

Lehigh Avenue Portion of the Ferris/Lehigh Target Area
Table 7: 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 development.	<u>Some incompatibility.</u> Retention of existing industrial uses would continue to represent concerns for nearby residents.	<u>Minimal.</u> Only marginal properties would be redeveloped.	<u>Minimal.</u> Only marginal properties would be displaced.	<u>Fair.</u> New residential development would be a continuation of recent trends in the area, although the continued presence of industrial uses would be a liability.	<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 significant.</u> Environmental conditions are uncertain due to historic industrial uses in this Target 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 entail no major policy changes, but would require a public commitment to improve and upgrade existing development.	<u>Low.</u> Only small-scale redevelopment and clean-up/fix-up activities.	<u>No change.</u> Most existing uses would be maintained.
Alternate 2: Promote redevelopment of existing industrial uses for new housing.	<u>Generally compatible.</u> New residential development would be compatible with nearby uses, most of which are also residential.	<u>Moderate.</u> Would entail some assembly of industrial properties to allow for new residential development.	<u>Moderate.</u> Would require removal of some existing industrial uses to allow for new residential development.	<u>Good.</u> Removal of industrial uses would allow for larger development sites and would improve the overall environment for new housing.	<u>Minor impact.</u> High-density residential uses may cause local traffic volume increases.	<u>Moderate impact.</u> Residential utility requirements are higher than commercial and may require sanitary and water system upgrades; roadway lighting upgrade.	<u>Moderate impact.</u> Any new residential development should include adequate off-street parking.	<u>Potentially significant.</u> Environmental conditions are uncertain due to historic industrial uses in this Target Area.	<u>Positive impact.</u> Replacement of marginal industries with new residential uses would improve the image and appearance of this Target Area.	<u>Moderately difficult.</u> Would require a decision to remove long-standing industries and allow for new types of land uses.	<u>Moderate.</u> Would entail some land assembly and displacement costs and some site preparation work; may require utility upgrades.	<u>Minor negative.</u> Removal of some existing industries may result in some decline in revenues to the Village.
Alternate 3: Promote large-scale mixed-use redevelopment throughout the subarea.	<u>Compatible.</u> Area-wide redevelopment would allow for a compatible arrangement of new land uses.	<u>Major.</u> Would entail significant assembly of both industrial and residential properties.	<u>Major.</u> In addition to the removal of industrial uses, this alternative would require the removal of a few existing homes.	<u>Good.</u> Large development sites near the commuter station should be marketable for mixed-use development.	<u>Minor impact.</u> High-density residential uses may cause local traffic volume increases.	<u>Moderate impact.</u> Residential utility requirements are higher than commercial and may require sanitary and water system upgrades; roadway lighting upgrade.	<u>Moderate impact.</u> Any new development should include adequate off-street parking.	<u>Potentially significant.</u> Environmental conditions are uncertain due to historic industrial uses in this Target Area.	<u>Major positive impact.</u> Replacement of all existing marginal uses with planned new development would improve the image and appearance of this Target Area.	<u>Very difficult.</u> Would require the decision to remove long-standing industries and some existing homes; should also include commitment from Metra.	<u>Very High.</u> Would entail major land assembly, displacement and site preparation costs; may require utility upgrades; should also include investment from Metra.	<u>Minor positive.</u> While some existing industries would be removed, new commercial development would be promoted near the commuter station.



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

In the immediate future, we believe that the Village should promote redevelopment of the small industrial properties in this area 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.

As a long range objective, we believe 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.

Lehigh/Ferris Target Area
Table 8: Evaluation of Roadway 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:
Roadway Alternative A: Re-align Lincoln Avenue north of Lehigh Street to run adjacent to the railroad tracks.	<u>Compatible.</u> Redevelop similar uses or convert to Forest Preserve District.	<u>Moderate.</u> Requires assembly of parcels along railroad tracks.	<u>Moderate.</u> Only those immediately adjacent to the railroad would be affected.	<u>Fair.</u> Larger parcel possible, but poor access and location.	<u>Moderate impact.</u> Traffic patterns would improve; access to Lincoln north of Lehigh would improve.	<u>Major impact.</u> Roadway relocation requires relocation/reconstruction of all infrastructure elements.	<u>Minor impact.</u> Adequate parking should be provided by any redevelopment.	<u>Potentially Significant.</u> Environmental conditions are uncertain due to historic land uses in this area.	<u>Minor Positive impact.</u> Upgrading of a run down area in the Village.	<u>Moderately Difficult.</u> Would require a decision to remove some existing businesses.	<u>Moderate.</u> Some land assembly costs; roadway construction.	<u>Minor impact.</u> Removal of some existing businesses may result in some decline in revenue to the Village.
Roadway Alternative B: Relocate Metra commuter station to the Lawnware site, realign Lehigh Street along tracks through old station site.	<u>Compatible.</u> Parking or commercial would be consistent with existing uses.	<u>Moderate.</u> Large amount of property needed but one owner.	<u>Major.</u> Commuter station move is significant.	<u>Good.</u> Better accessibility to the commuter station could draw commercial development.	<u>Moderate impact.</u> Traffic patterns would improve; access to the commuter station would improve.	<u>Major impact.</u> Roadway relocation requires relocation/reconstruction of all infrastructure elements.	<u>Major impact.</u> Expanded commuter lot could provide adequate and much more convenient off-street parking.	<u>Potentially Significant.</u> Environmental conditions are uncertain due to historic land uses in this area.	<u>Positive impact.</u> Better visibility for the commuter station.	<u>Difficult.</u> Would require a joint agreement with Metra and the ICC.	<u>High.</u> Some land assembly costs; roadway construction; commuter station construction.	<u>Minor Positive.</u> Increased visibility and access to the commuter station would provide an opportunity to market new commercial development near the station.
Roadway Alternative C: Re-align Lincoln Avenue through the Lawnware site to align with Chestnut Street west of the railroad tracks.	<u>Generally Compatible.</u> Existing Lawnware site is industrial / commercial now.	<u>Moderate.</u> Large amount of property needed but one site.	<u>Major.</u> Lincoln Avenue commercial uses would be removed.	<u>Good.</u> Larger more accessible commercial site(s) available.	<u>Major impact.</u> Traffic patterns would improve; side streets would need reconstruction; access to the commuter station would improve.	<u>Major impact.</u> Roadway relocation requires relocation/reconstruction of all infrastructure elements.	<u>Major impact.</u> Expanded commuter lots could provide adequate and much more convenient off-street parking.	<u>Potentially Significant.</u> Environmental conditions are uncertain due to historic land uses in this area.	<u>Minor Positive impact.</u> Upgrading of a run down area in the Village.	<u>Moderately Difficult.</u> Would require a decision to remove some existing businesses.	<u>High.</u> Some land assembly costs; roadway construction.	<u>Minor impact.</u> Removal of some existing businesses may result in some decline in revenue to the Village.
Roadway Alternative D: Extend Lehigh Street north to Dempster Street along the west side of the railroad; construct bridge over North Branch of Chicago River.	<u>Incompatible.</u> Existing Forest Preserve District property to become roadway right of way.	<u>Moderate.</u> Large amount of property needed but one owner.	<u>Major.</u> Forest Preserve District uses would be removed completely.	<u>Poor.</u> Traffic circulation improvement only.	<u>Major impact.</u> Traffic patterns and route continuity would improve; new bridge over river would be required; lengthy and costly construction.	<u>Major impact.</u> Roadway relocation requires relocation/reconstruction of all infrastructure elements.	<u>No impact.</u> Adjacent property is primarily Forest Preserve; thus no parking would be needed.	<u>Major.</u> Environmental permit requirements will be significant due to Forest Preserve District and River involvement.	<u>Minor Positive impact.</u> Upgrading of a run down area in the Village.	<u>Difficult.</u> Would require a joint agreement with the Forest Preserve District along with numerous permits.	<u>Very High.</u> Some land assembly costs; roadway construction; bridge construction.	<u>No impact.</u> Traffic improvement only.



PREFERRED ALTERNATIVE: We believe that the selection of a roadway alternative for the Ferris/Lehigh Target Area must be closely related to the selection of a preferred land-use and development approach to the 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. It should also be emphasized that the Roadway Alternatives are not mutually exclusive. Several of the alternatives could be undertaken in conjunction with each other, and perhaps be phased over a period of years.

Based on our review of land-use and transportation considerations, we believe that Alternative A should be pursued as an initial improvement to the existing street system. Alternatives B and D are also highly desirable and should be pursued as future roadway improvements, if cooperation and support can be obtained from Metra, the Forest Preserve District and others.

Waukegan Road Target Area

This Target Area encompasses the Waukegan Road corridor from Dempster Street south to Caldwell Avenue (see Figure 22). 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:

The Waukegan Road Target Area is a mixed-use area containing a range of commercial, industrial and multi-family residential uses.

The major “anchor” within this Target Area is the Prairie View Plaza Shopping Center, located at the southeast corner of Waukegan and Dempster. The Plaza contains Dominick’s, Marshall’s and Bally Total Fitness. Outbuildings include LaSalle Bank, Frank’s Nursery and Crafts, Par King Miniature Golf, and Kentucky Fried Chicken. The free-standing center has been improved and upgraded periodically in recent years, and its long term viability is of prime concern to the Village.

Other commercial uses within the Target Area are located along the west side of Waukegan Road. They include IFC Credit, which recently took possession of the former Morton Grove Bank property, Classic Bowl, Viking Press, and an animal hospital. The condition and appearance of several of the businesses are matters of some concern.

Industrial uses include Revell Monogram Model and a public storage facility, located along the east side of Waukegan just south of Prairie View Plaza. These uses are sound and well-maintained, although the storage facility could be considered an underutilization of prime arterial street frontage.

A five-story, multi-building condominium development is located along the west side of Waukegan Road and is a major anchor within the Target Area. This development is sound and well-maintained, but somewhat physically isolated from the remainder of the community. An older, smaller multi-family development is located south of Classic Bowl. In addition, the Bethany Terrace Nursing Centre is located at the south end of the Target Area, between Waukegan Road and Caldwell Avenue.

While the Target Area is fully developed, there is a small open parcel on the west side of Waukegan Road just north of the animal hospital, which has been identified as a Jewish Cemetery.

Roadway Characteristics:

Waukegan Road is an strategic regional arterial (SRA) with a right-of-way width which varies from 100 to 117 feet. The typical section consists of two 12 foot traffic lanes in each direction. A 14 foot wide median lane separates the through lanes and provides turn lanes at intersections. The roadway surface is bituminous and the curb and gutter is type B6.12. Sidewalks are provided in-

termittently along Waukegan Road. Traffic signals exist at the intersections of Waukegan Road with Dempster Street and Caldwell Avenue.

The most recent traffic information for Waukegan Road indicates an Average Daily Traffic (ADT) volume of 24,700 vehicles per day (vpd). The design year (2020) ADT is projected to be 32,000 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) indicates an accident frequency slightly higher than the state-wide average at the Waukegan Road/Dempster Street intersection. This higher rate could indicate the need for upgraded geometry or signal equipment based on the recurrence of certain types of accidents. No apparent pattern exists as to the type of accidents occurring and the location does not qualify as a wet pavement cluster site.

Infrastructure:

The drainage of Waukegan Road is handled by a storm sewer system ranging in size from 10 inch laterals to a 24 inch trunk. Street lighting is intermittent and inadequate throughout the Target Area. Other than the lighting and storm sewer facilities in Waukegan Road, a number of additional utilities exist within the project corridor including electric service, sanitary sewer, watermain, telephone, natural gas and cable television.

It should be noted that a portion of the Waukegan Road Target Area is served by sanitary sewers owned by the Village of Niles, which would require the cooperation of Niles regarding any sewer improvements in the future.

Issues and Concerns:

A number of issues and concerns regarding the Waukegan Road 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 desire for residential development, including senior housing, on vacant and marginally used properties
- The “run-down” appearance of certain commercial properties
- The need for more extensive landscaping
- The excessive speed and noise of traffic
- The traffic congestion and safety at the Waukegan/Dempster intersection
- The lack of sidewalks
- The need for safer pedestrian crossings with longer crossing times
- The need for an additional traffic signal at Morton Grove Estates
- The need for right turn lanes to access properties along the west side of Waukegan

- The need to revise “geometry” at the Revell property near Caldwell Avenue
- The need to upgrade of the existing street lighting
- The concerns regarding the possible widening of Waukegan Road

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

Improvement and Development Alternatives:

While major change is not anticipated within the Waukegan Road Target Area, three (3) alternatives for improvement and development 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 various portions of the Target Area for new residential and commercial uses.

As illustrated in Figure 22, the Waukegan Road alternatives include:

- ***Alternate 1:*** Maintain and upgrade existing development within the Target Area;
- ***Alternate 2:*** Promote redevelopment of the southwestern portion of the Target Area for new residential uses;
- ***Alternate 3:*** Promote redevelopment of the southwestern portion of the Target Area for new commercial uses; and
- ***Alternate 4:*** Promote eventual redevelopment of Prairie View Plaza for a mix of new commercial uses.

An evaluation and comparison of the Waukegan Road alternatives are presented in Table 9. As explained in this table, a combination of Alternatives 1, 2 and 4 has been selected as the “preferred” approach for the Waukegan Road Target Area. These alternatives provide the basis for the improvement and development recommendations presented below.

Short-Term Improvement and Development Recommendations:

In the immediate future, it is recommended that the existing development pattern within the Waukegan Road Target Area be essentially maintained, and that existing uses be improved and upgraded. Several public improvement projects should also be undertaken to enhance traffic and pedestrian circulation and safety within the area.

Specific recommendations include:

- Maintain the Target Area for a mix of residential, commercial and industrial uses.
- Promote improvement and enhancement of existing uses to remain, including rehabilitation, structural repairs, facade and signage improvements, etc.
- Maintain and enhance Prairie View Plaza as a major shopping destination within the Village. Promote continued improvement of the site, the buildings, the parking lots, and the mix of stores and businesses.

- If the existing industrial uses along the east side of Waukegan Road are closed in the future, promote redevelopment of these properties for commercial use.
- Improve pedestrian safety and convenience within the Target Area via new sidewalks along both sides of Waukegan, revised signal timing and more clearly marked crosswalks, particularly near residential developments.
- Improve traffic circulation at the Caldwell Avenue intersection through the addition of a left turn lane for Revell Monogram and through improved signage and pavement markings.
- Improve the image and appearance of the Target Area via street trees, sidewalk improvements, upgraded roadway lighting, signage, an improved community “gateway,” etc.

The small existing commercial and residential uses along the west side of Waukegan Road in the southern portion of the Target Area should eventually be replaced with planned and coordinated new development. These properties could be appropriate for either new condominiums and similar housing types, or for new office or service uses, provided they are compatible with adjacent uses to remain.

Long-Term Improvement and Development Recommendations:

Prairie View Plaza is of prime importance to the Village as a shopping and service area and as a source of revenue. The Village should support the continued improvement and upgrading of this property.

As a long range objective, the Village should explore the possibility of eventually replacing the existing shopping center with a planned new retail development that might also encompass one or more adjacent properties, as described below.

Specific recommendations include the following:

- Promote eventual redevelopment of the older existing shopping center for a mix of new retail and service uses.
- Ensure that new development is guided by an overall site development plan to ensure the coordination of buildings, parking lots, open spaces, pedestrian amenities, etc.
- Consider expanding the redevelopment site to encompass the nursery, mini-golf and storage locker properties located adjacent to the shopping center to create an even larger and more marketable site for new development.
- If a new “Village Center” has not been constructed elsewhere in Morton Grove, this site should be considered as the location for a new Village Hall and other key public facilities.

Waukegan Road Target Area



Top: Prairie View Plaza Shopping Center at Waukegan Road and Dempster Street.

Middle: Public Storage Lockers on the east side of Waukegan Road.

Bottom: 8620-8640 Condominiums on the west side of Waukegan Road.

This Target Area encompasses the Waukegan Road corridor from Dempster Street south to Caldwell Avenue. It is a mixed-use area containing a range of commercial, industrial and multi-family residential uses.

Waukegan Road is an strategic regional arterial (SRA) with a right-of-way width which varies from 100 to 117 feet. The most recent traffic information for Waukegan Road indicates an Average Daily Traffic volume of 24,700 vehicles per day.

Alternate 1: Maintain and upgrade existing development within the Target Area.

Maintain the Target Area for a mix of residential, commercial and industrial uses. Promote improvement and enhancement of uses to remain, including rehabilitation, structural repairs, facade and signage improvements, etc. If the existing industrial uses along the east side of Waukegan Road are closed in the future, promote redevelopment of these properties for commercial use. Improve the image and appearance of the Target Area via street trees, sidewalk improvements, signage, an improved community 'gateway,' etc.

Improve pedestrian safety and convenience within the Target Area via new sidewalks along both sides of Waukegan, revised signal timings and more clearly marked crosswalks, particularly near residential developments. Improve traffic circulation at the Caldwell Avenue intersection through improved signage and pavement markings and a reconfiguration of the Revell Monogram Model entry/exit system.

Alternate 2: Promote redevelopment of the southwestern portion of the Target Area for new residential uses.

In addition to all of the actions called for under Alternate 1, promote redevelopment of the older commercial and residential uses along the west side of Waukegan Road for new condominiums and similar housing types.

Alternate 3: Promote redevelopment of the southwestern portion of the Target Area for new commercial uses.

In addition to all of the actions called for under Alternate 1, promote redevelopment of the older commercial and residential uses along the west side of Waukegan Road for new office or service uses.

Alternate 4: Promote eventual redevelopment of Prairie View Plaza for a mix of new commercial uses.

As a longer-range objective, and in addition to most of the actions called for under the first three alternatives, promote redevelopment of the older existing shopping center for a mix of new retail and service uses. Consider expanding the redevelopment site to encompass the nursery, mini-golf and storage locker properties located adjacent to the shopping center in order to create an even larger and more marketable site for new development. This might become the location for Morton Grove's 'Village Center' development.

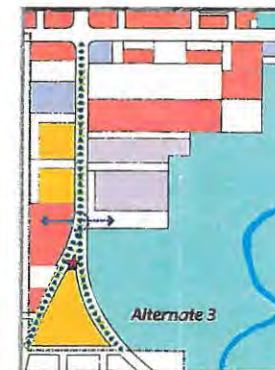
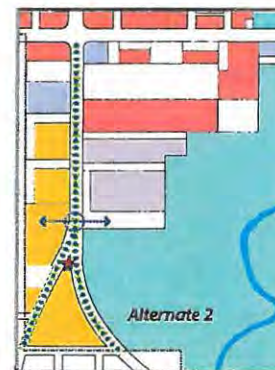
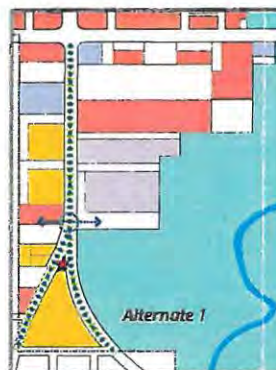


Selected Existing Uses:

- 1 - Prairie View Plaza
- 2 - LaSalle Bank
- 3 - Par King Mini-Golf
- 4 - Frank's Nursery
- 5 - Public Storage Lockers
- 6 - Revell Monogram Model
- 7 - Bethany Terrace Nursing Centre
- 8 - Classic Bowl
- 9 - 8600-8660 Condominiums
- 10 - IFC Credit
- 11 - Shell Gas Station

Legend for Maps:

- Commercial
- Office/business service
- Industrial
- Public/semi-public
- Park/Forest/Preserve
- Parking
- Single family residential
- Multi-family residential
- Design and appearance improvements
- Traffic operational improvements
- Gateway design feature
- Traffic signal improvements



**Waukegan Road Target Area
Table 9: 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: Main- tain and upgrade existing develop- ment in the area.	<u>Compatible.</u> Con- tinuation of existing uses would be compatible with nearby existing development.	<u>None.</u> No land as- sembly required.	<u>None.</u> All existing uses would remain.	<u>Not Applicable.</u> No new development proposed.	<u>Minor impact.</u> No traffic volume or pattern changes; some congestion relief and pedes- trian enhancement from revised signal timings.	<u>Minor impact.</u> No changes in infra- structure require- ments; roadway lighting upgrade.	<u>No impact.</u> No change in parking conditions.	<u>Minimal.</u> No known environmental concerns; redevel- opment of certain properties may require clean-up or other actions.	<u>Minor positive im- pact.</u> Clean-up/fix- up activities and public improve- ments would up- grade image and appearance of the area.	<u>Minor.</u> Would entail no major policy changes, but would require a public commitment to undertake public improvements.	<u>Low.</u> Public im- provements would not entail signifi- cant costs.	<u>None.</u> No change in land use or devel- opment.
Alternate 2: Pro- mote redevel- opment of the south- western portion of the Target Area for new residential uses.	<u>Compatible.</u> New residential devel- opment would be compatible with nearby existing residential devel- opment.	<u>Moderate.</u> Would entail some land assembly to allow for new residential development.	<u>Moderate.</u> Would require removal of a few small existing uses to allow for new residential development.	<u>Good.</u> New residen- tial development would represent a continuation of recent development trends in the area.	<u>Minor impact.</u> High- density residen- tial uses may cause local traffic volume increases; some congestion relief from revised signal timing.	<u>Moderate impact.</u> Higher residential utility requirements may require sani- tary and water sys- tem upgrades; roadway lighting upgrade.	<u>No impact.</u> Existing parking availability and accessibility will be unchanged; any new development should include parking.	<u>Minimal.</u> No known environmental concerns; redevel- opment of certain properties may require clean-up or other actions.	<u>Positive impact.</u> Replacement of older, low intensity development with new residential uses would improve appearance of area.	<u>Difficult.</u> Would require the decision to remove a few businesses to allow for new residential development.	<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 commer- cial uses would result in some de- cline in revenues to the Village.
Alternate 3: Pro- mote redevel- opment of the south- western portion of the Target Area for new commercial uses.	<u>Generally compati- ble.</u> New commer- cial development should not ad- versely impact existing residential development.	<u>Moderate.</u> Would entail some land assembly to allow for new commercial development.	<u>Moderate.</u> Would require removal of a few small existing uses to allow for new commercial development.	<u>Poor.</u> Small, irregu- lar site sizes and difficult site access would likely inhibit new commercial development.	<u>Minor impact.</u> No traffic volume or pattern changes; some congestion relief and pedes- trian enhancement from revised signal timings.	<u>Minor impact.</u> New commercial devel- opment may re- quire minor utility upgrades; roadway lighting upgrade.	<u>No impact.</u> Existing parking availability and accessibility will be unchanged; any new development should include parking.	<u>Minimal.</u> No known environmental concerns; redevel- opment of certain properties may require clean-up or other actions.	<u>Positive impact.</u> Replacement of older, low intensity development with new commercial uses would improve appearance of area.	<u>Difficult.</u> Would require the decision to remove a few businesses and residential units to allow for new commercial devel- opment.	<u>Moderate.</u> Would entail some land assembly and dis- placement costs and some site preparation work.	<u>Minor positive.</u> Small-scale new commercial devel- opment would re- sult in increased revenues.
Alternate 4: Pro- mote redevel- opment and expan- sion of Prairie View Plaza Shopping Center for new commercial uses.	<u>Compatible.</u> New commercial devel- opment would re- place older existing shopping center.	<u>Minor.</u> Might entail assembly of adja- cent properties to the east.	<u>Major.</u> Would re- quire removal of all existing commercial uses.	<u>Potentially excel- lent.</u> Property would have excel- lent size, access and visibility for a new commercial devel- opment, if the site could be made available.	<u>Minor impact.</u> Po- tential for slightly higher traffic vol- umes; some con- gestion relief and pedestrian en- hancement from revised signal tim- ing.	<u>No impact.</u> No sig- nificant changes in infrastructure re- quirements.	<u>No impact.</u> Any new development should include ade- quate off-street parking.	<u>Minimal.</u> No known environmental concerns; redevel- opment of certain properties may require clean-up or other actions.	<u>Major positive im- pact.</u> Major redevel- opment should result in more at- tractive and coordi- nated buildings and site improve- ments.	<u>Very difficult.</u> Would require the decision to remove many long-stan- ding busi- nesses; would re- quire major new commitment from IDOT.	<u>High.</u> Would entail major displace- ment, clearance and site prepara- tion costs; some land assembly cost.	<u>Potentially Positive.</u> If major redevel- opment includes significant new retail development, increased revenues would be gener- ated.



PREFERRED ALTERNATIVE: Based on the evaluation of alternatives, we believe that a combination of Alternatives 1, 2 and 4 is the preferred approach to the Waukegan Road Target Area.

In the immediate future, we believe the public improvements outlined in Alternate 1 should be undertaken to upgrade the Target Area. We also believe that the small existing commercial and residential uses along the west side of Waukegan Road should eventually be replaced with planned and coordinated new residential development, consistent and compatible with the newer residential development that has already occurred to the north.

We also recognize that the Prairie View Plaza property is of prime importance to the Village as a shopping and service area and as a source of revenue. The Village should support the continued improvement and upgrading of this property. As a long range objective, the Village should explore the possibility of eventually replacing the existing shopping center with a planned new retail development that might also encompass the adjacent nursery, mini-golf and storage locker properties, as called for in Alternate 4.

Section 6:

Implementation Action Agenda



This section presents the Comprehensive Plan Implementation Action Agenda, which is intended to help the Village of Morton Grove organize and initiate the Plan implementation process.

The Action Agenda highlights the implementation aspects of the Plan's major improvement and development recommendations. It consists of several components:

- a) A listing of major projects and actions that should be undertaken to maintain, enhance and improve the Village in the future;*
- b) The suggested priority of each project, based upon a 15-year "horizon" and three implementation phases;*
- c) An indication of the public and private sector responsibilities for initiating and participating in each project; and*
- d) A suggestion of the funding sources and assistance programs that might be available for implementing key projects.*

Implementation Action Agenda

The *Comprehensive Plan* sets forth an agreed-upon "road map" for community improvement and development within the Village of Morton Grove during the next ten to fifteen years. It is the product of considerable effort on the part of the Comprehensive Plan Project Advisory Committee, Village staff, the Planning Commission and the Village Board. The final Plan represents the consensus of all involved.

However, in many ways, the planning process in Morton Grove has just begun. Formal adoption of the *Comprehensive Plan* is only the first step, not the last. Without continuing action to implement Plan recommendations, the Village's efforts up to this point will have little lasting impact.

This section presents the recommended ***Implementation Action Agenda***, which is intended to help the Village organize and initiate the Plan implementation process.

OVERVIEW of the ACTION AGENDA

The *Action Agenda*, which is summarized in Table 10, highlights the implementation aspects of the Plan's major improvement and development recommendations. The *Action Agenda* consists of several components:

1. A listing of major projects and actions that should be undertaken to maintain, enhance and improve the Village in the future;
2. The suggested priority of each project, based upon a 15-year "horizon" and three implementation phases;
3. An indication of the public and private sector responsibilities for initiating and participating in each project; and
4. A suggestion of the funding sources and assistance programs that might be available for implementing key projects.

Each *Action Agenda* component is briefly described below.

PROJECTS and ACTIONS

The *Action Agenda* provides a summary of the major improvement and development recommendations of the new *Comprehensive Plan*. Recommendations are grouped into eight categories: a) administrative actions, b) land use and development, c) Dempster Street Target Area, d) Lincoln Avenue Target Area, e) Lehigh/Ferris Target Area, f) Waukegan Road Target Area, g) community facilities, and h) other improvements.

It should be emphasized that this is only a summary of the recommendations prepared during the planning process. Other sections of the Plan report provide more detailed descriptions of the various Plan and policy recommendations.

PRIORITY and SCHEDULE

The *Comprehensive Plan* provides a long-range program for community-wide improvement within Morton Grove. The Plan cannot be accomplished all at once; projects and actions will have to be scheduled over a period of years.

Consequently, the *Action Agenda* suggests a 15-year "horizon" for completion of the Plan, but strongly encourages that the listing of projects and the priorities be reviewed and updated at least twice a year.

The *Action Agenda* suggests three priority phases for project implementation, as described below. However, the implementation schedule should be flexible, and should be modified and updated to reflect changing needs, conditions and preferences.

- **Priority 1** projects should be undertaken within the next five years.
- **Priority 2** projects should be undertaken during the next five to ten years, although some may actually begin immediately.
- **Priority 3** projects should be undertaken during the next ten to fifteen-year period.

However, it should be emphasized that some projects may either move forward or backward, depending on changes in market conditions, funding sources or local priorities.

ACTION RESPONSIBILITIES

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

Key participants in the implementation process should include the following:

- **Village of Morton Grove.** The Village must assume the leadership role in implementing the new *Comprehensive Plan*. In addition to carrying out many of the public improvement projects called for in the Plan, the Village will administer a variety financial and technical assistance programs available to local residents, businesses and developers. The Village should also cooperate with and support local agencies and organizations, and ensure that all codes, ordinances and enforcement procedures support and complement the new Plan.
- **Other Participants.** Even though the Village will assume the leadership role in Plan implementation, other agencies, organizations and institutions will also participate in many projects. For example, these will include:

- Local agencies and service districts. The active participation and support of the Morton Grove Park District, the Library Board and the various public school districts will be essential to the successful implementation of many of the community facility and service recommendations included in the new Plan.
- Other governmental organizations. Certain projects and actions require the participation and assistance of county, state and federal agencies including the Illinois Department of Transportation (IDOT), Metra, the Cook County Forest Preserve District, the Illinois Environmental Protection Agency, etc.
- Chamber of Commerce. The Chamber can play an important role in marketing and promoting the community, and in organizing improvement and redevelopment efforts within the commercial and business areas. It can also offer financial and technical assistance for certain types of projects, and can help ensure that the needs of the business community are brought to the attention of the Village.
- Local businesses, industries and institutions. Individual businesses, industries, private schools and places of worship should continue to maintain their own properties while conforming to the overall guidelines and objectives of the Plan. Existing businesses and institutions might also sponsor special events, activities or improvement projects which will benefit the community as a whole.
- Local lending institutions. Local lenders can provide active and direct assistance, particularly with respect to upgrading existing properties and facilitating redevelopment. Lenders can offer special programs for building improvements and repairs, and can also help finance redevelopment projects within the four Target Areas.
- Builders and developers. Provided with the right incentives, private builders and developers can be recruited to rehabilitate existing buildings and undertake new construction that conforms to the Plan and enhances the overall quality and character of the Morton Grove community.

The *Action Agenda* indicates the role of the Village in initiating and monitoring each project, as well as the other agencies and organizations that might also participate in project implementation.

FUNDING SOURCES and IMPLEMENTATION TECHNIQUES

While many of the recommended actions called for in the *Comprehensive Plan* can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects will require special technical and/or financial assistance. Successful implementation of many recommendations will depend in large measure on the amount and extent of assistance that can be made available.

Financing community improvement and redevelopment has changed dramatically in recent years, primarily as a result of the elimination of federal categorical grant programs such as urban renewal. As a result, a wide range of new and creative financing techniques have emerged, bringing together public and quasi-public organizations and private developers and investors.

The *Action Agenda* identifies several of the local, state and federal resources and programs which are available for assisting in the implementation of key Plan recommendations.

Several of the funding sources and implementation techniques that appear to be most applicable to Morton Grove are briefly described below.

Target Area Improvement and Redevelopment

The *Comprehensive Plan* calls for large-scale, area-wide improvement and redevelopment within Morton Grove's four designated Target Areas. The implementation of planning recommendations within these areas will likely require a wide range of projects and actions, including land assembly, clearance, relocation, new building construction, infrastructure improvements, urban design enhancements, etc.

Several special techniques for implementing complex improvement and redevelopment projects are highlighted below.

Tax Increment Financing

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

To carry out a TIF project, the municipality designates a "blighted" or "conservation" area for revitalization and redevelopment, and establishes specific boundaries for the project area. The base equalized assessed valuation (EAV) of all properties within the area is determined as of the date of TIF adoption. Thereafter, all relevant property taxing districts continue to collect property taxes based on levies against the base EAV for a time period not to exceed 23 years.

The increased real estate tax revenues generated by all new private development and redevelopment projects, and all appreciation in the value of existing properties which result in higher property values, are used to pay for public improvements within the project area.

Tax increment financing does not generate tax revenues by increasing tax rates, but rather through the temporary capture of increased tax revenues generated by the enhanced valuation of properties resulting from the municipality's redevelopment activities. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the project area.

TIF has proven to be an exceptional economic development tool. Many communities have successfully used TIF funds to finance public improvements and other economic development incentives through the increased property tax revenue the improvements help generate. Morton Grove is currently using TIF to promote improvement and redevelopment along the Waukegan Road corridor north of Dempster Street.

TIF funds can be used for:

- Acquisition, clearance and other land assembly and site preparation activities.
- Rehabilitation of older, deteriorating or obsolescent buildings.
- Area-wide infrastructure improvements such as road repairs and utility upgrades.
- Correction or mitigation of environmental problems.
- Job training, workforce readiness and other related educational programs.
- Incentives to attract or retain private development.
- Professional fees related to the project, such as legal, planning, marketing, and architectural services.

It is recommended that the Village utilize TIF to promote large-scale new mixed-use development and redevelopment within the Lehigh Avenue/Ferris Avenue Target Area. At some point in the future, TIF might also be considered for the Dempster Street Target Area and/or other locations.

It should be emphasized that TIF will only be viable if significant new building development or redevelopment is expected to occur. In most cases, advance private investor commitment to a development project is an important prerequisite to establishing a TIF district.

Special Services Areas

The Special Service Area Program (SSA) is an economic development tool that utilizes a real estate property tax levy to fund “special services” in a targeted area where property owners elect to tax themselves for these services. SSA services and programs are in addition to—and go beyond—the normal programs and services provided by the Village.

Typically, only commercial and industrial parcels are subject to the SSA tax. Residential, religious, not-for-profit and public facilities are generally excluded from the tax.

SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries.

- Commercial area beautification and maintenance;
- Sidewalk and roadway improvements;
- Landscaping and other streetscape improvements;
- Security services;
- Parking lot improvements; and
- Area-wide marketing and promotion activities.

The SSA program could be used to fund a wide variety of commercial area enhancement projects along the Dempster Street corridor and perhaps also within the Waukegan Road and Lincoln Avenue Target Areas.

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District. In carrying out a business district development or redevelopment plan, the municipality may:

- Page 6-6 Morton Grove Comprehensive Plan

- Expend such public funds as may be necessary for the planning, execution and implementation of the business district plans.
- Establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans.
- Create a Business District Development and Redevelopment Commission to act as agent for the municipality for the purposes of business district development and redevelopment.

Business District legislation could be applicable to the Dempster Street and Waukegan Road Target Areas.

Illinois Main Street Program

The Illinois Main Street Program is a downtown commercial district revitalization program developed by the Lieutenant Governor's office in 1993, modeled after the National Trust's National Main Street Program. The program outlines a four point approach for revitalizing commercial downtowns. They are as follows:

1. Build an effective volunteer-driven downtown management organization, guided by professional staff, with broad-based public and private sector support;
2. Enhance the design and appearance of downtown through historic preservation;
3. Create a unified, quality image and develop promotion strategies that bring people downtown; and
4. Retain and strengthen existing downtown businesses, recruit appropriate new businesses, and develop appropriate economic restructuring strategies to sustain the economic vitality of the downtown.

Illinois Main Street provides training and technical assistance to participating communities through on-site consulting visits and regional and statewide workshops. Design services are in cooperation with the Illinois Historic Preservation Agency. Assistance is offered to Main Street Businesses in cooperation with the Department of Commerce and Community Affairs, Small Business Development Center Network. Towns pay no participation fee for consulting services but are responsible for the financial support of their local program.

The participation requirements are as follows:

- Broad-based private and public sector support for downtown revitalization;
- Vision and mission statements;
- A comprehensive work plan;
- A historic preservation ethic;
- Active board of directors and committees;

- Adequate operating budget;
- Paid, professional program manager;
- Ongoing training for staff and volunteers;
- Reporting of key statistics to state program; and
- National Main Street Network membership.

Even though the Illinois Main Street Program is focused on “downtowns” and it emphasizes historic preservation, we believe that many of its concepts and principles would also apply to mature commercial corridors such as Dempster Street and perhaps Lincoln Avenue.

We believe the Village should explore the possibility of utilizing this program to promote commercial area enhancement and revitalization in Morton Grove.

Transportation and Infrastructure Improvements

A number of funding sources are available for transportation and infrastructure improvements. These programs are administered through various regional and state agencies and are supported by federal and state revenues. While the details of project eligibility vary from program to program, they all generally require that a project have a local sponsor (the Village of Morton Grove), and some evidence of local support of the project.

A discussion of available funding sources follows. Based on the types of improvements recommended in the new *Comprehensive Plan*, the funding sources that will most likely be applicable to Morton Grove are the ITEP, CMAQ and STP Programs. It should be noted that these programs might be applied in combination with one or more of the “Improvement and Redevelopment” programs described above.

Illinois Transportation Enhancement Program (ITEP)

This funding source is a set-aside fund from the Transportation Equity Act for the 21st Century (TEA-21). Among the projects that are eligible for this funding include bicycle/pedestrian facilities, landscaping, and projects that control or remove outdoor advertising. Commercial area streetscaping projects such as those recommended for Dempster Street and Waukegan Road would qualify for this type of funding. Federal reimbursement is available for up to 50 percent of the cost of right of way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering and construction costs.

TEA-21 was appropriated in 1998 as a successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) and is currently funded for five years. The program is administered by the Illinois Department of Transportation (IDOT).

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is also part of TEA-21 and it focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects which result in emissions reductions. Elements of the redevelopment of the Metra station and associated improvements would potentially be eligible under this program.

The train station redevelopment funding would need to be applied for by the Village of Morton Grove and be closely coordinated with Metra, who would serve as the project facilitator upon approval of the funding. Station reconstruction and addition or enhancement of commuter parking are the primary elements of the redevelopment that would qualify for this type of funding. These projects are also federally funded at 80 percent of project costs.

Surface Transportation Program (STP)

These funds are allocated to the Council of Mayors to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based on a ranking scale that takes into account the regional benefits provided by the project among other factors. Portions of the streetscaping projects recommended for Dempster Street and Waukegan Road that would not be eligible under the ITEP could be funded through this program. A similar approach has been used by the Village of Morton Grove to fund corridor improvements along Waukegan Road north of Dempster Street.

Based on the previous success of this approach, it is recommended that the Village of Morton Grove use a similar planning approach to the Dempster Street and Waukegan Road Target Area improvements.

State Only Funding

These funds are distributed to municipalities for roadway related projects. The recently proposed Illinois FIRST legislation would increase the funds available in this category. Any of the roadway related projects and some of the other municipal improvements as proposed in the *Community Wide Plan* or in the *Target Area Plans* would be eligible for this type of funding. The realignment of Lehigh Avenue in conjunction with the Metra station redevelopment would be an eligible candidate for this funding source. Other elements of the Illinois FIRST program include a fund for locally sponsored projects that improve the quality of life. Other recommended projects such as water system and street lighting upgrades could be eligible for funds from this facet of the program.

A legislative contact is necessary to secure this funding. If adequate legislative support is obtained and the Illinois FIRST program is implemented, the likelihood of obtaining these funds is a possibility.

Truck Access Funds

Funds are available for roadways that carry Class III truck traffic. These funds are distributed by IDOT through the Bureau of Local Roads and Streets. The

level of reimbursement available is \$20,000 per lane mile and \$10,000 per intersection improvements. Any locally sponsored roadway improvements along streets that carry Class III truck traffic would be eligible for such reimbursement.

Economic Development Funds

Funds for infrastructure improvements that create primary employment opportunities are available from the State of Illinois. The level of funding provided for these projects is 50 percent of project costs. Projects indicated in the Comprehensive Plan that may be eligible for these funds include any infrastructure improvements needed to support redevelopment of the Metra station and surrounding area. These funds could be used to provide upgraded roadway, storm sewer and water system improvements and should be applied for through the Bureau of Programming at the IDOT Central Office.

Grade Crossing Funds / Railroad Funds / Illinois Commerce Commission Funds

Grade crossing improvements can be funded through the Grade Crossing Fund and are eligible for a 60 percent funding level. These projects must enhance the safety of a crossing and include improvements to railroad protective devices. The grade crossings at Lincoln Avenue, which would be upgraded as part of the Lehigh Street realignment, and Dempster Street would be eligible for these funds.

The realignment of Lehigh Street would also result in the elimination of one of the Lincoln Avenue grade crossings. The elimination of grade crossings is a definite benefit to the railroad and thus the railroad and the Illinois Commerce Commission (ICC) which oversees railroad operations in Illinois, would potentially participate in funding portions of that project.

Implementation of the Metra Station Redevelopment

Preliminary meetings with the Illinois Department of Public Transportation have indicated that redevelopment of the Metra station would require some additional coordination of certain elements of the redevelopment plan prior to the application for funding. These elements include the location of the station house and ticket agent, location of and vehicular access to commuter parking, type and location of associated developments (commercial, residential, etc.) and pedestrian access between these elements (i.e. pedestrian underpass). As mentioned on the funding section, the Village of Morton Grove would apply for the funding, and then Metra would facilitate the implementation of the project.

It should be noted that Metra appears to be receptive to the concept of "transit-oriented development," which entails the development of new retail, service and residential uses adjacent to—or in conjunction with—a commuter station. Metra has worked with other suburban communities to implement projects similar to those recommended for the Ferris/Lehigh Target Area.

Table 10
Action Agenda
Morton Grove Comprehensive Plan

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques and Resources
ADMINISTRATIVE ACTIONS:			
Use the <u>Comprehensive Plan</u> as the official guide for improvement and development within the Village.	Priority 1: Adopt the <u>Comprehensive Plan</u> ; review all public and private improvement and development proposals for conformance to the Plan; undertake the other projects listed below.	Support for the Plan from the Chamber, local residents and the business community.	Administrative actions and policy decisions; no new funding required.
Ensure that all local codes and ordinances conform to and support the new <u>Comprehensive Plan</u> .	Priority 1: Conduct a review and update of the zoning ordinance, subdivision regulations and building codes.	Village responsibility, with input and participation from local residents and businesses.	Administrative actions and policy decisions; no major new funding required.
Review and update the <u>Comprehensive Plan</u> on a regular basis.	Priority 1: Establish a process for reviewing the Plan on an annual basis, and for conducting a major update at least every 15 years.	Village responsibility, with input and participation from local residents and businesses.	Administrative actions and policy decisions; no major new funding required.
Market and promote Morton Grove as a "community of choice" to new families and businesses.	Priority 1: Establish and fund a more formal marketing and promotional program that emphasizes Morton Grove's convenient location, excellent accessibility, affordable housing, abundant open space and quality public services.	Assistance and support from the Chamber, local institutions, the business community, and real estate brokers.	Administrative actions and policy decisions.
LAND USE & DEVELOPMENT (Also See Target Area Recommendations):			
Maintain and enhance existing residential neighborhoods.	Priority 1: Assist qualified property owners to improve and rehabilitate older housing stock. Priority 1: Enforce local building and maintenance codes. Priority 1: Undertake public improvements within the neighborhoods as required.	Participation and support from local lenders, real estate brokers and residents.	Community Development Block Grant (CDBG) funds for housing rehabilitation. Northwest Housing Partnership. Bond funds.
Upgrade and revitalize commercial areas within the community as necessary.	Priority 1: Retain and support viable existing stores and businesses. Priority 1: Strive to attract new stores and businesses to the community. Priority 1 through 3: Undertake the Target Area recommendations described below.	Participation and support from the Chamber, local lenders, real estate brokers and the business community.	Special Service Area (SSA); Tax Increment Financing (TIF); Illinois Main Street Program; Business Improvement District (BID); sales tax sharing; tax rebates. New façade rebate program to assist property owners upgrade existing commercial buildings.

Table 10 (continued)

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques & Resources
Continue to upgrade and enhance the existing industrial district located south of Main Street and west of Austin Avenue.	<p>Priority 1 through 3: Promote replacement of older, marginal uses with contemporary business development.</p> <p>Priority 2: Undertake public improvements within the industrial district as required.</p>	Participation and support from the Chamber, local lenders and the business community.	Cook County tax abatement programs; Special Service Area (SSA) and Tax Increment Financing (TIF) could be applied if required.
DEMPSTER STREET TARGET AREA:			
Improve and upgrade Dempster Street as a mixed-use corridor providing sites for a range of retail stores, offices, service establishments and other uses.	<p>Priority 1: Undertake a follow-up "Corridor Study" to determine a more detailed course of action for improving and enhancing Dempster Street.</p> <p>Priority 1: Explore the applicability of the Illinois Main Street Program for use along Dempster Street.</p> <p>Priority 2: Establish a Special Service Area (SSA) to enable area-wide improvements along the corridor.</p>	Participation and support from the Chamber, local lenders and the business community.	Special Service Area (SSA); Illinois Main Street Program; Illinois FIRST. Tax Increment Financing (TIF) might be considered in the future.
Focus commercial uses within several "nodes" near the primary intersections along Dempster Street.	<p>Priority 1: Implement any zoning or code revisions required to facilitate the repositioning of commercial uses.</p> <p>Priority 1: Consider the use of Tax Increment Financing to stimulate redevelopment.</p>	Participation and cooperation from the business community.	Zoning and development control codes. Tax Increment Financing (TIF) may be considered in the future.
Promote redevelopment of selected blocks for new uses such as multi-family housing, institutions and public facilities.	<p>Priority 1: Implement any zoning or code revisions required to facilitate redevelopment.</p> <p>Priority 1: Consider the use of Tax Increment Financing to stimulate redevelopment.</p>	Participation and support from the Chamber, local lenders, real estate brokers and developers.	Zoning and development control codes. Tax Increment Financing (TIF) may be considered in the future.
Upgrade and maintain the image and appearance of the corridor.	<p>Priority 2: Undertake landscaping, signage and sidewalk improvements.</p> <p>Priority 1: Encourage property owners to improve and upgrade existing commercial properties.</p>	Participation and support from the Appearance Commission, IDOT, the Chamber and the business community.	Special Service Area (SSA); Illinois Main Street Program; Illinois Transportation Enhancement Program (ITEP); Surface Transportation program (STP). Façade rebate program to assist property owners upgrade commercial buildings.
Improve traffic capacity along the corridor without adversely impacting adjacent businesses.	Priority 2: Work with IDOT to develop a mutually acceptable plan for improving traffic flow and traffic safety along this Strategic Regional Arterial.	Illinois Department of Transportation (IDOT).	Surface Transportation Program (STP); Truck Access Funds; Grade Crossing Funds.
Provide new off-street parking to serve stores and businesses along the corridor.	Priority 2: Work with IDOT to develop a mutually acceptable plan for providing off-street parking.	Illinois Department of Transportation (IDOT).	Surface Transportation Program (STP); Tax Increment Financing (TIF).

Table 10 (continued)

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques & Resources
Improve pedestrian safety and convenience throughout the Target Area.	<p>Priority 2: Upgrade sidewalks and crosswalks throughout the area.</p> <p>Priority 2: Provide seating areas and other pedestrian amenities at selected locations.</p>	Illinois Department of Transportation (IDOT); business community.	Special Service Area (SSA); Illinois Main Street Program; Illinois Transportation Enhancement Program (ITEP); Surface Transportation program (STP).
LINCOLN AVENUE TARGET AREA:			
Maintain and upgrade Lincoln Avenue as a mixed-use corridor providing sites for a range of residential, commercial, public and institutional uses.	<p>Priority 2: Explore the applicability of the Illinois Main Street Program for use along Lincoln Avenue.</p> <p>Priority 3: Explore the applicability of a Special Service Area (SSA) to enable area-wide improvements along the corridor.</p>	Participation and support from the Chamber, local lenders, area residents and the business community.	Special Service Area (SSA); Illinois Main Street Program; Illinois FIRST.
Limit new commercial uses to selected blocks along the corridor.	Priority 2: Implement zoning revisions regarding the location of commercial uses.	Participation and cooperation from the business community.	Zoning and development control codes.
Promote redevelopment of the Lawnware property for a mix of residential, retail and public uses, perhaps as a new "Village Center."	Priority 1: Conduct an Eligibility Study and prepare a Redevelopment Plan as part of designating this area as a Tax Increment Financing (TIF) project; consider combining this property with the Ferris/Lehigh Target Area for purposes of the TIF.	Participation by the property owner and developers; support from the applicable taxing districts.	Tax Increment Financing (TIF); Economic Development Funds; Illinois FIRST.
Upgrade and maintain the image and appearance of the corridor.	<p>Priority 3: Undertake landscaping, signage and sidewalk improvements.</p> <p>Priority 1: Encourage property owners to improve and upgrade existing commercial properties.</p>	Participation and support from the Appearance Commission, the Chamber and the business community.	<p>Special Service Area (SSA); Illinois Main Street Program.</p> <p>Façade rebate program to assist property owners upgrade commercial buildings.</p>
Improve traffic operations and traffic safety along the corridor.	Priority 2: Initiate a traffic study to determine appropriate signal and railroad crossing upgrades.	IDOT; Metra.	Congestion Mitigation and Air Quality (CMAQ); Surface Transportation program (STP); Grade Crossing Funds.
FERRIS/LEHIGH TARGET AREA:			
Promote area-wide redevelopment of the Ferris/Lehigh Target Area for a mix of residential, retail and public uses, perhaps including a new "Village Center."	Priority 1: Conduct an Eligibility Study and prepare a Redevelopment Plan as part of designating this area as a Tax Increment Financing (TIF) project; consider combining this Target Area with the Lawnware property for purposes of the TIF.	Participation by property owners and developers; support from the applicable taxing districts; Metra; IDOT; Cook County Forest Preserve District.	Tax Increment Financing (TIF); Economic Development Funds; Illinois FIRST; Congestion Mitigation and Air Quality (CMAQ).

Table 10 (continued)

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques & Resources
Remove marginal and deteriorated commercial and industrial uses to allow for compatible new development.	<p>Priority 1: Identify substandard and obsolete structures to be removed.</p> <p>Priority 1: Implement clearance as a part of the TIF project.</p>	Participation by property owners.	Tax Increment Financing (TIF).
Improve pedestrian safety and convenience throughout the Target Area.	<p>Priority 2: Upgrade sidewalks and crosswalks throughout the area.</p> <p>Priority 2: Provide seating areas and other pedestrian amenities at selected locations.</p> <p>Priority 2: Implement improvements as a part of the TIF project.</p>	Illinois Department of Transportation (IDOT); Metra.	Tax Increment Financing (TIF); Illinois Transportation Enhancement Program (ITEP); Surface Transportation program (STP).
Upgrade and maintain the image and appearance of the Target Area.	<p>Priority 2: Undertake landscaping, signage and sidewalk improvements.</p> <p>Priority 2: Encourage property owners to improve and upgrade existing commercial properties.</p> <p>Priority 2: Implement improvements as a part of the TIF project.</p>	Participation and support from the Appearance Commission, IDOT, Metra and property owners.	Tax Increment Financing (TIF); Illinois Transportation Enhancement Program (ITEP).
Undertake roadway improvements along Lehigh Avenue and Lincoln Avenue as called for in the Plan.	<p>Priority 1: Conduct a more detailed study of the roadway alignment alternatives presented in the <u>Comprehensive Plan</u>.</p> <p>Priority 1: Cooperate with IDOT, Metra and the Forest Preserve District to implement roadway improvements as a part of the TIF project.</p>	Participation and support from IDOT, Metra, Cook County Forest Preserve District, property owners and residents	Tax Increment Financing (TIF); Illinois FIRST; Surface Transportation program (STP); Congestion Mitigation and Air Quality (CMAQ); Grade Crossing Funds.
Encourage improvement and enhancement of the commuter rail station.	<p>Priority 1: Begin discussions with Metra regarding station area improvements and the possibility of new transit-oriented development.</p> <p>Priority 2: Implement improvements as a part of the TIF project.</p>	Metra.	Truck Access Funds; Grade Crossing Funds; Congestion Mitigation and Air Quality (CMAQ).
WAUKEGAN ROAD TARGET AREA:			
Maintain and upgrade Waukegan Road south of Dempster Street as a "mixed-use" area containing a range of commercial, residential and industrial uses.	<p>Priority 2: Establish a Special Service Area (SSA) to enable area-wide improvements along the corridor.</p>	Participation and support from the Chamber, local lenders and the business community.	Special Service Area (SSA); Illinois FIRST.

Table 10 (continued)

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques & Resources
Improve pedestrian safety and convenience throughout the Target Area.	Priority 1: Upgrade sidewalks and crosswalks throughout the area.	Illinois Department of Transportation (IDOT); business community and residents.	Special Service Area (SSA); Illinois Transportation Enhancement Program (ITEP); Surface Transportation program (STP).
Improve traffic operations, particularly near the Caldwell Avenue intersection.	Priority 2: Conduct an intersection design study to determine the geometric and signal revisions necessary.	Illinois Department of Transportation (IDOT); business community and residents.	Surface Transportation program (STP); Truck Access Funds; Congestion Mitigation and Air Quality (CMAQ).
Improve and maintain the image and appearance of the Target Area.	Priority 3: Undertake landscaping, signage and sidewalk improvements. Priority 1: Encourage property owners to improve and upgrade existing commercial properties.	Participation and support from the Appearance Commission, the Chamber and the business community.	Special Service Area (SSA); Illinois Transportation Enhancement Program (ITEP); Surface Transportation program (STP). Façade rebate program to assist property owners upgrade commercial buildings.
Monitor conditions at Prairie View Plaza to ensure that it continues to be a viable and productive commercial center.	Priority 2: Cooperate with property owner to maintain a viable and attractive center. Priority 3 or beyond: Consider the use of TIF to promote redevelopment for a new commercial center at some point in the future.	Property owner and Chamber.	Business Improvement District (BID); Tax Increment Financing (TIF) might be considered in the future.
COMMUNITY FACILITIES:			
Cooperate with the Park District to continually improve and enhance local parks and recreational facilities.	Priority 1: Continue to communicate and cooperate with the Park District.	Park District.	Administrative actions; no new funding required.
Promote additional cooperative agreements between the Park District, school districts and other organizations to increase recreational opportunities for local residents.	Priority 2: Assume a leadership role in promoting cooperation, interaction and mutual support between the various agencies and districts.	Park District; School Districts; neighboring communities and institutions.	Administrative actions and policy decisions; no new funding required.
Cooperate with public and private schools to ensure that quality educational services continue to be available within the Village.	Priority 1: Continue to communicate and cooperate with all public and private school districts.	Public and private school districts.	Administrative actions; no new funding required.
Work with the Library Board to either improve and expand the existing Library building or construct a new facility, perhaps as part of a new "Village Center."	Priority 1: Continue to communicate and cooperate with the Library Board. Priority 2: If a new Library is required, consider locating the facility within the TIF district.	Library Board; local residents, businesses and institutions.	Administrative actions and policy decisions. For new construction: General Obligation Bonds; could conceivably be part of a Tax Increment Financing district.

Table 10 (continued)

Project or Action	Role of the Village	Other Possible Participants	Special Tools, Techniques & Resources
Construct a new Village Hall, perhaps as part of a new "Village Center."	Priority 1: Reach a decision regarding remodeling or new construction. Priority 2: If a new Village Hall is constructed, consider locating the facility within the TIF district.	Local residents, businesses and institutions.	Administrative actions and policy decisions. For new construction: General Obligation Bonds; could conceivably be part of a Tax Increment Financing district.
OTHER IMPROVEMENTS:			
Undertake water, sanitary sewer, storm sewer and street lighting improvements as required.	Priority 1: Continue the process of prioritizing and cataloging improvements as part of the regular Village maintenance program. Priority 2: Supplement the regular maintenance program with noted funding sources.	IDOT.	Surface Transportation program (STP); Illinois FIRST; Illinois EPA funds for storm sewer improvements; Bond issues; Motor Fuel Tax funds.
Enhance other public facilities and services are required.	Priority 1: Continue to monitor the adequacy of all facilities and services, and advocate upgrades and refinements as required.	Commonwealth Edison; Northern Illinois Gas; Ameritech; etc.	On-going services and programs.
Improve bicycle and pedestrian safety and convenience throughout the Village.	Priority 2. Conduct a community-wide bicycle/pedestrian plan to tie into and take advantage of local attractions (parks, schools, etc.) and regional trail systems (Techny Trail, North Branch Trail, etc.), with an emphasis on safety.	Park District; local schools; Cook County Forest Preserve District; Commonwealth Edison; IDOT.	Illinois Transportation Enhancement Program (ITEP); Congestion Mitigation and Air Quality (CMAQ); Illinois Bureau of Outdoor Recreation.



Appendix

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

Appendix A: Results of the Comprehensive Plan Project Advisory Committee Workshop.

Appendix B: Summary of confidential "key person" interviews.

Appendix C: Results of the Community-Wide Survey.

Appendix D: Market and demographic tables supporting Section 2 of the Plan report.

Appendix E: Results of the four Target Area Workshops.

Appendix F: Working paper discussing the possibility of a new "Village Center" within Morton Grove.

Appendix G: Schedule of meetings undertaken as a part of the planning process.

Appendix H: Membership roster of the Comprehensive Plan Project Advisory Committee.

Comprehensive Plan Update
Morton Grove, Illinois

Appendix A:

Project Advisory Committee Workshop

This Appendix section documents the results of the *Comprehensive Plan Project Advisory Committee Workshop* conducted on March 21, 1998.

The workshop consisted of a series of five general questions regarding the Village of Morton Grove. Committee members were asked to answer each question independently, using the questionnaires provided. Several of the key questions were then discussed with the group. Committee members were asked to return their completed questionnaires to us at the conclusion of the meeting. A total of eighteen (18) questionnaires were returned.

The Committee's overall response to each question is highlighted below. A detailed tabulation of the responses is presented at the end of the section.

QUESTION 1: Identify five issues confronting the Village of Morton Grove.

The most frequently mentioned issues related to the Village's commercial areas. Twelve (12) responses related to Dempster Street, including parking, appearance, the SRA issue, and the use and condition of buildings. Ten (10) responses related to Lincoln Avenue, including appearance, traffic control, parking and mixed-use development. Five (5) responses related to Waukegan Road, including image, appearance, and the need for better planning. An additional nine (9) responses related to the commercial areas in general, including the viability of commercial areas, the loss of businesses, and the need to attract new retail and service uses.

Other frequently mentioned issues included housing-related concerns (7 responses), utilities and infrastructure (5 responses), and community image and identity (4 responses).

QUESTIONS 2: Identify the one issue or concern that you believe no one else will mention.

The responses to this question were quite diverse, and no two Committee members mentioned precisely the same issue. See the attachment for the full listing.

QUESTION 3: List, in order of importance, the three (3) most important issues discussed thus far.

Committee members answered this question following a group discussion of the first two questions. The most frequently mentioned issues, and the number of first, second and third place "votes" were:

<i>Dempster Street improvement and development</i>	5	1	1
<i>Need for an identifiable "town center"</i>	4	0	1

Viability of commercial areas	3	1	2
Stronger "sense of place"	2	1	0
Higher standards for beautification and maintenance	0	2	2

QUESTION 4: Identify three specific projects or actions that you would like to see undertaken within Morton Grove.

Committee members suggested a diverse range of projects and actions. The most frequently mentioned projects related to: improvement and development of the various commercial areas (10 responses); the creation of a new "town center" (6 responses); the construction of a new Village Hall (5 responses); and improvement of overall community image and appearance (5 responses).

QUESTION 5: What are the primary strengths and assets of Morton Grove?

The most frequently mentioned strengths and assets related to: public services and facilities, including police, fire, parks, schools and public works (10 responses); location and accessibility, including proximity to arterial routes, public transportation and nearby destinations (8 responses); people, including ethnic diversity, family orientation and friendliness (6 responses); and housing, including sound housing stock, single-family orientation and range of housing choices (4 responses).

DETAILED TABULATION of RESPONSES:

1. Identify five issues or concerns confronting the Village of Morton Grove.

- Continued development of "anchor" businesses
- Maintain high standards of beautification guidelines for homes of business
- Services offered should apply to all ages of citizens
- Keep strong hands-on intervention of youth problems, i.e. gangs, etc.
- Village identity
- Older homes in need of repair - historical value
- Balance between single-family homes and condos
- Need younger families
- Train station corridor
- Lack of good retail and mixed-use along Dempster, Waukegan and Lincoln
- Lack of parking to attract retail
- Need a wider zoning definition of areas
- Traffic (speed)
- Zoning/building application procedures
- Appropriate development of the Dempster Street corridor
- Parking for businesses along Dempster - lots every so often
- What are major plans for Waukegan Road north of Dempster - business-wise?
- Old Morton Grove
- Lincoln Avenue appearance - close to Dempster
- Better use for Dempster Street buildings, etc., etc., parking
- Better traffic control for Lincoln Avenue
- Village's weather control alarm
- Good planning for all parts of town

- Waukegan Road comprehensive plan
- Utilities upgrade
- Lincoln Avenue comprehensive plan
- What will be done with deep tunnel project?
- Viability of commercial areas
- Maintenance of aging infrastructure
- Impact of transportation systems
- Affordability of housing
- Provision of adequate housing types for changing demographic of the community
- Sales tax base
- Empty stores on Dempster
- Linking diverse language barriers
- Aging infrastructure
- Public facilities in need of updating
- Anchor businesses
- Old image
- Parking on Dempster
- Lincoln Avenue north
- Wider definitions of zoning
- Train station activities
- Waukegan Road appearance
- Need for identifiable town center which would include Village Hall and other municipal services.
- Village Hall should be a part of a downtown core.
- Dempster Street as a strategic arterial - how to address impact on businesses and overall Dempster Street commercial district - parking, frontage, etc.
- Need to develop a strong and cohesive community image and identity. Right now this community has no "sense of place".
- Business/commercial development in Village
- Generation of additional revenue services/sales tax, etc.
- Maintenance of residential section of Village
- Relativity with IDOT re: SRA ratio through Village
- Dempster Street vacancies
- Waukegan Road appearance
- Village has to become attractive to the new generation of people moving from downtown to suburbs.
- Off-street parking on Dempster
- Possible development of shopping center on Waukegan Road to replace some of the motels
- Bus stops along Lincoln Avenue, making Morton Grove more attractive to retail business
- Lighting of Beckwith Avenue
- Village shuttle to service community north of Dempster to connect with the Metra
- Home for seniors
- Kids programs during summer
- Safety in forest preserve bicycle track
- Job programs
- Street lighting
- Parking for small shopping centers (Dempster Street)

- Lincoln Avenue from Library/north (developing) mixed-use
- What to do with older housing on Ferris
- Lincoln Avenue to west side of railroad tracks and develop the area for small businesses
- Developing the old Lawnware property
- Parking - Lincoln Avenue (many areas are restricted because of train parking)
- Parking and traffic on Dempster Street
- Appearance of the two above areas
- Appearance and general opinion of Waukegan Road
- Residence, problems with business or industrial use
- Village programs - senior programs/youth programs
- Empty store fronts/vacant property
- Attraction of young families
- Traffic congestion/traffic patterns
- Morton Grove as an "old" community; needs to be updated - buildings, etc. updated
- Shopping, public parking, how to attract people to use MG facilities - "sense of community"
- Need for one meeting place for seniors
- Traffic through and around the whole Village
- Losing business, especially along Dempster Street
- Repairing our streets
- Better public transportation to and from and through the Village
- Lincoln area - library to train station

2. Identify the one issue or concern that you believe no one else will mention.

- Communication between the Village and its citizens
- Train station corridor - potential for businesses like dry cleaners, coffee/doughnut shop, etc. Ties in with community identity.
- Strict zoning regulations/building application procedures
- Possible integration of residential and commercial on Dempster Street by the construction of low-rise multi-family housing over commercial (i.e., commercial on first floor). We would have to be considerate of the light and air issues affecting neighboring single-families and thus, perhaps limit the residential to the south side of Dempster because the sunlight doesn't come from the north. There are also some larger sights (such as the former Centerra restaurant) which can be strictly multi-family.
- Utilities upgrade
- Creating better access to public transportation and capitalizing on train station as an asset
- Taking advantage of technology
- The need for a town center or a "heart" for the Village. Help to promote a sense of community.
- IDOT-SRA relationship within Village
- Village has to become attractive to the new generation of people moving from downtown to suburbs
- Is there a possibility of a Village shuttle to and from the Metra to the area north of Dempster?
- Replacing of old infrastructures: sewer/water/utilities

- Try to attract more business and patrons; particularly forest preserve and park area
- Get seniors out of Village Hall and park district
- Grant money to improve storefronts
- Two-year wait for neighborhood lights - Why?

3. List, in order of importance, the three most important issues discussed thus far.

<u>Issue:</u>	<u>First</u>	<u>Second</u>	<u>Third</u>
- Development of Dempster	5	1	1
- Loss of business - Dempster	0	1	0
- "Old" image of community	1	0	0
- Mixed-use development on Lincoln Avenue (Baxter site)	0	0	3
- Appearance /opinion - Waukegan Road	0	2	0
- Community attraction to younger families	0	1	2
- Utilities/upgrade (Edison)	1	0	1
- Broader range of zoning classifications	0	1	0
- Finance for storefront improvements (matching dollars)	0	0	1
- Underground utilities	0	0	1
- "Identifiable" town center (mixed-use)	4	0	1
- Commercial/development around train station	0	1	0
- Better transportation through, around and in the Village	0	1	0
- "Viability" of commercial areas	3	0	2
- Stronger/cohesive "sense of place" / "unique-ness"	2	1	0
- Better lighting within the community "public areas"	1	0	0
- Improve zoning and building application procedures	0	1	2
- Assistance in residential property maintenance/higher standards for beautification and maintenance	0	2	2
- Awareness of strong public safety	2	0	0
- New senior citizen facility	0	1	0
- Need a new Village Hall/place on arterials - re-develop current site	1	0	0

4. Identify three specific projects or actions that you would like to see undertaken within Morton Grove.

- Upgrade of utilities and services
- Create plan to address linking community diversity for the benefit of the community as a whole
- Create plan to establish a "center" of our town
- Rail corridor development
- Designate residential area near train station as "Historic Morton Grove"
- Develop new "Welcome to Morton Grove" signs that are readable when driving
- Move Village Hall/police to main artery lane
- Redevelop older section of town

- Offer wider definition of zoning
- Beautification of the shopping centers at the northwest and southwest corners of Harlem and Dempster.
- Project or program to grant money to businesses to improve storefronts along Dempster and also Waukegan Road
- Possible reconsidering the processes that enable a business to open in Morton Grove
- Community attraction to younger yuppie residents.
- New Village Hall location
- Parking for Dempster Street
- Town business district
- Capitalize on historic heritage values of Village
- Community attraction to younger families
- Better lighting within the community "public areas" (2)
- New town center - Village Hall
- Mixed-use near train station
- More multi-family housing
- Redevelop Lawnware as mixed-use
- Install communication kiosks
- Relocate or remodel Village Hall
- Need a new Village Hall/place on arterials - redevelop current site (2)
- "Identifiable" town center (mixed-use)
- Redevelopment of Dempster St. that takes SRA impacts into account.
- Development of Chestnut Street (adjacent to railroad station)
- Construction of Capulina Storm Sewer east of Austin Avenue
- Development of Lawnware property
- Mixed-use development on Lincoln Avenue (Baxter site)
- Parking on Dempster Street/parking off-street
- Shuttle service from Metra to area north of Dempster
- Lighting of Beckwith Avenue
- Institute a program for residents to use in case of a weather emergency
- Street lighting
- Underground utilities
- Localize flooding - improve drainage
- Industrial and commercial development
- Make the old Baxter property a hub/center of the Village
- Development of the V/G property
- Develop parking on Lincoln and Dempster
- Develop appearance, use matching money if needed
- Develop sense of quality history. Make "old" desirable blend with parks, bike path, rebuild Lehigh area
- Improvement along Dempster Street - make the area unique and a reason to come to Morton Grove
- Public parking
- Better transportation through, around and in the Village
- "Old" image of community
- New senior citizen facility
- Better lighting within the community "public areas"

5. What are the primary strengths and assets of Morton Grove?

- I do feel our town is relatively safe.
- You can (eventually) get involved in our town and feel a part of things
- Schools
- Public services - police, fire, public works.
- Location to train, expressway, city
- Families
- Low taxes
- Religious and educational institutions
- Location, convenience, forest preserves, low taxes, great services
- Public Works Department
- Reasonable real estate taxes (large public works projects may substantially increase taxes)
- Great Village - just need to work it to its greatest potential
- Great location of town
- No apartment buildings - single-family housing
- Quality location
- Ethnic diversity
- Good housing
- Pedestrian access
- Our people. We are concerned, friendly and diverse
- Our public services - best around
- Access to public transportation
- A lot
- Proximity to downtown Chicago (via train or car) and easy access for commuters
- Broad range of residential opportunities already available
- High ratio of open space per capita is a big plus.
- Single-family nature of community
- Maintenance of public facilities/utilities
- Diversification of people
- Tax base (real estate)
- Location of train (Metra)
- Closeness of shopping area (Old Orchard) (Golf Mill)
- One of the strengths of Morton Grove is the diversity of its community. We should capitalize on this; perhaps host an "international night" to give the residents a feeling of community.
- The image of being a bedrock community
- Accessibility to all modes of transportation
- Take advantage of bike path, river area, forest, parks
- Snow removal (public services)
- Parks look great
- Great parks, great bike paths, great Public Works Department

Note: A few responses were very difficult to read. We apologize if we misinterpreted or omitted any comment by any Committee member.

Appendix B:

Key Person Interviews

This Appendix section documents the results of the Key Person Interviews conducted by the Consultant Team as part of the *Comprehensive Plan Update* for the Village of Morton Grove.

Confidential interviews were conducted with 19 individuals to discuss conditions and potentials within the Morton Grove community. Persons interviewed (listed at the end of this section) included residents, merchants, public officials, builders and developers, and representatives of local institutions.

Interviews were conducted by the Consultant on April 21-22, 1998, at Village Hall. Each interview lasted approximately 30 to 45 minutes. Each person was asked a series of questions regarding the community.

It is important to emphasize that the interviews represent the personal opinions of a limited number of people within the community. They should not be interpreted as findings of fact or as conclusions and recommendations by the Consultant. However, the interviews have indicated: a) several locally perceived problems and issues which should be addressed in the new Comprehensive Plan; and b) a number of assets and advantages which should be built upon and preserved in the future.

The interviews also helped guide and direct many of the background studies and analyses undertaken by our Consultant Team.

Overall responses to key questions are summarized on the following pages.

1. *What kind of community is Morton Grove, and why do you believe most people select Morton Grove as a place to live or do business?*

According to the interviewees, Morton Grove is a stable, "livable" community and a good place to raise children. It is an affordable community, particularly in relation to many of its north suburban neighbors. It has a pleasant "small town" character and charm. It is a middle-class community, but is also culturally and socio-economically diverse. It is neat and clean and has an abundance of open space.

2. *What do you believe are the primary assets and advantages of Morton Grove?*

In addition to the characteristics mentioned above, interviewees cited Morton Grove's convenient location, with good auto access and good public transportation; good schools; high-quality public services; good parks and recreational facilities; the presence of the Forest Preserve; the sound and well-maintained housing stock; a wide range of housing types; relatively low crime rate; relatively low taxes; warm and friendly residents; a generally tolerant population; and a spirit of cooperation and volunteerism among the local population.

3. *What do you believe are the primary weaknesses and disadvantages of Morton Grove?*

The most frequently mentioned weaknesses related to Morton Grove's economic base and its commercial areas. According to the interviewees, Morton Grove has a weak commercial base, particularly in relation to its neighbors. Too many businesses have been lost and it is difficult to attract new commercial uses. More commercial development is needed to help relieve the tax burden placed on local residents. The Village needs to funnel more money into commercial area revitalization and beautification. The Village has not traditionally supported the retail sector, although this seems to be changing. There should be more cooperation between the Village and the Chamber of Commerce regarding economic development.

Other weaknesses mentioned by interviewees included a "small town" mentality and "cliquish" attitude among old-time residents; a sometimes difficult public approval process for new development projects; the divisive effect of multiple school districts; the difficulty in attracting young families; a Village government that is sometimes too conservative; too much of a "melting pot" community and not enough assimilation of various cultural groups; the efforts to enhance programs and services for senior citizens may be making it more difficult to attract and accommodate young families; and the lack of a "downtown" or "village center" area.

4. *The Village has identified four "target areas" which will be addressed in the new Comprehensive Plan. Please share with us your ideas and concerns regarding each of these "target areas."*

a) Dempster Street

The interviewees mentioned a few strengths and assets of Dempster Street, including its good accessibility and visibility; its proximity to the Eden's Expressway; and the presence of several strong stores and businesses.

However, the interviewees mentioned a number of problems and concerns, including few anchor stores; the frequent turn-over of small businesses; a recent decline in the quality of stores and businesses; unattractive buildings; marginal and deteriorated buildings; small parcels with limited land for expansion; vacant and marginal properties; heavy traffic; difficult area for motorists to negotiate; lack of parking; an environment that is not conducive to pedestrians; and property owners that are unwilling to upgrade or sell their vacant, marginal or deteriorated properties.

Interviewees offered a variety of ideas for improvement of Dempster Street, including the redevelopment of marginal properties; the attraction of more quality businesses; the attraction of a new grocery store at the east end; improvement of the store mix; the need for new businesses which attract customers from outside the community; redevelopment of the American Legion property; the provision of new parking lots; the closing of side streets to obtain more parking; façade improvements; beautification improvements such as

trees, plants, flowers and brick-paver sidewalks; the use of TIF to stimulate economic development; and the need to work with IDOT on traffic movement.

Several of the interviewees suggested that the Village consider more significant approaches to revitalization of Dempster Street, including: a) removal of some existing homes to the north and south of Dempster to allow for larger-scale commercial redevelopment; b) the concentration of commercial uses at a few key intersections, rather than maintaining a continuous “strip” of commercial uses; and c) the introduction of new housing and other alternative land uses along certain parts of the Dempster Street corridor.

While most of the discussion focused on the eastern portion of the corridor, a few interviewees emphasized that the Village should not overlook the need to improve and upgrade the western end of Dempster Street, which is also an important entryway to the community.

b) Lincoln Avenue

Most interviewees were pleased with the projects and improvements that have occurred along Lincoln Avenue in recent years. Several interviewees suggested that the street eventually be redeveloped exclusively for residential and institutional uses, while others favored the retention of some commercial uses and perhaps even some new commercial development.

Several interviewees suggested that Lincoln Avenue could become Morton Grove’s new “village center,” although others felt that it was not suitably located or easily accessible. New uses and activities suggested for Lincoln Avenue were more condominiums, more townhouses, a small grocery store, a congregate care facility, mixed-use development with housing located above stores and shops, and a new park near the library. Some suggested that the Village Hall be relocated to this area.

Several interviewees mentioned the desirability of new housing or mixed-use development on the Lawnware property. One interviewee mentioned the need to enforce the speed limit along Lincoln and the possible need for additional traffic lights.

c) Lehigh/Railroad Corridor

All interviewees cited the need to “clean up” the area along Lehigh Avenue and the railroad, from Dempster Street south to Main Street. Ideas and suggestions included removal of deteriorated and unsightly industries and businesses; development of the “Brownfield” site adjacent to the Studio; more strict code enforcement; development of new housing near the commuter station; development of new retail and service businesses near the commuter station; the need to landscape and better maintain the railroad corridor; the need to upgrade street surfaces, curbs and gutters, and sidewalks; and the need for better pedestrian connections between Dempster Street and the commuter station. A couple of interviewees suggested large-scale redevelopment of the area bounded by Lincoln Avenue, Ferris Avenue, Lehigh Avenue and Hennings Court.

d) Waukegan Road, south of Dempster Street

Several interviewees cited the importance of the Prairie View Shopping Center, and the need to improve store mix, vehicular access and overall design and appearance. Some suggested that the intersection of Dempster Street and Waukegan Road might become the new “village center.” Other ideas and suggestions included the relocation of Village Hall to this area; additional condominium development, particularly along the west side of Waukegan; reuse of the vacant bank building; the need for more walkways to better connect the residential developments to the shopping center and other surrounding areas; the need to upgrade or redevelop the bowling alley property; and development of the vacant cemetery land. A few interviewees expressed disappointment regarding recent development of the public storage facility, suggesting that this land should have been developed for more intensive and “higher quality” uses.

Even though this question focused on Waukegan Road south of Dempster, several interviewees also offered ideas and suggestions regarding Waukegan north of Dempster. Suggestions included the need to condemn and demolish marginal properties; removal of the older hotels and motels; the need for more anchor businesses; the need for design and appearance improvements; the need for more diversification in businesses; the need for quality restaurants; the possibility of additional new housing along the corridor; and the possibility of a new, “higher-quality” hotel/motel.

While most interviewees were optimistic about the Village’s TIF program and corridor enhancement plans for Waukegan north of Dempster, a few expressed concern regarding the type and quality of new development being promoted for the corridor.

5. Do you have concerns about any other parts of Morton Grove?

Many of the interviewees expressed comments on housing and residential areas. These included the need to maintain and enhance Morton Grove’s residential quality; the need for more senior housing; the need for congregate care housing; redevelopment within older neighborhoods; the condition of housing in the blocks between Waukegan and Shermer; eventual removal of all homes along Dempster Street west of Waukegan; the need to escalate the Village’s residential rehabilitation program; and the need to better market and promote Morton Grove to young families.

Among the other comments and concerns not already mentioned above were the need to develop a new park near Edison School; the need to expand the bike path to the west; the need to redevelop the older commercial property at Harlem and Dempster; the need for an improved Village Hall; the need for a second library; the need for more events and programs which can bring people together and help assimilate different cultural groups; the need to video and replay Village Board meetings and other meetings of public interest; the need to improve Gross Point Road; redevelopment of the stable property for new housing; and redevelopment of the stable property for park land.

6. What do you consider the single most important issue confronting Morton Grove today?

The most frequently mentioned issues related to the need to improve and upgrade the Dempster Street corridor. The second most frequently mentioned issues related to improvement and redevelopment of the Waukegan Road corridor, particularly the removal of "problem" properties.

Other top-priority issues included the need to more successfully compete with neighboring communities for young families and new businesses; the need to strengthen the economic base to generate new taxes; the need to get all public agencies and organizations to work together to achieve a common "vision;" the need to more fully assimilate various groups and cultures; the continued influx of minorities; continued improvements to infrastructure; the need to use the power of the Internet to communicate with residents and other governmental agencies; and the need for a stronger commitment to "quality" development.

7. If you had the power to undertake one project or improvement, what would it be?

The most frequently projects related to improvement and redevelopment of the Dempster Street corridor. The second most frequently mentioned projects related to improvement and redevelopment of the Waukegan Road corridor.

Other projects included redevelopment of the Lawnware property; redevelopment of the Lincoln/Ferris area as a unique mixed-use area; redevelopment of the area around the commuter station; and more creative and extensive use of the Internet.

List of Persons Interviewed:

Larry Arft, Village Administrator,
Village of Morton Grove

M. Usman Baki, Muslim Education Center

Gary Balling, Administrative Manager,
Morton Grove Park District

Gabe Berrafato, Corporation Council,
Village of Morton Grove

Dr. Jim Blockinger, Superintendent,
Morton Grove School District 70

Steve Blonz, Morton Grove Plan Commission

Jerry Brim, Brim Consulting Ltd. and Resident

Jim Dahm, Superintendent,
Morton Grove Department of Public Works

Dan DiMaria, DiMaria Builders and Resident

Lou Elliott, Elliott Homebuilders, Inc.

Eileen Harford, Resident

Dave Hirsch, Morton Grove Appearance
Commission

Don India, School District 67; Chief Operating
Officer, High School District 219

Sheree Kodros, Resident

Bill McCarty, First National Bank of Morton
Grove

Joe Moll, Trustee, Village of Morton Grove

Dan Scanlon, President, Village of Morton
Grove

Don Sneider, Trustee, Village of Morton
Grove

Seymour Taxman, The Taxman Corporation

Appendix C:

Community Survey

(A total of 700 Community Surveys were returned to the Village)

Q-1 Where do you live in Morton Grove?

- 8.1% - East of the Eden's Expressway (1-94)
- 24.4% - South of Dempster Street, between the Forest Preserve and the Edens
- 26.4% - North of Dempster Street, between the Forest Preserve and the Edens
- 16.7% - Between the Forest Preserve and Harlem Avenue
- 23.4% - West of Harlem Avenue

Q-2 How long have you lived in Morton Grove?

- 2.14% - Less than one year
- 9.4% - One to five years
- 15.1% - Six to ten years
- 13.0% - Eleven to twenty years
- 18.6% - Twenty-one to thirty years
- 41.1% - Over thirty years

Q-3 What are the primary advantages of living in Morton Grove? (Check all that apply)

- | | |
|---|--|
| 80.4% -Residential neighborhoods | 25.9% -Religious institutions |
| 50.6% -Quality of housing | 45.6% -Friendliness of community residents |
| 44.9% -Housing affordability | 21.3% -Diversity of population |
| 50.6% -Availability of shopping | 65.1% -Feeling of safety and security |
| 5.3% -Job opportunities | 53.1% -Good schools |
| 81.4% -Convenient location | 41.4% -Responsive government |
| 46.7% -Access to public transportation | 47.9% -Community appearance |
| 56.1% -Parks and recreational amenities | |
| 8.9% -Other | |

Q-4 What are the primary disadvantages of living in Morton Grove?

- | | |
|------------------------------------|--|
| 1.7% -Residential neighborhoods | 4.1% -Crime |
| 3.9% -Quality of housing | 6.3% -Lack of parking |
| 10.4% -Housing costs | 22.4% -Traffic problems |
| 23.4% -Lack of available shopping | 10.1% -Lack of transportation |
| 9.4% -Lack of job opportunities | 6.1% -Pollution |
| 0.7% -Inconvenient location | 6.7% -Unresponsive government |
| 1.9% -Lack of parks and recreation | 10.9% -Unattractive community appearance |
| 6.7% -Diversity of population | 8.9% -Other |
| 3.7% -Poor schools | |

Q-5 Where do you work?

- | | |
|--|-----------------------------|
| 10.6% -Morton Grove | 10.7% -Elsewhere in Chicago |
| 28.1% -Elsewhere in the northern suburbs | 30.7% -Other |
| 9.0% -Downtown Chicago | 7.9% -Unemployed |

Q-6 How do you get to work?

52.4%	-Private automobile	0.7%	-Bicycle
1.4%	-Car-pool/van-pool	1.1%	-Walk
0.1%	-Bus	3.7%	-Work at home
6.1%	-Train		

Q-7 How do you rate job opportunities in the Morton Grove area?

8.7%	-Good	7.7%	-Poor
15.1%	-Fair	59.3%	-Don't know

Q-8 How do you rate the following educational programs and services in Morton Grove?

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't Know</u>
Nursery school	19.3%	5.1%	1.0%	53.9%
Kindergarten	34.4%	4.7%	1.0%	41.4%
Elementary school	46.3%	5.4%	1.3%	31.0%
Junior High school	40.6%	5.9%	1.4%	34.0%
High school	38.9%	9.4%	2.4%	17.6%
Adult education	21.0%	8.6%	3.3%	46.3%
Programs for the gifted	10.4%	4.1%	1.4%	61.4%
Programs for the disabled	14.8%	3.6%	1.7%	59.3%
English as a second language	8.3%	3.0%	1.3%	65.0%

Q-9 How do you rate the following public facilities and services in Morton Grove?

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Don't Know</u>
State highways	56.3%	28.3%	4.0%	9.1%
Local streets	66.9%	25.1%	3.9%	0.6%
Sidewalks	63.9%	26.7%	4.4%	0.9%
Commuter rail service	62.1%	9.4%	1.0%	19.4%
Bus service	36.1%	22.9%	5.6%	27.0%
Trees and landscaping	68.6%	20.6%	5.0%	0.9%
Street lights	50.4%	25.3%	18.7%	1.1%
Police protection	81.4%	11.1%	1.6%	3.3%
Fire protection	86.0%	4.0%	0.6%	6.7%
Water service	84.4%	8.4%	0.6%	2.9%
Sewer service	75.4%	12.7%	2.7%	5.2%
Storm water drainage	60.9%	20.7%	7.7%	4.9%
Snow removal	87.7%	6.6%	1.3%	1.4%
Healthcare services	40.3%	10.9%	1.1%	38.4%
Parks and open space	78.4%	12.3%	1.4%	2.3%
Recreational facilities & programs	62.6%	17.1%	2.1%	10.3%
Cultural facilities & programs	35.9%	22.1%	6.1%	25.3%
Library services	68.4%	18.4%	4.7%	4.0%
Community meeting space	41.5%	13.6%	1.4%	10.4%
Services for senior citizens	57.2%	7.0%	0.7%	4.7%

Q-10 Where do you shop, other than for groceries and drug store items?

39.0%	-Morton Grove, Dempster Street	18.4%	-Glenview
27.6%	-Morton Grove, Waukegan Road	14.7%	-Chicago
59.3%	-Skokie	21.6%	-Other
68.4%	-Niles		

Q-11 How do you rate the availability of the following commercial facilities in Morton Grove?

	Good	Fair	Poor	Don't Know
Grocery stores	52.4%	29.6%	16.6%	0.0%
Drug stores	65.3%	27.6%	5.1%	0.6%
Clothing and accessories	17.9%	36.3%	33.1%	7.6%
Furniture and home furnishings	16.6%	32.0%	32.1%	11.6%
Audio/video/electronics	45.4%	23.6%	12.7%	11.1%
Restaurants	46.7%	37.9%	10.7%	1.6%
Ethnic restaurants	32.2%	29.9%	8.9%	21.5%
Ethnic food stores	21.7%	19.7%	8.9%	41.0%

Q-12 Are you satisfied with the overall "quality of life" in Morton Grove?

40.9%	-Very satisfied	2.9%	-Dissatisfied
54.1%	-Satisfied	1.0%	-Very dissatisfied

Q-13 How does the "quality of life" in Morton Grove today compare to ten years ago?

5.4%	-Much better	14.6%	-Somewhat worse
15.6%	-Somewhat better	2.0%	-Much worse
45.4%	-About the same	15.7%	-Don't know

Q-14 Would you be willing to pay higher taxes or user fees to enhance the "quality of life?"

8.7%	-Yes	33.4%	-Possibly
47.3%	-No	8.9%	-Don't know

Q-15 How important is it for Morton Grove to attract new development?

35.9%	-Very important	14.1%	-Not important
35.3%	-Somewhat important	12.9%	-Not sure

Q-16 What kind of new development would you like to see in Morton Grove in the future?

33.7%	-Single-family homes	50.6%	-Retail stores
12.1%	-Townhouses	15.0%	-Offices
3.9%	-Apartments	15.1%	-Medical facilities
10.4%	-Condominiums	18.3%	-Industry
36.1%	-Senior citizen housing	9.1%	-Other

Q-17 What kinds of new stores would you like to see in Morton Grove?

48.3%	-Grocery stores	8.7%	-Audio/video/electronics
17.0%	-Drug stores	36.9%	-Restaurants
38.6%	-Clothing and accessories	16.6%	-Ethnic restaurants
17.9%	-Furniture and home furnishings	6.0%	-Ethnic food stores

Q-18 Do you think tax dollars should be used to fund economic development?

14.7% -Yes
30.0% -No

37.9% -Possibly
12.6% -Don't know

Q-19 Do you feel informed about what is going on in Morton Grove?

71.9% -Yes
17.6% -No

8.6% -Don't know

Q-20 Do you currently have access to a computer in your home?

54.9% -Yes

44.4% -No

Q-21 If you do have access to a computer at your home, are you connected to the Internet?

34.4% -Yes

35.3% -No

Q-22 Where do you typically get your information about Village affairs and programs?

88.4% -Village Newsletter
23.9% -Cable TV
74.4% -Local newspaper

1.6% -Internet - Village Web Site
8.1% -Other

Q-23 Would it be helpful if Village information was provided in a language other than English?

3.4% -Yes
Suggested: Chinese, Hindi, Thai
Spanish, Serbian, Korean, Russian & Italian

82.6% -No
12.6% -Don't know

Q-24 Do you think local government is effectively dealing with local issues and concerns?

53.1% -Yes
13.4% -No

30.6% -Don't know

Q-25 How old are you?

0.0% - Under 18
0.3% - 18-25
5.7% - 26-35
16.4% - 36-45

16.7% - 46-55
19.4% - 56-65
13.0% - 66-70
27.6% - Over 70

Q-26 How many people are in your household?

15.0% - One
49.4% - Two
13.7% - Three

13.7% - Four
5.3% - Five
2.0% - Six or more

Q-27 What is the income of your household?

5.9% - \$20,000 or less
12.6% - \$20,001-\$35,000
24.1% - \$35,001-\$60,000

16.4% - \$60,001-\$80,000
9.0% - \$80,001-\$100,000
11.3% - Over \$100,000

Appendix D: Tables for Demographic & Market Overview

Appendix Table 1
POPULATION TRENDS: 1970-2020

Year	Cook County*	Suburban Cook Co.	Village of Morton Grove	Village Share of: County	S. Cook
Census					
1970	5,493,766	2,124,409	26,369	0.48%	1.24%
1980	5,253,655	2,243,840	23,747	0.45%	1.06%
1990	5,105,067	2,321,341	22,408	0.44%	0.97%
Estimates					
1998	5,198,128	2,434,244	22,026	0.42%	0.91%
Projections					
2000	5,247,894	2,462,470	21,939	0.42%	0.89%
2010	5,421,604	2,528,478	22,490	0.42%	0.89%
2020	5,594,399	2,589,061	23,289	0.42%	0.90%

Change in Population - Absolute and Percent

Period	Cook County		Suburban Cook		Morton Grove	
	Absolute	Percent	Absolute	Percent	Absolute	Percent
Decennial						
1970 - 1980	- 240,111	- 4.4%	119,431	5.6%	- 2,622	- 9.9%
1980 - 1990	- 148,588	- 2.8%	77,501	3.5%	- 1,339	- 5.6%
1990 - 2000	142,827	2.8%	141,129	6.1%	- 469	- 2.1%
2000 - 2010	173,710	3.3%	66,008	2.7%	551	2.5%
2010 - 2020	172,795	3.2%	60,583	2.4%	799	3.6%
To/From Current						
1980 - 1998	- 55,527	- 1.1%	190,404	8.5%	- 1,721	- 7.2%
1998 - 2015	309,874	6.0%	124,526	5.1%	864	3.9%

* Includes City of Chicago and Suburban portion of County.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. The 1998 estimates and 2000 - 2020 projections are based on NIPC forecasts.

Appendix Table 2
COMPARATIVE COMMUNITY POPULATION TRENDS: 1970 - 2020

Community	Census 1970	Census 1980	Census 1990	Forecast 2000	Forecast 2010	Forecast 2020
Morton Grove	26,369	23,747	22,408	21,939	22,490	23,289
Glenview	24,880	32,060	37,093	38,144	47,678	51,262
Lincolnwood	12,929	11,921	11,365	13,013	12,845	12,320
Niles	31,432	30,363	28,284	29,498	32,726	36,608
Park Ridge	42,466	38,704	36,175	36,173	35,359	34,403
Skokie	68,627	60,278	59,432	57,544	59,293	61,986
Six Villages*	206,703	197,073	194,757	196,311	210,391	219,868
Morton Grove as % of Six Villages	12.8%	12.1%	11.5%	11.2%	10.7%	10.6%

Change in Population - Percent

Community	1970 - 1980	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020
Morton Grove	- 9.9%	- 5.6%	- 2.1%	2.5%	3.6%
Glenview	28.9%	15.7%	2.8%	25.0%	7.5%
Lincolnwood	- 7.8%	- 4.7%	14.5%	- 1.3%	- 4.1%
Niles	- 3.4%	- 6.9%	4.3%	10.9%	11.9%
Park Ridge	- 8.9%	- 7.0%	0.0%	- 2.2%	- 2.7%
Skokie	- 12.2%	- 1.4%	- 3.2%	3.0%	4.5%
Six Villages*	- 4.7%	- 1.2%	0.8%	7.2%	4.5%

* Includes Morton Grove, Glenview, Lincolnwood, Niles, Park Ridge and Skokie.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau; Forecasts are based on NDS/UDS and NIPC projections.

Appendix Table 3
HOUSEHOLD TRENDS: 1970 - 2020

Year	Cook County*	Suburban Cook Co.	Village of Morton Grove	Village Share of: County	S. Cook
Census					
1970	1,765,624	628,181	7,068	0.40%	1.13%
1980	1,879,110	785,710	7,949	0.42%	1.01%
1990	1,879,488	854,314	8,133	0.43%	0.95%
Estimates					
1998	1,913,751	895,834	8,252	0.43%	0.92%
Projections					
2000	1,932,086	906,249	8,282	0.43%	0.91%
2010	2,067,698	958,932	8,322	0.40%	0.87%
2020	2,133,571	981,879	8,581	0.40%	0.87%

Change in Population - Absolute and Percent

Period	Cook County		Suburban Cook		Morton Grove	
	Absolute	Percent	Absolute	Percent	Absolute	Percent
Decennial						
1970 - 1980	113,486	6.4%	157,529	25.1%	881	12.5%
1980 - 1990	378	--	68,604	8.7%	184	2.3%
1990 - 2000	52,598	2.8%	51,935	6.1%	149	1.8%
2000 - 2010	135,612	7.0%	52,683	5.8%	40	0.5%
2010 - 2020	65,873	3.2%	22,947	2.4%	259	3.1%
To/From Current						
1980 - 1998	34,641	1.8%	110,124	14.0%	303	3.8%
1998 - 2015	186,883	9.8%	74,572	8.3%	200	2.4%

* Includes City of Chicago and Suburban portion of County.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. The 1998 estimates and 2000 - 2020 projections are based on NIPC forecasts.

Appendix Table 4
COMPARATIVE COMMUNITY HOUSEHOLD TRENDS: 1970 - 2020

Community	Census 1970	Census 1980	Census 1990	Forecast 2000	Forecast 2010	Forecast 2020
Morton Grove	7,068	7,949	8,133	8,282	8,322	8,581
Glenview	7,108	10,670	13,348	14,168	18,329	20,420
Lincolnwood	3,793	4,094	4,100	4,750	4,740	4,600
Niles	8,969	10,232	10,776	11,366	12,713	14,426
Park Ridge	12,866	13,275	13,466	13,615	13,764	13,913
Skokie	20,924	22,314	22,708	23,378	24,048	24,718
Six Villages*	60,728	68,534	72,531	75,559	81,916	86,658
Morton Grove as % of Six Villages:	11.6%	11.6%	11.2%	11.0%	10.2%	9.9%

Change in Households - Percent

Community	1970 - 1980	1980 - 1990	1990 - 2000	2000 - 2010	2010 - 2020
Morton Grove	12.5%	2.3%	1.8%	0.5%	3.1%
Glenview	50.1%	25.1%	6.1%	29.4%	11.4%
Lincolnwood	7.9%	0.2%	15.9%	- 0.2%	- 3.0%
Niles	14.1%	5.3%	5.5%	11.9%	13.5%
Park Ridge	3.2%	1.4%	1.1%	1.1%	1.1%
Skokie	6.6%	1.8%	3.0%	2.9%	2.8%
Six Villages*	12.9%	5.8%	4.2%	8.4%	5.8%

* Includes Villages of Morton Grove, Glenview, Lincolnwood, Niles, Park Ridge and Skokie.

Sources: U.S. Bureau of the Census; Northeastern Illinois Planning Commission; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc. The 1970, 1980 and 1990 data are from the Census Bureau. Forecasts are based on NDS/UDS and NIPC projections.

Appendix Table 5
HOUSEHOLD SIZE TRENDS: 1970 - 2002

Area/HH Size	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
MORTON GROVE					
1 Person	6.0%	13.5%	18.2%	18.2%	18.3%
2 Person	22.5%	33.4%	36.4%	36.0%	35.9%
3 - 4 Person	43.2%	39.3%	33.9%	33.8%	33.8%
5+ Person	28.3%	13.8%	11.5%	12.0%	12.0%
Average HH Size	3.67	2.93	2.72	2.64	2.64
In Group Quarters	204	266	249	251	251
GLENVIEW					
1 Person	8.5%	16.9%	19.8%	19.7%	19.8%
2 Person	26.6%	32.6%	33.3%	32.9%	32.7%
3 - 4 Person	39.1%	37.3%	36.3%	36.1%	36.0%
5+ Person	25.8%	13.2%	10.6%	11.3%	11.5%
Average HH Size	3.50	2.86	2.71	2.66	2.59
In Group Quarters	213	431	444	458	515
LINCOLNWOOD					
1 Person	4.2%	9.6%	14.6%	14.5%	14.5%
2 Person	28.8%	38.3%	39.5%	38.9%	38.8%
3 - 4 Person	45.7%	39.7%	34.2%	34.4%	34.4%
5+ Person	21.3%	12.4%	11.7%	12.2%	12.3%
Average HH Size	3.41	2.91	2.77	2.74	2.74
In Group Quarters	0	0	0	0	0
NILES					
1 Person	8.0%	20.2%	24.9%	25.0%	25.0%
2 Person	27.2%	33.7%	35.4%	34.8%	34.6%
3 - 4 Person	41.8%	34.0%	31.5%	31.6%	31.7%
5+ Person	23.0%	12.1%	8.2%	8.6%	8.7%
Average HH Size	3.42	2.73	2.49	2.45	2.43
In Group Quarters	722	1,321	1,580	1,652	1,652

Appendix Table 5 - Continued
HOUSEHOLD SIZE TRENDS: 1970 - 2002

Area/HH Size	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
PARK RIDGE					
1 Person	11.9%	17.1%	20.7%	20.6%	20.6%
2 Person	31.2%	34.2%	35.1%	34.6%	34.5%
3 - 4 Person	34.9%	33.6%	33.8%	33.9%	33.9%
5+ Person	22.0%	15.1%	10.4%	10.9%	11.0%
Average HH Size	3.26	2.87	2.64	2.60	2.60
In Group Quarters	414	551	809	809	820
SKOKIE					
1 Person	7.7%	17.4%	22.2%	22.1%	22.1%
2 Person	29.4%	37.6%	36.3%	35.9%	35.8%
3 - 4 Person	43.8%	34.9%	31.8%	31.9%	31.9%
5+ Person	19.1%	10.1%	9.7%	10.1%	10.2%
Average HH Size	3.26	2.68	2.58	2.43	2.43
In Group Quarters	489	580	774	774	774
COOK COUNTY					
1 Person	20.3%	26.7%	28.2%	27.9%	27.9%
2 Person	28.3%	28.3%	28.4%	28.4%	28.4%
3 - 4 Person	31.5%	30.0%	30.0%	30.1%	30.1%
5+ Person	19.9%	15.0%	13.4%	13.6%	13.6%
Average HH Size	3.07	2.75	2.67	2.58	2.58
In Group Quarters	74,389	77,866	84,013	84,621	85,053

Sources: U.S. Census Bureau; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 6
AGE DISTRIBUTION: 1970 - 2002

Area/Age Profile	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
MORTON GROVE					
0 - 5 Years	8.9%	5.1%	5.1%	5.1%	4.9%
6 - 17 Years	29.8%	18.4%	14.5%	14.4%	14.3%
18 - 24 Years	7.0%	10.6%	7.8%	6.5%	6.3%
25 - 44 Years	25.9%	23.5%	25.8%	24.9%	23.3%
45 - 64 Years	22.9%	31.5%	28.1%	29.4%	31.4%
65+ Years	5.5%	10.9%	18.7%	19.7%	19.8%
Median Age	35.0	39.0	42.7	44.4	45.7
Percent Female	50.5%	51.2%	51.9%	52.0%	52.1%
COOK COUNTY					
0 - 5 Years	10.3%	8.5%	8.9%	8.9%	8.8%
6 - 17 Years	23.3%	19.3%	16.1%	16.4%	16.5%
18 - 24 Years	10.6%	13.0%	10.7%	8.9%	8.6%
25 - 44 Years	24.5%	27.6%	33.1%	32.1%	29.9%
45 - 64 Years	21.8%	20.7%	18.8%	20.7%	23.2%
65+ Years	9.3%	12.9%	12.5%	13.0%	13.0%
Median Age	29.4	30.2	32.6	34.9	36.2
Percent Female	52.0%	52.1%	51.9%	51.9%	51.8%

Comparative Villages - Median Age

Village	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
Morton Grove	35.0	39.0	42.7	44.4	45.7
Glenview	29.3	34.7	37.8	39.9	41.2
Lincolnwood	44.7	44.4	44.8	46.0	46.9
Niles	29.9	37.8	44.9	46.4	47.5
Park Ridge	39.3	38.4	41.2	43.1	44.4
Skokie	38.9	41.0	41.4	43.2	44.8

Sources: U.S. Census Bureau; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 7
RACE AND ETHNIC DISTRIBUTION: 1970 - 2002

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
MORTON GROVE					
White	98.7%	92.1%	83.8%	79.1%	75.4%
Black	0.0%	0.1%	0.3%	0.4%	0.6%
Asian/Pacific Is.	0.3%	6.3%	15.0%	19.3%	22.5%
American Indian	0.0%	0.0%	0.1%	0.0%	0.0%
Other	1.0%	1.5%	0.8%	1.2%	1.5%
Hispanic Origin	1.2%	1.8%	2.8%	3.8%	4.7%
COOK COUNTY					
White	77.2%	66.9%	62.8%	59.4%	57.0%
Black	21.5%	25.6%	25.8%	26.9%	27.8%
Asian/Pacific Is.	0.0%	2.1%	3.7%	4.5%	5.1%
American Indian	0.0%	0.2%	0.2%	0.2%	0.2%
Other	1.3%	5.2%	7.5%	9.0%	9.9%
Hispanic Origin	5.2%	9.5%	13.6%	16.6%	18.8%

Sources: U.S. Census Bureau; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 8**COMPARATIVE VILLAGE RACIAL PROFILES: 1970 - 2002**

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
MORTON GROVE					
White	98.7%	92.1%	83.8%	79.1%	75.4%
Black	0.1%	0.1%	0.3%	0.4%	0.6%
Other	1.2%	7.8%	15.9%	20.5%	24.0%
Hispanic Origin	1.2%	1.8%	2.8%	3.8%	4.7%
GLENVIEW					
White	98.9%	95.3%	90.9%	87.6%	85.2%
Black	0.4%	0.8%	0.8%	1.3%	1.7%
Other	0.7%	3.7%	8.3%	11.1%	13.1%
Hispanic Origin	1.4%	1.6%	2.9%	4.2%	5.4%
LINCOLNWOOD					
White	99.2%	92.3%	83.6%	78.8%	75.1%
Black	0.3%	0.1%	0.1%	0.2%	0.2%
Other	0.5%	7.6%	16.3%	21.0%	24.7%
Hispanic Origin	0.6%	2.1%	3.2%	4.4%	5.5%
NILES					
White	99.5%	95.3%	91.6%	88.0%	85.1%
Black	0.1%	0.5%	0.5%	1.0%	1.5%
Other	0.4%	4.2%	7.9%	11.0%	13.4%
Hispanic Origin	1.4%	1.6%	3.4%	5.2%	6.9%
PARK RIDGE					
White	99.5%	98.0%	97.2%	96.1%	95.2%
Black	0.0%	0.1%	0.1%	0.2%	0.3%
Other	0.5%	1.9%	2.7%	3.7%	4.5%
Hispanic Origin	1.0%	1.0%	1.4%	2.1%	2.6%

Appendix Table 8 - Continued

COMPARATIVE VILLAGE RACIAL PROFILES: 1970 - 2002

Area/Ethnicity	Census 1970	Census 1980	Census 1990	Estimate 1997	Projection 2002
SKOKIE					
White	99.0%	90.8%	81.2%	75.1%	70.4%
Black	0.2%	1.0%	2.2%	3.7%	4.8%
Other	0.8%	8.2%	16.6%	21.2%	24.8%
Hispanic Origin	1.4%	2.7%	4.1%	5.7%	7.1%
COOK COUNTY					
White	77.2%	66.9%	62.8%	59.4%	57.0%
Black	21.5%	25.6%	25.8%	26.9%	27.8%
Other	1.3%	7.5%	11.4%	13.7%	15.2%
Hispanic Origin	5.2%	9.5%	13.6%	16.6%	18.8%

Sources: U.S. Census Bureau; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 9
HOUSEHOLD INCOME DISTRIBUTION TRENDS: 1980 - 2002*

Area/Income Class	Census 1980	Census 1990	Estimate 1997	Projection 2002
MORTON GROVE				
Less than \$15,000	15.9%	9.3%	7.7%	7.2%
\$15,000 to \$24,999	21.7%	9.8%	7.0%	6.1%
\$25,000 to \$34,999	24.8%	12.1%	8.7%	8.1%
\$35,000 to \$49,999	22.3%	21.8%	15.5%	11.6%
\$50,000 to \$74,999	7.5%	26.3%	29.4%	25.4%
\$75,000 to \$99,999	5.5%	10.9%	15.8%	19.5%
\$100,000 and Over	2.3%	9.8%	15.9%	22.1%
Per Capita	\$11,371	\$20,091	\$25,922	\$30,276
Average Household	\$33,506	\$55,356	\$71,561	\$83,390
COOK COUNTY				
Less than \$15,000	39.2%	22.0%	17.9%	16.0%
\$15,000 to \$24,999	18.8%	15.7%	12.6%	11.2%
\$25,000 to \$34,999	16.2%	15.2%	12.6%	11.4%
\$35,000 to \$49,999	13.1%	18.6%	16.9%	14.8%
\$50,000 to \$74,999	6.2%	16.9%	20.2%	20.0%
\$75,000 to \$99,999	4.6%	6.0%	10.2%	12.0%
\$100,000 and Over	1.9%	5.6%	9.6%	14.6%
Per Capita	\$8,257	\$15,524	\$20,629	\$25,099
Average Household	\$22,834	\$42,165	\$55,887	\$67,363

* Census years reflect 1969, 1979 and 1989 household income levels. Current income levels are reflected in 1997 estimates.

Sources: U.S. Census Bureau; NDS/UDS Data Services, Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 10
COMPARATIVE COMMUNITY INCOME LEVELS: 1980 - 2002*

Community	Census 1980	Census 1990	Estimate 1997	Projection 2002
Per Capita Incomes				
Morton Grove	\$11,371	\$20,091	\$25,922	\$30,276
Glenview	\$13,694	\$29,980	\$41,415	\$51,962
Lincolnwood	\$17,473	\$26,953	\$33,785	\$37,971
Niles	\$9,598	\$17,158	\$22,698	\$26,686
Park Ridge	\$12,141	\$25,968	\$34,678	\$43,346
Skokie	\$12,081	\$20,435	\$25,867	\$29,799
Mean Household Incomes				
Morton Grove	\$33,506	\$55,356	\$71,561	\$83,390
Glenview	\$41,189	\$82,521	\$114,396	\$142,459
Lincolnwood	\$50,566	\$74,713	\$94,317	\$106,108
Niles	\$27,902	\$45,434	\$59,009	\$69,058
Park Ridge	\$35,315	\$69,843	\$92,862	\$115,360
Skokie	\$32,410	\$53,482	\$67,732	\$77,640
Index:				
Morton Grove	100	100	100	100
Glenview	123	149	160	171
Lincolnwood	151	135	132	127
Niles	83	82	82	83
Park Ridge	105	126	130	138
Skokie	97	97	95	93

* Census years reflect 1979 and 1989 income levels. Current income levels are reflected in 1997 estimates.

Sources: U.S. Census Bureau; NDS/UDS Data Services; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 11

EMPLOYMENT OF RESIDENTS BY INDUSTRY: 1970 - 1990

Area/Industry	Census 1970	Census 1980	Census 1990	Census 1970	Percent Distribution 1980	Percent Distribution 1990
MORTON GROVE						
Construction/Other*	659	554	530	5.9%	4.2%	4.4%
Manufacturing	3,531	3,385	2,214	31.7%	25.9%	18.6%
TCPU(1)	498	680	642	4.5%	5.2%	5.4%
Wholesale Trade	830	942	908	7.4%	7.2%	7.6%
Retail Trade	2,244	2,630	2,158	20.1%	20.1%	18.1%
FIRE(2)	621	1,165	977	5.6%	8.9%	8.2%
Services	2,411	3,449	4,148	21.6%	26.3%	34.8%
Public Administration	<u>361</u>	<u>282</u>	<u>348</u>	<u>3.2%</u>	<u>2.2%</u>	<u>2.9%</u>
TOTAL	11,155	13,087	11,925	100.0%	100.0%	100.0%
COOK COUNTY						
Construction/Other*	99,329	99,113	109,069	4.4%	4.2%	4.5%
Manufacturing	711,035	612,828	450,897	31.5%	26.0%	18.8%
TCPU(1)	187,800	207,619	204,223	8.3%	8.8%	8.5%
Wholesale Trade	114,311	120,745	131,195	5.1%	5.1%	5.5%
Retail Trade	362,169	369,933	382,805	16.0%	15.7%	16.0%
FIRE(2)	144,917	190,050	226,071	6.4%	8.1%	9.4%
Services	536,197	649,291	803,124	23.7%	27.6%	33.5%
Public Administration	<u>104,532</u>	<u>103,838</u>	<u>92,527</u>	<u>4.6%</u>	<u>4.4%</u>	<u>3.9%</u>
TOTAL	2,260,290	2,363,417	2,399,911	100.0%	100.0%	100.0%

* Includes agriculture, forestry and fisheries.

(1) TCPU is Transportation, Communications, Public Utilities.

(2) FIRE is Finance, Insurance, Real Estate.

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

Appendix Table 12**EMPLOYMENT BY OCCUPATION OF RESIDENTS: 1970 - 1990**

Area/Occupation	Census			Percent Distribution		
	1970	1980	1990	1970	1980	1990
MORTON GROVE						
Executive, Managerial	1,637	1,988	2,151	14.7%	15.2%	18.0%
Professional Specialty	1,363	1,768	2,013	12.2%	13.5%	16.9%
Technicians	482	492	427	4.3%	3.8%	3.6%
Sales Occupations	1,625	2,061	1,875	14.6%	15.7%	15.7%
Administrative Support	<u>2,625</u>	<u>3,023</u>	<u>2,205</u>	<u>23.5%</u>	<u>23.1%</u>	<u>18.5%</u>
White Collar	7,732	9,332	8,671	69.3%	71.3%	72.7%
Service Workers	812	963	1,002	7.3%	7.3%	8.4%
Precision-Production, Craft/Repair	1,419	1,486	1,111	12.7%	11.4%	9.3%
Operators, Assemblers, Inspectors	669	532	548	6.0%	4.1%	4.6%
Transportation, Moving Handlers, Laborers(1)	211 <u>312</u>	307 <u>467</u>	298 <u>295</u>	1.9% <u>2.8%</u>	2.3% <u>3.6%</u>	2.5% <u>2.5%</u>
Blue Collar	3,423	3,755	3,254	30.7%	28.7%	27.3%
TOTAL	11,155	13,087	11,925	100.0%	100.0%	100.0%
COOK COUNTY						
Executive, Managerial	167,885	257,626	321,624	7.4%	11.0%	13.4%
Professional Specialty	308,488	289,086	345,152	13.6%	12.3%	14.4%
Technicians	22,615	67,167	81,013	1.0%	2.9%	3.4%
Sales Occupations	169,051	233,251	289,217	7.5%	9.9%	12.0%
Administrative Support	<u>530,617</u>	<u>509,018</u>	<u>472,221</u>	<u>23.4%</u>	<u>21.7%</u>	<u>19.7%</u>
White Collar	1,198,656	1,356,148	1,509,227	52.9%	57.8%	62.8%
Service Workers	253,291	287,086	302,711	11.2%	12.2%	12.6%
Precision-Production, Craft/Repair	306,766	256,260	231,007	13.5%	10.9%	9.6%
Operators, Assemblers, Inspectors	319,416	233,345	166,966	14.1%	9.9%	6.9%
Transportation, Moving Handlers, Laborers(1)	91,166 <u>97,314</u>	96,118 <u>116,423</u>	91,283 <u>101,565</u>	4.0% <u>4.3%</u>	4.1% <u>5.0%</u>	3.8% <u>4.2%</u>
Blue Collar	1,067,953	989,232	893,532	47.1%	42.2%	37.2%
TOTAL	2,266,609	2,345,380	2,402,759	100.0%	100.0%	100.0%

(1) Includes farmers and farm laborers.

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

Appendix Table 13

HOUSING INVENTORY CHARACTERISTICS: 1970 - 1990

Area/Occupation	Census 1970	Census 1980	Census 1990	Percent Distribution		
				1970	1980	1990
MORTON GROVE						
NUMBER OF HU's:						
Owner Occupied	6,605	7,290	7,539	92.8%	90.6%	91.5%
Renter Occupied	463	659	585	6.5%	8.2%	7.1%
Vacant	<u>46</u>	<u>98</u>	<u>118</u>	<u>0.7%</u>	<u>1.2%</u>	<u>1.4%</u>
TOTAL	7,114	8,047	8,242	100.0%	100.0%	100.0%
HU's IN STRUCTURE:						
1 Unit	6,765	6,982	7,070	95.1%	86.8%	85.8%
2 or More Units	347	1,062	1,046	4.9%	13.2%	12.7%
Mobile Homes	<u>2</u>	<u>3</u>	<u>126</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.5%</u>
TOTAL	7,114	8,047	8,242	100.0%	100.0%	100.0%
COOK COUNTY						
NUMBER OF HU's:						
Owner Occupied	853,221	979,818	1,042,904	46.0%	49.2%	51.6%
Renter Occupied	981,127	899,299	836,584	52.9%	45.1%	41.4%
Vacant	<u>19,903</u>	<u>113,889</u>	<u>142,345</u>	<u>1.1%</u>	<u>5.7%</u>	<u>7.0%</u>
TOTAL	1,854,251	1,993,006	2,021,883	100.0%	100.0%	100.0%
HU's IN STRUCTURE:						
1 Unit	726,688	884,451	869,600	39.2%	44.4%	43.0%
2 or More Units	1,115,979	1,095,631	1,117,531	60.2%	55.0%	55.3%
Mobile Homes	<u>10,491</u>	<u>12,924</u>	<u>34,702</u>	<u>0.6%</u>	<u>0.6%</u>	<u>1.7%</u>
TOTAL	1,853,158	1,993,006	2,021,833	100.0%	100.0%	100.0%

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

Appendix Table 14
MORTON GROVE HOUSING UNIT DEMAND FORECAST: 1998-2020

	Census 1990	Estimate 1998	Forecast 2003	Forecast 2010	Forecast 2020
Population in Three Township Area (1)	303,435	306,371	308,206	310,769	313,436
Percent of Population In Households	98.0%	98.0%	97.9%	97.8%	97.7%
Persons in Households	297,212	300,244	301,734	303,932	306,227
Average Household Size	2.60	2.58	2.57	2.55	2.51
Number of Households	114,460	116,374	117,406	119,189	122,003
Occupancy Rate(2)	97.3%	95.9%	95.0%	95.0%	95.0%
Total Year-Round HU's Needed in Three Township	117,594	121,349	123,585	125,462	128,424
Percent of Above in Morton Grove	7.00%	6.90%	6.85%	6.85%	6.80%
Morton Grove's Total Housing Unit Needs	8,242	8,373	8,466	8,594	8,733
Less Existing HU's(3)	(na)	8,373	8,358	8,337	8,307
Additional Housing Units Village Needs Over 1998	(na)	--	108	257	426
Additional Acres Needed Over 1998 @ 8.0 HU/Acre	(na)	--	13	32	53

(1) Includes Maine, Niles and Northfield Townships.

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

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

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

Appendix Table 15
MORTON GROVE INDUSTRIAL LAND AREA NEEDS: 1998-2020

	Estimate 1995p	Estimate 1998	Forecast 2003	Forecast 2010	Forecast 2020
Total UIC Employment In North Suburban Area(1)	182,900	185,753	190,582	197,519	207,790
% MFG/TCU/WHT(2)	33.4%	33.1%	32.6%	31.9%	30.9%
MFG/TCU/WHT Jobs	61,159	61,484	62,130	63,009	64,207
Workers/Net Acre	16.0	15.2	14.0	12.0	12.0
Net Acres Needed:	(na)	4,045	4,438	4,773	5,351
Net Acres Needs Over 1998 Level:		--	393	728	1,306
Morton Grove's Share Of Needed NSA Acres @ 5%		--	20	36	65
Additional Gross Acres Needed in Morton Grove (3)		--	27	48	87

(1) *UI - Covered (Private Sector) Employment in the Cook County North Suburban Area (NSA). This area includes Evanston, Glenview, Lincolnwood, Morton Grove, Northbrook, Northfield, Skokie, Wilmette, Winnetka and miscellaneous fill-in areas.*

(2) *Manufacturing, Transportation/Communications/Utilities, Wholesale Trade employment. These sectors are the principal generators of demand for new industrial type facilities.*

(3) *The net acreage norm is 75% of gross acres needed in Morton Grove.*

*Sources: Illinois Department of Employment Security - Economic Information and Analysis Division;
Trkla, Pettigrew, Allen & Payne, Inc.*

Appendix Table 16
MORTON GROVE OFFICE USE LAND AREA NEEDS: 1998 - 2020

	1998	2003	2010	2020
Total Employment In Three Township Area (1)	275,084	282,829	293,672	309,164
Percent Office - Related(2)	27.3%	27.3%	27.3%	27.3%
Office Employment	75,098	77,212	80,172	84,402
Additional Office Workers Over 1998	--	2,114	5,074	9,304
Morton Grove Share @ 5%	--	106	254	465
Square Feet/Worker(3)	--	250	250	250
Additional Office Space Needed Over 1998(SF)	--	26,500	63,500	116,250
Additional Site Acres Needed @ .30 FAR	--	2	5	9

(1) Derived from Northeastern Illinois Planning Commission's endorsed regional, county and municipal forecasts of population, households and employment for 2020. Estimates for townships were prepared by NIPC 11/97.

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

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

Source: Northeastern Illinois Planning Commission - Endorsed 2020 Forecasts (11/97); Trkla, Pettigrew, Allen & Payne, Inc.

Appendix Table 17**MORTON GROVE RETAIL/SERVICES SPACE NEEDS FORECAST: 1998 - 2020**

	1998	2003	2010	2020
Three Township Area Population Forecast(1)	306,371	308,206	310,769	313,436
Spending Per Capita (Annual):				
Retail Establishments	\$9,427	\$9,662	\$9,996	\$10,470
Merchant Services	5,529	5,666	5,861	6,138
Retail/Services Sales (000's):				
Retail Sales	\$2,888,159	\$2,977,886	\$3,106,447	\$3,281,675
Services Receipts	<u>1,693,925</u>	<u>1,746,295</u>	<u>1,821,417</u>	<u>1,923,870</u>
Total*	\$4,582,084	\$4,724,181	\$4,927,864	\$5,205,545
Additional Retail/Services Sales Over 1998 (000's):	--	\$142,097	\$345,780	\$623,461
Morton Grove Share @ 10%	--	\$14,210	\$34,578	\$62,346
Sales/Square Foot	--	\$250	\$275	\$300
Additional Square Feet Warranted Over 1998:	--	56,800	125,700	207,800
Acres Needed to Developable Warranted Additional Space**	--	8	17	28

* Included are sales in all types of retail establishments, and in selected merchant-type commercial service businesses. Sales are expressed in current dollars.

** Acreage requirement based on 7,400 square feet of building area per gross site acre.

(1) Includes Maine, Niles and Northfield Townships.

Sources: U.S. Census of Business, 1987 and 1992; Editor & Publisher - 1998 Market Guide; NIPC - Endorsed 2020 population forecasts; Trkla, Pettigrew, Allen & Payne, Inc.

Appendix E:

Target Area Workshops

This Appendix section documents the results of the four *Target Area Workshops* undertaken during September and October, 1998, as part of the Morton Grove Comprehensive Plan Update.

Attendance was generally good, including 33 at the Lincoln Avenue Workshop, 34 at the Waukegan Road Workshop, 40 at the Dempster Street Workshop and 42 at the Ferris/Railroad Workshop.

The four workshops shared a similar agenda. Village staff first introduced the planning process and highlighted progress to date. The Consultant Team provided a brief overview of existing conditions and potentials. Questionnaires were then distributed to those in attendance. The questions were somewhat different for the four workshops. Participants were asked to answer each question individually, followed by group discussion of each question.

A summary of the responses received at each of the four workshops is presented on the following pages. Since there was some overlap and repetition, a few of the questions have been reorganized, but all of the individual responses have been retained.

The workshops served to: a) confirm many of the preliminary findings and conclusions regarding various aspects of the community, b) add focus and clarity to the issues and concerns to be addressed in each Target Area, and c) identify new ideas and opportunities for improvement and development.

Perhaps most importantly, the workshops gave residents, business persons and land owners within the four Target Areas an opportunity to express their own ideas and concerns, and actively participate in the Village's planning program.

DEMPSTER STREET TARGET AREA WORKSHOP

1. Please list any concerns which should be addressed regarding the Dempster Street Corridor

Transportation and Parking

- Inadequate parking (8)
- Excessive speeding (7)
- Widening of the street (3)
- Parking problems for condominiums
- Crosswalks in Dempster
- Noise and exhaust from trucks
- Railroad crossing

Public Facilities/Utilities/Infrastructure

- Sidewalks in disrepair (4)

- Sewers are too small (2)
- Street lighting (2)
- Fake brick sidewalks look bad

Land use and Development

- Vacant properties (6)
- Major businesses might take away demand for small stores

Image and appearance

- Rundown appearance of stores (2)
- Concerned Dempster will look like Devon
- Not everything on Dempster needs to be beige

Other

- Property taxes are too high (5)

1. Please list any improvements which should be made in the Dempster Street Corridor.

Transportation

- Monitor/reduce speed limits (8)
- Easier ways to cross street/better crosswalks (3)
- Need easier access to stores for vehicles and pedestrians (3)
- Free village shuttle (3)
- Center turn lane (2)
- Do not expand street (2)
- Synchronized lights and traffic patterns
- Bus service along Dempster to serve trains
- Turning lanes
- Raise speed limits
- Improve access for southbound traffic of Edens
- Covered bus stops

Parking

- More parking (14)
- More diagonal parking

Land Use and Development

- Develop vacant lots (5)
- Need deeper lots (2)
- Build townhouses
- Riverwalk on Lehigh and Dempster
- Parks
- Rezone vacant property to residential if necessary

Public Facilities/Utilities/Infrastructure

- Widen sidewalks (6)
- More street lights (4)
- Modernize street lights
- New lightposts
- Upgrade utilities
- Police walking patrol
- Move Village Hall to Dempster

Image and appearance

- Landscaping (9)
- Streetscaping (7)
- Improve store front appearances (4)
- Signs indicating business district and Morton Grove (3)
- Monochromatic signage and lighting
- Fences and guardrails to along alley to solve loading and unloading problems

Other

- Notify residents about the benefits of comprehensive redevelopment plan
- Form business alliance (i.e. chamber of commerce)

1. From your perspective, what must be done to support existing businesses or attract new business development in the Dempster Street Corridor?

- Reduce property taxes (6)
- Tax breaks (6)
- Tax Increment Financing (TIF) (3)
- Easier methods to expand business/refine zoning process (2)
- Facade rebate program (2)
- Lower sales tax
- Promote businesses to the community
- Inter-business marketing
- Web page
- Air-time for businesses on Cable Channel 6
- Local Bank Participation

LINCOLN AVENUE TARGET AREA WORKSHOP

1. Please list any concerns which should be addressed regarding Lincoln Avenue and the Lincoln Avenue Corridor.

Transportation

- Too many trucks (5)
- Noise from traffic (4)
- Vehicles exceeding speed limit (4)
- Noise from police cars and fire trucks (2)
- Not enough parking (2)
- Idling trucks
- Getting in and out of train station
- Blind spot at the turn of Georgianna Ave.
- Load limits

Land Use and Development

- Rundown Properties (2)
- Deteriorated appearance of gas station at NW corner
- Rundown properties on the north side of Lincoln
- Being forced out of location

Public Facilities/Utilities/Infrastructure

- Inadequate lighting (3)
- sidewalk placement

Other

- Inadequate signage for Metra riders

1. From your perspective, what improvements and/or new development would be appropriate in the Lincoln Avenue Corridor?

Land Use and Development

- Small stores (4)
- Mixed use on Lawnware property (4)
- Condominiums, senior center, Village Hall, and library on Lawnware property (3)
- Condominiums on Lawnware property (3)
- Build more homes (3)
- Mixed residential-homes and condominiums (2)
- Small shopping plaza with stores and offices (2)
- Medical center (2)
- Mixed residential along Lincoln
- Post office
- Businesses for commuters-dry cleaners, coffee shop, ATMs
- Move Schwarz Paper
- Expand Bringer Inn
- Closing forest preserve entrance on Lincoln
- Create a town center/village hall
- More restrictions for forest preserve
- Low interest loans for businesses for facade improvements

Transportation

- Covered bus stop at train station (2)
- Make Lincoln Avenue two lanes
- Caution light at turn of Georgianna
- Limit truck access on Lincoln
- Buffer along the Edens
- More signage for Metra riders

Parking

- More parking (3)
- Turn empty lots into public parking (2)
- Parking on both sides along Lincoln
- More parking north of train station

Appearance/Image/Identity

- Developments that maintain the small town character
- More signs showing community identity
- Remove eyesores
- More landscaping
- Gateway needed between train station and Lincoln

Public Facilities/Utilities/Infrastructure

- More street lighting (3)

WAUKEGAN ROAD TARGET AREA WORKSHOP

1. Please list any issues or concerns which should be addressed to benefit the existing development on Waukegan Road, south of Dempster.

Transportation Issues

- Traffic (8)

- Noise from traffic (5)
- Speed of traffic (3)
- Safer crosswalks (3)
- Pollution from cars (2)
- Stoplight for people to cross who live by condominiums (2)
- Time of stoplight at Dempster and Waukegan
- Too many stoplights
- Stoplight needed at entrance to Morton Grove Estate Condominiums
- Flight pattern from O'Hare

Public Facilities/Utilities/Infrastructure

- Widening Waukegan reduces frontage of condominiums (3)
- Lack of sidewalks (4)
- Better lighting
- Sidewalk from bowling alley south to Niles

Village Character and Appearance

- Lack of landscaping (2)
- Bowling alley is an eyesore (2)
- Garbage dumping

Land Use and Development

- Protecting current property tax values
- Deterioration of property

Other

- Assistance for blind people crossing the road
- Continue moratorium on forest preserve burns

2. From your perspective, what type of improvements or new developments should be undertaken in the Waukegan Road Target Area?

Transportation Issues

- Stoplight to get across from Waukegan from Morton Grove Estates (2)
- Longer crossing times at streets (2)
- No widening of the roads (2)
- Change entrance and exit pattern for model factory
- Right turn lane for people turning into 8600/8610 and 8620-40
- Concrete traffic barriers
- Divided highways with left turn lanes
- Slower turn lanes
- Tunnel on Waukegan similar to the one on Milwaukee and Dempster

Land Use and Development

- More condominiums (2)
- Low income housing on undeveloped land (2)
- Senior citizen housing (2)
- Keep storage facilities (2)
- Build residential on vacant land
- Establish businesses that do not increase traffic
- Condemn the bowling alley and replace with homes
- Mix of commercial to make Morton Grove a "full service" city
- Improve lot next to the bowling alley

- Keep animal hospital
- Repeal the boat and RV law
- Replace apartments in front of bowling alley with homes

Public Facilities/Utilities/Infrastructure

- Better lighting (2)
- More sidewalks
- Sidewalk needed between condos and shops--either over road or via a tunnel
- Sidewalk at cemetery lot

Village Character and Appearance

- Improve landscaping on Prairie View
- Sidewalk planters
- General landscaping throughout city

FERRIS/RAILROAD TARGET AREA WORKSHOP

- 1. Please list any issues or concerns which should be addressed to benefit the existing development in the area bound by Ferris Avenue, Dempster Street, Cook County Forest Preserves, and Main Street.***

Transportation and Parking

- Traffic (4)
- Noise from traffic (3)
- Adequate Parking (3)
- Parking along Ferris (2)
- Traffic on Dempster
- Redo Lehigh to follow tracks
- Timing of stoplights with trains
- Pedestrian crossing at train station (Lehigh and Lincoln)
- Pedestrian crossing in Ferris and Lincoln
- Speeding on Ferris
- Awkward walk to connecting buses
- More shelters for train commuters
- Reduce angle of turn off Lincoln Avenue
- Freight train traffic at night
- Better controlled intersection at Lehigh and Lincoln

Land Use and Development

- Protect and enhance values of existing homes (3)
- Health and well-being of residents near industrial facilities (2)
- Improvement of land north of Lincoln to Dempster
- Deterioration of property
- Develop land along RR to generate taxes
- No heavy industry next to residential
- Effects of high-tension wires on residents
- Industrial zoning
- Pollution
- Use forest preserve land to develop condominiums or apartments

Image and Appearance

- Welding company on Chestnut is an eyesore and generates noise (2)
- Impression Morton Grove gives to train riders

- Eyesore of industrial facilities
- Trash

Public Facilities/Utilities/Infrastructure

- Street surfaces in poor and dangerous condition
- Effect of response time for emergency services when trains are blocking road
- South sidewalk on Dempster going west to shopping center

2. From your perspective, what type of improvements or new developments should be undertaken in the Ferris Avenue/Commuter Station Target Area?

Transportation and Parking

- Move train station closer to Dempster
- Add bus station at train stop
- Stoplight at Lehigh and Lincoln
- Keep 90 minute parking on Ferris Avenue

Land Use and Development

- Develop property into a Village Center (3)
- Stores at train station (2)
- Reduction/elimination of industrial uses (2)
- Restaurants
- Commercial/residential near train station
- Condos at the Lawnware property with small service business incorporated
- Replace industrial with residential north of Lincoln
- Increase light industrial development
- More parks/greenways
- Clean up businesses and abandoned buildings
- Put commercial establishment on welding company site
- Offer assistance to help improve appearance of housing (2)
- More affordable housing (4)
- Tennis courts in park

Public Facilities/Utilities/Infrastructure

- Sidewalk from Morton House to Ferris
- Street improvements

Appendix F:

“Village Center” Concept

The concept of a new “Village Center” in Morton Grove has been discussed during the past several months as a part of the Comprehensive Plan Update. A number of residents and public officials have expressed an interest in exploring the concept in more detail as a part of the planning process.

Discussion of a new Village Center is particularly timely in Morton Grove, since the Village is presently considering options for remodeling or relocating the existing Village Hall.

This Appendix section presents several preliminary ideas for review and consideration by the Comprehensive Plan Advisory Committee. It strives to: a) define a “Village Center” and describe what it might contain; b) discuss the role and function that a Village Center might play within the Morton Grove community; c) review the locational considerations and development requirements for a Village Center development, d) identify potential locations for a Village Center in Morton Grove; and e) list examples of Village Center developments in other communities that might be visited by members of the Comprehensive Plan Advisory Committee.

It should be emphasized that this report was prepared by the Consulting Team and is for discussion purposes only. It does *not* present final conclusions or recommendations as a part of the planning process.

DEFINITION of a “VILLAGE CENTER”

We believe that a “Village Center” would be defined as a specifically designated development area containing two or more public or private uses that serves as a “focal point” for the Morton Grove community. While a Village Hall is not essential to a “Village Center,” it would be highly desirable.

The “Village Center” might include existing buildings and facilities, open spaces, new construction, or a combination of new and existing facilities.

However, the Village Center would be a distinct area and would be easily distinguishable from other portions of the community. It would be characterized by a common “design theme” or “visual identity” that would serve to unite and interrelate the various components of the development.

THE ROLE and FUNCTION of a “VILLAGE CENTER”

A “Village Center” development could perform a number of important roles within the community. For example, since Morton Grove does not have a traditional “downtown,” it could serve as the symbolic heart of the Village and provide a new and identifiable focal point for the community. It could provide a convenient “one-stop” location for a range of public and private services. It could become Morton Grove’s “signature project” and help foster community pride and establish a stronger community identity. If it includes new commer-

cial uses or other private development, a Village Center could also generate new revenues for the community.

COMPONENTS of a "VILLAGE CENTER"

A "Village Center" in Morton Grove might contain a range of public and private uses, activities and facilities. These might include:

- A Village Hall containing, at a minimum, administrative offices, meeting rooms and other municipal departments.
- Other public uses, such as the police department, the senior citizen center, the library, a fire station, the post office, etc. These other public uses might be located in the same building as the Village Hall, or in separate nearby buildings.
- A park, plaza or other public open space which might serve as a visual focal point for surrounding buildings, an area for recreation, and/or an outdoor gathering place.
- Commercial uses, such as small shops, services and/or offices.
- Residential uses, either in separate buildings or in "mixed-use" buildings, with housing units located above stores and shops. Residential development within the Village Center would most likely be townhouses, condominiums or similar housing types, rather than single-family detached dwellings.
- Parking sufficient to serve all public and private uses within the Village Center.
- Other uses that might conceivably be located in a Village Center would be a commuter station, a school or other institution, a banquet hall, a theater, sports or recreational facilities, etc.

As mentioned above, to be considered a "Village Center" in Morton Grove, the development must include two or more of these uses. While a Village Hall is not essential, it would be highly desirable.

LOCATIONAL CONSIDERATIONS for a "VILLAGE CENTER"

Ideally, a “Village Center” In Morton Grove should be located on a site that is:

1. Close to the geographic heart of the community.
2. Easily accessible by vehicles, pedestrians, bicyclists and the users of public transportation.
3. Safe and "pedestrian friendly."
4. Visible to visitors and motorists passing through the community
5. Either vacant or occupied by marginal or deteriorated uses.
6. Free of significant environmental problems or constraints.

On the other hand, a “Village Center” should *not* be located on a site that:

1. Requires vehicles to pass through the heart of a residential neighborhood.
2. Requires the removal or displacement of sound and viable existing residential or commercial uses.
3. Would create adverse traffic, parking or other objectionable impacts for surrounding existing development.

In addition, if the "Village Center" includes primarily public uses, it should not be located on a site that is considered to be a prime location for new commercial development.

LAND AREA REQUIRED for a "VILLAGE CENTER"

The amount of land required for a new "Village Center" will be dependent on the mix of uses and the quantity of development to be accommodated. For example:

- Option 1.** A Village Center which consists of a single building housing Village Hall, the Police Department and similar municipal uses; off-street parking; and a public plaza or open space might be developed on as little as 2.0 to 3.0 acres.
- Option 2.** If a second public building such as a Library or Senior Center were added to Option 1, a total of approximately 3.5 to 5.0 acres might be required.
- Option 3.** If a small retail component of approximately 40,000 square feet were added to Option 2, a total of approximately 6.5 to 9.0 acres might be required.
- Option 4.** If a residential component of approximately 40 condominium units were added to Option 3, then a total of approximately 8.5 to 12.0 acres might be required.

POSSIBLE LOCATIONS for a "VILLAGE CENTER" in MORTON GROVE

Several possible locations for a new "Village Center" in Morton Grove are highlighted below. However, it should be emphasized that all of these require further analysis and investigation.

- **Site 1: Village Hall site.** A new Village Center might be constructed on the site of the existing Village Hall, which encompasses approximately 2.5 acres.

Advantages: This site is Village-owned and would not require the displacement of existing development; it is located in a safe and "pedestrian-friendly" area.

Disadvantages: The site is too small to accommodate anything more than a Village Hall and associated parking and open space; it has poor accessibility and visibility; it is located within a residential neighborhood and requires vehicles to pass through a residential area.

- **Site 2: Lawnware property.** A new Village Center might be constructed on the vacant Lawnware property along the south side of Lincoln Avenue, which encompasses approximately 17.0 acres.

Advantages: This site is large enough to accommodate a mix of public and private uses; it would not require the displacement of existing development; it has reasonably good accessibility; it is located in a safe and "pedestrian-friendly" area.

Disadvantages: The site is not highly visible to motorists passing through Morton Grove; it is located somewhat "off-center" in terms of geography, although it is in the historic heart of the Village.

- **Site 3: Ferris Avenue north of Lincoln.** A new Village Center might be constructed in the area west of Ferris Avenue, between Dempster Street and Lincoln Avenue, which encompasses approximately 11.5 acres. This area includes a mix of residential, commercial and industrial uses, some of which must remain.

Advantages: This area is large enough to accommodate a mix of public and private uses; it is located near the geographic heart of the Village; it has good accessibility and visibility, if it extends north to Dempster Street.

Disadvantages: This area would require substantial land assembly and the displacement of existing uses, particularly if it extends north to Dempster Street; since some existing uses would be retained, the site would have an irregular size and configuration; portions of this area are characterized by environmental concerns.

- **Site 4: Lehigh Avenue south of Lincoln.** A new Village Center might be constructed along the west side of Lehigh Avenue south of the Morton House condominiums, which encompasses approximately 8.5 acres. This area includes a mix of residential and industrial uses, most of which would be re-developed.

Advantages: This site may be large enough to accommodate a mix of public and private uses; the Village Center would have close proximity to the commuter station; the adjacent Forest Preserve would provide an attractive setting for a new Village Center.

Disadvantages: This area would require substantial land assembly and the displacement of existing uses, although some of these uses are marginal and/or deteriorated; it has poor accessibility and visibility; it is somewhat isolated and removed from other parts of the Village; it is not located in a "pedestrian-friendly" area; Village Center development would add to the traffic and parking congestion around the commuter station. In addition, land assembly would probably require a "land swap" with the Forest Preserve District.

- **Site 5: American Legion property.** A new Village Center might be constructed on the American Legion site, along the north side of Dempster

Street adjacent to Harrer Park, which encompasses approximately 1.5 acres. Development of this site would likely require acquisition of a few commercial properties to the east, and some reconfiguration of the Park and its parking lot.

Advantages: This site has excellent accessibility and visibility; it is located near the geographic heart of the Village; if developed in conjunction with the Park, it could be designed as an attractive "campus-type" facility.

Disadvantages: The site is very small and could not accommodate more than a free-standing Village Hall; it would require some acquisition and displacement; it would require reconfiguration of the Harrer Park site.

- **Site 6: Waukegan Road north of Dempster.** A new Village Center might be constructed along the east side of Waukegan Road just south of the Commonwealth Edison easement, which encompasses approximately 4.5 acres. This block is designated a redevelopment site in the Waukegan Road TIF district.

Advantages: This site has excellent accessibility and visibility; it is located near the geographic heart of the Village; it is adjacent to Prairie View Park, which could provide an attractive setting for a Village Hall.

Disadvantages: The site is relatively small and may not be large enough to accommodate a mix of public and private uses; it is a prime site for new commercial development, one of the few such sites within the Village, and would not be appropriate for a development consisting of primarily public uses. In addition, the Village Hall has traditionally been located east of the Forest Preserve; development of a new facility west of the Forest Preserve represents a major departure which may not be desirable.

Two other sites might conceivably be considered for a new Village Center, although these sites are located at the very edge of the Village and are characterized by irregular site configurations: the Jamaican Gardens property, located at the east end of Lincoln Avenue; and the west side of Waukegan Road at Caldwell, which currently contains a bowling alley, a small residential development and an animal hospital. Neither of these properties appears to be as promising as the sites mentioned above.

The location of a new "Village Center" will be discussed further in the *Target Area Plans* that will be delivered to the Committee in early January, 1998.

EXAMPLES of "VILLAGE CENTERS" in OTHER COMMUNITIES

There are several examples of "Village Center" developments within the suburban area that might be of interest to members of the Comprehensive Plan Advisory Committee. While none of these examples offer exactly the same combination of uses and site development characteristics that is being considered for Morton Grove, they all illustrate some interesting features.

- **Lincolnshire** - A new Village Hall has been constructed and new condominium and commercial development is occurring as separate developments

on surrounding properties. All components are governed by an area-wide development plan and design guidelines to ensure compatibility.

- **Elk Grove Village** - An older shopping center was demolished and a new commercial development is being constructed. The new commercial center is being linked to the existing Village Hall, library and community center via a pedestrian and open space system.
- **Schaumburg** - A new "town center" consisting of a library, a public plaza and a range of commercial uses is being constructed on the site of a former shopping center.
- **Niles** - A new Municipal Center, library and other free-standing public buildings have been constructed adjacent to an existing shopping center.
- **Woodstock** - An example of a classic "town square," with City Hall and other public and private development facing a public square.
- **Lake Forest** - Market Square is another example of a traditional "town square," with stores grouped around a small green space, located across from a commuter station.
- **River Forest** - A new Village Hall has been constructed, and a new fire station and public parking lot are under construction on an adjacent property. The new buildings will have similar design and use of materials, although no open space will be provided.
- **Woodridge** - New public uses, including Village Hall, the Library, the Post Office and a future school.
- **Park Forest** - City Hall was relocated into an existing shopping center that had become economically depressed; the remainder of the shopping center is being converted to office and service uses.
- **Buffalo Grove** - New "town center" commercial development, but no public uses.
- **Orland Park** - A new Village Hall and associated park and open space areas were constructed on a free-standing municipal campus.

Appendix G: ***Schedule of Meetings***

This appendix identifies the meetings of the Comprehensive Plan Project Advisory Committee and other miscellaneous meetings or public contacts which were held to elicit information, perceptions, or attitudes from members of the community. This schedule clearly documents the extensive effort undertaken by the Village to provide opportunities for community involvement in the preparation of the new Comprehensive Plan.

LIST OF COMMITTEE MEETINGS & PUBLIC CONTACTS

<i>Date</i>	<i>Description</i>	<i>Participants</i>
March 21, 1998	Project Initiation	Consulting Team, Village staff, Project Advisory Committee
April 21, 1998 & April 22, 1998	Key Person Interviews	Consulting Team
June 30, 1998	Visioning Workshop	Consulting Team, Village staff, Project Advisory Committee, other invitees
September 16, 1998	Committee Meeting to discuss preliminary Goals and Objectives and Community-Wide Plan	Consulting Team, Village staff, Project Advisory Committee
September 23, 1998	Public Meeting to discuss issues and concerns of Dempster Street Subarea	Consulting Team, Village staff, Project Advisory Committee, Dempster Street property owners and merchants
September 24, 1998	Public Meeting to discuss issues and concerns of Lincoln Avenue Subarea	Consulting Team, Village staff, Project Advisory Committee, Lincoln Avenue residents, property owners and merchants
October 6, 1998	Public Meeting to discuss issues and concerns of Waukegan Road Subarea	Consulting Team, Village staff, Project Advisory Committee, Waukegan Road property owners and businesses
October 7, 1998	Public Meeting to discuss issues and concerns of Ferris/Lehigh Subarea	Consulting Team, Village staff, Project Advisory Committee, subarea property owners and businesses
February 18, 1999	Committee Meeting to discuss preliminary Subarea Plans	Consulting Team, Village staff, Project Advisory Committee

Date	Description	Participants
March 24, 1999	Public Meeting to discuss preliminary Community-Wide Plan and Subarea Plans	Consulting Team, Village staff, Project Advisory Committee, the public
April 10, 1999	Open House to display preliminary plans	Consulting Team, Village staff, Project Advisory Committee, the public
April 20, 1999	Open House debriefing	Consulting Team, Village staff, Project Advisory Committee, the public
May 19, 1999	Committee Meeting to discuss implementation measures	Village staff, Project Advisory Committee, the public
June 29, 1999	Committee Meeting to discuss draft Comprehensive Plan document	Consulting Team, Village staff, Project Advisory Committee, the public
August 2, 1999	Presentation of draft Plan to Appearance Commission	Consulting Team, Village staff, Project Advisory Committee, Commission members, the public
August 5, 1999	Presentation of draft Plan to Traffic Safety Commission	Consulting Team, Village staff, Project Advisory Committee, Commission members, the public
September 20, 1999	Presentation of draft Plan to Planning Commission	Consulting Team, Village staff, Project Advisory Committee, Commission members, the public
October 11, 1999	Presentation of draft Plan to Village Board	Consulting Team, Village staff, Project Advisory Committee, Commission members, the public

Appendix H:
Comprehensive Plan Project Advisory Committee

<i>Terry Liston, Chairperson</i>	<i>Village Trustee</i>
<i>Moti Agarwal</i>	<i>Resident</i>
<i>Marty Blonder</i>	<i>Plan Commission</i>
<i>Margaret Blum</i>	<i>Appearance Commission</i>
<i>Lester Brownstein</i>	<i>Traffic Safety Commission</i>
<i>Rosario Calimag</i>	<i>Resident</i>
<i>Eileen Coursey</i>	<i>Resident/Morton Grove Park District</i>
<i>Susan Durr</i>	<i>Morton Grove Chamber of Commerce</i>
<i>Tony Garippo</i>	<i>Resident/Skokie Valley Air Control</i>
<i>John Gattorna</i>	<i>Plan Commission</i>
<i>Dee Gotta</i>	<i>Appearance Commission</i>
<i>Paul Hanson</i>	<i>1st National Bank of Morton Grove</i>
<i>Ron Henrici</i>	<i>Resident</i>
<i>Tom Madridejos</i>	<i>Resident</i>
<i>Nick Marino</i>	<i>Century 21 - Marino Realty</i>
<i>Lou Masciopinto</i>	<i>Traffic Safety Commission</i>
<i>Barbara Niemiec</i>	<i>Resident/Lawnware Products</i>
<i>Jack O'Brien</i>	<i>Resident/O'Brien Electric</i>
<i>Steve Rigney</i>	<i>Resident</i>
<i>Joe Weiss</i>	<i>Village Trustee</i>