trustee
Moti Agarwal
Marty Blonder
Lester Brownstein
Eileen M. Coursey
Susan Durr
Tony Garippo
John Gattorna
Paul Hanson
Ron Henrici
Tom Madridejos
Louis Masciopinto
Barbara Niemiec
Jack O'Brien
Steve Rigney
Joe Weiss, Village Trustee

Joe Brunner, Chairman,
Community Relations Commission
Dolores Grazian,
Police and Fire Commission
Dave Hirsch, Chairman,
Appearance Commission
Lee Tamraz, Chairman,
Traffic Safety Commission
Joe Rakosky,
Environmental Health Board
Betty Fergus,
Morton Grove Park District
Gary Balling, Administrative
Manager, Morton Grove Park District
Larry N. Arft, Village Administrator
Chuck Scheck, Director,
Community Development
Bonnie Jacobson, Planner
Tami Carillo, Planning Intern
Gabe Berrafato, Corporation Counsel

VISION STATEMENT

IN THE YEAR 2008, the Village of Morton Grove is a safe, attractive and stable community offering a unique living, working and leisure time environment. The Village is characterized by attractive and well-maintained residential neighborhoods, active and viable commercial and business districts, quality parks and schools, and responsive public facilities and services. It is home to a culturally and ethnically diverse population, and is desirable to young families and senior citizens alike.

IN THE YEAR 2008:

Morton Grove continues to be primarily a residential community. It is characterized by a series of attractive and desirable residential neighborhoods offering a combination of quality and affordability that is unique among the North Shore communities.

Morton Grove has a diverse and well-maintained housing stock consisting primarily of single-family homes, but also including compatible and appropriately located townhouses, condominiums and apartments. Housing opportunities for senior citizens and young families have increased significantly during the past 10 years.

Commercial areas are active and economically viable, offering a wide range of goods and services to local residents and the surrounding region. Substantial public improvements and new private developments have occurred within each of the Village's commercial areas during the past 10 years, which have significantly enhanced the Village's tax base.

A new "village center" has been created which contains an exciting mix of public, commercial and residential uses, and establishes a new central focal point for the Village.

Morton Grove's industrial areas, which have benefited from the Village's superb location and good accessibility, are strong and viable. During the past 10 years, many older industrial properties have either been upgraded and modernized or replaced with contemporary business or residential development.

Major redevelopment has taken place along the railroad corridor between Main Street and Dempster Street and along Ferris Avenue between Lincoln Avenue and Dempster. Older, marginal properties have been replaced with a mix of new residential, commercial and public uses, creating a major new activity area near the historic heart of the community.

Morton Grove continues to benefit from a superb regional location and is easily accessible via the interstate highway system, arterial streets and public transportation. During the past 10 years, traffic operational conditions have been improved along the strategic regional arterial (SRA) routes and local streets. The air quality is improved as a benefit from reduced congestion. The commuter rail station has become a major activity center serving not only the Village but also neighboring communities. In addition, the Village is safe and convenient for pedestrians and bicyclists.

Morton Grove is served by several public and private schools which not only provide top-quality educational services but also serve as focal points for community life and activity. The Village maintains a rich variety of parks and recreational facilities, and a wide range of recreational programs are readily available to local residents.

Morton Grove is known for its outstanding municipal facilities and services. Fire and police protection are highly rated. During the past 10 years, substantial improvements have been made to the public infrastructure, particularly with regard to the sanitary sewer, storm sewer and street lighting systems. The Library has been expanded and enhanced. A new Village Hall has been constructed, and it has become a major new landmark within the community.

The improvements and developments that have occurred within Morton Grove during the past 10 years have been the result of significant citizen input and participation, excellent leadership from Village officials, and a strong partnership between the public and private sectors. Local residents continue to play an active role in formulating planning policies and strategies. Local officials have undertaken a number of public improvements projects and have utilized a range of creative financing techniques to assist and support the private sector in the implementation of a number of innovative development and redevelopment efforts.

Planning Goals and Objectives

The planning goals and objectives are designed to help achieve the "Vision Statement" for Morton Grove and provide more specific guidelines for the new *Comprehensive Plan*.

The goals and objectives strive to transform the collective community values expressed in the "Vision Statement" into operational guidelines for the planning program.

Goals and objectives each have a distinct and different purpose in the planning process:

- *Goals* describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.
- *Objectives* describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

The goals and objectives presented below are based on: a) the "visioning workshop" and the resulting Vision Statement, b) the community survey, key person interviews and other meetings undertaken in the planning process, and c) a review of the goals and objectives included in the 1978 Comprehensive Plan.

COMMUNITY IMAGE, APPEARANCE and IDENTITY

Goal:

An attractive and distinctive community image and identity that builds upon and enhances Morton Grove's traditional qualities and characteristics, and distinguishes it from surrounding communities.

Objectives:

1. Maintain the attractive tree-lined streets and other distinguishing qualities of existing residential neighborhoods.
2. Take the actions necessary for the Village to be designated a "Tree City."
3. Upgrade the image and appearance of all existing commercial areas, including buildings, parking lots, signage and the public rights-of-way.
4. Continue to improve the image and appearance of industrial districts through the use of landscaping, lighting, signage and other techniques.
5. Preserve sites and buildings with local historic or cultural interest.
6. Foster high-quality building and site design throughout the community.
7. Undertake design and appearance improvements along the major thoroughfares that pass through the community.

8. Continue to improve and enhance the community “gateways” through the use of special signage, landscaping and other entry design features.
9. Create an attractive, distinctive and accessible new “village center” or small “downtown” that can provide a new centralized focal point for the community.
10. Design and locate public sites and buildings so that they become focal points and “landmarks” within the community.
11. Emphasize Morton Grove’s numerous parks and open spaces as distinguishing features of the community.
12. Continue to undertake special events and celebrations that can unite the community and bring together residents from the various neighborhoods on a regular basis.

HOUSING and RESIDENTIAL AREAS

Goal:

A housing stock and living environment which supports the local population, attracts new families, and enhances the overall quality and character of the community.

Objectives:

1. Maintain the predominant single-family character of the Village.
2. Identify actions that will help sustain Morton Grove’s strong tradition of home ownership.
3. Undertake public infrastructure improvements within residential areas as required.
4. Protect residential areas from the encroachment of incompatible land-uses and the adverse impacts of adjacent activities.
5. Preserve sound existing housing through active code enforcement and preventive maintenance.
6. Provide assistance in maintaining older housing properties through rehabilitation.
7. Encourage the development of high-quality new housing, including compatible and appropriately located townhouses, condominiums and apartments.
8. Promote the development of new housing for senior citizens.
9. Promote the development of new housing designed and priced to attract young families to the community.
10. Define strategies which will encourage a range of housing types and housing prices that reflect the Village’s diverse population.

11. Ensure that new housing construction complements and enhances existing neighborhood development.

COMMERCIAL DEVELOPMENT

Goal:

A compatible and coordinated system of commercial development which provides local residents with needed goods and services and enhances the Village tax base.

Objectives:

1. Undertake promotional activities which depict Morton Grove as a highly accessible and viable location for commercial property investment and development.
2. Increase the number and diversity of retail and commercial service businesses within the Village.
3. Define more specific functional roles for each of the commercial areas within the Village.
4. Revitalize and “rejuvenate” existing commercial areas.
5. Implement recently completed plans for the Waukegan Road commercial corridor.
6. Upgrade and redevelop Dempster Street as a mixed-use commercial corridor.
7. Re-focus development along Lincoln Avenue to attract a mix of commercial, public and residential uses.
8. Initiate programs to improve the condition of older existing commercial buildings and areas.
9. Promote the redevelopment of marginal, obsolete and vacant commercial properties.
10. Eliminate isolated and incompatible residential properties within commercial areas.
11. Promote creative site and building design and development solutions that can help offset the small site sizes and other constraints present within the commercial areas.
12. Promote convenient access to, and adequate parking in, all commercial areas.
13. Consider the introduction of new housing, institutional activities and other complementary land uses into selected commercial areas.
14. Explore opportunities for new transit-oriented development.

INDUSTRIAL DEVELOPMENT

Goal:

A system of industrial development which maintains a diversified economic base and complements other types of local development.

Objectives:

1. Emphasize Morton Grove's strategic location and good regional accessibility as inducements for industrial property investment and development.
2. Identify strategies to encourage new businesses and industries that provide jobs for the local labor force.
3. Promote the retention and "retooling" of viable existing businesses and industries.
4. Encourage the replacement or redevelopment of marginal, deteriorated and obsolete industrial properties.
5. Promote redevelopment of the older industrial area along the railroad between Main and Dempster Streets.
6. Ensure that all new industrial development is located in areas of similar or compatible use.
7. Minimize the negative impact of industrial activities on neighboring land-uses.
8. Continue to refine and enforce performance standards for noise, air, odor and other forms of environmental pollution.

TRANSPORTATION

Goal:

A balanced transportation system which provides for safe and efficient movement of vehicles and pedestrians, and reinforces and enhances established land development patterns within the Village.

Objectives:

1. Use traffic calming and other techniques to help reduce congestion on Village streets.
2. Minimize non-local traffic within residential neighborhoods.
3. Work with the Illinois Department of Transportation to develop appropriate and compatible long-range improvement plans for strategic regional arterial (SRA) routes.
4. Balance the need for efficient traffic movement along arterial streets with the operational and parking needs of adjacent stores and businesses.

5. Continue to undertake street resurfacing projects as necessary to maintain the condition of Village streets.
6. Provide street lighting throughout the Village, commensurate with the level of activity in various parts of the community.
7. Eliminate flooding on roadways within the Village.
8. Ensure that all major activity areas within the Village have adequate parking facilities.
9. Promote safe bicycle and pedestrian movement throughout the Village.
10. Promote continued improvement and enhancement of the Metra commuter station as an important community asset.
11. Advocate improved local and regional bus service within the Village.

COMMUNITY FACILITIES

Goal:

A system of community facilities which provides for the efficient and effective delivery of public services and enhances the Village as a desirable place in which to live and do business.

Objectives:

1. Maintain a high level of fire and police protection throughout the Village.
2. Ensure adequate public water supply, sanitary sewer and storm sewer systems via the continuing monitoring and maintenance programs.
3. Improve facilities and services for senior citizens.
4. Maintain adequate sites for the fire and police departments, library, public works and other municipal facilities; undertake expansion and replacement programs as necessary.
5. Ensure that all community facility sites and buildings are sound, attractively maintained and compatible with surrounding neighborhoods and development areas.
6. Construct a new Village Hall which will become a major focal point within the community.
7. Cooperate with the various public and private school districts to maintain adequate school sites and facilities within the Village.
8. Encourage consideration of school redistricting, reorganization or consolidation which would reduce the number of districts serving the Village.
9. Promote the productive reuse of any public and institutional buildings that may be closed in the future.
10. Consider the need for and desirability of new community facilities that will serve the needs and desires of both local residents and businesses.

11. Emphasize facilities, services and programs that serve the entire community and can bring together and unite residents from all the Village's different neighborhoods.

PARKS and RECREATION

Goal:

A park and open-space system which satisfies the recreational and leisure-time needs of Village residents and enhances the overall image and appearance of the community.

Objectives:

1. Maintain a system of local park sites and recreational facilities which complements the regional recreational opportunities available in adjacent forest preserve areas.
2. Continue to develop new recreational facilities and program offerings which respond to the specific desires of Village residents.
3. Institute programs to maximize the use of existing park and recreational facilities.
4. Continue to upgrade existing parks and recreational facilities; undertake improvement and replacement programs as required.
5. Promote the development of new park sites in neighborhoods that have park land deficiencies.
6. Promote more extensive cooperation between the Park District and the various school districts in the provision of recreational services.
7. Explore the recreational and open space potential of vacant lots and other underused lands.
8. Investigate the possibility of using the Commonwealth Edison easement for low-intensive recreational uses.
9. Undertake more extensive landscaping and "greening" programs along major street corridors, and consider these corridors integral parts of the local open space system.
10. Expand, upgrade and promote the use of pedestrian and bicycle paths to provide access to and connections between parks, forest preserves, the new "village center" and other key activity areas.
11. Ensure that all parks and open spaces are adequately and attractively maintained.

Section 4:

Community-Wide Plan



This section presents the Community-Wide Plan, which establishes an overall framework for improvement and development within Morton Grove over the next 10 to 15 year period, consistent with the Vision Statement and the goals and objectives.

The Community-Wide Plan consists of three components: 1) land-use, 2) transportation, and 3) community facilities. Plan recommendations are presented in the series of maps and accompanying text that follow.

In general, the Community-Wide Plan strives to maintain and enhance the unique and distinguishing features of the community, improve and upgrade areas that are beginning to decline, and promote compatible new development and redevelopment in selected locations.

The Community-Wide Plan is supplemented by more specific recommendations for Morton Grove's four designated "target areas," which are presented in Section 5 of this Plan report.

11 Community-Wide Plan

The *Community-Wide Plan* provides an overall framework for improvement and development within Morton Grove over the next 10 to 15 year period. It establishes long-range policies for key aspects of the Village, consistent with the "vision statement" and community goals and objectives. The Plan strives to maintain and enhance the unique and distinguishing features of the community, improve and upgrade areas that are beginning to decline, and promote compatible new development and redevelopment in selected locations.

Introduction to the Plan:

The *Community-Wide Plan* consists of three components: 1) land-use, 2) transportation, and 3) community facilities. Plan recommendations for each component are briefly highlighted in this exhibit. More specific policies and recommendations for the various Plan components are presented in Figures 12 through 17.

The *Community-Wide Plan* is supplemented by more detailed recommendations for Morton Grove's four designated "target areas," which are presented in the following section of this Plan report.

Land Use Component:

The *Community-Wide Plan* provides a guide for future land-use and development within the Village. It identifies which lands should be devoted to residential, commercial, industrial and public uses. It also describes how various land use areas should be related and interconnected, and highlights the types of projects and improvements to be undertaken within each area.

Since Morton Grove is primarily a built-up community with very little vacant land remaining, the Plan builds upon the existing land use structure. The Plan strives to rein-

force and strengthen the strong existing residential character of the community. Low-density residential development should continue to predominate, and the distinctive qualities and characteristics of individual neighborhoods should be enhanced. Rehabilitation and environmental improvements should be undertaken to improve older residential areas. Dempster Street, Lincoln Avenue, Waukegan Road and Ferris Avenue should be upgraded as mixed-use corridors, providing sites for new medium-density housing construction. High-density housing should continue to be limited to a few locations around the periphery of the Village.

Commercial uses should be located primarily along Dempster Street, Waukegan Road and, to a lesser extent, Lincoln Avenue and Golf Road. Existing commercial areas should be substantially improved and upgraded, and new investment and development should be aggressively promoted. Improvements should be made to existing buildings, parking lots and the public rights-of-way.

Several sites are recommended for commercial development or redevelopment. Portions of the Village's commercial areas should also assume more of a "mixed-use" character in the future, with housing, public and institutional uses intermixed with commercial activities. New transit-oriented development should be promoted.

Industrial uses should be limited to the area south of Main Street and west of Austin, and to currently committed areas along Waukegan Road. Marginal industrial properties along the railroad north of Main Street should be removed to allow for new mixed-use residential and commercial development.

Transportation Component:

Morton Grove's network of streets, highways and transit facilities should be maintained and expanded. While the roadway system is essentially in place, operational improvements should be undertaken as required to meet the needs of future development and redevelopment.

The safe and convenient use of transportation corridors by pedestrians, cyclists, public transit vehicles and private vehicles should be emphasized. Traffic flow and traffic safety should be improved along Strategic Regional Arterials and other routes without disrupting or adversely impacting adjacent land development.

Landscaping and other improvements should be undertaken to enhance the appearance of major roadways. New bike routes and pedestrian facilities should be developed and public transportation service improved.

Community Facilities Component:

The Village should continue to offer its residents and businesses top quality community facilities and services.

The local parks and recreation system should be maintained as an important community asset. Existing parks should continue to be improved and upgraded as required. Opportunities to acquire vacant lots and set aside park sites as a part of new development projects, particularly in portions of the community that are currently under served, should be explored. Additional cooperative agreements should be established between the Park District, the school districts and other organizations to increase the recreational opportunities available to local residents.

The Village should cooperate with public and private schools to ensure that high-quality educational services continue to be available within the Village. Existing school facilities should be improved and upgraded as required. The Village should assume a leadership role in enhancing communication between public and private schools.

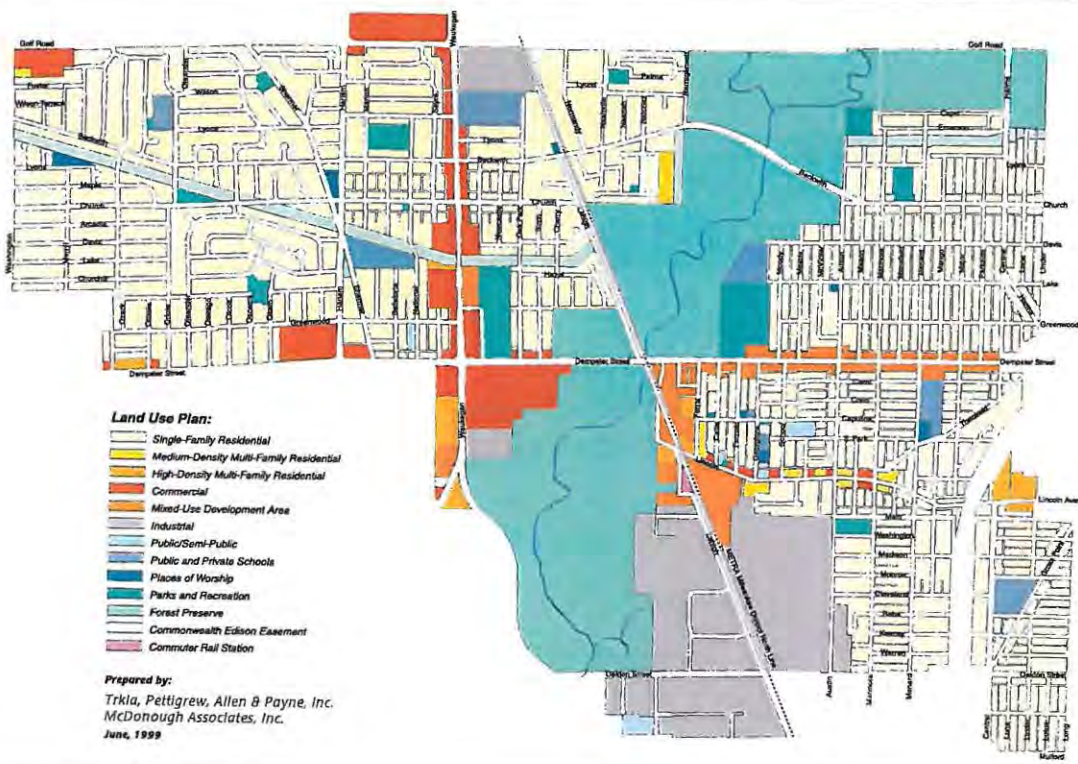
Other community facilities, including the Library, police station, the senior citizen center and public works facilities should be improved and enhanced, and should continue to be important assets of the community. Morton Grove's Village Hall should either be remodeled and expanded or a new facility should be constructed. The provision of new community facilities and services designed to help attract new families should be explored.

Implementation:

The actions required to carry out the new *Comprehensive Plan*, including recommendations regarding zoning, financing and implementation, are presented in Section 6 of this Plan report.



Note: See Section 5 for additional recommendations related to Morton Grove's four Target Areas.



12 Residential Area Policies

Morton Grove has traditionally been a strong and desirable residential community. The **Community-Wide Plan** strives to maintain and protect existing neighborhoods, improve and strengthen residential properties that are beginning to decline, and promote high-quality new residential development that enhances existing neighborhood character. Planning policies for residential areas are highlighted in Figure 12.

Neighborhood Structure:

Morton Grove is primarily a residential community, and its neighborhoods are among its most important assets.

The Village is comprised of several distinct neighborhood areas, each with somewhat different physical characteristics such as street configuration, landscaping, lot sizes and housing construction. Much of the Village's image and identity is due to the unique character of its neighborhoods, and these distinguishing features should be preserved and enhanced.

Improvement Guidelines:

Several principles should guide neighborhood improvement and development within Morton Grove.

Neighborhoods should be self-contained areas designed primarily for residential use. Through-traffic should be routed around the neighborhood, with a limited number of collector streets penetrating it. Each neighborhood should be served by shopping and services, accessible by pedestrians and bicycles as well as vehicles. Ideally, an elementary school should be easily accessible to each neighborhood, as well as park

and playground facilities. Safe pedestrian walkway systems should connect homes with schools and neighborhood facilities. Where possible, townhouses and apartments should be located on the edge of residential neighborhoods and near other major traffic generators.

Morton Grove should maintain a diverse housing stock which will accommodate a diverse population. Even though single-family homes should continue to predominate, limited new multi-family residential development should also be encouraged, particularly owner-occupied development. New senior-citizen housing and housing designed and priced to attract new families to the community should be promoted.

All new residential development should be characterized by high-quality design and construction, and should be compatible with the scale and character of nearby existing homes.

Single-Family Neighborhoods:

Existing neighborhoods should be strengthened through a range of community facility and infrastructure improvements, including expanded park and recreational facilities, additional street lighting, and improved water and sewer service. Housing rehabilitation and code enforcement activities should continue to be undertaken. Historic homes, tree-lined streets and other distinguishing neighborhood characteristics should be protected.

Transportation projects should be undertaken to reduce through-traffic within the neighborhoods. The Village should maintain a neighborhood atmosphere in which all residents feel safe and secure.

The boundaries between neighborhoods and commercial and industrial areas should be clearly defined, and the adjoining areas should be screened and, if possible, buffered.

Since Morton Grove's neighborhoods are essentially "built-out," little new single-family development is anticipated, except where existing homes or other uses are replaced with new single-family construction. In addition, the Village might explore new zoning provisions that would permit development of "substandard" vacant lots.

Multi-Family Residential Areas:

Medium-density multi-family residential development, reflecting densities between 10 and 24 units per acre, should be located along important streets and near major activity areas. Medium-density housing might include attached single-family homes, townhouses, cluster houses and small apartments and condominiums.

New medium-density housing should be focused along Lincoln Avenue and along Ferris Avenue north of Lincoln. Several sites along these corridors are highlighted in the Plan for residential redevelopment.

New medium-density development, particularly along Lincoln Avenue, should be carefully monitored to ensure compatibility with adjacent single-family areas, and to help unite the neighborhoods to the north and south. Landscaping, lighting and street-scape improvements should be undertaken along Lincoln to improve the character and appearance of the street, and help create a comfortable and pleasant living environment.

High-density multi-family residential development, reflecting densities of over 24 units per acre, should be limited to peripheral locations adjacent to regional thoroughfares, and in areas somewhat separated from existing low-density neighborhoods. Minor expansion of existing high-density housing areas could occur along the west side of Waukegan Road south of Dempster Street, and along Lincoln Avenue east of the Edens Expressway.

Special Development Areas:

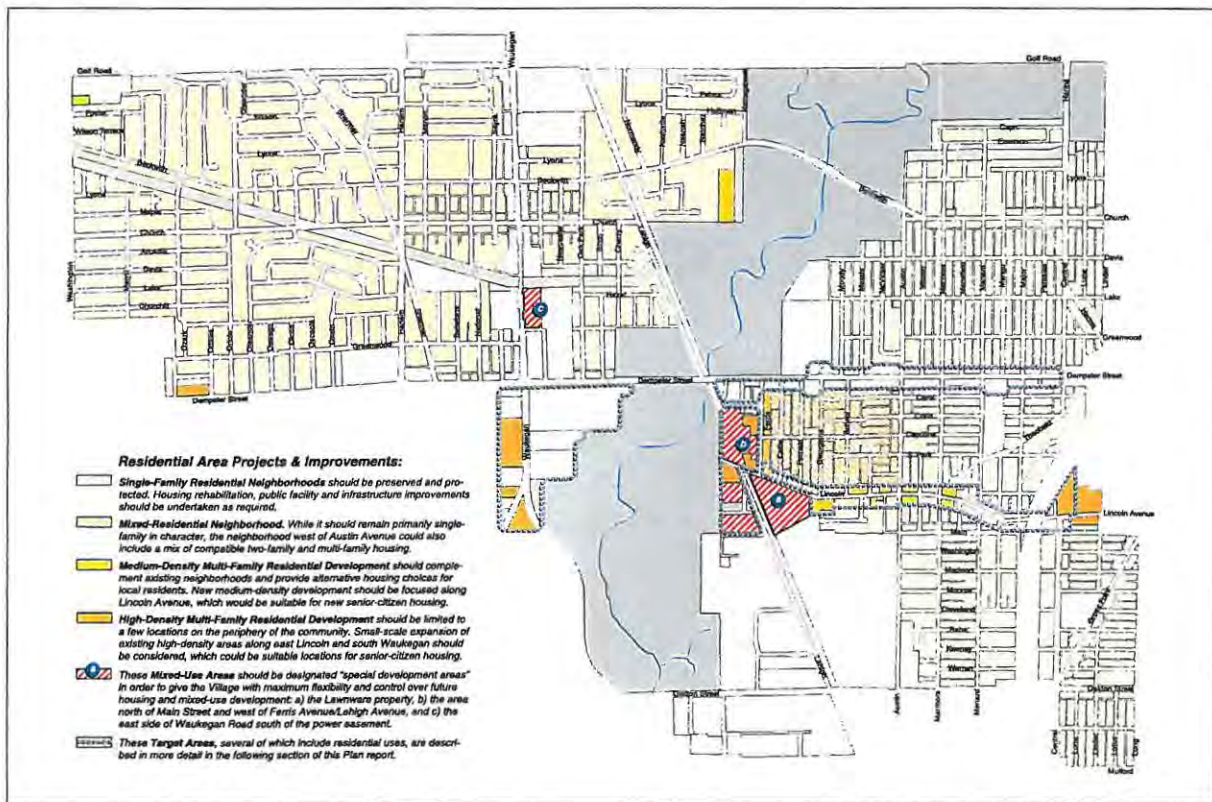
Three areas should be designated "special development areas" to provide the Village with maximum flexibility and control over future development. These include: a) the Lawmware property, b) the area north of Main Street and west of Ferris/Lehigh, and c) the east side of Waukegan Road south of the Commonwealth Edison right-of-way. These areas should eventually be redeveloped for an attractive mix uses, possibly including residential, commercial and public uses. One of these sites might be designated and redeveloped as Morton Grove's new "Village Center."

Each site should be developed according to an overall "site development plan" to ensure the coordination of building location and orientation, access drives, parking facilities, and pedestrian and open space amenities. The PUD technique would give the Village maximum flexibility and control over the mix of uses, building placement, and site design.

The Village should promote creative site planning and building design within these areas to help achieve distinctive new living and shopping environments.

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June, 1999



12 Commercial Area Policies

The **Community-Wide Plan** strives to strengthen and revitalize Morton Grove's existing commercial areas. The Plan establishes policies for substantially improving and upgrading existing commercial areas, and for aggressively promoting new commercial and mixed-use development. In general, the Plan recommends that commercial area revitalization be one of the Village's highest priorities during the next few years. Planning policies for commercial areas are highlighted in Figure 13.

Existing Commercial Development:

Morton Grove does not have a "downtown" or a "central business district." Existing retail, service and office uses are located primarily along Dempster Street, Waukegan Road and, to a lesser extent, Lincoln Avenue and Golf Road. These commercial corridors contain a diverse mix of businesses that serve adjacent neighborhoods, auto traffic that passes through the community, and the surrounding region.

Improvement Guidelines:

Each of Morton Grove's existing commercial areas should be substantially improved and upgraded in the future. Viable existing stores and businesses should be improved and enhanced. New commercial uses, particularly retail and convenience commercial facilities, should be aggressively promoted. Alternative land uses, possibly including new housing and public and institutional facilities, should also be considered to complement and reinforce selected commercial areas.

New commercial development should be of a size and scale compatible with the established character of Morton Grove. New commercial construction should be limited to two or three stories. Commercial development should be characterized by the highest possible standards of design and construction.

Since commercial areas are located along important traffic routes, access to commercial properties should be carefully controlled to minimize conflicts with through traffic movements. The consolidation of access drives for adjacent properties should be encouraged.

Adequate off-street parking and loading facilities should be provided within all commercial areas. The consolidation of parking and loading facilities for two or more businesses should be encouraged. Parking lots and service areas should be attractively screened and landscaped, particularly along major streets. Most on-street parking should also be maintained.

The image and appearance of commercial areas should be upgraded. Projects should be undertaken to improve the appearance of the public rights-of-way within commercial areas, including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include facade, parking lot and signage improvements.

The possibility of relocating overhead utility lines should be explored. Ideally, these should either be placed underground or relocated along the alley at the rear of commercial properties.

Commercial areas should not adversely impact adjacent residential neighborhoods. Firm boundaries should be established for the commercial areas. Screening and buffering should be promoted, including landscaping and decorative fencing. Commercial traffic and parking should not spill over into the neighborhoods. Noise, safety and grounds maintenance should also be carefully monitored within commercial areas.

Commercial Areas:

Generalized land-use recommendations for the Village's primary commercial areas are highlighted below. More detailed recommendations for improving and enhancing each of these areas are described in Section 5 of this Plan report.

Dempster Street. The Dempster Street corridor should continue to accommodate a range of retail, convenience and auto-oriented commercial activities. The redevelopment and replacement of older, obsolete commercial properties should be promoted. Incompatible single-family homes located along Dempster east of Waukegan Road should be removed to allow for more compatible new development.

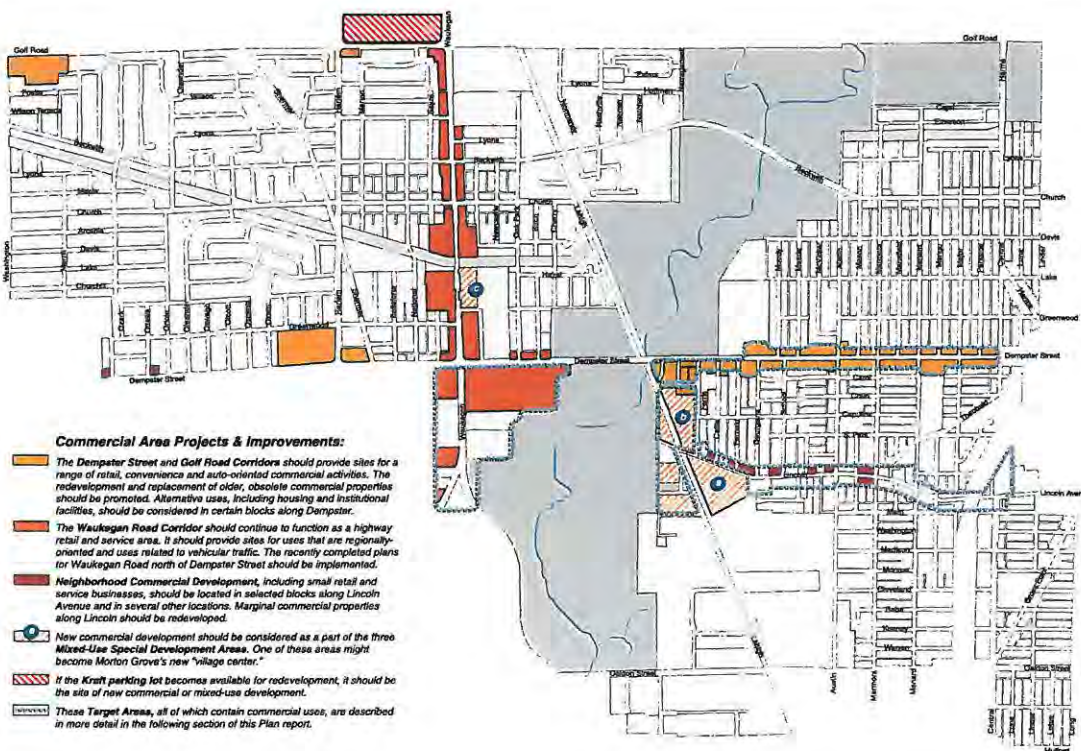
Waukegan Road. The Waukegan Road corridor should continue to function primarily as a commercial service area. It should provide sites for uses that are regionally-oriented and uses related to vehicular traffic. Several sites along this corridor are recommended for redevelopment. In addition, several vacant and underutilized sites along Waukegan Road south of Dempster Street are recommended for new commercial and residential development.

The recently completed plans for Waukegan Road north of Dempster Street should be implemented. Major recommendations include improvement of existing buildings, redevelopment of marginal properties, traffic and parking improvements, and new streetscape treatment.

Lincoln Avenue. The Lincoln Avenue corridor, which is the oldest commercial area in Morton Grove, contains a mix of retail, service, office, institutional and residential uses. It has been the site of several new residential developments in recent years. However, other obsolete buildings, marginal uses and vacant properties are scattered along the corridor which should be promoted for redevelopment.

Even though the overall commercial role of Lincoln Avenue will be de-emphasized, certain locations should be maintained for neighborhood-oriented commercial uses. In addition, limited new neighborhood commercial development should be considered either along Ferris Avenue or the Lawnware property, if these areas are redeveloped.

Ferris Avenue/Lehigh Avenue Area. New commercial development adjacent to the Metra commuter station has been discussed as a part of the Ferris Avenue/Lehigh Avenue Target Area analysis. Alternatives and recommendations for improving and enhancing this area are described in Section 5 of this Plan report.



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June, 1999

14 Industrial Area Policies

The **Community-Wide Plan** promotes continued improvement and intensification of Morton Grove's existing industrial areas. Since little vacant land remains, the Village should focus on enhancing the image and character of existing industrial districts and on promoting the replacement of older industrial properties with clean and compatible new industrial and business uses. In selected areas, older industrial properties should be redeveloped for new mixed-use development. Planning policies for industrial areas are highlighted in Figure 14.

Existing Industrial Development:

Morton Grove has a relatively small but strong industrial base. Most existing industrial development is located south of Lincoln Avenue and west of Austin Avenue. Major industrial uses within this area include ITT Bell and Gossett, Lawnware and John Crane. Other prominent industrial uses include Avon and Revell Monogram Model, both of which are located along Waukegan Road.

Most industrial land is developed and only a few small, scattered vacant parcels remain. In recent years, some older industrial properties have been replaced with new industry, as exemplified by the North Grove Corporate Park. While most industrial properties are sound and well maintained, there are a few marginal and deteriorated properties near the intersection of Lincoln and Lehigh Avenue.

Improvement Guidelines:

It is recommended that industrial uses within Morton Grove be limited to the area south of Lincoln Avenue, and to the currently committed parcels at the northern and southern ends of Waukegan Road.

The southern industrial district should continue to be upgraded and enhanced, including the retention and "retooling" of viable existing businesses and industries, "infill" development on remaining vacant lands, and the replacement of older, marginal industrial facilities.

The industrial district should provide sites for a wide range of industrial and business uses, including manufacturing, assembly, distribution, warehousing, office and research and development facilities.

Industrial properties should be designed and developed so that offices, showrooms and similar uses occupy high-visibility locations around the periphery of the industrial district and along major streets. Warehousing and storage facilities should be located within the interior portions of the district.

New developments which consolidate office, warehouse and parking facilities for multiple industrial and business operations should be encouraged.

Safe and convenient access should be provided to industrial properties for trucks, autos and public transportation. Major roadways serving the industrial areas should be attractively landscaped and visually distinctive. The entrances to the industrial areas should be designated by attractive "gateway" features, possibly including special signage, landscaping and accent lighting. Retention ponds, small sculptural features, and other design features might also be used to enhance the appearance of industrial sites and areas.

While the industrial areas should continue to be oriented primarily to vehicular traffic, the needs of pedestrians and cyclists should also be considered. All streets within industrial areas should have sidewalks.

New industrial construction should be compatible with the surrounding building context. Architectural treatments and landscaping should be promoted to add visual interest to industrial buildings located along major streets or on other highly visible sites. Attractive landscaping should be encouraged in front setbacks.

Where possible, loading and service areas should be located behind buildings; at a minimum, they should be positioned away from front entrances and major streets.

The use of decorative metal fencing and landscaping should be promoted around the perimeter of industrial sites. Similar treatments should also be used to screen parking lots, loading and service areas, and outdoor storage yards. The use of chain link fencing should be discouraged, except in areas that are not visible to the public.

Screening and buffering should also be provided between industrial areas and nearby land uses. The periphery of industrial areas should be extensively landscaped, particularly where industrial areas border residential properties.

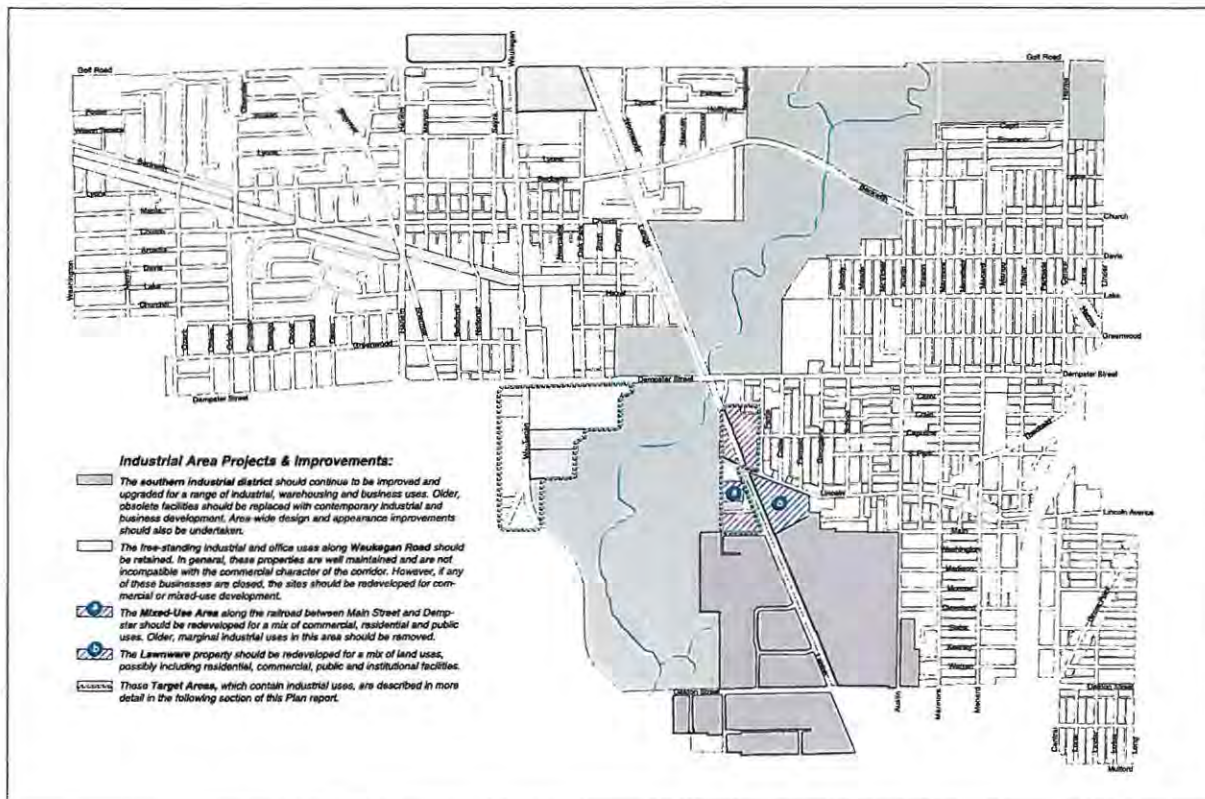
Uniform standards should be also enforced to protect adjacent properties and surrounding land uses from industrial noise, dust, odor, air pollution and water pollution.

Industrial Redevelopment Area:

It is recommended that the marginal industrial properties north of Main Street and west of the railroad be acquired, cleared and made available for more appropriate "transit-oriented development," possibly including a mix of residential and commercial uses. Industrial properties north of Lincoln Avenue and east of the railroad should also be removed to allow for new mixed-use development in the future.

It is further recommended that the Lawnware property along Lincoln Avenue be redeveloped for a mix of new land uses, possibly including residential, commercial, public and institutional facilities. This new mixed-use development might become Morton Grove's "Village Center."

Section 5 of this Plan report describes more specific alternatives for redevelopment of the older industrial properties along the rail corridor from Main Street north to Dempster Street.



15 Community Facilities Policies

Morton Grove has traditionally been known for its high quality community facilities and services. Community facilities provide important focal points for neighborhood life and activity, and contribute significantly to the Village's overall "quality of life." The **Community-Wide Plan** presents guidelines for maintaining and enhancing parks, schools, fire and police stations and other community facilities. The Village should recognize and market public facilities as important assets that can help attract new families and businesses to the community.

Improvement Guidelines

In general, all community facilities should be well-maintained, and repairs should be undertaken as required. If facilities become inadequate or obsolete, they should be promptly updated or replaced. If existing public buildings are closed, they should be reused for new activities which are of benefit to the community.

The Village should be attuned to the changing needs and requirements of local residents and businesses, and new facilities and services should be provided when needed. Priority should be given to facilities

which can help attract new families and businesses to the community. The Village should continue to promote cooperation and interaction among the various agencies and organizations which provide facilities and services to the community, including the school districts, neighboring communities, Cook County and others.

A small new "village center" should be established—perhaps near Lincoln/Ferris or near Dempster/Waukegan—that could help unite various neighborhoods and be a source of pride for local residents. Community facilities should be an important component of this new "village center."

Parks and Recreation

In order to maintain Morton Grove's tradition as a strong residential community, the Village should support the upgrading and enhancement of the local parks and recreation system. Existing park facilities should be used efficiently and effectively. The shortage of local parkland should be partially offset by intensifying the use of existing park sites. New facilities should be developed on existing sites, and program offerings should be expanded. The recreational potential of existing open spaces, such as the Commonwealth Edison easement, should be investigated.

Additional cooperative agreements should be established between the Park District, the school districts and other organizations to increase the recreational opportunities available to local residents. The Village and Park District should strive to acquire small park sites in portions of the community that are currently underserved. New park land might also be set aside as a part of future redevelopment projects.

According to the Park District's 1998 Five-Year Capital Projects Plan, major issues to be addressed in the near future include renovation of Oriole Pool, continued renovation of Prairie View Community Center, and development of the newly acquired Jacob's Park. Ongoing Park District projects include tree replacement, pool filtration repairs and vehicle and equipment replacement programs.

Public & Private Schools

Morton Grove is served by five public elementary school districts and two high school districts. In addition, three private schools are located within the Village.

All public school districts share several common conditions. After several years of declining enrollments, all have been experiencing slight, steady increases during the past few years, a trend which is expected to continue during the next few years. All existing school facilities within the Village are in good condition, although some are becoming old and periodic improvements will be required. No district foresees the need for new school sites during the next 10 to 15 years, unless major new housing construction occurs within that district.

The Village should cooperate with all public and private schools to ensure that high-quality educational services continue to be available. It should work with public and private schools to explore opportunities for improvement and enhancement of existing school sites and buildings as required.

Other Community Facilities

Fire Department. The Department operates two fire stations, each of which is in good condition and is well located to serve the community. If future development within the Village required additional companies or apparatus, each of the existing stations could conceivably be upgraded and/or expanded.

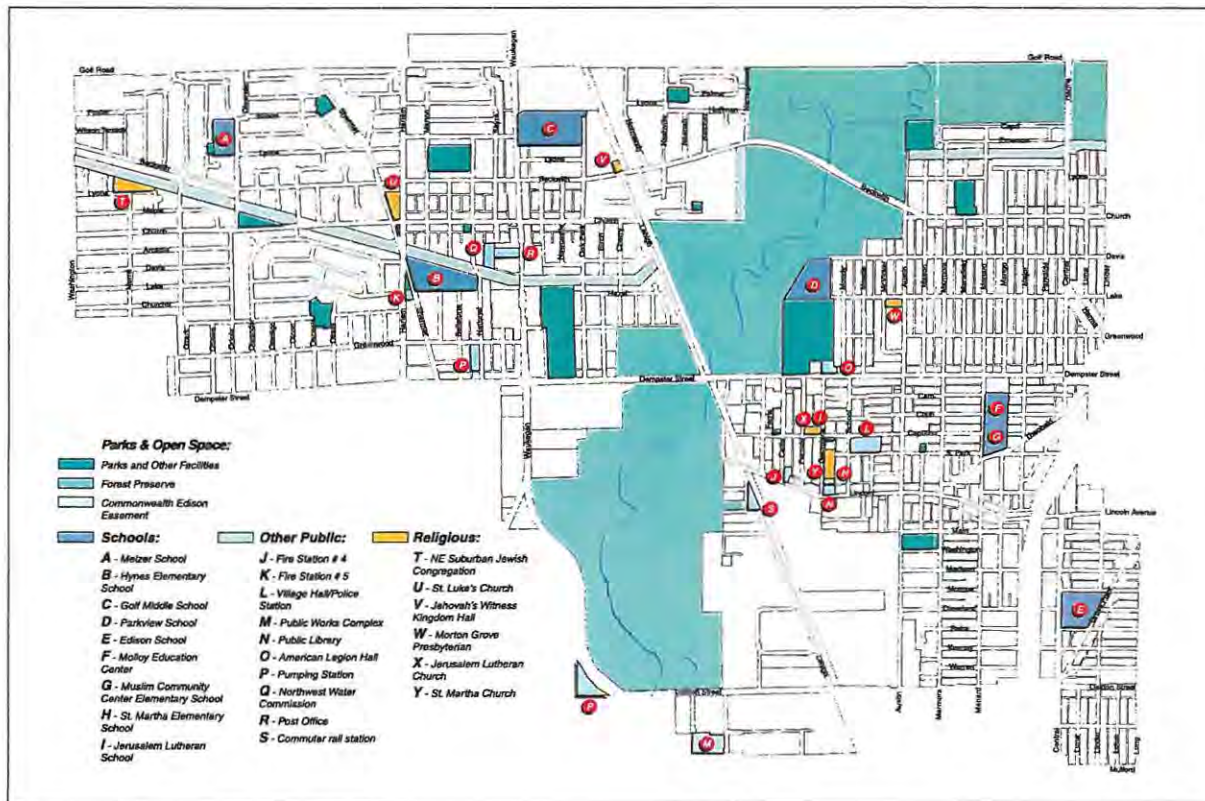
Village Hall. The Morton Grove Village Hall, located in the former Grove School building, houses administrative offices, the Police Department and senior citizen facilities. The existing building, which was constructed as a school in 1897 and remodeled for Village Hall use in 1979, has become inadequate to serve Village needs. An architectural firm has explored options for either renovating and expanding the current facility, or constructing a new Village Hall elsewhere in the community. If a new Village Hall is constructed, it could be located within the new "village center."

Police Department. All police operations are conducted out of the Police Station, which is located on the Village Hall site. As noted above, Village Hall has become inadequate to serve the full range of Village needs, and improvement alternatives are now being explored.

Public Works Department. All operations are conducted at the Public Works site on Nagle Avenue south of Oakton Street. This site, which encompasses 4.39 acres, contains administrative offices, a maintenance garage, an equipment storage garage, a salt storage dome, and materials storage and fueling equipment. These facilities are generally well maintained.

Public Library. The Library is an important focal point along the Lincoln Avenue corridor. The Library building was constructed in 1952, with several remodelings and additions. While the building is structurally sound, it does require upgrading and remodeling. A consultant is working with the Library to determine more specifically what site or building improvements will be needed in the future.

A number of Village residents have expressed the desire for either an expanded library building or a small new branch library on the west side of the community.



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June, 1999

16 Transportation Policies

The Village of Morton Grove is served by an extensive transportation system. Some areas of concern have been identified with respect to this system. The *Community-Wide Plan* presents recommendations for dealing with these roadway and transit system issues. The recommendations highlighted in Figure 16 are intended to allow Morton Grove to provide a transportation system that will meet the needs of present and future development.

Strategic Regional Arterials

The Strategic Regional Arterial (SRA) system in Morton Grove consists of Golf Road west of Waukegan Road, Dempster Street, Waukegan Road and Caldwell Avenue south of Waukegan Road. These roadways are under the jurisdiction of the Illinois Department of Transportation (IDOT) and as such any recommended improvements are subject to IDOT review and approval. While having no direct hand in proposed improvements, the Village of Morton Grove should continue to actively lobby to protect Village interests in these corridors. This will

help to ensure that the Village has maximum flexibility in making improvements that will attract and keep desired developments. Specific recommendations for the Dempster Street and Waukegan Road corridors are presented in the following section of this Plan report.

Arterials

The arterial network in the Village is also partially under the jurisdiction of IDOT. Oakton Street and Golf Road east of Waukegan Road are IDOT roadways. Shermer Road and Harlem Avenue are Village owned arterial streets and Gross Point Road is in the process of being negotiated for a transfer to the Village from IDOT. The arterial system carries the highest volumes of traffic, thus any improvements must maintain traffic capacity along with the access to local businesses that are provided. Improvements on Shermer Road and Harlem Avenue can be accomplished through local sponsorship and Motor Fuel Tax (MFT) funds. This allows the Village control over the improvements to be sure that they fit the needs of proposed development in these corridors.

Oakton Street, while an IDOT roadway, is maintained by the Villages of Morton Grove and Niles. This arrangement also lends itself to a potential jurisdictional transfer of ownership. While such a transfer would allow the Village to assume more control over the transportation factors that influence development in this corridor, it would create a heavy maintenance burden on the Village and therefore is not recommended. Golf Road is a marked IDOT highway and thus not eligible for a jurisdictional transfer.

Collector/Local Streets

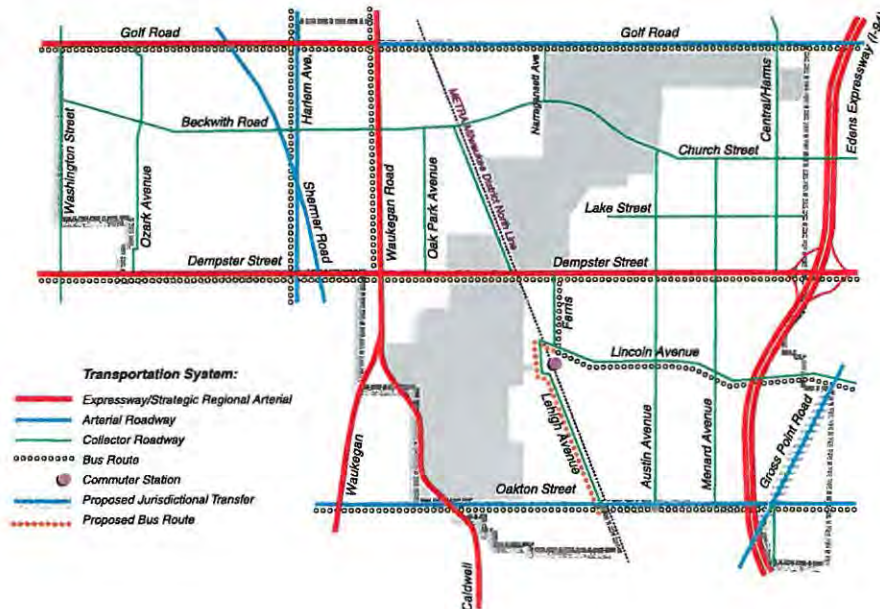
The collector and local street system is made up of Village controlled and maintained roadways. Since these roadways provide the majority of local property access it is important that the condition of these facilities be maintained

at a reasonable level. With these factors in mind, a pavement rating and condition survey should be implemented. The survey should take into account several pavement condition factors such as transverse and longitudinal cracking, alligator cracking, curb and gutter problems and failure of sidewalks among others. This survey will allow the Village to determine those local streets most in need of repair and the types of repair work that will be required (i.e., overlay or reconstruct). Funding exists through the use of Local Agency Pavement Preservation (LAPP) Grants. These Federal grants are available to local agencies for use in maintaining their street collector systems through the CATS North Shore Council of Mayors. Other more specific recommendations for the Lincoln Avenue corridor will be discussed in the next phase.

Transit System

Commuter Rail. The commuter rail line serving Morton Grove is the Milwaukee District North Line operated by METRA. This line provides service between the commuter station at Lehigh and Lincoln Avenues and Union Station in Chicago. The schedule provides good service to the Village and no schedule or service alterations are required. More specific recommendations for the area around the commuter station are presented in the following section of this Plan report.

Bus Routes. Suburban bus service is provided by PACE. The current service is generally adequate, however a route to connect the Oakton Street and Lincoln Avenue routes along Lehigh Avenue could enhance service to the commuter rail station with a schedule coordinated to the arrival and departure times of the trains.



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June, 1999

17 Public Utility Policies

The Village of Morton Grove provides for the following public utilities: municipal water supply, street lighting, storm water collection, and sanitary sewer service. The **Community-Wide Plan** presents recommended solutions and strategies for dealing with the utility system issues and concerns identified during the planning process.

Storm and Sanitary Sewer System

The primary flooding problems in the Village have occurred in the area north of Main Street and east of the Chicago River. This section of the Village is served by a combined storm and sanitary sewer system. Heavy storm events cause surcharges in the system which cause basement flooding. Storm sewers have been constructed in Capulina Avenue, Lake Street and Davis Street. These sewers are intended to separate the storm and sanitary systems to avoid the surcharges and basement flooding during storm events. It is recommended

that these sewers be extended and new storm sewer laterals constructed in order to complete the separation of the systems south of Church Street. While a sewer in Church Street / Beckwith Road has separated the system on Church Street, this sewer is operating at or near capacity. Separation of the systems north of Church Street should be accomplished via a new storm sewer constructed in Emerson Street with laterals to connect street drainage north of Church Street and along Capri Lane.

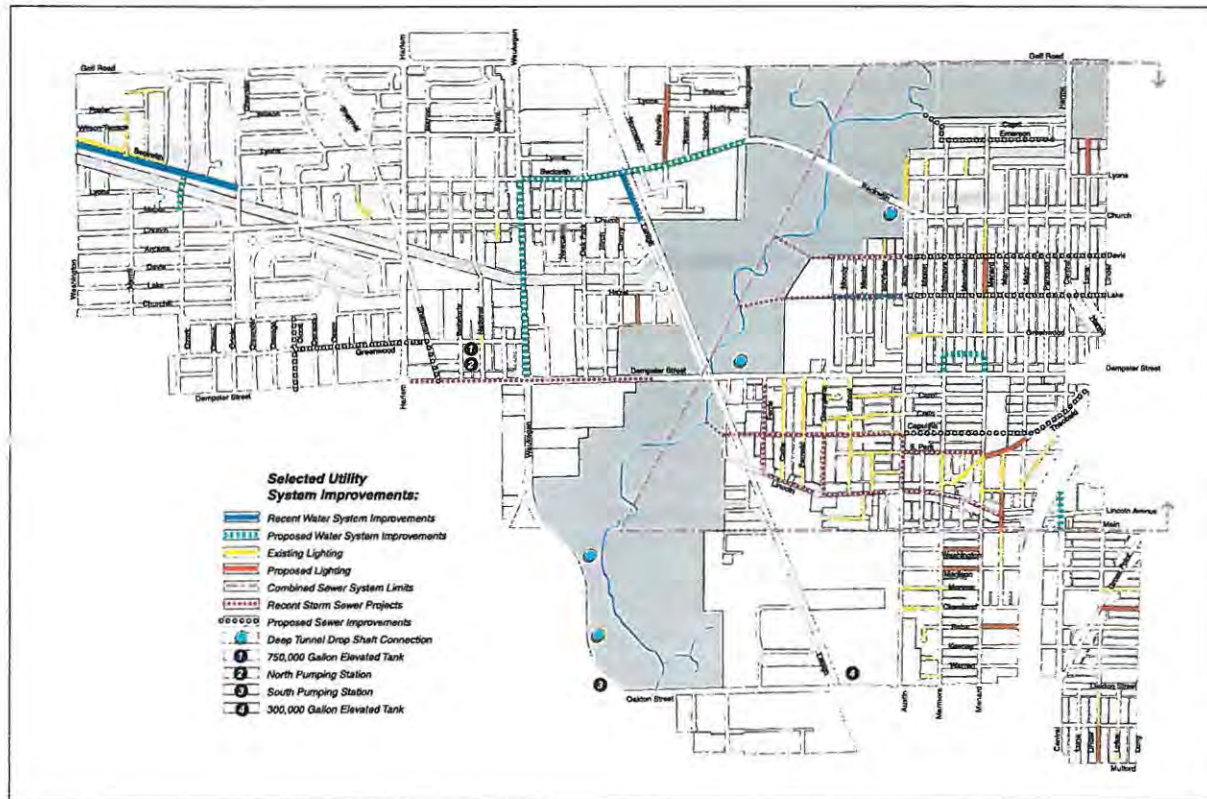
The remainder of the Village is served by separate storm and sanitary sewers. Localized flooding has occurred west of the Cook County Forest Preserves, including the Dempster Street/Olcott Avenue and Sufferd Street/Oscola Avenue intersections. New inlets along with larger laterals should be constructed in Olcott and Oscola to control the flooding of these intersections. A long-term recommendation for the area would be to provide for additional capacity and detention in the system, which would include the upsizing of the Greenwood Avenue/Shermer Road sewer which is the trunk sewer receiving stormwater from the Olcott and Oscola laterals.

Water Distribution System

Recent Improvements to the water distribution system have enhanced water pressure at the outermost limits of the distribution system. The primary issue facing the Village with respect to the water distribution system is the age of certain portions. This issue can be addressed through an annual system analysis to determine locations of leaks in order to prioritize required improvements. Proposed Improvements in Beckwith Road (Washington to Oriole and Waukegan to Narragansett), Waukegan Road (Dempster to Beckwith), Lake Street (Austin to Parkview School) and Central Avenue (Main to the Edens) are examples of projects prioritized using a similar method. Where possible, water system upgrades should be incorporated into roadway improvement projects and redevelopment projects. This would potentially help to offset some of the costs associated with these water distribution system improvements.

Street Lighting

The lighting system in the Village is generally inadequate. Local street lighting exists on a small percentage of the streets in the Village. Adequate lighting on these streets contributes to traffic safety and crime prevention. With these factors in mind, it is recommended that the Village complete installation of roadway lighting on appropriate Village streets. The Village has instituted a petition system by which local lighting projects are prioritized and installed. While this petition system has helped to provide the local lighting where it currently exists, alternate funding sources, such as Federal STP or Enhancement funding, need to be pursued in order to bring the Village wide street lighting system to reality. These funding sources are administered by the CATS North Shore Council of Mayors.



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June, 1999

Section 5:

Target Area Plans



The Target Area Plans build upon the generalized guidelines established in the Community-Wide Plan, and provide more specific improvement and development recommendations for four geographic areas which are of special concern to the Village:

- 1) Dempster Street east of the Forest Preserve,*
- 2) Lincoln Avenue,*
- 3) the Ferris Avenue/Lehigh Avenue corridor, and*
- 4) Waukegan Road south of Dempster Street.*

The Target Area Plans address: a) the overall role and function of each area; b) land use, development and redevelopment; c) traffic circulation and parking; d) infrastructure facilities; and e) design and appearance.

The Plans for each Target Area include a review of existing conditions; a listing of key issues and concerns; a description of two or more alternatives for future improvement, development and redevelopment; and a listing of final planning and development recommendations.

Introduction to the Target Area Plans

This section presents improvement and development recommendations for four key “Target Areas” within the Village of Morton Grove: 1) Dempster Street east of the Forest Preserve, 2) Lincoln Avenue, 3) the Ferris/Lehigh corridor, and 4) Waukegan Road south of Dempster.

IDENTIFICATION of the TARGET AREAS

The four Target Areas were selected by the Village for several reasons. The four areas contain a diverse range of land uses and are among the most intensely developed portions of the community. The areas also include major transportation facilities which connect various destinations within Morton Grove and the surrounding region. The four areas are highly visible to passing motorists and transit patrons, and are primary determinants in how Morton Grove is perceived by residents and visitors alike. Finally, each area has vacant and/or underutilized properties which may be subject to development or redevelopment in the future.

The four Target Areas include:

1. ***Dempster Street***, from the Edens Expressway west to the Forest Preserve, is a classic commercial corridor lined with small shops and businesses which has been experiencing some economic and physical decline in recent years. Dempster Street is a strategic regional arterial (SRA) under State jurisdiction and it carries a significant amount of traffic.
2. ***Lincoln Avenue***, from Central Avenue west to Ferris Avenue, is an attractive mixed-use area which encompasses the historic heart of Morton Grove. Lincoln Avenue has been the site of several recent residential developments and has other remaining land parcels that may be subject to redevelopment in the future.
3. The ***Lehigh Street/Ferris Avenue Corridor*** from Dempster Street south to Elm Street, contains a diverse mix of residential, commercial and industrial uses, some of which are characterized by deterioration and underutilization. This area also includes the Metra commuter rail station. Because of the age and condition of many properties, this area could be the site of major redevelopment in the future.
4. The ***Waukegan Road Corridor*** from Dempster Street south to Caldwell Avenue, is a mixed-use commercial, residential and industrial area that has a few small vacant and underutilized properties that may be subject to redevelopment in the future. Waukegan Road is a strategic regional arterial (SRA) under State jurisdiction and it carries a significant amount of traffic.

ORGANIZATION of the TARGET AREA SECTION

Each of the four Target Areas is discussed on the following pages. For each Target Area, the report includes:

- A review of the exiting land use and development pattern;
- A description of existing roadway characteristics;
- An overview of existing infrastructure facilities;
- A listing of the major issues and concerns to be addressed;
- A description and evaluation of two or more alternatives for future improvement, development and redevelopment; and
- Final improvement and development recommendations.

The discussion of each Target Area is supplemented by a fold-out graphic and a matrix evaluation of the improvement alternatives.

EVALUATION of TARGET AREA ALTERNATIVES

A key component of Morton Grove's planning process has been the evaluation of improvement and development alternatives for each of the four Target Areas.

The criteria used to evaluate the Target Area alternatives reflect: a) the needs and requirements of a land developer as it considers new development; b) the impacts and implications of improvement and development for the Village of Morton Grove, and c) the issues and concerns mentioned by local residents and business persons during the Target Area Workshops.

Evaluation criteria are briefly identified below.

- **Land Use Compatibility.** This criterion assesses the degree to which each alternative is compatible with surrounding existing development. In general, improvement and development should be compatible with surrounding uses.
- **Land Assembly Required.** This criterion assesses the amount of land assembly required to accommodate each alternative. In general, the more land assembly required, the more difficult an alternative will be to implement.
- **Displacement of Existing Uses.** This criterion assesses the number and type of existing uses to be removed under each alternative. In general, the more displacement required, the more difficult an alternative will be to achieve.
- **Private Sector Marketability.** While detailed market analyses and assessments have not been conducted, this criterion assesses the general attractiveness and desirability of a Target Area for proposed new development.
- **Traffic Considerations.** This criterion measures the effects of each alternative on traffic volumes and traffic patterns. Changes in traffic volumes due to revised land uses and changes in traffic patterns due to realignment or

closure of roadways can impact congestion within a target area and at isolated high-traffic areas.

- **Parking Considerations.** This criterion assesses any change in the availability of parking under each alternative. The accessibility and convenience of available parking is also considered.
- **Infrastructure Considerations.** This criterion assesses the ability of existing Village utility facilities to accommodate the improvements considered under each alternative. Infrastructure components considered include storm drainage, sanitary sewer, water distribution and roadway lighting systems.
- **Environmental Considerations.** While environmental concerns are not prevalent in Morton Grove, there are a few sites with environmental conditions that may influence certain types of improvement and development. This criterion highlights any such concerns.
- **Image Considerations.** The four Target Areas are all highly visible to residents and visitors. This criterion assesses the degree to which each alternative will improve or enhance the image and appearance of the Target Area.
- **Public Policy Considerations.** This criterion assesses the “gravity” of the public policy decisions required to implement each alternative. Some alternatives will require significant changes in policy and will be considerably more controversial than others. Some alternatives require that the Village actively assist or participate in the improvement process, while others do not. This criterion also considers the need for involvement by outside agencies.
- **Cost.** This criterion assesses the relative cost required to implement each alternative. In general, the least costly alternatives will be more easily implemented.
- **Financial Benefits.** This criterion assesses the relative financial benefits to the Village, primarily in the form of tax revenues generated or lost, in implementing each alternative.

It should be emphasized that the evaluation of alternatives is general and subjective, and that it entails a considerable amount of professional judgment. Its purpose has been to assist Village officials and the Comprehensive Plan Advisory Committee compare the relative advantages and disadvantages of the various alternatives and determine the Village’s preferences regarding future improvement and development of each Target Area.

Dempster Street Target Area

This Target Area encompasses the Dempster Street corridor from Central Avenue west to the Forest Preserve (see Figure 18). It includes the roadway itself, which is under State jurisdiction, and the frontage properties along both sides of the street for the full length of the corridor.

Existing Development Pattern:

Dempster Street is a commercial corridor containing a wide range of small retail, service and office uses that serve adjacent neighborhoods and the auto traffic that passes through the community. Prominent existing uses include the First National Bank of Morton Grove, Resurrection Health Care Center, Yorktown Professional Building, North Shore Medical Specialists, Osco Drugs, the Austin-Dempster Plaza, Lazy Boy Furniture, Simkins Funeral Home, Giordano's Restaurant, Maxwell's Restaurant, Sea Port Restaurant, Marilyn's Restaurant, American Legion Hall, and Harrer Park.

Since the size of commercial lots along Dempster Street is limited, most businesses are located in small free-standing buildings or strip centers. Most buildings are located close to the sidewalk line, with minimal setbacks. Little land is available for business expansion or off-street parking. While most existing buildings are structurally sound, a number are characterized by deferred maintenance and minor deficiencies.

Off-street parking lots are quite small and there are numerous access drives and curb cuts along Dempster Street. Because of the lack of off-street parking, many businesses are heavily dependent on the on-street parking along Dempster.

The Dempster Street commercial area is closely bordered on the north and south by sound and well maintained residential neighborhoods. In the past, the Village has taken a firm position on the protection of these neighborhoods, and has resisted proposals to acquire and redevelop residential properties to allow for commercial area expansion.

Many blocks along Dempster Street have a "tired" and "dated" appearance. A number of businesses would benefit from façade or storefront improvements. There is little design consistency between adjacent buildings or groups of buildings. Because land is limited, there is little landscaping and few streetscape improvements along the corridor. Sidewalks are quite narrow and there are few pedestrian conveniences.

There are several vacant buildings and land parcels scattered along the corridor, and there is local concern that the quality of businesses and the mix of stores is not as strong as it has been in past years.

Roadway Characteristics:

Dempster Street is a strategic regional arterial (SRA) with a right-of-way width that varies from 73 to 100 feet. The typical cross section consists of two 12 foot traffic lanes in each direction. A 14 foot painted median lane separates the through lanes and provides turn lanes at intersections between Lincoln Avenue and Fernald Avenue. From Fernald to Central Avenue, the cross section consists of two 11 foot through lanes and a 9 foot parking lane in each direction. Traffic signals exist at Ferris, Fernald, Austin, Menard and Central Avenues. Sidewalks and roadway lighting are provided along the full length of the corridor. The roadway surface is bituminous and the curb and gutter is type B6.12.

The most recent traffic information for Dempster Street indicates an Average Daily Traffic (ADT) volume of 38,400 vehicles per day (vpd). The design year (2020) ADT is projected to be 49,700 vpd, based upon a projected growth rate of one percent annually. This growth rate has been verified with the Chicago Area Transportation Study (CATS) which is the Metropolitan Planning Organization for the region.

Accident data provided by the IDOT Databank for 1993, 1994 and 1995 (the most recent data available) does not indicate any high accident frequency locations, wet pavement cluster sites, or any apparent pattern as to the type of accidents occurring.

Infrastructure:

The drainage of Dempster Street is handled by a combined storm and sanitary sewer system ranging in size from 12 inch laterals to 30 inch mains. In addition to lighting and sewer facilities, a number of other utilities presently exist along Dempster Street, including electric service, watermain, telephone, natural gas and cable television facilities.

Issues and Concerns:

A number of issues and concerns regarding the Dempster Street Target Area have been identified by the Consulting Team, Village officials and staff, the Comprehensive Plan Advisory Committee, and residents and business persons within the community. These include:

- Presence of vacant properties
- Rundown appearance of stores and businesses
- Difficult to attract and retain businesses
- Lack of parking
- Speed of traffic
- Impact on existing businesses if additional right-of-way along Dempster Street is acquired by the State
- Difficult to access stores and businesses
- Width and condition of sidewalks

- Difficult for pedestrians to cross the street
- Inadequate street lighting
- Inadequate landscaping and “streetscaping”
- Better signage
- No programs for improving, expanding or developing new businesses, such as tax breaks, facade treatment, etc.

In general, the improvement and development alternatives described below are focused on addressing these issues and concerns within the Dempster Street Target Area.

Improvement and Development Alternatives:

Four (4) alternatives for improvement and development of the Dempster Street Target Area have been formulated by the Consulting Team, in consultation with Village staff. These alternatives range from maintaining and upgrading the existing development pattern and roadway characteristics, to major redevelopment of existing properties and relocation and reconstruction of the Dempster Street roadway.

As illustrated in Figure 18, the Dempster Street alternatives include:

- ***Alternate 1:*** *Maintain and upgrade the existing commercial corridor along Dempster Street;*
- ***Alternate 2:*** *Improve and redevelop Dempster Street as a mixed-use corridor;*
- ***Alternate 3:*** *Expand selected “commercial nodes” to the north and/or south; and*
- ***Alternate 4:*** *Relocate the Dempster Street right-of-way and reposition commercial development on one side of the corridor only.*

An evaluation and comparison of the Dempster Street alternatives are presented in Table 4. As explained in this table, Alternative 2 has been selected as the “preferred” alternative for the Dempster Street Target Area. Alternative 2 provides the basis for the improvement and development recommendations presented below.

Improvement and Development Recommendations:

The Dempster Street Target Area should be improved and redeveloped as a mixed-use corridor providing sites for a range of commercial, public, institutional and residential land uses.

Due to the limited size of most sites, it will be increasingly difficult to maintain Dempster Street as a viable commercial area. In the future, it is recommended that commercial uses be concentrated in a few selected “nodes” located near key intersections along Dempster Street. The Village should focus its efforts on upgrading and enhancing these “nodes” for small retail, office and service uses. Other blocks along the corridor should be made available for alternative uses, including townhouses, condominiums, institutional uses and public facilities.

Specific recommendations include:

- Focus commercial uses in the blocks near the primary intersections, including Central, Menard, Austin, Fernald and Ferris. These would become “commercial nodes.”
- Promote redevelopment of the blocks in between the “commercial nodes” for new housing, public uses, institutions, etc.
- Promote improvement and enhancement of viable existing commercial buildings to remain within the “nodes,” including facades, signage and structural repairs.
- Promote redevelopment of marginal, deteriorated and obsolete buildings within the “nodes” for new retail and service uses and/or off-street parking.
- Revise traffic signal timing along the Dempster Street corridor to improve traffic capacity.
- Improve the supply and distribution of parking where possible, perhaps via new parking lots and/or parking along the north-south side streets between Dempster Street and the adjacent alleys.
- Improve the image and appearance of the corridor where space permits, via street trees, sidewalk improvements, signage, an improved community “gateway,” etc. Some improvements might be undertaken along the full length of Dempster Street, while others might only be undertaken within the “commercial nodes.”

Dempster Street Target Area



Above: These photographs illustrate the typical building, parking, sidewalk and roadway characteristics of the Dempster Street commercial corridor.

This Target Area encompasses the Dempster Street corridor from Central Avenue west to the Forest Preserve.

Dempster Street is a commercial corridor containing a wide range of small retail, service and office uses that serve adjacent neighborhoods and the auto traffic that passes through the community.

Dempster Street is a strategic regional arterial (SRA) with a right-of-way width that varies from 73 to 100 feet. The most recent traffic information for Dempster Street indicates an Average Daily Traffic volume of 38,400 vehicles per day.

Alternate 1: Maintain and upgrade the existing commercial corridor along Dempster Street.

Maintain Dempster Street as a continuous commercial corridor along both sides of the street, from Central Avenue to the Forest Preserve. Promote redevelopment of marginal, deteriorated and obsolete buildings for new retail and service uses and/or off-street parking. Revise traffic signal timing to improve traffic capacity. Improve the image and appearance of the corridor via building and façade improvements, street trees, sidewalk improvements, signage, an improved community "gateway," etc.

Alternate 2: Improve and redevelop Dempster Street as a mixed-use corridor.

Focus commercial uses in the blocks near the primary intersections, including Central, Menard, Austin, and Ferris. These

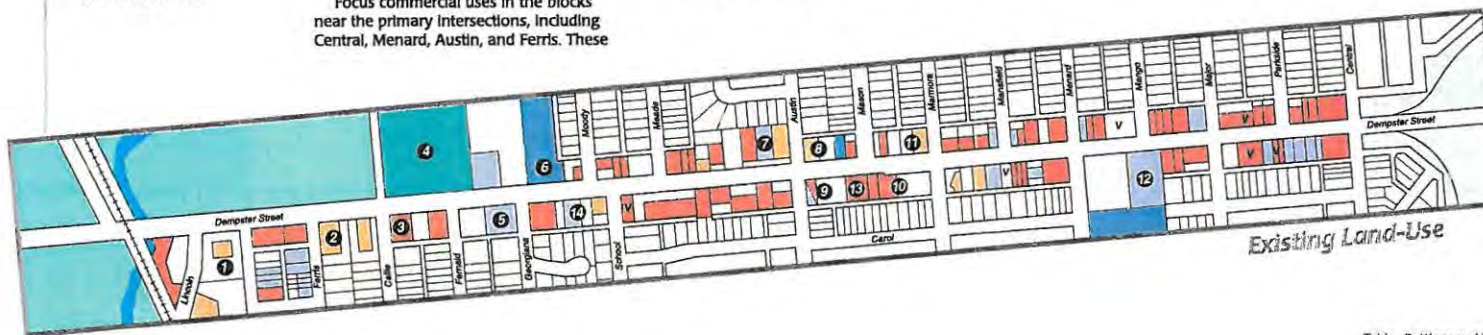
would become "commercial nodes." Promote redevelopment of the blocks in between the "commercial nodes" for new housing, public uses, institutions and similar uses. Revise traffic signal timing to improve traffic capacity. Improve the image and appearance of the corridor where space permits, via the improvements described under Alternate 1.

Alternate 3: Expand selected "commercial nodes" to the north and/or south.

In addition to all of the actions called for under Alternate 2, promote redevelopment of selected residential properties to the north and south of the commercial area in order to allow for small-scale expansion of the "commercial nodes" and to create larger and more marketable commercial development sites.

Alternate 4: Relocate the Dempster Street right-of-way and reposition commercial development on one side of the corridor only.

Relocate Dempster Street approximately 100 feet to the north. Remove all existing commercial development on the north side of Dempster Street and redevelop this land as an open space corridor. Promote intensification and redevelopment of the expanded land area along the south side of Dempster Street for retail and service uses and/or off-street parking.



- Selected Existing Uses:**
- 1 - Maxwell's Restaurant
 - 2 - Sea Port Restaurant
 - 3 - Simkins Funeral Home
 - 4 - Harter Park
 - 5 - First National Bank
 - 6 - American Legion Hall
 - 7 - Austin-Dempster Plaza
 - 8 - Giordano's Restaurant
 - 9 - Yorktown Professional Building
 - 10 - Osco Drugs
 - 11 - Marilyn's Restaurant
 - 12 - Resurrection Health Care Center
 - 13 - Lazy Boy Furniture
 - 14 - North Shore Medical Specialists

- Legend for Maps:**
- Commercial
 - Office/business services
 - Restaurant
 - Public/Semi-public
 - Park/Forest Preserve
 - Parking
 - Residential neighborhood
 - New residential and institutional development
 - Design and appearance improvements
 - Traffic operational improvements
 - New roadway construction
 - Gateway design feature

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Dempster Street Target Area
Table 4: Evaluation of Alternatives

IMPROVEMENT ALTERNATIVE:	Land Use Compatibility:	Land Assembly Required:	Displacement of Existing uses:	Private Sector Marketability:	Traffic Considerations:	Infrastructure Considerations:	Parking Considerations:	Environmental Considerations:	Village Image Considerations:	Public Policy Considerations:	Cost:	Financial Benefits:
Alternate 1: Maintain and upgrade the existing commercial corridor.	<i>Compatible.</i> Continuation of existing uses would be compatible with nearby existing development.	<i>Minimal.</i> Only marginal properties would be redeveloped.	<i>Minimal.</i> Only marginal properties would be displaced.	<i>Poor.</i> Small, separate lots would continue to be difficult to market for contemporary commercial and business uses.	<i>Minimal impact.</i> No traffic volume or pattern changes; some congestion relief from revised signal timing.	<i>Minimal impact.</i> No change to land uses will entail no change in utility requirements.	<i>Minimal impact.</i> Existing parking availability and accessibility will be unchanged; possibly some additional spaces on side streets.	<i>Minimal.</i> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<i>Minor positive impact.</i> Small-scale redevelopment and clean-up/fix-up activities would improve image and appearance of corridor.	<i>Minor.</i> Would entail no major policy changes, but would require a public commitment to improve and upgrade existing development.	<i>Low.</i> Only small-scale redevelopment and clean-up/fix-up activities.	<i>No change.</i> Most existing uses would be maintained; revenues may eventually decline if commercial area continues to decline.
Alternate 2: Improve and redevelop Dempster Street as a mixed-use corridor.	<i>Generally compatible.</i> New residential and institutional development would be compatible with nearby existing development.	<i>Moderate.</i> Would entail some assembly of commercial properties to allow for new residential-institutional development.	<i>Moderate.</i> Would require removal of some existing commercial uses to allow for new residential-institutional development.	<i>Fair.</i> Frontage properties may be marketable for residential uses; remaining commercial properties at "nodes" may be more marketable.	<i>Minor impact.</i> High-density residential uses may cause local traffic volume increases; some congestion relief from revised signal timing.	<i>Moderate impact.</i> Residential land use utility requirements are higher than commercial; may require sanitary and water system upgrades based on density.	<i>Moderate impact.</i> Residential redevelopment provides opportunity to increase off-street parking.	<i>Minimal.</i> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<i>Positive impact.</i> Replacement of marginal commercial blocks with new residential-institutional uses would improve image of corridor.	<i>Difficult.</i> Would require a decision to remove some long-standing businesses and allow for new types of land uses.	<i>Moderate.</i> Would entail some land assembly and displacement costs and some site preparation work.	<i>Minor negative.</i> Removal of some existing commercial uses would initially result in some decline in revenues; redevelopment should increase revenues over the long term.
Alternate 3: Expand selected "commercial nodes" to the north and south.	<i>Some incompatibility.</i> Would entail small-scale expansion of commercial uses into adjoining neighborhoods.	<i>Moderate to Major.</i> Would entail some assembly of both commercial and residential properties.	<i>Major.</i> In addition to the removal of some commercial uses, this alternative would require the removal of a few existing homes.	<i>Good.</i> Larger development sites at highly accessible "nodes" should be more marketable for commercial uses.	<i>Minor impact.</i> High-density residential uses may cause local traffic volume increases; some congestion relief from revised signal timing.	<i>Moderate impact.</i> Residential land use utility requirements are higher than commercial; may require sanitary and water system upgrades.	<i>Moderate impact.</i> Mid-block redevelopment provides opportunity to increase off-street parking; some additional spaces in node redevelopment.	<i>Minimal.</i> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<i>Positive impact.</i> Replacement of marginal commercial blocks with new residential-institutional uses would improve image of corridor.	<i>Very difficult.</i> Would require the decision to remove some long-standing businesses and some existing homes.	<i>High.</i> Would entail land assembly and displacement costs and some site preparation work.	<i>Minimal.</i> While some existing uses would be removed, new commercial development would be promoted at the "nodes."
Alternate 4: Relocate the Dempster Street right-of-way and reposition all commercial development on the south side of the street.	<i>Generally compatible.</i> New commercial development would replace older existing commercial uses on the south side of the street.	<i>Major.</i> Would entail assembly of all properties along the north side of the street.	<i>Major.</i> Would require removal of all existing uses along the north side of the street.	<i>Excellent.</i> Large-scale assembly and redevelopment should result in attractive and desirable sites for new commercial uses.	<i>Major impact.</i> Through traffic would experience switchback pattern at Village limits; side streets would need reconstruction; lengthy construction delays.	<i>Major impact.</i> Roadway relocation would require relocation/reconstruction of all infrastructure elements.	<i>Moderate impact.</i> Expanded commercial lots could be designed to provide adequate off-street parking; on-street parking to remain.	<i>Minimal.</i> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<i>Major positive impact.</i> Major redevelopment would result in more attractive buildings, site improvements and roadway appearance.	<i>Very difficult.</i> Would require the decision to remove many long-standing businesses; would require major new commitment from IDOT.	<i>Very high.</i> Would entail major land assembly, displacement and site preparation costs; major roadway reconstruction costs.	<i>Positive.</i> Major redevelopment of the corridor would permit significant new retail development, resulting in increased revenues.



PREFERRED ALTERNATIVE: Based on the evaluation of alternatives, we believe that **Alternate 2** is the preferred alternative for the Dempster Street Target Area.

We believe that the small lots and limited sites along Dempster Street will become increasingly difficult to maintain for quality commercial uses. Selected blocks along the corridor should be made available for alternative uses, such as townhouses, condominiums and public facilities. A few "nodes" at key intersections should be more easily maintained for commercial use.

While Alternate 4 could be an attractive long-term objective, we believe that major redevelopment and roadway reconstruction are unrealistic at this point in time. Similarly, we believe that the public policy changes required to remove existing homes and encroach into adjacent neighborhoods to allow for new commercial development, as is called for in Alternate 3, would be unacceptable at this time.

Lincoln Avenue Target Area

This Target Area encompasses the Lincoln Avenue corridor from Central Avenue west to Ferris Avenue (see Figure 19). It includes the roadway itself, which is under Village jurisdiction, and the frontage properties along both sides of the street for the full length of the corridor.

Existing Development Pattern:

The Lincoln Avenue Target Area is a mixed-use corridor containing a diverse range of commercial, residential, public and institutional uses. Prominent existing uses include the Morton Grove Food Mart, China Chef, Jamaican Gardens/Platz Florist, Lin-Mar Motors, the Morton Grove Professional Building, Bringer Inn, Kropp Insurance, the Lawnware property, the Morton Grove Public Library, and the Morton Grove Fire Station No. 4.

This Target Area encompasses one of the oldest portions of Morton Grove. It was a part of the original settlement area of the community, and it still has a “sense of history” that is not apparent in many of the Village’s newer neighborhoods and commercial areas.

Potentially, Lincoln Avenue has a “pedestrian friendly” atmosphere that is very different from most parts of Morton Grove. Because of the diverse mix of uses along the corridor, it is possible for nearby residents to walk to many shops and services.

Commercial uses within the Target Area are primarily neighborhood oriented, including small retail stores and service businesses. Commercial uses are focused around several intersections, including Marmora, Georgiana, Fernald and Callie. While many of the existing commercial uses are sound and well-maintained, some are characterized by deferred maintenance, underutilization and a poor appearance.

Multi-family residential uses are quite prominent within the Target Area. They include two-family structures, townhouses and five-story condominiums. Several new multi-family developments have been constructed in since 1980, including developments at Ferris Avenue and across from the Library.

Single-family homes still exist along Lincoln Avenue, particularly in the blocks east of Marmora and in the blocks between Austin and School. Most are sound and well maintained, and several of these homes are relatively new.

The Morton Grove Public Library, which is an important focal point within the Target Area, is located on a small site at Georgiana. Because the existing facility is becoming too small, options to expand the Library are currently being explored by the Library Board.

There are several properties within the Lincoln Avenue Target Area that may have potential for improvement or redevelopment. Among the potential redevelopment sites are two relatively large properties: 1) the 17-acre underutilized

Lawnware property, located on the south side of Lincoln just east of the Metra railroad right-of-way, and 2) the 4.8-acre Jamaican Gardens property, located on the north side of Lincoln just east of the Edens Expressway.

Roadway Characteristics:

Lincoln Avenue is an urban minor arterial with a right-of-way width of 66 feet. Between Ferris Avenue and McVicker Avenue and between Mason Avenue and Linder Avenue, the typical section consists of one 12 foot traffic lane and a 9 foot parking lane in each direction. From McVicker Avenue to Mason Avenue, the typical section widens to include two 12 foot wide through lanes. Traffic signals exist at the intersection of Lincoln Avenue with Austin Avenue. The roadway surface is concrete and the curb and gutter is type B6.12. Sidewalks are provided along both sides of Lincoln Avenue throughout the project length. Lighting is provided via mast arm mounted luminaires on either utility or concrete poles.

The most recent traffic information for Lincoln Avenue indicates an Average Daily Traffic (ADT) volume of 11,700 vehicles per day (vpd). The design year (2020) ADT is projected to be 15,200 vpd, based upon a projected growth rate of one percent annually. This growth rate has been verified with the Chicago Area Transportation Study (CATS) which is the Metropolitan Planning Organization for the region.

Accident data provided by the IDOT Databank for 1993, 1994 and 1995 (the most recent data available) does not indicate any high accident frequency locations, wet pavement cluster sites, or any apparent pattern as to the type of accidents occurring.

Infrastructure:

The drainage of Lincoln Avenue has been upgraded from a combined storm and sanitary sewer system with the installation of the Capulina Avenue reliever sewer. This trunk storm sewer has branches that drain Lincoln Avenue from Ferris Street to Mango Street near the Edens Expressway. Other than the lighting and sewer facilities in Lincoln Avenue, a number of additional utilities exist within the project corridor including watermain, electric service, telephone, natural gas and cable television.

Issues and Concerns:

A number of issues and concerns regarding the Lincoln Avenue Target Area have been identified by the Consulting Team, Village officials and staff, the Comprehensive Plan Advisory Committee, and residents and business persons within the community. These include:

- The presence of run-down properties
- The need for more small stores and shops
- The desire for new mixed-use development on the vacant Lawnware property
- The desire for more housing development

- The speed and noise of trucks and cars
- The need for additional parking along Lincoln and near the train station
- The need to upgrade existing street lighting
- The need for better sidewalk placement
- The need to improve access to and visibility of the train station
- The need for safer intersection operation at Georgiana due to blind curve
- The need to provide a buffer along the Edens Expressway

In general, the improvement and development alternatives described below are focused on addressing these issues and concerns within the Lincoln Avenue Target Area.

Improvement and Development Alternatives:

Two (2) alternatives for improvement and development of the Lincoln Avenue Target Area have been formulated by the Consulting Team, in consultation with Village staff. In addition, three options have been prepared for the reuse or redevelopment of the Lawnware property, and two options for the reuse or redevelopment of the Jamaican Gardens property.

As illustrated in Figure 19, the Lincoln Avenue alternatives include;

- ***Alternate 1:*** *Maintain and upgrade Lincoln Avenue as a “mixed-use” corridor; and*
- ***Alternate 2:*** *Establish more specific policies regarding the mix and location of uses along Lincoln Avenue.*

Options for the 17-acre Lawnware property include:

- ***Option 1:*** *Reuse the property for industrial purposes;*
- ***Option 2:*** *Redevelop the property for a mix of residential uses; and*
- ***Option 3:*** *Redevelop the property for a mix of commercial, residential and possibly public uses, and designate the area as Morton Grove’s new “Village Center.”*

Options for the 4.8-acre Jamaican Gardens property include:

- ***Option 1:*** *Redevelop the property for new residential uses; and*
- ***Option 2:*** *Redevelop the property for new public facilities, and designate the area as Morton Grove’s new “Village Center”.*

An evaluation and comparison of the Lincoln Avenue alternatives are presented in Table 5. As explained in this table, ***Alternative 2*** has been selected as the “preferred” alternative for the Lincoln Avenue Target Area; ***Option 3*** the “preferred” alternative for the Lawnware property; and ***Option 1*** the “preferred” alternative for the Jamaican Gardens property, if it becomes available for redevelopment in the future.

These selected alternatives provides the basis for the improvement and development recommendations presented below.

Improvement and Development Recommendations:

The Lincoln Avenue Target Area should continue to be improved and enhanced as a “mixed-use” corridor providing sites for a range of small retail, service, public and residential uses. However, it is recommended that the Village utilize zoning and other measures to guide the location of commercial uses in order to ensure a compatible and desirable mix of uses within each block.

Specific recommendations include:

- Maintain Lincoln Avenue as a “mixed-use” corridor providing sites for a range of residential, commercial, public and semi-public uses.
- Establish more specific guidelines regarding the location of new residential, commercial, public and semi-public uses. It should be noted that existing zoning essentially permits either commercial or residential development to occur in virtually every block along Lincoln Avenue between Marmora Avenue and Ferris Avenue.
- Focus new commercial development near selected intersections along Lincoln Avenue (such as Marmora, Austin, Georgiana and Fernald); reserve other blocks along the corridor for residential use.
- Promote improvement and enhancement of existing commercial buildings, including facades, signage and structural repairs.
- Promote redevelopment of marginal, deteriorated and obsolete properties for new commercial or residential uses.
- Enhance public facilities along the corridor, including the Library.
- Provide more visible signage regarding the speed along Lincoln Avenue; more aggressively enforce speed regulations.
- Improve the supply and distribution of parking where necessary, perhaps via new parking lots.
- Upgrade street lighting along the corridor.
- Improve the image and appearance of the corridor, via street trees, upgraded street lighting, sidewalk improvements, signage, an improved community “gateway,” and a landscaped buffer along the Edens Expressway.

Lawnware Property:

The 17-acre Lawnware property should be considered for redevelopment as a mixed-use “Village Center” containing commercial, residential and public uses. If a new Village Hall is constructed, this would be the preferred location. The property should be guided by an overall site development plan to ensure the coordination of buildings, access drives, parking lots, open spaces, etc.

The Lawnware property offers the best opportunity in Morton Grove for a new mixed-use "Village Center" development. However, if commercial development proves to be infeasible, and if a new Village Hall is not constructed, the Lawnware property should be redeveloped for residential use, perhaps including a mix of townhouses, condominiums and senior citizen or assisted living housing units. Industrial reuse of this property would not be appropriate.

Jamaican Gardens Property:

The 4.8-acre Jamaican Gardens/Platz Florist property should eventually be redeveloped for new multi-family housing, perhaps including townhouses, condominiums and/or senior housing. The property should be guided by an overall site development plan to ensure the coordination of buildings, access drives, parking lots, open spaces, etc. The density and intensity of development should be similar to the multi-family housing already existing in the surrounding area.

Lincoln Avenue Target Area

This Target Area encompasses the Lincoln Avenue corridor from Central Avenue west to Ferris Avenue.

Lincoln Avenue is a mixed-use corridor containing a diverse range of commercial, residential, public and institutional uses. It encompasses one of the oldest portions of Morton Grove, and it still has a "sense of history" that is not apparent in newer neighborhoods and commercial areas.

Lincoln Avenue is an urban minor arterial with a right-of-way width of 66 feet. The most recent traffic information for Lincoln Avenue indicates an Average Daily Traffic volume of 11,700 vehicles per day.

Alternate 1: Maintain and upgrade Lincoln Avenue as a "mixed-use" corridor.

Maintain Lincoln Avenue as a "mixed-use" corridor providing sites for a range of residential, commercial, public and semi-public uses. Retain existing zoning, which essentially permits either commercial or residential development to occur in virtually every block along Lincoln Avenue between Marmora Avenue and Ferris Avenue.

Promote redevelopment of marginal, deteriorated and obsolete properties for new commercial or residential uses. Promote improvement and enhancement of existing commercial buildings, including facades, signage and structural repairs.

Enhance public facilities along the corridor, including the Library.

Improve the image and appearance of the corridor via street trees, sidewalk improvements, signage, an improved community "gateway," and a landscaped buffer along the Edens Expressway.

Provide more visible signage regarding the speed and weight limits along Lincoln Avenue; more aggressively enforce speed and weight regulations. Improve the supply and distribution of parking where necessary, perhaps via new parking lots. Upgrade street lighting along the corridor.

Alternate 2: Establish more specific policies regarding the mix and location of uses along Lincoln Avenue.

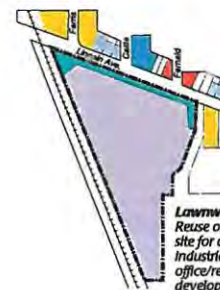
Maintain Lincoln Avenue as a "mixed-use" corridor and undertake all of the improvement projects described under Alternate 1.

Revise existing zoning to limit commercial development to selected blocks along Lincoln Avenue; reserve other blocks for residential use.

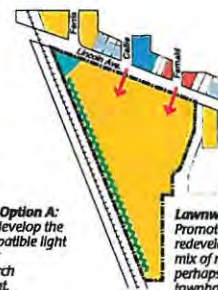
Under either Alternate 1 or Alternate 2: Promote redevelopment of the 17-acre Lawmware property and the 4.8-acre Jamaican Gardens/Platz Florist property, as indicated in the sketches at right.



Alternate 1 and Alternate 2: Most projects and improvements are to be undertaken under both alternatives.



Lawmware Option A: Reuse or redevelop the site for compatible light industrial or office/research development.



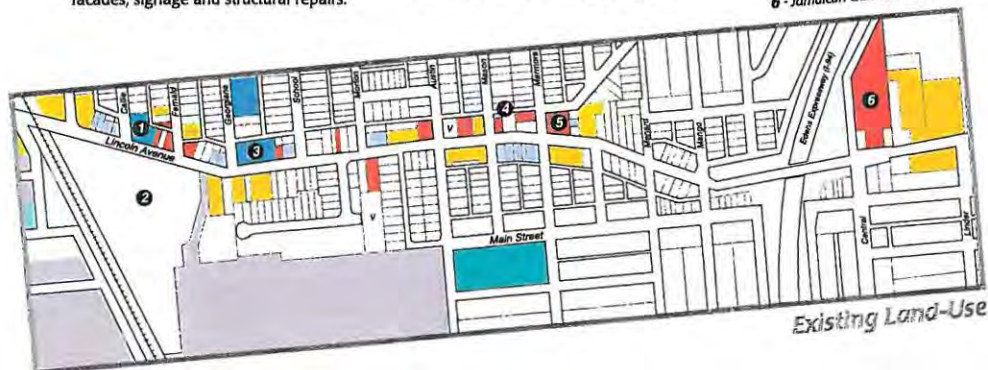
Lawmware Option B: Promote redevelopment for a mix of new housing, perhaps including townhouses, condominiums and senior or assisted living housing.



Lawmware Option C: Promote redevelopment as a mixed-use "Village Center," containing commercial, residential and public uses.

Selected Existing Uses:

- 1 - Fire Station No. 4
- 2 - Lawmware property
- 3 - Public Library
- 4 - China Chef and Morton Grove Food Mart
- 5 - Lin-Mar Motors
- 6 - Jamaican Gardens/Platz Florist



Existing Land-Use



Jamaican Gardens Option A: Promote redevelopment for new multi-family housing, perhaps including townhouses, condominiums and/or senior housing.



Jamaican Gardens Option B: Promote redevelopment as a "Village Center" containing primarily public uses. If sufficient land is available, some new housing might also be considered.

Legend for Maps:

- Commercial
- Office/business service
- Industrial
- Public/semi-public
- Park/Forest Preserve
- Parking
- Single family residential
- Multi-family residential
- Blocks where commercial uses are to be permitted
- New mixed-use development
- Design and appearance improvements
- Traffic operational improvements
- Gateway design feature
- Landscaping and screening improvements

Top: The Lawmware entry drive and existing commercial uses along Lincoln Avenue.

Middle: The Morton Grove Public Library.

Bottom: New condominium development along the south side of Lincoln.

Lincoln Avenue Target Area
Table 5: Evaluation of Alternatives

IMPROVEMENT ALTERNATIVE:	Land Use Compatibility:	Land Assembly Required:	Displacement of Existing uses:	Private Sector Marketability:	Traffic Considerations:	Infrastructure Considerations:	Parking Considerations:	Environmental Considerations:	Image Considerations:	Public Policy Considerations:	Cost:	Financial Benefits:
Alternate 1: Maintain and upgrade Lincoln Avenue as a "mixed-use" corridor.	<u>Generally Compatible.</u> Continuation of the existing mix-use pattern, although little control over the specific location of commercial uses.	<u>Minimal.</u> Only marginal properties would be redeveloped.	<u>Minimal.</u> Only marginal properties would be displaced.	<u>Good.</u> New development would represent a continuation of recent development trends in the area.	<u>Minor impact.</u> No traffic pattern changes; possible volume increase from residential redevelopment, depending on scale and density.	<u>Moderate impact.</u> Street lighting upgrade; no other changes.	<u>No impact.</u> Existing parking availability and accessibility will be unchanged.	<u>Minimal.</u> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<u>Minor positive impact.</u> Small-scale redevelopment and clean-up/fix-up activities would improve appearance of corridor.	<u>Minor.</u> Would entail no major policy changes, but would require a public commitment to upgrade existing development.	<u>Low.</u> Only small-scale redevelopment and clean-up/fix-up activities.	<u>Little change.</u> Most existing uses would be maintained.
Alternate 2: Establish more specific policies regarding the mix and location of uses along Lincoln Avenue.	<u>Compatible.</u> Continuation of the existing mix-use pattern, with additional control over the location of specific uses.	<u>Minimal.</u> Only marginal properties would be redeveloped.	<u>Minimal.</u> Only marginal properties would be displaced.	<u>Good.</u> New development would represent a continuation of recent development trends in the area.	<u>Minor impact.</u> No traffic pattern changes; possible volume increase from residential redevelopment, depending on scale and density.	<u>Moderate impact.</u> Street lighting upgrade; no other changes.	<u>No impact.</u> Existing parking availability and accessibility will be unchanged.	<u>Minimal.</u> No known environmental concerns; redevelopment of certain properties may require clean-up or other actions.	<u>Positive impact.</u> Small-scale redevelopment coupled with more land-use coordination would improve appearance of corridor.	<u>Minor.</u> Would require zoning changes and a public commitment to upgrade existing development.	<u>Low.</u> Only small-scale redevelopment and clean-up/fix-up activities.	<u>Little change.</u> Most existing uses would be maintained.
Lawnware Property: Options: A) industrial reuse, B) residential redevelopment, and C) mixed-use "Village Center" redevelopment.	<u>Option A:</u> Incompatible; <u>Option B:</u> compatible; <u>Option C:</u> generally compatible.	<u>Option A:</u> minor; <u>Option B:</u> minor; <u>Option C:</u> minor. (property is under single ownership)	<u>Option A:</u> none; <u>Option B:</u> none; <u>Option C:</u> none. (property is vacant)	<u>Option A:</u> fair to poor for industrial use; <u>Option B:</u> good for residential use; <u>Option C:</u> fair to good for commercial use.	<u>Option A:</u> No changes; <u>Option B:</u> significant volume increase; <u>Option C:</u> no pattern changes; some volume increase likely.	<u>Option A:</u> No change; <u>Option B:</u> major increase in water and sanitary utility requirements; <u>Option C:</u> some increase in water and sanitary utility requirements.	<u>Option A:</u> No change; <u>Options B and C:</u> any new development should include adequate off-street parking.	<u>All Options:</u> Environmental conditions uncertain due to historic industrial uses on this property.	<u>Option A:</u> no change; <u>Option B:</u> major positive; <u>Option C:</u> major positive.	<u>Option A:</u> continuation of industrial use may be controversial; <u>Option B:</u> requires policy and zoning changes; <u>Option C:</u> decision to develop "Village Center" would be significant.	<u>Option A:</u> no public costs; <u>Option B:</u> only private sector development costs; <u>Option C:</u> may require Village participation and support; significant cost for new Village Hall.	<u>Option A:</u> revenues from new industry; <u>Option B:</u> no change; <u>Option C:</u> revenues from new commercial development.
Jamaican Gardens Property: Options: A) residential redevelopment, and B) "Village Center" redevelopment.	<u>Option A:</u> compatible; <u>Option B:</u> generally compatible.	<u>Option A:</u> minor; <u>Option B:</u> minor.	<u>Option A:</u> moderate; <u>Option B:</u> moderate. (nursery, greenhouse, two older homes to be removed)	<u>Option A:</u> good for residential use; <u>Option B:</u> poor for "Village Center" development.	<u>Option A:</u> no pattern changes; significant volume increase. <u>Option B:</u> no pattern changes; some volume increase likely.	<u>Option A:</u> major increase in water and sanitary utility requirements; <u>Option B:</u> some increase in water and sanitary utility requirements.	<u>All Option:</u> any new development should include adequate off-street parking.	<u>All Options:</u> Environmental problems unlikely, but conditions uncertain due to historic uses on this property.	<u>Option A:</u> major positive; <u>Option B:</u> major positive.	<u>Option A:</u> not significant unless Village participates; <u>Option B:</u> decision to develop "Village Center" would be significant.	<u>Option A:</u> no public costs; <u>Option B:</u> significant cost for new Village Hall.	<u>All Options:</u> Loss of revenues from existing commercial uses.



PREFERRED ALTERNATIVE: Based on the evaluation of alternatives, we believe that Alternate 2 is the preferred alternative for the Lincoln Avenue Target Area. We believe that Lincoln Avenue should continue to be improved and enhanced as a mixed-use corridor providing sites for a range of small retail, service, public and residential uses. However, the zoning modifications outlined in Alternate 2 would give the Village more desirable control over the mix and location of specific uses.

Lawnware Property: We believe that the Lawnware property offers the best opportunity in Morton Grove for a new mixed-use "Village Center" development. This development should include a mix of residential, commercial and public uses. If Morton Grove constructs a new Village Hall, this should be the location. If commercial development proves to be infeasible, and if a new Village Hall is not constructed, we believe that the Lawnware property should be redeveloped for residential use, in accordance with Option B. We do not believe industrial reuse of this property would be appropriate.

Jamaican Gardens Property: We believe that the Jamaican Gardens property should eventually be redeveloped for new condominium uses, similar in size and scale to the residential development that has already taken place in this area. We do not believe that this property is suitable for new "Village Center" development because of its size, configuration and location on the edge of the community.

Lehigh/Ferris Avenue Target Area

This Target Area encompasses the Lehigh Avenue and Ferris Avenue corridors from Dempster Street south to Main Street. It includes several roadways, all of which are under Village jurisdiction; the Metra commuter rail station and associated parking areas; and a number of residential, commercial and industrial properties.

Existing Development Pattern:

For purposes of this analysis, the Lehigh/Ferris Target Area has been divided into two “subareas,” each of which has somewhat different characteristics and development potentials: a) the Ferris Avenue subarea, which includes the properties east of the railroad, and b) the Lehigh Avenue subarea, which includes the properties west of the railroad.

- *The Ferris Avenue subarea* contains a mix of older commercial, industrial and residential uses, together with more recent multi-family construction (see Figure 20).

Commercial uses are concentrated in the northern portion of the subarea, near Dempster Street. They include Maxwell’s Restaurant, the Studio, the small Riverbank Plaza commercial center, and two gas stations, all of which are located along or near Dempster Street; and several office uses, including Schutz International, located in the blocks along Ferris, Narragansett and Henning Court. Several of the office uses are located in converted residential buildings and a few are characterized by minor condition problems.

Residential uses are located along the Ferris Avenue frontage. They include small, older single-family and two-family homes, as well as newer five-story condominium developments. Some of the older homes are characterized by deferred maintenance and minor condition problems.

Several older industrial and heavy commercial uses are located along the railroad tracks in the western portion of this subarea. In general, these uses are characterized by poor accessibility, deterioration, underutilization, unsightly outdoor storage areas, and a poor overall image and appearance.

- *The Lehigh Avenue subarea*, a portion of which is known as “Ducktown,” contains a diverse mix of industrial and residential uses, as well as the Metra commuter rail station (see Figure 21).

Residential uses are scattered throughout the subarea. The Morton House Condominiums is a newer five-story development at Lincoln and Lehigh. Smaller single-family and multi-family structures are located along the south side of Elm Street, and several of these are characterized by condition problems. The residential properties along Elm Street are also physically isolated and are not part of a larger neighborhood environment.

Industrial uses are located along Chestnut Street and Main Street, west of Lehigh. Larger industries include Johnstone Supply and Roughneck Concrete. Some of the industrial properties are underutilized and/or deteriorated. Since industrial uses are located very close to residential development, industrial noise and other impacts are of concern to nearby residents.

Morton Grove's small commuter station is located along the east side of Lehigh near Elm Street. While a small off-street parking lot is provided adjacent to the Station, commuter parking is also located along several of the streets within this subarea.

The triangular area along Lincoln Avenue west of the railroad contains a number of auto repair shops and similar uses, together with a couple of residential properties. This particular area is characterized by building condition problems, deteriorated and intermittent curbs and gutters, unsightly setbacks and storage areas, and an overall appearance of decline and neglect.

Because of the age and condition of many properties, the Lehigh/Ferris Target Area could be the site of major redevelopment in the future. Properties that may have potential for improvement or redevelopment include: a) vacant buildings and land parcels, b) incompatible single-family homes, c) severely deteriorated properties, and d) other underutilized or marginally used properties.

Roadway Characteristics:

Lehigh Avenue is an urban collector with a right-of-way width of 66 feet. It has a typical section consisting of one 11 foot traffic lane in each direction as measured from edge to edge of the pavement. Ferris Avenue is an urban collector with a right-of-way width of 66 feet. It consists of one 12 foot traffic lane and a 9 foot parking lane in each direction between Dempster Street and Lincoln Avenue. All other roads in the Target Area are local streets.

There are no traffic signals in this Target Area. All roadway surfaces are bituminous. Type B6.12 curbs and gutters exist at some locations and sidewalks are provided intermittently throughout the Target Area. While Village-installed street lighting exists along the west side of Lehigh Avenue around the commuter station, this Target Area is not adequately illuminated.

The most recent traffic information for Ferris Avenue indicates an Average Daily Traffic (ADT) of 6,600 vehicles per day (vpd). The design year (2020) ADT is projected to be 8,500 vpd, based upon a projected growth rate of one percent annually. This growth rate has been verified with the Chicago Area Transportation Study (CATS) the Metropolitan Planning Organization for the region.

Accident data provided by the IDOT Databank for 1993, 1994 and 1995 (the most recent data available) does not indicate any high accident frequency locations, wet pavement cluster sites or any apparent pattern as to the type of accidents occurring within this Target Area.

Infrastructure:

The drainage of this sub-area is handled by a combined storm and sanitary sewer system, with the exception of Ferris Avenue and Capulina Avenue, which drain to the Capulina Avenue reliever storm sewer. Other than the lighting and sewer facilities in Lehigh Avenue, Ferris Avenue, Lincoln Avenue and Capulina Avenue, a number of additional utilities exist within the project corridor including electric service, watermain, telephone, natural gas and cable television at various locations.

Issues and Concerns:

A number of issues and concerns regarding the Lehigh/Ferris Target Area have been identified by the Consulting Team, Village officials and staff, the Comprehensive Plan Advisory Committee, and residents and business persons within the community. These include:

- The need to protect and enhance the value of existing residential properties
- The desire to develop a "Village Center" in this area
- The need for commercial establishments near the train station
- The need for more affordable housing
- The need for homeowner assistance to improve existing housing
- The desire to reduce or eliminate existing industrial uses
- The speed and noise of traffic
- The lack of parking in some locations
- The need for safer intersection operation at Lincoln and Lehigh
- The need to upgrade street lighting
- The need for better sidewalk placement, particularly near the Morton House
- The need to improve pedestrian access and crossings in the area
- The need for easier turning movements from Lincoln Avenue
- The need for more shelters for train commuters
- The need to minimize the "eyesore" and noise generation from certain industries along Chestnut

In general, the improvement and development alternatives described below are focused on addressing these issues and concerns within the Lehigh/Ferris Target Area.

Improvement and Development Alternatives:

Three (3) land-use alternatives have been formulated for improvement and development of both the Ferris Avenue and the Lehigh Avenue portions of the Target Area. These alternatives have been prepared by the Consulting Team, in consultation with Village staff. The alternatives range from maintaining and

upgrading the existing development pattern and roadway characteristics, to major clearance and redevelopment of existing properties.

As illustrated in Figure 20, alternatives for the Ferris Avenue portion of the Target area include:

- **Alternate 1:** *Maintain and upgrade existing development;*
- **Alternate 2:** *Promote residential redevelopment within the southern portion of the subarea; and*
- **Alternate 3:** *Promote large-scale mixed-use redevelopment throughout the Ferris subarea.*

As illustrated in Figure 21, alternatives for the Lehigh Avenue portion of the Target area include:

- **Alternate 1:** *Maintain and upgrade existing development;*
- **Alternate 2:** *Promote redevelopment of existing industrial uses for new housing; and*
- **Alternate 3:** *Promote large-scale mixed-use redevelopment throughout the Lehigh subarea.*

In addition to the land-use alternatives, four alternatives have been prepared for improving traffic circulation within the Ferris/Lehigh Target Area (see Figure 21). These roadway alternatives could be undertaken in conjunction with any of the land development alternatives described above.

- **Roadway Alternative A:** *Realign Lincoln Avenue north of Lehigh Avenue to run adjacent to the railroad tracks. This alignment provides a buffer between the railroad tracks and the properties to the west. These properties could also be consolidated and/or reconfigured to create a larger, more marketable redevelopment parcel, or could be used in negotiations with the Forest Preserve as a "trade-off" to obtain land along Elm Street to the south.*
- **Roadway Alternative B:** *Relocate the Metra commuter station to the Lawnware property, and realign Lehigh Avenue through the former train station site. This reconfiguration allows for a buffer between the railroad tracks and adjacent properties as described above, and provides route continuity with the realigned Lincoln Avenue to the north. The existing train station property could be used for parking or be redeveloped as a commercial center or "Village Center." The relocated train station would be more readily accessible from Dempster Street via Ferris Avenue.*
- **Roadway Alternative C:** *Realign Lincoln Avenue to cross the railroad tracks at Chestnut Street, and extend Ferris Avenue and Callie Avenue south to the realigned Lincoln Avenue. This realignment of Lincoln Avenue would reinforce and enhance the traditional east-west/north-south grid pattern of streets found in the historic portion of the Village. This would result in more regular shaped blocks and parcels and would facilitate a more traditional redevelopment pattern. Some of the property created by the vacated roadway*

could be used to provide commuter parking near the relocated train station.

- **Roadway Alternative D:** *Extend Lehigh Avenue north to Dempster Street along the railroad tracks. This alignment would connect the existing section of Lehigh north of Dempster to the section south of Dempster, and provide a continuous route through the Village.* This alternative would require the construction of a bridge spanning the Chicago River North Branch and a license or easement from the Cook County Forest Preserve District.

An evaluation and comparison of the Ferris/Lehigh alternatives are presented in Tables 6 through 8. As explained in Tables 6 and 7, a combination of **Alternatives 2 and 3** has been selected as the “preferred” approach for the Ferris Avenue portion of the Target Area, and a combination of **Alternatives 2 and 3** has been selected as the “preferred” approach for the Lehigh Avenue portion of the Target Area. As explained in Table 8, **Roadway Alternative A** has been selected as a “preferred” initial improvement to the Target Area street system, although Alternatives B and D should be pursued as future roadway improvements.

These selected alternatives provide the basis for the improvement and development recommendations presented below.

FERRIS AVENUE PORTION of the TARGET AREA:

Short-Term Improvement and Development Recommendations:

In the immediate future, it is recommended that the Village promote redevelopment of the industrial and heavy commercial properties in the southern portion of Ferris Avenue subarea with planned and coordinated new residential development. The proximity of the commuter station, shopping facilities and the Forest Preserve, coupled with the removal of existing marginal uses, should create an attractive new residential environment.

Specific recommendations include:

- Promote redevelopment of the older commercial, industrial and residential uses in the southern portion of the Ferris subarea (generally south of Capulina Avenue) for new mixed-use development.
- Maintain the office and commercial uses in the northern portion of the Ferris subarea; undertake building and property maintenance improvements as required.
- Promote improvement and enhancement of uses to remain, including housing rehabilitation, structural repairs, storefront and signage improvements, screening and buffering of outdoor storage areas, etc.
- Provide more visible signage regarding speed limits and other traffic regulations along Ferris Avenue.

- Improve traffic operations at the Dempster Street and Ferris Avenue intersection by increasing the turning radius and widening the Ferris Avenue pavement.
- Improve the image and appearance of the Ferris subarea via street trees, sidewalk and cross-walk improvements, better pedestrian access to the train station, upgraded street lighting, improved signage, improved screening and buffering, etc.

Long-Term Improvement and Development Recommendations:

As a long range objective, the Village should explore the possibility of more significant redevelopment that might eventually extend north to Dempster Street. Redevelopment might include a mix of commercial, residential and public land uses. If a "Village Center" is not constructed on the Lawnware property, this might be considered as the location for a new Village Hall and other municipal facilities.

Specific recommendations include:

- Promote major redevelopment of the Ferris subarea for a mix of commercial, residential and public uses. The area should be guided by an overall site development plan to ensure the coordination of buildings, parking lots, open spaces, etc.
- Consider this area as an alternative location for a new "Village Center" development, perhaps including a new Village Hall and/or other public facilities.
- Explore with Metra the possibility of relocating the commuter rail station to this general area, perhaps as a part of a new transit-oriented mixed-use development project.
- Undertake major street system reconfiguration in order to improve access to and circulation through the Ferris subarea, as described in a following section.
- Improve the image and appearance of the Ferris subarea via street trees, sidewalk and cross-walk improvements, better pedestrian access to the train station, upgraded street lighting, improved signage, improved screening and buffering, etc. Reconstruction of the street system would presumably allow for more significant landscaping and other design improvements.

LEHIGH AVENUE PORTION of the TARGET AREA:

Short-Term Improvement and Development Recommendations:

In the immediate future, the Village should promote redevelopment of the small industrial properties in the Lehigh Avenue subarea with planned and coordinated new residential development. The proximity of the commuter station and the Forest Preserve, coupled with the removal of existing industrial uses, could create an attractive new residential environment.

Specific recommendations include:

- Promote redevelopment of the existing industrial properties west of Lehigh south of the Morton House for new condominiums or similar housing types.
- Promote redevelopment of the marginal commercial and residential properties along Lincoln Avenue west of the rail tracks for new residential or commercial development.
- Encourage improvement and rehabilitation of older existing housing to remain.
- Study the need for a traffic signal at Lincoln and Lehigh in conjunction with upgraded railroad crossing protection.
- Work with Metra to relocate or upgrade commuter facilities, including shelters and other conveniences for passengers and improved signage.
- Improve the image and appearance of the Lehigh subarea via street trees, sidewalk and cross-walk improvements, upgraded street lighting, improved signage, improved screening and buffering, etc.

Long-Term Improvement and Development Recommendations:

As a long range objective, the Village should work with Metra to explore the possibility of eventually replacing the existing commuter railroad station with a new facility that might be integrated with or connected to small-scale new commercial development oriented to the day-to-day needs of commuters and nearby residents.

Specific recommendations include:

- Promote major redevelopment of the Lehigh subarea south of the Morton House for a mix of new commercial, residential and public uses. The property should be guided by an overall site development plan to ensure the coordination of buildings, parking lots, open spaces, etc.
- Focus new commercial development near the commuter station and promote new commercial uses that cater to the daily needs of commuters.
- Work with Metra to explore the possibility of integrating commuter facilities into the new Village Center, possibly including shared parking areas, pedestrian connections, and relocation of the commuter station.
- Work with Metra to consider the opportunities for new transit-oriented development.
- Explore the possibility of a "land swap" with the Forest Preserve in order to create a larger and more attractive area for redevelopment.
- Undertake major street system reconfiguration in order to improve access to and circulation through the Target Area, as described below.
- Improve the image and appearance of the Lehigh subarea via street trees, sidewalk and cross-walk improvements, upgraded street lighting, improved

signage, improved screening and buffering, etc. Redevelopment would presumably allow for more significant landscaping and other design improvements.

Roadway Recommendations:

Roadway improvements within the Ferris/Lehigh Target Area must be closely related to the land-use and development strategy for this area. For example, Roadway Alternatives A and C would require the acquisition and/or relocation of several existing businesses and residential properties, and would not be appropriate unless the Village is prepared to undertake major redevelopment within these portions of the community.

On the other hand, Alternatives B and D would not require major displacement, but would entail high construction costs and require the cooperation or participation of other agencies such as Metra and the Forest Preserve District.

In the immediate future, it is recommended that the Village pursue Alternative A as an initial improvement to the existing street system. Alternative B and D would also be highly desirable and should be explored, if cooperation and support can be obtained from Metra, the Forest Preserve District and others.

Ferris Avenue Subarea



Top: New townhouse development at the northeast corner of Lincoln and Ferris Avenues.



Middle: Unsightly parking and outdoor storage area at Ferris and Capulina Avenues.



Bottom: Office uses along the west side of Ferris just south of Dempster.

The Ferris Avenue subarea includes the northern portion of the Ferris/Lehigh Target Area. It encompasses the properties east of the railroad, from Dempster Street south to Lincoln Avenue. It contains a mix of older commercial, industrial and residential uses, together with more recent multi-family construction.

Ferris Avenue is an urban collector with a right-of-way width of 66 feet. It consists of one 12 foot traffic lane and a 9 foot parking lane in each direction between Dempster Street and Lincoln Avenue.

Alternate 1: Maintain and upgrade existing development.

Maintain the Ferris Subarea for a mix of industrial, commercial and residential uses. Promote redevelopment of marginal, severely deteriorated and obsolete properties for new commercial or residential uses. Promote improvement and enhancement of uses to remain, including housing rehabilitation, structural repairs, storefront and signage improvements, screening and buffering of outdoor storage areas, etc. Improve the image and appearance of the Ferris subarea via street trees, sidewalk and cross-walk improvements, upgraded street lighting, improved signage, improved screening and buffering, etc.

Provide more visible signage regarding speed and weight limits and other traffic regulations along Ferris Avenue.

Alternate 2: Promote residential redevelopment within the southern portion of the sub-area.

In addition to most of the actions called for under Alternate 1, promote redevelopment of the older commercial, industrial and residential uses in the southern portion of the Ferris subarea (generally south of Capulina Avenue) for new condominiums and similar housing types. Maintain the office and commercial uses in the northern portion of the Ferris subarea; undertake building and property maintenance improvements as required.

Alternate 3: Promote large-scale mixed-use redevelopment throughout the Ferris sub-area.

Promote major redevelopment of the Ferris subarea for a mix of commercial, residential and public uses. This area might become Morton Grove's new "Village Center" and might become the location for a new Village Hall. The property should be guided by an overall site development plan to ensure the coordination of buildings, parking lots, open spaces, etc.

Undertake major street system reconfiguration in order to improve access to and circulation through the Ferris sub-area, as described in Figure 21.

Improve the image and appearance of the Ferris subarea via street trees, sidewalk and cross-walk improvements, upgraded street lighting, improved signage, improved screening and buffering, etc. Reconstruction of the street system would presumably allow for more significant landscaping and other design improvements.

Roadway Alternatives: In addition to the land-use alternatives described above, several roadway alternatives have been prepared for the Ferris/Lehigh Target Area, as described in Figure 21.



Selected Existing Uses:

- 1 - Riverbank Plaza
- 2 - Maxwell's Restaurant
- 3 - Studio Restaurant
- 4 - Schutz warehouse property
- 5 - Sea Port Restaurant
- 6 - Schutz International

Legend for Maps:

- Commercial
- Office/business service
- Industrial
- Public/semi-public
- Park/Forest Preserve
- Parking
- Single-family and two-family residential
- Multi-family residential
- New mixed-use residential/commercial development
- New commercial or residential development
- Design and appearance improvements
- Traffic operational improvements



Alternate 1



Alternate 2



Alternate 3

Ferris Avenue Portion of the Ferris/Lehigh Target Area
Table 6: Evaluation of Alternatives

IMPROVEMENT ALTERNATIVE:	Land Use Compatibility:	Land Assembly Required:	Displacement of Existing uses:	Private Sector Marketability:	Traffic Considerations:	Infrastructure Considerations:	Parking Considerations:	Environmental Considerations:	Village Image Considerations:	Public Policy Considerations:	Cost:	Financial Benefits:
Alternate 1: Main- tain and upgrade the existing devel- opment.	<u>Some incompatibil- ity.</u> Retention of existing industrial and "heavy com- mercial" uses would continue to represent concerns for nearby resi- dents.	<u>Minimal.</u> Only marginal properties would be redevel- oped.	<u>Minimal.</u> Only marginal properties would be displaced.	<u>Not applicable.</u> No significant new development.	<u>No impact.</u> No traffic volume or pattern changes.	<u>Minor impact.</u> No change in utility requirements; roadway lighting upgrade.	<u>No impact.</u> No change in parking availability and accessibility.	<u>Potentially signifi- cant.</u> Environ- mental conditions are uncertain due to historic land uses in this area.	<u>Minor positive impact.</u> Small-scale redevelopment and clean-up/fix-up activities may improve image and appearance of this Target Area.	<u>Minor.</u> Would en- tail no major policy changes, but would require a public commit- ment to improve and upgrade ex- isting develop- ment.	<u>Low.</u> Only small- scale redevel- opment and clean- up/fix-up activities.	<u>No change.</u> Most existing uses would be maintained.
Alternate 2: Pro- mote residential redevelopment in the southern por- tion of the subarea.	<u>Compatible.</u> New residential devel- opment would be compatible with nearby uses, most of which are also residential.	<u>Moderate.</u> Would entail some as- sembly of industrial and commercial properties to allow for new residential development.	<u>Moderate.</u> Would require removal of some existing in- dustrial and com- mercial uses to allow for new resi- dential develop- ment.	<u>Good.</u> New resi- dential develop- ment would repre- sent a continuation of recent develop- ment trends in the area.	<u>Minor impact.</u> High-density resi- dential uses may cause local traffic volume increases.	<u>Moderate impact.</u> Residential utility requirements are higher than com- mercial and may require sanitary and water system upgrades; road- way lighting up- grade.	<u>Moderate impact.</u> Any new devel- opment should include adequate off-street parking.	<u>Potentially signifi- cant.</u> Environ- mental conditions are uncertain due to historic land uses in this area.	<u>Positive impact.</u> Replacement of marginal busi- nesses with new residential uses would improve the image and ap- pearance of this Target Area.	<u>Moderately difficult.</u> Would require a decision to re- move some exist- ing businesses and allow for new types of land uses.	<u>Moderate.</u> Would entail some land assembly and dis- placement costs and some site preparation work; may require utility upgrades.	<u>Minor negative.</u> Removal of some existing businesses may result in some decline in revenues to the Village.
Alternate 3: Pro- mote large-scale mixed-use redevel- opment throughout the subarea.	<u>Compatible.</u> Area- wide redevel- opment would allow for a compatible arrangement of new land uses.	<u>Major.</u> Would en- tail significant as- sembly of indus- trial, commercial and residential properties.	<u>Major.</u> Would require removal of existing industrial, commercial and residential prop- erties to allow for new mixed-use development.	<u>Excellent.</u> Large- scale assembly and redevelopment should result in attractive and de- sirable sites for new mixed-use devel- opment.	<u>Minor impact.</u> High-density resi- dential uses may cause local traffic volume increases.	<u>Moderate impact.</u> Residential utility requirements are higher than com- mercial and may require sanitary and water system upgrades; road- way lighting up- grade.	<u>Moderate impact.</u> Any new devel- opment should in- clude adequate off- street parking.	<u>Potentially signifi- cant.</u> Environ- mental conditions are uncertain due to historic land uses in this area.	<u>Major positive im- pact.</u> Replacement of all marginal uses with planned new development would improve the image and appear- ance of this Target Area.	<u>Very difficult.</u> Would require the decision to remove a number of busi- nesses and some existing homes.	<u>Very High.</u> Would entail significant land assembly, displacement and site preparation costs; may require utility upgrades.	<u>Minor positive.</u> While some exist- ing businesses would be removed, new retail and commer- cial development would be pro- moted.



PREFERRED ALTERNATIVE: Based on the evaluation of alternatives, we believe that a combination of Alternatives 2 and 3 is the preferred approach to the Ferris Avenue portion of the Ferris/Lehigh Target Area.

We believe that in the immediate future the Village should promote redevelopment of the industrial and heavy commercial properties in the southern portion of this area with planned and coordinated new residential development. The proximity of the commuter station, shopping and the Forest Preserve, coupled with the removal of existing marginal uses, should create an attractive new residential environment.

As a long range objective, the Village should explore the possibility of more significant redevelopment that might eventually extend north to Dempster Street. Redevelopment might include a mix of commercial, residential and public land uses. If a "Village Center" is not constructed elsewhere in Morton Grove, this would become the preferred location for a new Village Hall and other municipal facilities.

Lehigh Avenue Subarea



Top: Older, marginal development along the north side of Lincoln Avenue west of the railroad.



Middle: Industrial development along the north side of Chestnut Street.



Bottom: Morton House Condominiums.

The Lehigh Avenue subarea includes the southern portion of the Ferris/Lehigh Target Area. It encompasses the properties west of the railroad from Dempster Street south to Main Street. It contains a diverse mix of industrial and residential uses, as well as the Metra commuter rail station.

Lehigh Avenue is an urban collector with a right-of-way width of 66 feet. It has a typical section consisting of one 11 foot traffic lane in each direction as measured from edge to edge of the pavement.

Alternate 1: Maintain and upgrade existing development.

Maintain the Lehigh subarea for a mix of industrial, commercial and residential uses. Promote redevelopment of marginal, severely deteriorated and obsolete properties for new commercial or residential uses. While compatible existing industries might remain, new industrial development would not be permitted within this subarea. Promote improvement and enhancement of uses to remain, including housing rehabilitation, structural repairs, signage improvements, screening and buffering of outdoor storage areas, etc. Improve the image and appearance of the Lehigh subarea via street trees, sidewalk and crosswalk improvements, upgraded street lighting, improved signage, improved screening and buffering, etc.

Study the need for a traffic signal at Lincoln and Lehigh in conjunction with upgraded railroad crossing protection. Work with Metra to upgrade commuter facilities, including shelters and other conveniences for passengers and improved signage.

Alternate 2: Promote redevelopment of existing industrial uses for new housing.

In addition to most of the actions called for under Alternate 1, promote redevelopment of the existing industrial properties west of the railroad south of the Morton House for new condominiums or similar housing types.

Alternate 3: Promote large-scale mixed-use redevelopment throughout the Lehigh subarea.

Promote major redevelopment of the Lehigh subarea south of the Morton House for a mix of new commercial, residential and public uses. This area might become Morton Grove's new "Village Center" and might become the location for a new Village Hall. Focus new commercial development near the commuter station and promote new commercial uses that cater to the daily needs of commuters.

Work with Metra to explore the possibility of integrating commuter facilities into the new Village Center, possibly including shared parking areas, pedestrian connections, and even relocation of the commuter station. Transit-oriented development should be promoted.

Explore the possibility of a "land swap" with the Forest Preserve in order to create a larger and more attractive area for redevelopment.

Undertake major street system reconfiguration in order to improve access to and circulation through the Target Area, as described below.

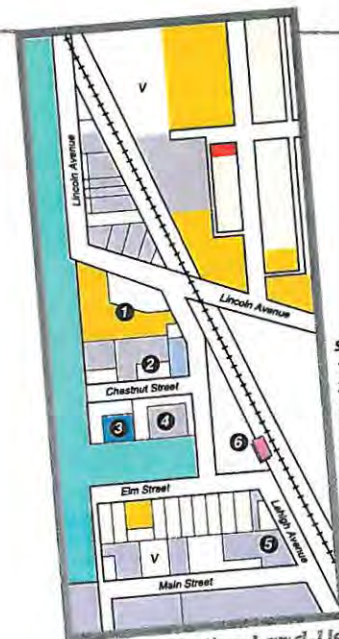
ROADWAY OPTIONS:

Alternate A: Realign Lincoln Avenue north of Lehigh Avenue to run adjacent to the railroad tracks.

Alternate B: Relocate the commuter station and realign Lehigh Avenue to run adjacent to the railroad tracks between Elm Street and Lincoln Avenue.

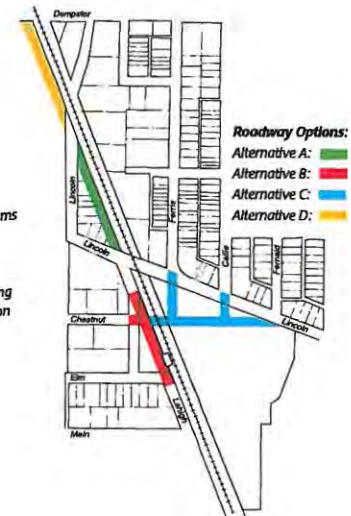
Alternate C: Realign Lincoln Avenue to cross the railroad tracks at Chestnut Street; extend Ferris and Calle south to connect with this new alignment.

Alternate D: Extend Lehigh Avenue to run adjacent to the railroad tracks to connect with the existing segment of Lehigh north of Dempster Street.



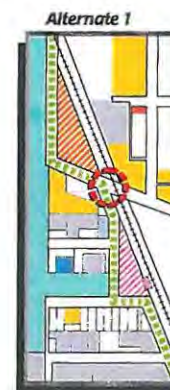
Existing Land-Use

- Selected Existing Uses:**
- 1 - Morton House Condominiums
 - 2 - LeRoy's Welding
 - 3 - Moose Lodge
 - 4 - Johnstone Supply
 - 5 - Roughneck Concrete Drilling
 - 6 - Metra commuter rail station

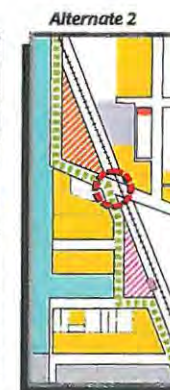


Roadway Options:

- Alternative A: Green
- Alternative B: Red
- Alternative C: Blue
- Alternative D: Yellow



Alternate 1



Alternate 2



Alternate 3

Legend for Maps:

- Commercial
- Office/business service
- Industrial
- Public/semi-public
- Park/Forest Preserve
- Parking
- Single family residential
- Multi-family residential
- New mixed-use commercial and residential development
- New residential or commercial development
- Upgraded commuter station facilities
- Upgraded railroad crossing protection and traffic signal investigation
- Design and appearance improvements