

DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE

Draft Recommendations for
Steering Committee Review
January 22, 2026



Agenda

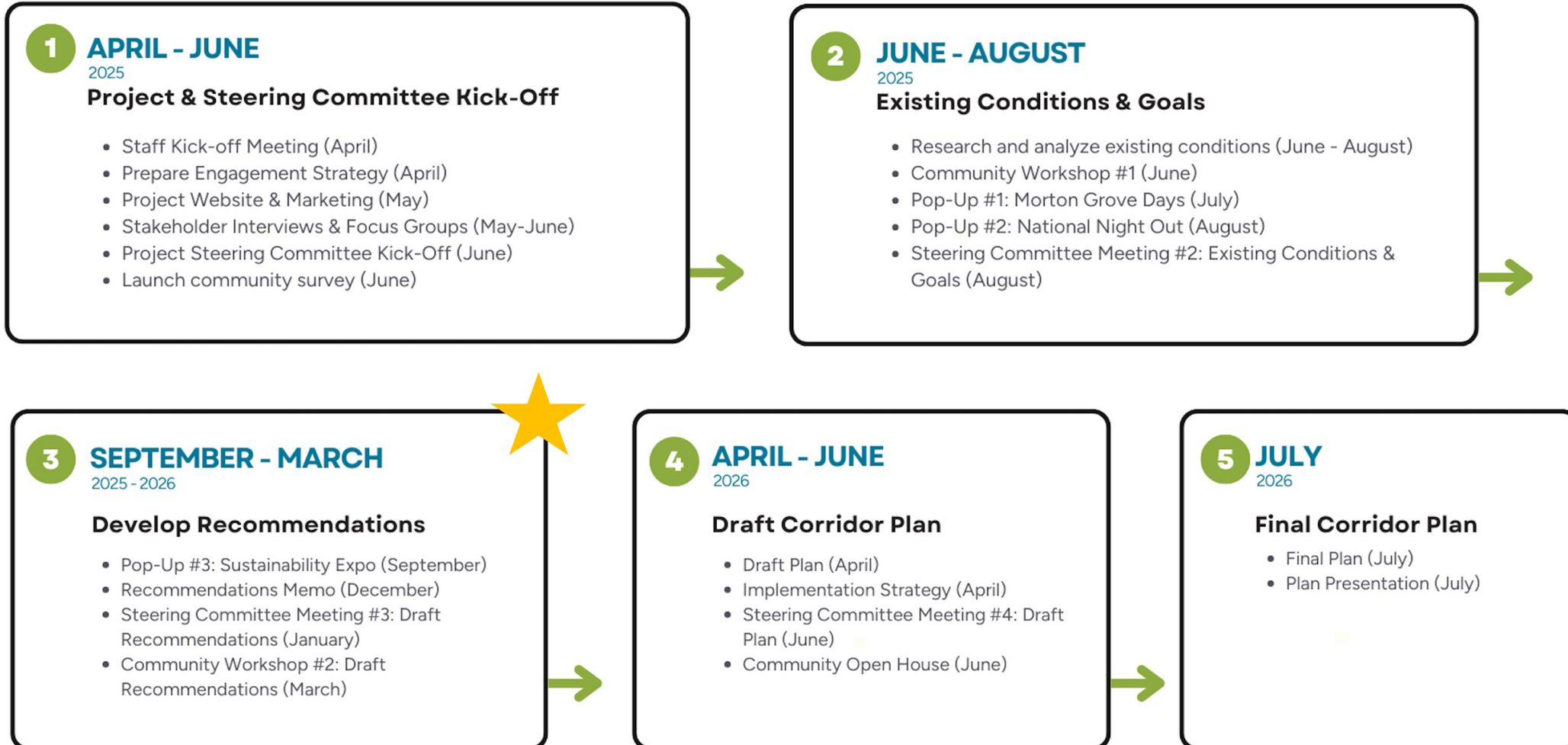
- Welcome & Introductions (5 minutes)
- Goals & Objectives (25 minutes)
- Corridor Recommendations (30 minutes)
- Opportunity Site Concept Plans (20 minutes)
- Transportation Recommendations (25 minutes)
- Next Steps (5 minutes)



Meeting Objectives

- Present draft recommendations and collect preliminary Committee input before advancing the—still draft—ideas to the public at Community Workshop #2 on March 19th
- Following public input, we will begin preparing the draft corridor plan, which will be shared with the Committee before a fourth and final Committee meeting and Community Open House in summer 2026
- Transmittal memo provided links to all materials – we will be focusing on select key concepts
- Recommendations are still in draft form and will be refined as part of plan development
- After tonight, we ask Committee members to continue reviewing and provide comments by **January 30** so we can incorporate feedback for the community workshop

Project Timeline



Goals & Objectives



Vision for the Dempster Corridor

The Dempster Corridor is a **safe, walkable, and inviting destination** with **attractive streetscapes, vibrant local businesses, and welcoming public spaces.**

Modernized buildings, **new residential and commercial development**, and dedicated **people places** create a lively and comfortable environment that **encourages visitors to linger.**

Convenient **Pace** bus service, a new **Metra** station, **safe pedestrian crossings, and streamlined trail crossings** make the corridor **easy to navigate for all.** Dempster Street serves as both a community hub and a **regional gateway** for residents, visitors, and trail users.

LAND USE GOAL 1: New commercial, residential, and mixed-use developments along Dempster and near Metra will contribute to an active and vibrant corridor with residents who can walk, bike, or take transit.

- Pursue well-designed redevelopment that provides tax-generating uses
- Development designs that address site constraints such as shallow lot size, limited curb cuts
- Rezoning and planned developments advance plan goals and provide public benefits
- New development that provides modern spaces for businesses
- Policies for use of public incentives that meet the Village's objectives



LAND USE GOAL 2: Existing retail spaces will be modernized and filled with attractive businesses and restaurants that draw residents and visitors to Dempster.

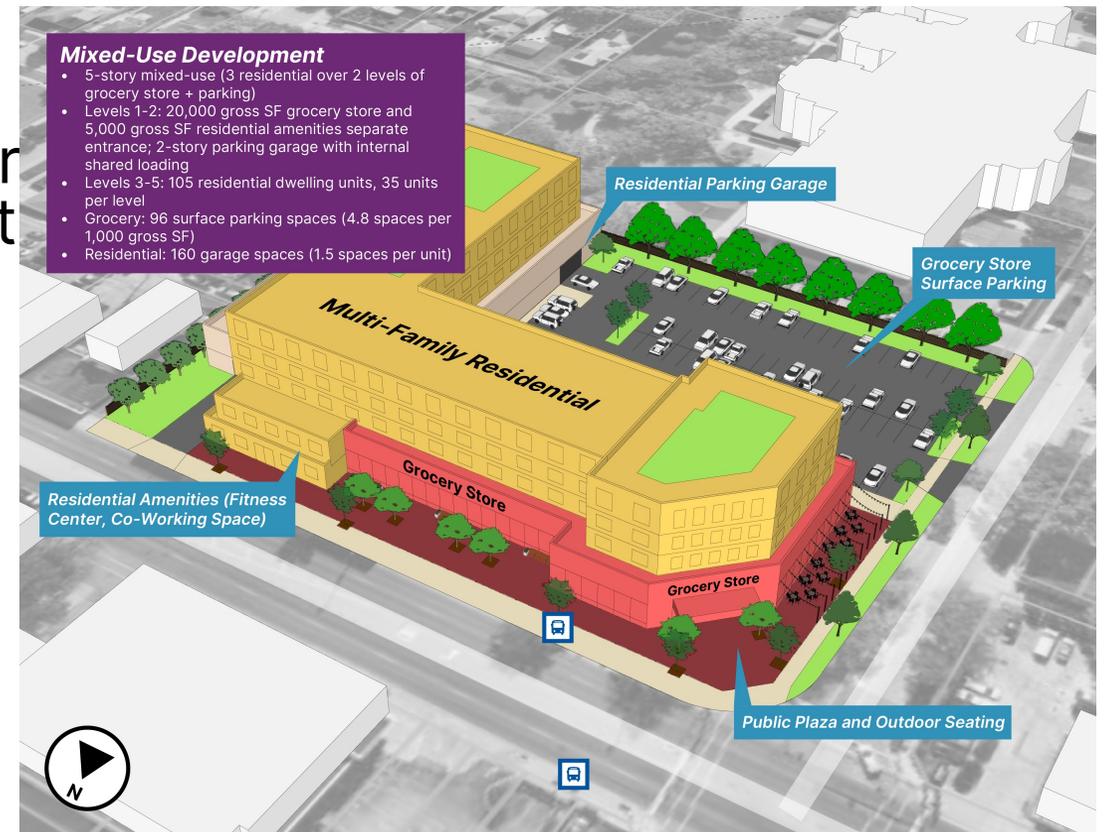
- Lease vacant spaces with new or expanding businesses
- Expand existing façade improvement program
- Evaluate new grants or incentives for modernizing spaces
- Encourage adaptive reuse for underutilized spaces
- Identify space for food truck events and pop-ups

Figure X.X Municipal Parking Lot Enhancements, Option B (5825 Dempster Street)



LAND USE GOAL 3: Promote excellence in design for new development and redevelopment that is transit-supportive and enables easy use of transit to access shops, services, and other amenities.

- Active ground-floor with residential above, human-scale density, taller stories stepped back, parking to the rear or side, entry and public spaces connect to sidewalk and bus stops/stations
- Entrances oriented toward sidewalks, parking to the rear or side, pedestrian-scaled signage and lighting, integrated streetscape and public space amenities
- Higher-density housing near Pace Pulse and Metra, street-facing entrances, lower parking standards, integrated open space and transit-friendly amenities



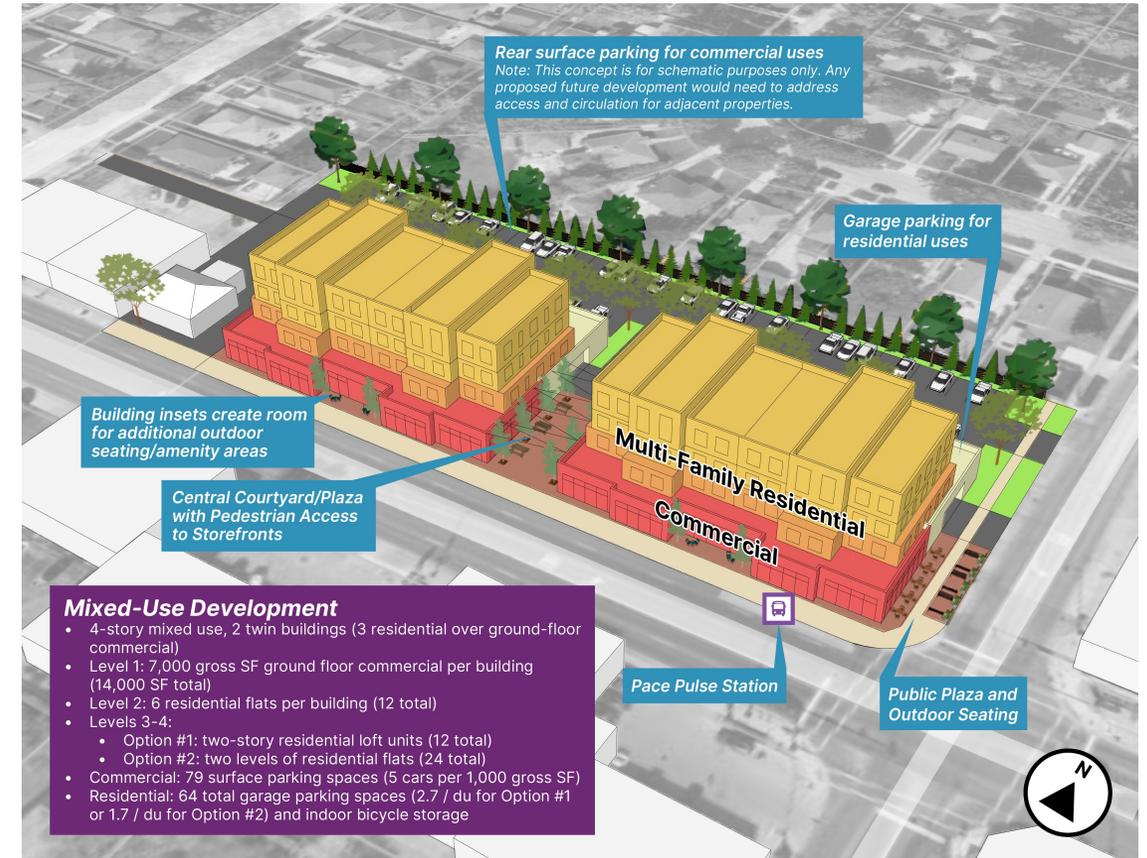
LAND USE GOAL 4: Dempster will provide a range of spaces for entrepreneurs and small businesses to get established and branch out as they grow.

- Short-term solutions for smaller vacant spaces, such as pop-up businesses and restaurants and art installations
- Match businesses to affordable retail rental spaces
- Co-working and shared office spaces on second stories or renovated properties
- Business incubator with small shop spaces for rent for entrepreneurs, startups, and small businesses



LAND USE GOAL 5: Residential options along the corridor will contribute to Morton Grove's overall housing stock to meet different needs, incomes, and life stages and support Dempster businesses.

- New multi-family and mixed-use projects with high quality housing and commercial space
- Consider needs of older adults as part of new housing development
- Attract missing middle housing types—townhomes and small scale multi-family—to areas near Metra
- Home maintenance and housing rehabilitation support for seniors
- Consider allowing accessory dwelling units (ADUs) in residential neighborhoods near the corridor and Metra



LAND USE GOAL 6: Dempster Street will be the heart of Morton Grove as a central hub for community and civic uses, public spaces, and activity.

- Unified civic campus around new Village Hall and Police Department
- Space for plazas, patios, and green spaces, including potential side-street closures
- Outdoor seating and pedestrian walk-up windows
- Public art (murals, sculptures, bus stop activations, light pole decorations, etc.)



TRANSPORTATION GOAL 1: People of all ages will feel safe and comfortable crossing Dempster Street on foot.

- Safe access to, from, and across Dempster near schools and parks
- New crossing locations, pedestrian refuge islands, and rectangular rapid flashing beacons (RRFBs)
- Traffic calming options
- Address conflicts between pedestrians and left turning vehicles





TRANSPORTATION GOAL 2: Dempster Street will be a pleasant place to stroll and linger, and people will regularly walk to/between businesses.

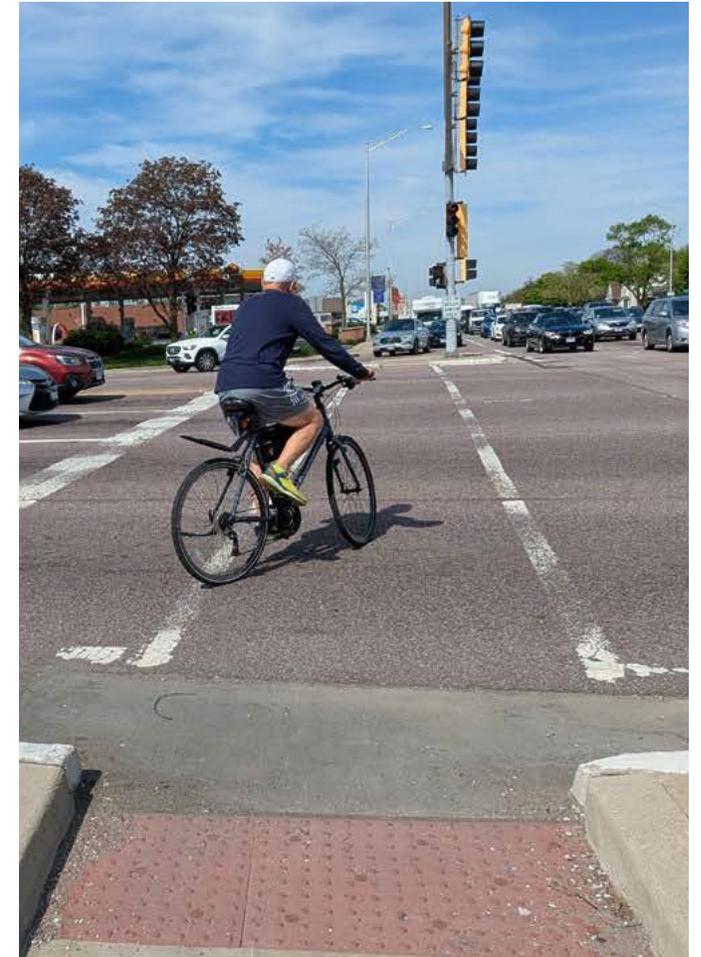
- Streetscape upgrades
- Planted medians in the Main Street District
- Wayfinding system with distance markers to key destinations
- Resolve sidewalk accessibility deficiencies
- Utilize parking lot space to improve streetscaping behind sidewalks
- Study potential for closing select side streets that connect with Dempster to improve safety and create more public space

TRANSPORTATION GOAL 3: Residents and visitors alike will find it easy to understand where they can park near Dempster Street.

- Install striping at on-street parking areas
- Upgrade parking signage

TRANSPORTATION GOAL 4: People of all ages and abilities will feel safe and comfortable cycling to the Dempster Street corridor and crossing Dempster Street on bicycle.

- Parallel street bike routes and associated crossing improvements
- Shared-use path adjacent to Metra tracks, north of Lincoln Ave
- Trail crossing improvements at Dempster & Lehigh Avenue
- New bikeway on Lehigh Avenue, south of Lincoln Avenue
- Bike parking equipment standards
- Review secure bike parking options



TRANSPORTATION GOAL 5: Using transit to get to and along the Dempster Street corridor will be fast, safe, and comfortable.

- Pace bus queue-jumps and operations improvements for EB Pace buses near Sawmill Station
- Other transit operational improvements
- Bus stop location and amenity improvements
- Pedestrian connection between Metra and Dempster
- Evaluate closing Lincoln Avenue at railroad tracks to improve safety by limiting vehicle and train conflict points



TRANSPORTATION GOAL 6: Driving on Dempster Street will be a safe and efficient way to travel across the village.

- Restrict left turns in the Main Street District
- Improve existing railroad gate operational deficiencies
- Railroad and traffic signal improvements at Lehigh & Dempster
- Lighting improvements
- Reduce vehicular speeds



ECONOMIC DEVELOPMENT GOAL 1: A vibrant mix of businesses will populate the Dempster Corridor.

- Support for small businesses through marketing, technical assistance, and networking
- Incentive program for small business expansion and attraction
- Market the international flavor of the Dempster Corridor
- Attract cafes, restaurants, full-service grocery and other food-related stores
- Encourage creative industries—such as art galleries, bookstores, theaters—and entertainment/recreational uses

DINE ON DEMPSTER IN MORTON GROVE!

Morton Grove's Dempster Street is home to an eclectic mix of dozens of restaurants. Hop on Route 250 or the Pulse Dempster Line to enjoy falafel and sushi, steaks and gyros, Korean BBQ and fine Italian, and much more!





ECONOMIC DEVELOPMENT GOAL 2: New commercial and mixed-use development will attract investment and new tenants in the study area.

- Guidelines for providing financial incentives
- Predictable zoning and approval process
- Streamlined new business approvals
- Enhanced design standards
- New residential to support a mix of restaurants and retailers

ECONOMIC DEVELOPMENT GOAL 3: The Corridor's assets—including open space, recreation, transportation options and cultural diversity—will attract visitors and economic investment.

- Businesses that can complement the Forest Preserve, North Shore Trail, and park facilities
- Entertainment related uses that become destinations



ECONOMIC DEVELOPMENT GOAL 4: Events and marketing efforts will attract visitors and customers to the Corridor.

- Schedule of events that celebrate local businesses and recreation and cultural opportunities unique to Dempster
- Evaluate creation on a Special Service Area or business district to provide targeted programming and improvement
- Social media and marketing campaigns

Corridor Recommendations



Key Community Input

- Safe, walkable, inviting, and aesthetically pleasing streets
- Increased curb appeal; improve and modernize deteriorated or vacant properties
- More points of interest that invite people to stop and stay on Dempster
- More local and unique businesses and destinations, such as grocery stores, restaurants, bars, cafes, shops, and events
- New mixed-use or retail development
- More trees for noise reduction, shade, and visual appeal
- Outdoor seating/public gathering/green space
- Better connections for all modes and less traffic congestion
- Reduced vehicle speeding and neighborhood cut through traffic
- Improved Metra and trail crossings near Lehigh
- Destinations for North Branch Trail users, building on that asset

Vision for the Residential Corridor District

As the **western gateway** to Morton Grove, this corridor will welcome visitors and residents to the community while providing **safe travel for all modes** and a **pleasant environment for the residential neighborhoods** that flank Dempster Street.



Vision for the Commercial Corridor District

This **economic center of the Dempster corridor** will build on recent success by attracting additional **high-quality** commercial, mixed-use, and multi-family housing development. Residents, shoppers, diners, and trail users will be welcomed to the area through **improved pedestrian crossings, landscaping, and gathering spaces**, creating a vibrant center for everyone.



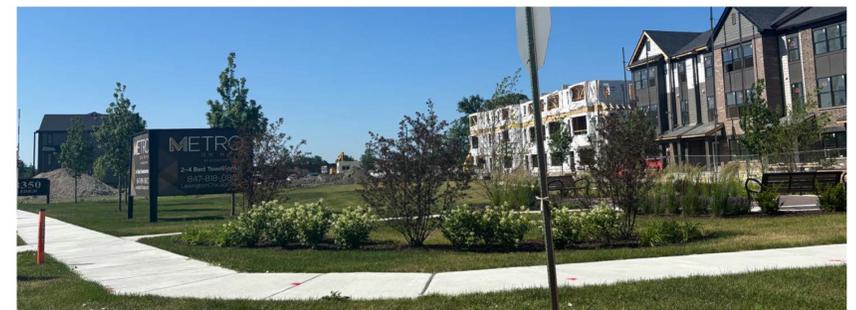
Vision for the Main Street District

The **eastern entry into Morton Grove** has a charming and vibrant main street feel, with an inviting and **attractive streetscape** that encourages pedestrians to walk and spend time at a variety of shops, restaurants, civic uses, and **places for public gathering**. **Crossing Dempster Street is safe** and accessible, with defined spaces for pedestrians, vehicles, and bikes on parallel roadways. **Transit users** hop on and off Pace Pulse and local buses to visit Morton Grove's many destinations.



Vision for the Metra TOD District

With a brand-new train station, the area surrounding the Morton Grove Metra feels like a **walkable small-town** with a **mix of housing**, local businesses, schools, and institutions. The **Forest Preserve and North Branch Trail are regional assets** in this neighborhood's backyard. **Improved pedestrian and bike connections** between the trail, Metra, and Pace Pulse paired with new development bring a healthy dose of **foot traffic** and customers to Lincoln Avenue and Dempster Street businesses



Public Spaces

A Public Plaza or Parklet

Public plazas provide space for community events and social interaction. Along Dempster, these can create people-friendly spaces as relief from the vehicular traffic. The corridor maps and opportunity site concepts explore potential areas for public plazas.

Policy Objectives:

- Encourage people to stay awhile
- Host community events
- Make safe and inviting people spaces
- Provide sidewalk connection points

Design Considerations:

- Mindfulness of ADA accessibility
- Connection to sidewalk network
- Access and views from Dempster
- Multi-seasonal, resilient amenities
- Seating and landscaping elements



B Potential Side-Street Closure

The potential to close a side street that intersects with Dempster provides an opportunity to create more functional space within the right-of-way. As shown in the Main Street District corridor maps, Meade, Mason, or Mango are possible pilot locations to test this.

Policy Objectives:

- Create more pedestrian space
- Enhance pedestrian safety
- Increase usable space for businesses
- Reduce paved areas with landscaping

Design Considerations:

- Adherence to municipal standards
- Right-of-way jurisdiction standards
- Impacts on on-street parking
- Impacts on neighborhood traffic



C Municipal Parking Lot Design

The Village has three municipally owned parking lots on Dempster. Site design, landscaping, and signage improvements may help increase the visibility and use of these lots, which could support economic development and free up parking elsewhere. The rendering at right illustrates potential improvements to the lot at 5825 Dempster.

Policy Objectives:

- Boost awareness and use of lots
- Support businesses near the lots
- Include as part of wayfinding program
- Improve relation of lots to streetscape

Design Considerations:

- Adherence to municipal standards
- Optimal visibility to passing cars
- Sustainable design practices
- Safe pedestrian access and mobility



Public Spaces

D Activated Alleyway

Alleyways offer unique opportunities for safe pedestrian movement along the rear of blocks. Depending on size and access points, alleyways can create outdoor rooms for walkup cafe windows, retail displays, plazas, and public art. Pilot projects could be tested in alleys between Meade and Marmora.

Policy Objectives:

- Activate typically unused areas
- Create a safe pedestrian zone
- Extend retail and restaurant spaces
- Advance public art
- Add stormwater and landscape features

Design Considerations:

- Adherence to municipal standards
- Connection to sidewalk network
- Multi-season and weather amenities
- Coordination with property owners

**E Gateway Signage**

A gateway sign serves as an identity marker indicating that one is entering a distinct or special place. Potential locations for gateway signage are marked on the sub-district maps at the western and eastern gateways to Morton Grove, Ozark Avenue and Central Avenue.

Policy Objectives:

- Mark entry points into the corridor
- Incorporate Morton Grove branding
- Include in a suite of wayfinding signs
- Create a cohesive corridor identity

Design Considerations:

- Adherence to sign code standards
- Village branding standards
- Right-of-way jurisdiction standards
- Potential for sponsors

**F Streetscape Enhancements**

Enhancements to the streetscape come in many forms: wayfinding signage, landscaping, lighting, banners, benches and other street furniture, pavers, and treatments at intersections. All elements are within the public right-of-way. Recommended streetscape enhancements are shown on the sub-district maps.

Policy Objectives:

- Create pedestrian-friendly spaces
- Encourage visitors to the corridor
- Help encourage transit ridership
- Promote local businesses

Design Considerations:

- Adherence to municipal standards
- Mindfulness of ADA accessibility
- Right-of-way jurisdiction standards



Public Spaces

G Public Art

Public art is one way the local community can put its unique stamp on the corridor and foster a sense of place. Artists, school classrooms, and local businesses can all play a role in adding public art to the sidewalk, parks, plazas, and other shared spaces.

Policy Objectives:

- Support local artists
- Allow for community ownership
- Enliven the streetscape
- Create special spaces through art

Design Considerations:

- Adherence to municipal standards
- Consideration of local history
- Temporary or permanent installations
- Safe placement in public right-of-way



H Pedestrian-Oriented Lighting

Most of the Dempster corridor has tall street lights designed to illuminate the roadway. Retrofits may be made to have combination roadway and pedestrian light poles to provide human-scaled illumination that contributes to the streetscape.

Policy Objectives:

- Foster pedestrian-friendly sidewalks
- Improve visibility at a human scale
- Add decorative, unique light fixtures
- Enhance public safety

Design Considerations:

- Existing light pole specifications
- Adherence to municipal standards
- Control of light spillover and glare
- Public and private space placement



Private Spaces

A Improved Business Signage

Improved business signage can come in the form of a refurbished or new sign on a building's exterior, including wall or monument signs on the property. These can improve curb appeal and attract new customers. Signage should respect surrounding context and contribute to a welcoming corridor.

Policy Objectives:

- Add color or flair to a building or site
- Modernize signs on older properties
- Foster creativity and visibility
- Attract people to the corridor

Design Considerations:

- Adherence to sign code standards
- Clarity of sign information
- Clearance from view obstructions
- Attractive but not distracting design

**B Property & Façade Enhancements**

Property enhancements may include elements like landscaping, site lighting, and improved circulation and access for pedestrians and bicyclists. Façade enhancements involve the rehab of a building's street-facing wall(s) to improve their appeal along the streetscape.

Policy Objectives:

- Modernize older properties
- Enhance site presence on corridor
- Improve accessibility of sites
- Soften hardscapes with greenery

Design Considerations:

- Adherence to zoning standards
- Mindfulness of surrounding context
- Use of modern building materials
- Attractive and engaging features

**C Development Opportunity**

Development opportunity sites come in different forms: redevelopment of an underutilized site; development of a vacant parcel; or adaptive reuse of an existing building.

Policy Objectives:

- Bring sites into productive use
- Diversify offerings along corridor
- Encourage creative site design
- Engage the streetscape

Design Considerations:

- Adherence to zoning standards
- Mindfulness of neighbors
- Sustainable design practices
- Carve out public spaces as part of building design



DESIGN TOOLBOX

Private Spaces

D Outdoor Seating/Dining/Plaza

Outdoor seating is limited along the corridor today, but can be found at Moretti's, Sawmill Station (Starbucks and Chipotle), and K-COOP. Design concepts for opportunity sites at Waukegan, Austin and Menard and adjacent to potential side street closures explore potential for new plazas and outdoor seating areas.

Policy Objectives:

- Encourage gathering
- Extend dining experience outside
- Create outdoor enjoyment
- Provide sidewalk connection points

Design Considerations:

- Mindfulness of ADA accessibility
- Connection to sidewalk network
- Multi-seasonal, resilient amenities
- Access and views from Dempster

**E Private Parking Lot Enhancement**

Dempster has a collection of privately-owned parking lots serving businesses and other uses. Elements like landscaping, trees, lights, and interior sidewalks and crosswalks can improve the user experience and attractiveness from the corridor.

Policy Objectives:

- Improve connection to streetscape
- Make safer spaces for pedestrians
- Soften hardscapes of paved areas
- Help with stormwater management

Design Considerations:

- Adherence to parking standards
- Safe pedestrian access and mobility
- Spaces for bicycle parking
- Clear sightlines from the street

**F Wall Mural**

Whether on an older building or new construction, blank walls offer opportunities to bring public art to the corridor with murals. Coordination is required between property owners and artists. Potential mural locations are identified on the sub-district maps.

Policy Objectives:

- Incorporate public art
- Support local artists
- Enliven blank walls with color
- Create special spaces through art

Design Considerations:

- Adherence to municipal standards
- Consideration of local history
- Temporary or permanent installations
- Views from the street and sidewalk



Transportation

A New Pedestrian Crossing

Enhanced pedestrian safety is a central goal of this corridor plan. The addition of new pedestrian crossings is one way to achieve this, including the use of rectangular rapid flashing beacons (RRFBs), refuge islands, painted crosswalks, and similar interventions.

Policy Objectives:

- Mark clear pedestrian spaces
- Offer visual cues with light (RRFBs)
- Build pedestrian confidence
- Enable creative crosswalk designs

Design Considerations:

- Coordination with IDOT
- Strategic placement along corridor
- Integration with medians



B Improved Existing Pedestrian Crossing

Interventions for new pedestrian crossings may also be applied to existing pedestrian crossings that have limited safety or design features. Pedestrian crossings on side streets may also feature decorative pavement art to add color and visibility.

Policy Objectives:

- Mark clear pedestrian spaces
- Offer visual cues with light (RRFBs)
- Build pedestrian confidence
- Enable creative crosswalk designs

Design Considerations:

- Coordination with IDOT
- Strategic placement along corridor
- Integration with medians



C Landscaped Median

A landscaped median breaks up a multi-lane roadway into two parts that are more manageable to cross for pedestrians. In addition, a median creates space for landscaping within the roadway to reduce impervious surfaces and add greenery and beautification.

Policy Objectives:

- Divide the roadway into two parts
- Create central pedestrian refuge
- Contribute to corridor beautification
- Help with stormwater management

Design Considerations:

- Coordination with IDOT
- Impacts on turning lanes
- Alignment with key curb cuts
- Integration with pedestrian crossings



DESIGN TOOLBOX

Transportation

D Restricted Left Turn Lanes

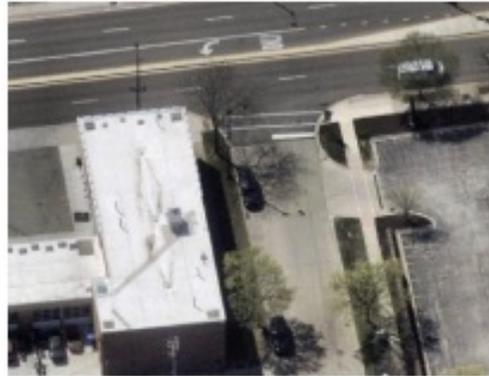
Turning movements onto a corridor are important for access. However, they also add to traffic congestion, particularly when dedicated turn lanes are not provided. Medians and/or “no left turn” signs can help restrict turning movements at strategic locations.

Policy Objectives:

- Limit turning movements
- Encourage alternative routes
- Reduce conflict points
- Improve traffic safety
- Reduce roadway congestion

Design Considerations:

- Coordination with IDOT
- Strategic placement along corridor
- Alignment with medians
- Proper signage for enforcement



E Curb Extensions/Bump-outs

Curb extensions or bump-outs can encourage slower vehicle speeds, safer pedestrian crossings, and additional space for greenery and landscaping. These can be considered on side streets so as not to impede traffic flow on Dempster.

Policy Objectives:

- Encourage slower driving speeds
- Shorten pedestrian crossing distance
- Increase pedestrian visibility
- Provide areas for landscaping

Design Considerations:

- Right-of-way jurisdiction standards
- Strategic placement along corridor
- Impacts on on-street parking
- Impacts on property access



Transportation

■ Bike Lanes

A bike lane is dedicated on-street space for bicyclists to ride alongside cars. Some are striped (for roads with <3,000 vehicles per day), while some have physical protection such as concrete curbs, planters, or bollards (roads with over 6,000 vehicles per day).

Policy Objectives:

- Create dedicated space for bikes
- Boost bike-friendliness of area
- Reduce roadway congestion
- Promote public health
- Support economic development

Design Considerations:

- Right-of-way jurisdiction standards
- Strategic placement in network
- Impacts on on-street parking



■ Bike Boulevards

A bike boulevard is appropriate on low-volume (<2,000 vehicles per day), low-speed (25mph or less) streets where cyclists can safely share the street with cars. These may typically feature physical traffic calming elements and street markings and signage.

Policy Objectives:

- Create bike-friendly routes
- Calm traffic and reduce speeding
- Reduce conflicts on busy roadways
- Promote public health

Design Considerations:

- Strategic placement in network
- Integration of wayfinding signage
- Intersection treatments and signage



■ Multi-Use Paths

Trails or multi-use paths are off-street bikeway facilities entirely separated from vehicular roadways that provide a paved space for both people cycling and walking. Trails or paths typically provide the highest levels of safety and comfort.

Policy Objectives:

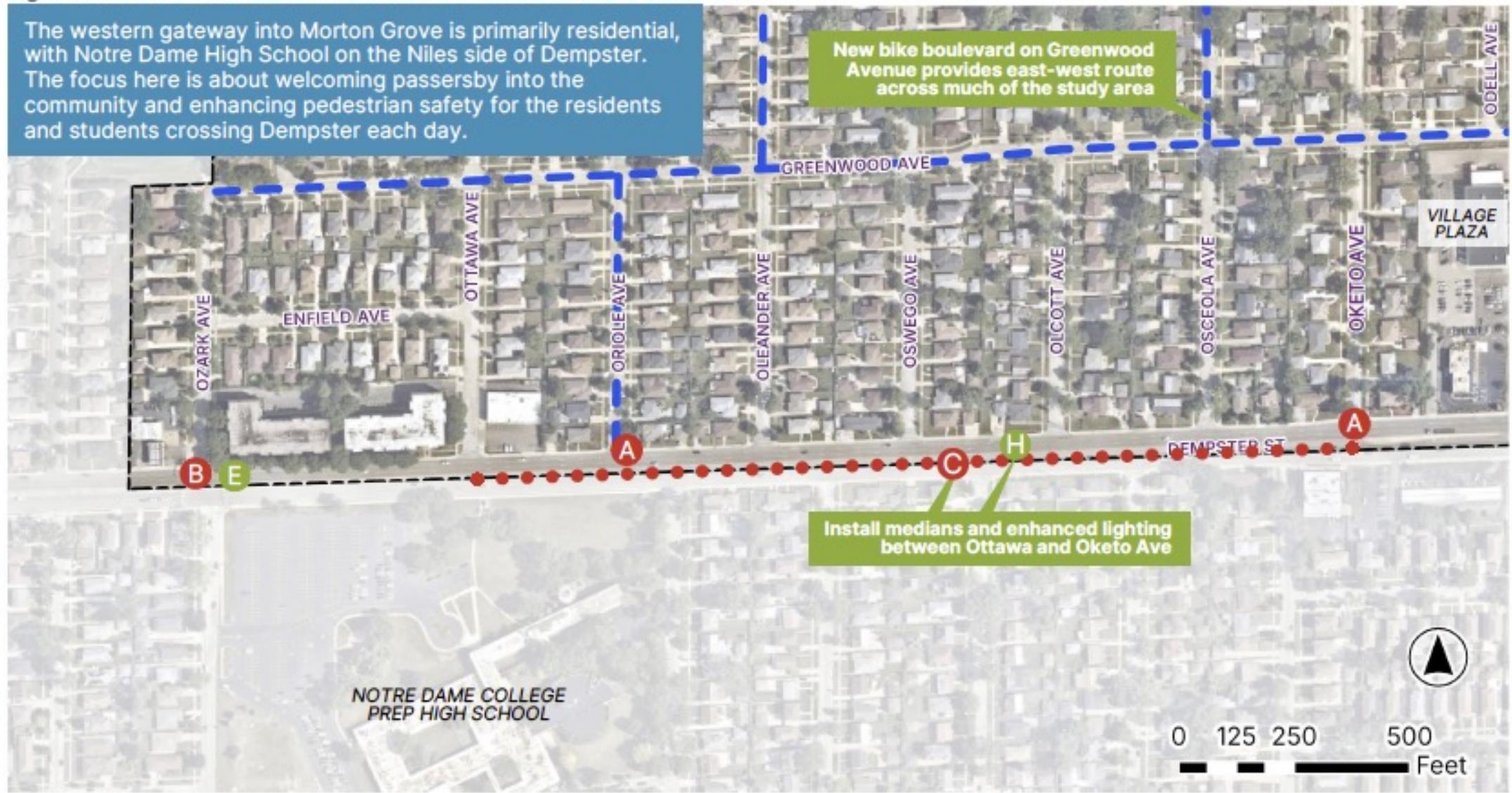
- Create dedicated space for bikes
- Boost bike-friendliness of area
- Reduce roadway congestion
- Promote public health

Design Considerations:

- Coordination with property owners
- Integration of wayfinding signage
- Safety assets, e.g., lights, call boxes



Figure X.X Residential Corridor District: Ozark Avenue to Odell Avenue



PUBLIC SPACES

- E Gateway Signage
- H Pedestrian-Oriented Lighting

TRANSPORTATION

- A New Ped Crossing
- B Improved Existing Ped Crossing
- C Landscaped Median ●●●●
- Proposed Bike Boulevard

Figure X.X Commercial Corridor District: Odell Avenue to Waukegan Road



PUBLIC SPACES

- A** Public Plaza or Parklet
- E** Gateway Signage
- G** Public Art
- H** Pedestrian-Oriented Lighting

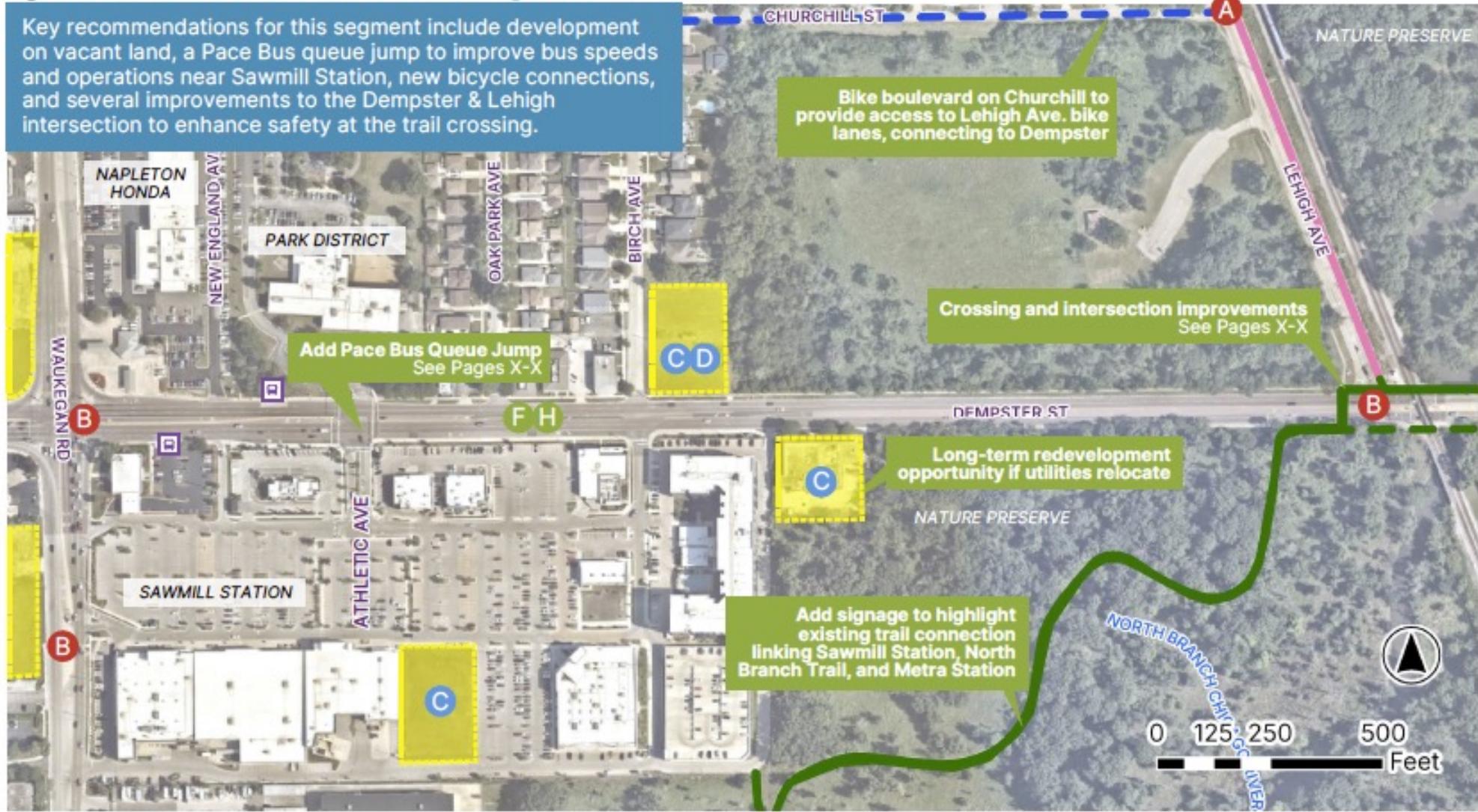
PRIVATE SPACES

- C** Development Opportunity
- D** Outdoor Seating/Dining/Plaza
- E** Private Parking Lot Enhancement

TRANSPORTATION

- A** New Ped Crossing
- B** Improved Existing Ped Crossing
- Proposed Bike Boulevard
- Ⓜ** Existing Pace Pulse Station

Figure X.X Commercial Corridor District: Waukegan Road to Railroad



Key recommendations for this segment include development on vacant land, a Pace Bus queue jump to improve bus speeds and operations near Sawmill Station, new bicycle connections, and several improvements to the Dempster & Lehigh intersection to enhance safety at the trail crossing.

Bike boulevard on Churchill to provide access to Lehigh Ave. bike lanes, connecting to Dempster

Add Pace Bus Queue Jump
See Pages X-X

Crossing and intersection improvements
See Pages X-X

Long-term redevelopment opportunity if utilities relocate

Add signage to highlight existing trail connection linking Sawmill Station, North Branch Trail, and Metra Station

PUBLIC SPACES

- F** Streetscape Enhancements
- H** Pedestrian-Oriented Lighting

PRIVATE SPACES

- C** Development Opportunity
- D** Outdoor Seating/Dining/Plaza

TRANSPORTATION

- A** New Ped Crossing
- B** Improved Existing Ped Crossing
- Existing Bike Lane
- Existing Multi-Use Path
- Proposed Bike Boulevard
- Existing Pace Pulse Station

Figure X.X "Main Street" District: Railroad to Austin Avenue

This segment serves as a key activity hub for the corridor, with the future Village Hall, Harrer Park, Linne Woods, and Metra station just south of Dempster. Recommendations focus on improving walkability with pedestrian and bike connections and transforming the corner at Austin with two new developments, outdoor spaces, public art, and an activated alleyway.



PUBLIC SPACES

- B** Potential Side-Street Closure
- C** Municipal Parking Lot Design
- D** Activated Alleyway
- F** Streetscape Enhancements
- G** Public Art
- H** Pedestrian-Oriented Lighting

PRIVATE SPACES

- B** Property & Façade Enhancements
- C** Development Opportunity
- D** Outdoor Seating/Dining/Plaza
- E** Private Parking Lot Enhancement
- F** Wall Mural

TRANSPORTATION

- A** New Ped Crossing
- B** Improved Existing Ped Crossing
- C** Landscaped Median ●●●
- Existing Bike Lane
- Existing Multi-Use Path
- Existing Pace Pulse Station

- Proposed Bike Boulevard
- Proposed Bike Lane
- Proposed Multi-Use Path

Figure X.X Property & Facade Enhancements & Activated Alleyway Concepts (Austin & Dempster)

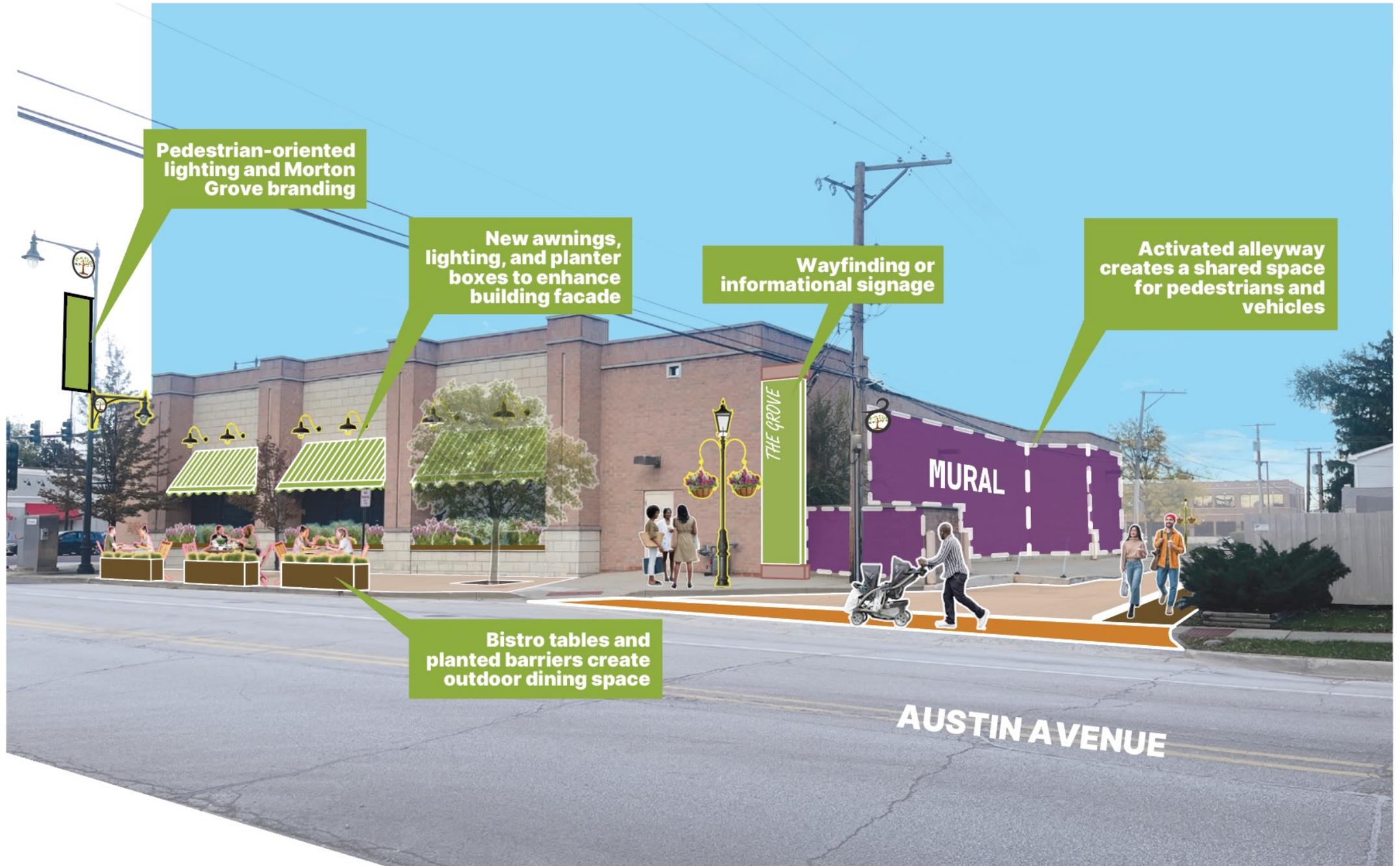


Figure X.X "Main Street" District: Austin Avenue to I-94

The eastern gateway into the Village, recommendations for this segment focus on creating an exciting and welcoming entrance into Morton Grove. Pedestrian crossing improvements and public parking lot enhancements make it safe and easy to park once and visit several Dempster destinations, walking along a Main Street style corridor.



PUBLIC SPACES

- B** Potential Side-Street Closure
- C** Municipal Parking Lot Design
- D** Activated Alleyway
- E** Gateway Signage
- F** Streetscape Enhancements
- H** Pedestrian-Oriented Lighting

PRIVATE SPACES

- B** Property & Façade Enhancements
- C** Development Opportunity
- D** Outdoor Seating/Dining/Plaza
- F** Wall Mural

TRANSPORTATION

- A** New Ped Crossing
- B** Improved Existing Ped Crossing
- C** Landscaped Median ●●●
- E** Curb Extensions/Bump Outs
- Proposed Bike Boulevard
- ▣ Existing Pace Pulse Station

Figure X.X Municipal Parking Lot Enhancements, Option A (5825 Dempster Street)



Figure X.X Municipal Parking Lot Enhancements, Option B (5825 Dempster Street)



Figure X.X Metra TOD District: Capulina Avenue to Main Street



PUBLIC SPACES

- A** Public Plaza or Parklet
- E** Gateway Signage
- G** Public Art
- H** Pedestrian-Oriented Lighting

PRIVATE SPACES

- B** Property & Façade Enhancements
- C** Development Opportunity
- D** Outdoor Seating/Dining/Plaza
- F** Wall Mural

TRANSPORTATION

- A** New Ped Crossing
- Proposed Bike Boulevard
- Proposed Multi-Use Path
- Proposed Bike Lane

Opportunity Site Concept Plans

**ILLUSTRATIVE DRAFTS FOR
PLANNING LEVEL DISCUSSION**

Mixed-Use Development

- 5-story mixed-use (3 residential over 2 levels of grocery store + parking)
- Levels 1-2: 20,000 gross SF grocery store and 5,000 gross SF residential amenities separate entrance; 2-story parking garage with internal shared loading
- Levels 3-5: 105 residential dwelling units, 35 units per level
- Grocery: 96 surface parking spaces (4.8 spaces per 1,000 gross SF)
- Residential: 160 garage spaces (1.5 spaces per unit)



Residential Parking Garage

Grocery Store Surface Parking

Residential Amenities (Fitness Center, Co-Working Space)

Grocery Store

Grocery Store

Public Plaza and Outdoor Seating



Rear surface parking for commercial uses

Note: This concept is for schematic purposes only. Any proposed future development would need to address access and circulation for adjacent properties.

Garage parking for residential uses

Building insets create room for additional outdoor seating/amenity areas

Central Courtyard/Plaza with Pedestrian Access to Storefronts

Multi-Family Residential
Commercial



Pace Pulse Station

Public Plaza and Outdoor Seating

Mixed-Use Development

- 4-story mixed use, 2 twin buildings (3 residential over ground-floor commercial)
- Level 1: 7,000 gross SF ground floor commercial per building (14,000 SF total)
- Level 2: 6 residential flats per building (12 total)
- Levels 3-4:
 - Option #1: two-story residential loft units (12 total)
 - Option #2: two levels of residential flats (24 total)
- Commercial: 79 surface parking spaces (5 cars per 1,000 gross SF)
- Residential: 64 total garage parking spaces (2.7 / du for Option #1 or 1.7 / du for Option #2) and indoor bicycle storage



Multi-Family Residential

- 4 stories
- 114 total units @ 1,000 gross SF per unit
- 24 units ground floor with dedicated lobby and amenity space
- 30 units (levels 2-4)
- Parking ratio: 1.6 spaces per unit
- 179 parking spaces total

Restaurant

- 6,000 gross SF
- Outdoor dining space
- 74 parking spaces total
- Parking ratio: 13 spaces per 1,000 gross SF



Courtyards

Multi-Family

Potential Opportunity Site for Expanded Development

Public Alleyway Access

Sidewalk Extension

Landscape Buffer

Outdoor Dining

Landscape Buffer

Crosswalk Enhancement (Pedestrian Island and Rectangular Rapid Flashing Beacon)

Re-Stripe Existing Crosswalks (Continental/High-Visibility)

Pace Pulse Station

Pace Pulse Bus Queue Jump



Transportation Recommendations

SELECT HIGHLIGHTS – SEE MEMO FOR MORE



Transportation & Mobility Recommendations

- Memo shared in Committee materials details the following recommendations:
 - Main Street District pedestrian crossings and medians
 - Metra Right-of-Way (ROW) sidepath
 - Metra Station area access improvements
 - Lincoln Avenue railroad crossing closure
 - Dempster & Lehigh intersection improvements
 - Bikeway improvements
 - Transit operations improvements
 - Improvements west of Harlem Avenue
 - Parking standards research
- We will highlight select recommendations during this meeting, and any comments on the full set of materials can be submitted to the team by January 30th

Medians & Left Turn Restrictions

- Medians provide opportunities for enhanced landscaping and can have traffic calming benefits. Medians would most likely require at least some left-turn restrictions, although these restrictions may also offer safety and operational benefits.
- Medians may be installed either along with new crossings and pedestrian refuge islands or on their own.
- Restricting left turns into and out of driveways may elicit pushback from property owners.
- Light, medium, heavy concepts can be applied at different locations



Medians Medium – Central Ave to Menard Ave



= Proposed Crossing



= Existing Driveway



Medians Medium – Menard Ave to Austin Ave



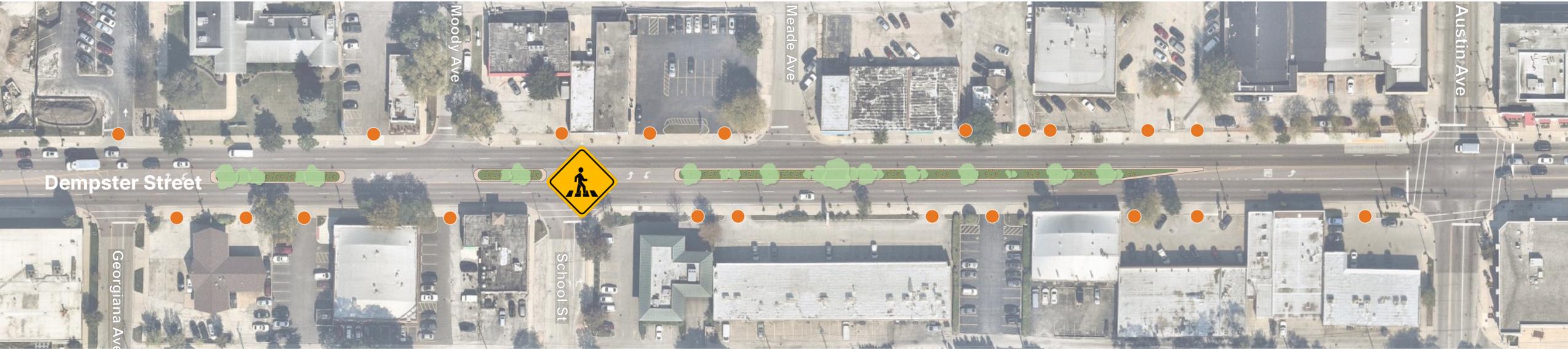
Medians Medium – Austin Ave to Georgiana Ave



= Proposed Crossing



= Existing Driveway



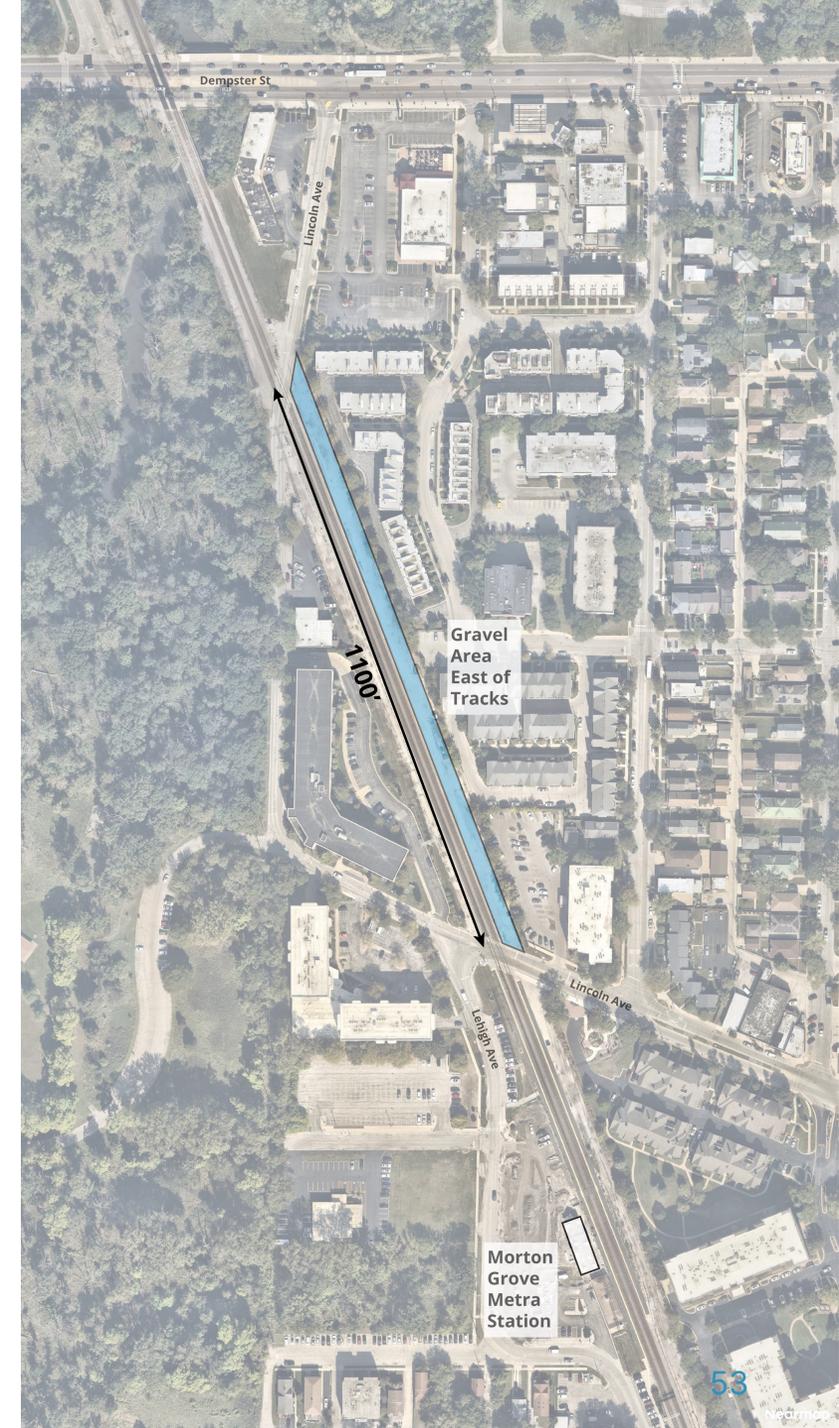
Medians Medium – Georgiana Ave to Lincoln Ave



Metra ROW Side Path

- North of the Metra Station platform, the Metra rail right-of-way (ROW) includes a gravel area east of the tracks approximately 40 feet wide. Village staff have previously discussed the possibility of utilizing a portion of the gravel area for a pathway
- Could range from a simple 10-foot asphalt shared-use path to a more expansive public gathering space with enhanced surface treatments, lighting, plantings, and/or furniture.
- At a minimum, any facility should accommodate pedestrian and cyclist mobility. The area could be used to partially accommodate a Lehigh Avenue bikeway proposed in the latest Cook County Bike Plan.

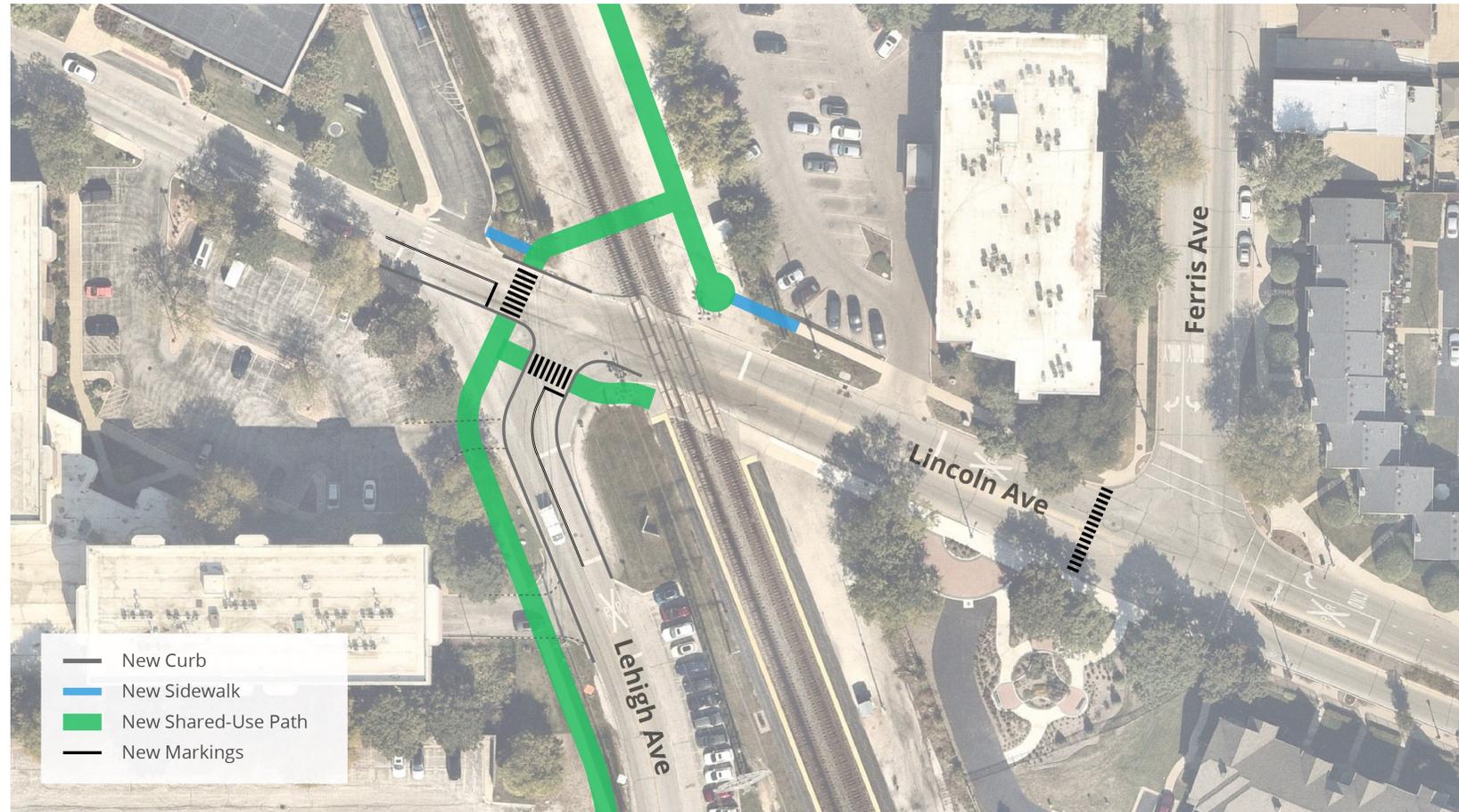
See further considerations in transportation recommendations memo.



Metra Station Area Access Improvements

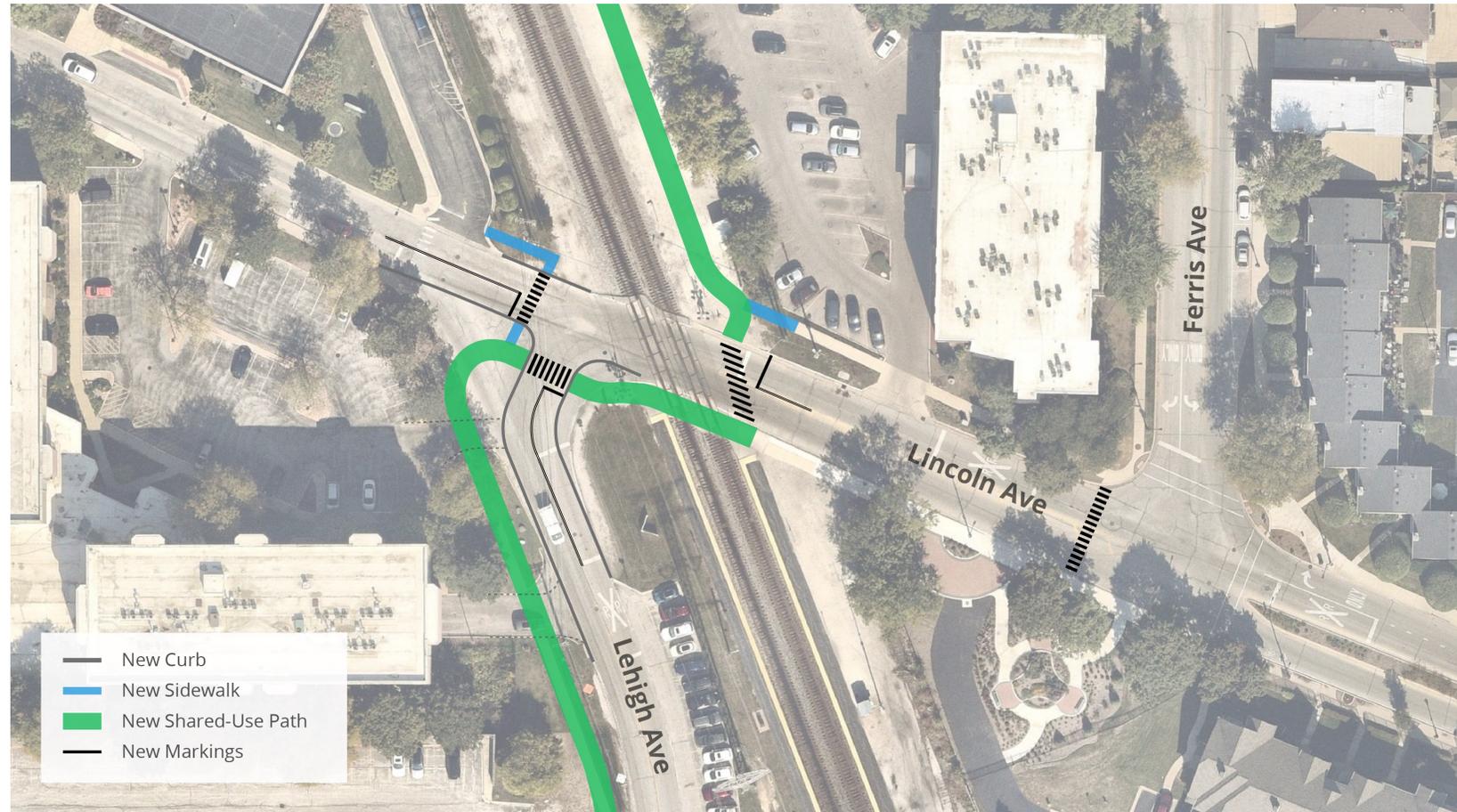
Current gaps in the pedestrian and bicycle network near Metra can negatively impact safety and access. Two sketch concepts are presented for high-level ideation purposes.

Option A: Shared-use path crosses Lincoln Avenue west of Lehigh Avenue, which would put users in conflict with fewer vehicle movements. The path crosses the Metra tracks north of Lincoln, which would require new crossing infrastructure but would allow the crossing to occur at a safer 90-degree angle.



Metra Station Area Access Improvements

Option B: Shared-use path crosses Lincoln Avenue east of Lehigh Avenue, which requires an additional crosswalk and would put users in conflict with higher volumes of vehicle movements. However, this option provides more direct station access for users from the north. This option then crosses the Metra tracks south of Lincoln Avenue, which utilizes existing crossing infrastructure but requires wheeled users to cross at a non-90-degree angle (tighter turning movements for cyclists).



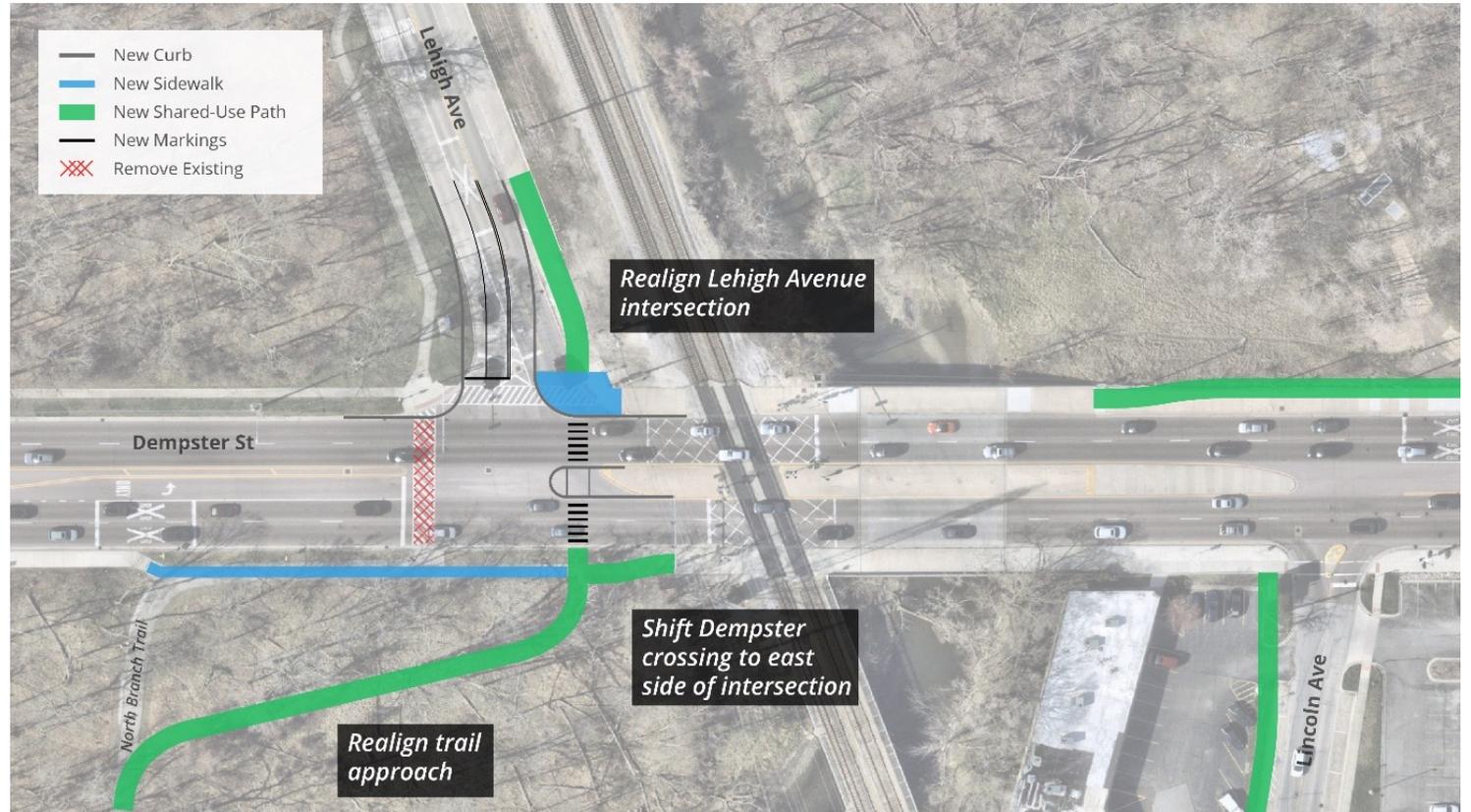
Dempster & Lehigh Intersection Improvements

In order to improve safety at the trail crossing, four options for intersection geometry improvements were evaluated.

Option D: Shift Trail Crossing

proposes realigning the trail approach to Dempster and removing the existing crossing in order to shift it to the east side of Lehigh Avenue. This presents fewer potential conflicts between trail users and vehicles.

Further study is required to determine whether the proximity of this new crossing to the Metra tracks is an acceptable distance.



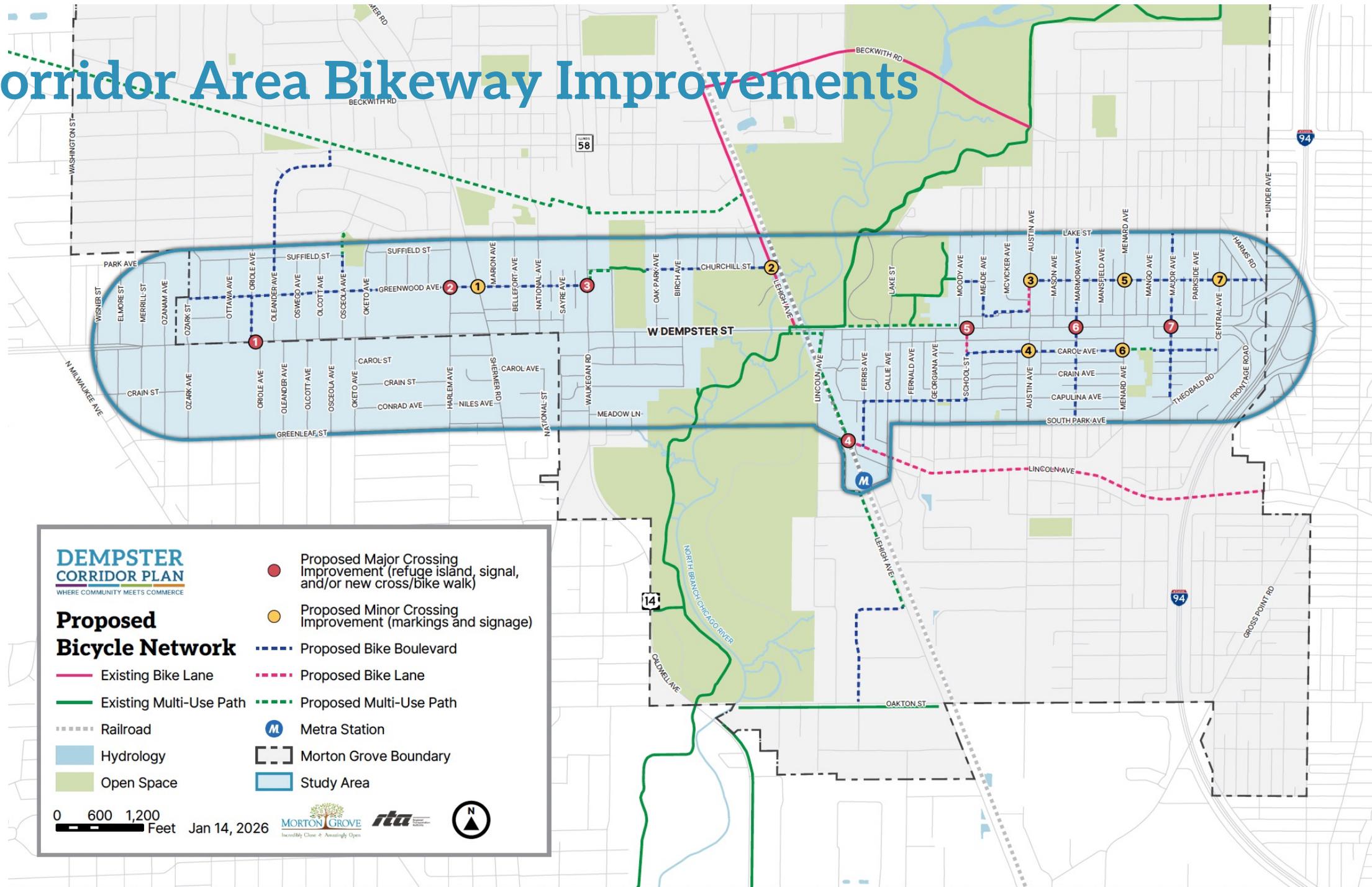
Dempster & Lehigh Intersection Improvements

Grade-Separated Crossing

- Installing a grade-separated crossing (bridge) for trail users at Dempster & Lehigh could have the benefits of:
 - Reducing potential pedestrian and bicycle conflicts with vehicles and trains
 - Faster and lower-stress travel for trail users
 - Reducing vehicle delays
- This intersection presents a series of complexities that make this location potentially more challenging than the typical trail bridge crossing:
 - Adjacent rail corridor
 - Adjacent active electrical transmission and distribution lines
 - Adjacent river and watershed
- Could be included as a recommendation for further study in the plan, but would be complicated and expensive (precedents nearby are in the \$8-10 million range)

See memo for further considerations & precedents.

Corridor Area Bikeway Improvements



DEMPSTER CORRIDOR PLAN
WHERE COMMUNITY MEETS COMMERCE

Proposed Bicycle Network

- Proposed Major Crossing Improvement (refuge island, signal, and/or new cross/bike walk)
- Proposed Minor Crossing Improvement (markings and signage)
- Proposed Bike Boulevard
- Existing Bike Lane
- Proposed Bike Lane
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Railroad
- Ⓜ Metra Station
- ▭ Hydrology
- ▭ Morton Grove Boundary
- ▭ Open Space
- ▭ Study Area

0 600 1,200 Feet Jan 14, 2026

MORTON GROVE
Incredibly Close & Amazingly Open

rtm

Parking Standards

Land Use Goal 3, Objective 3: Concentrate higher-density housing near Pace Pulse stations and Metra with direct pedestrian access, street-facing entrances, **revised parking standards**, and integrated open space and transit-friendly amenities, such as shaded seating, secure bike parking, landscaping, and public art.

- One zoning tool that communities can use to meet goals of attracting new development and improving walkability is to examine parking ratios
- Future development can likely be successful with parking ratios **lower** than current Village standards (0.5 spaces per senior housing unit, 1.75 per multi-family unit, 2 spaces per single-family or townhomes) based on current practices in other successful suburban developments
- Private developers have strong incentives to get the parking ratio right
- Potential impacts can be mitigated with other regulations such as overnight parking permits on adjacent streets
- IL SB2111 eliminates minimum parking requirements for new development within one-eighth mile of the Dempster Street Corridor

Peer Developments: Parking Standards Research

FitzGerald Architects published a report highlighting their recently completed Transit-Oriented Development (TOD) projects in the Chicago region. Below is a list of parking ratios for suburban developments located in TOD areas, generally within ¼ to ½ mile of a Metra station or Pace bus stop.

Opportunity site concepts for this plan assume a parking ratio of around 1.5 spaces per dwelling unit.

Project Name	Community	# of Units	Parking Spaces	Parking Ratio
Midtown Square	Glenview	138	98	0.71
229 Park Avenue	Clarendon Hills	42	42	1.00
Ravinia Crossing	Highland Park	30	30	1.00
Garden Station	Villa Park	234	252	1.08
Wheaton21	Wheaton	306	415	1.12
Apex 400	Glen Ellyn	107	139	1.30
Foxford Station	Western Springs	28	46	1.65

Next Steps

Next Steps

- Review draft recommendation materials and share **comments with fslawrence@teskaassociates.com by January 30, 2026**
- Save the Date: **Community Workshop #2 on March 19**
- Next Phase: Draft Corridor Plan
 - Draft Plan to Steering Committee in May, before the final Committee meeting and Community Open House in June, dates TBD



ADDITIONAL SLIDES

New Pedestrian Crossings

- Residents repeatedly expressed they find it dangerous and uncomfortable to cross Dempster Street. This limits movement across the Village and business vitality along the corridor.
- Residents have also expressed that left turns onto and off the corridor at non-signalized locations can be dangerous and difficult to make.
- The recommended intervention to address these concerns and make crossing Dempster safer is to install new pedestrian crossings with refuge islands and Rectangular Rapid Flashing Beacons (RRFBs).



Pedestrian refuge islands and RRFB Crossings on Irving Park Road (IDOT Roadway)

New Pedestrian Crossing: Major Avenue

- Install new pedestrian crossing at Major Avenue, including pedestrian refuge island and rectangular rapid flashing beacons (RRFB).
- Crossing could be installed on either west or east side of intersection.
- Pedestrian refuge island would require restricting left turns off of Dempster Street and onto Major Avenue in at least one direction.
- **Option A:** Placement on east side of intersection could have added benefit of restricting left turns into and out of Poko Loko parking lot driveway, which is currently less than 50 feet from the intersection, creating potentially dangerous conflicts.
- **Option B:** Placement on west side of intersection would have no driveway left-turn impacts.
- May consider converting Major Avenue to one-way traffic (could be converted either way) near the intersection to further enforce no left turns.

New Pedestrian Crossing at Major Avenue – Option A

● = Existing Driveway



New Pedestrian Crossing at Major Avenue – Option B





New Pedestrian Crossing: Marmora Avenue

- Install new pedestrian crossing at Marmora Avenue, including pedestrian refuge island and RRFB.
- Crossing could be installed on either west or east side of intersection.
- Pedestrian refuge island would require restricting left turns off of Dempster Street and onto Marmora Avenue in at least one direction.
- **Option A:** Placement on east side of intersection would have no driveway left-turn impacts.
- **Option B:** Placement on west side of intersection would have no driveway left-turn impacts.
- May consider converting Marmora Avenue to one-way traffic (could be converted either way) near the intersection to further enforce no left turns.

New Pedestrian Crossing at Marmora Avenue – Option A

● = Existing Driveway



New Pedestrian Crossing at Marmora Avenue – Option B





New Pedestrian Crossing: School Street

- Install new pedestrian crossing at School Street, including pedestrian refuge island and RRFB.
- **Option A:** Pedestrian refuge island located west of School Street would have no impact on left-turn movements onto or off of Dempster Street.
- One driveway on the north side of Dempster Street, 80 feet east of Moody Avenue, would have restricted left-turn access off of Dempster Street – alternate driveway access is available via Moody Avenue.

New Pedestrian Crossing at School Street – Option A



● = Existing Driveway

Medians & Left Turn Restrictions

Option A: Medians Light: Option A maintains all existing left-turn movements to and from Dempster Street and intersecting streets. Some driveway left turns are restricted.

Medians Light – Central Ave to Menard Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option B: Medians Medium: Option B further restricts left-turn movements to and from Dempster Street and five intersecting streets on the north side of the roadway.

Medians Medium – Central Ave to Menard Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersection streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Medians Heavy – Central Ave to Menard Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option A: Medians Light: Option A maintains all existing left-turn movements to and from Dempster Street and intersecting streets. Some driveway left turns are restricted.

Medians Light – Menard Ave to Austin Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option B: Medians Medium: Option B further restricts left-turn movements to and from Dempster Street and five intersecting streets on the north side of the roadway.

Medians Medium – Menard Ave to Austin Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersection streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Medians Heavy – Menard Ave to Austin Ave

● = Existing Driveway

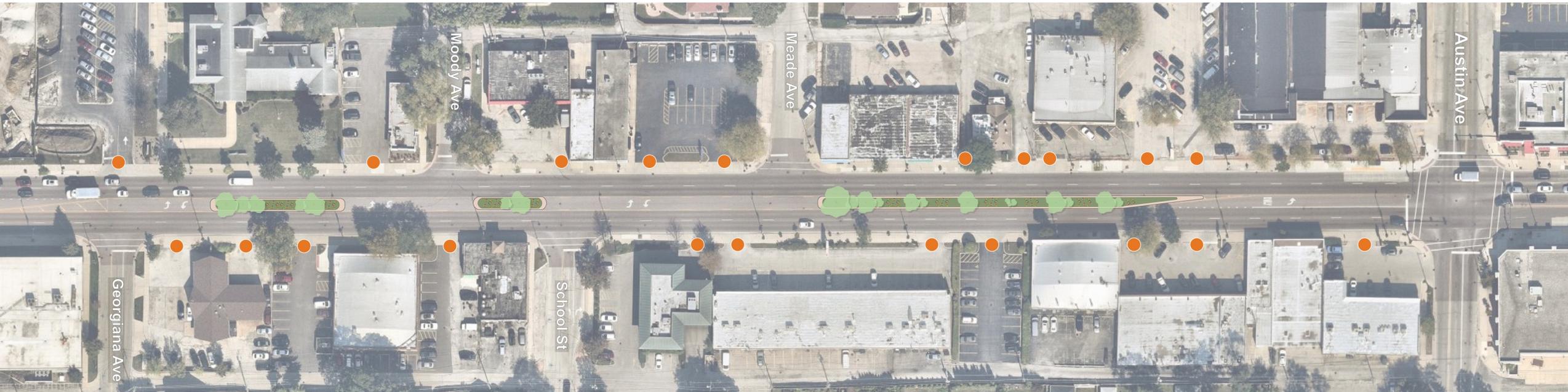


Medians & Left Turn Restrictions

Option A: Medians Light: Option A maintains all existing left-turn movements to and from Dempster Street and intersecting streets. Some driveway left turns are restricted.

Medians Light – Austin Ave to Georgiana Ave

 = Existing Driveway

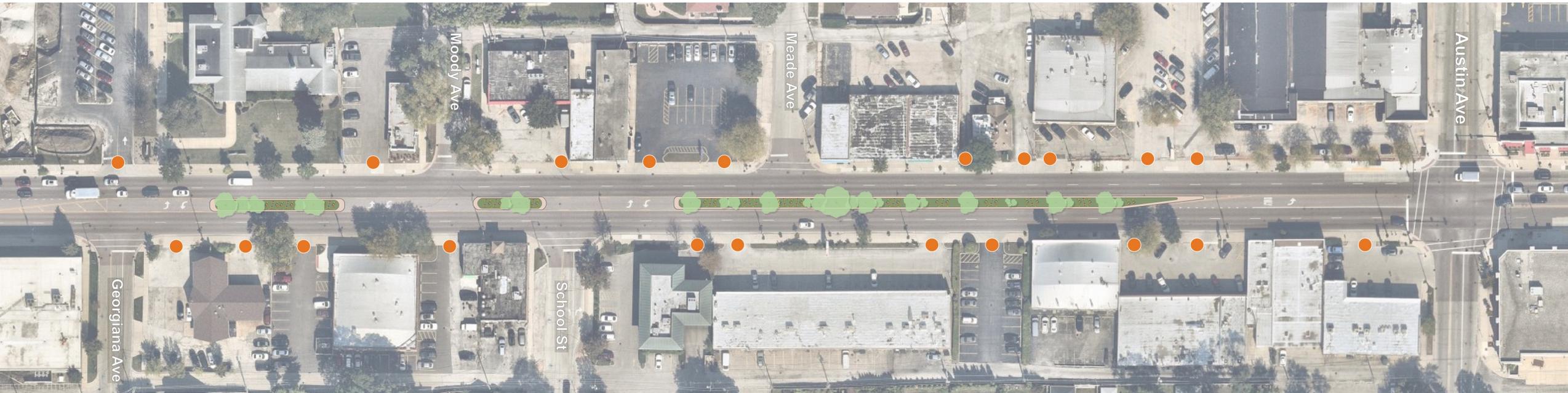


Medians & Left Turn Restrictions

Option B: Medians Medium: Option B further restricts left-turn movements to and from Dempster Street and five intersecting streets on the north side of the roadway.

Medians Medium – Austin Ave to Georgiana Ave

● = Existing Driveway

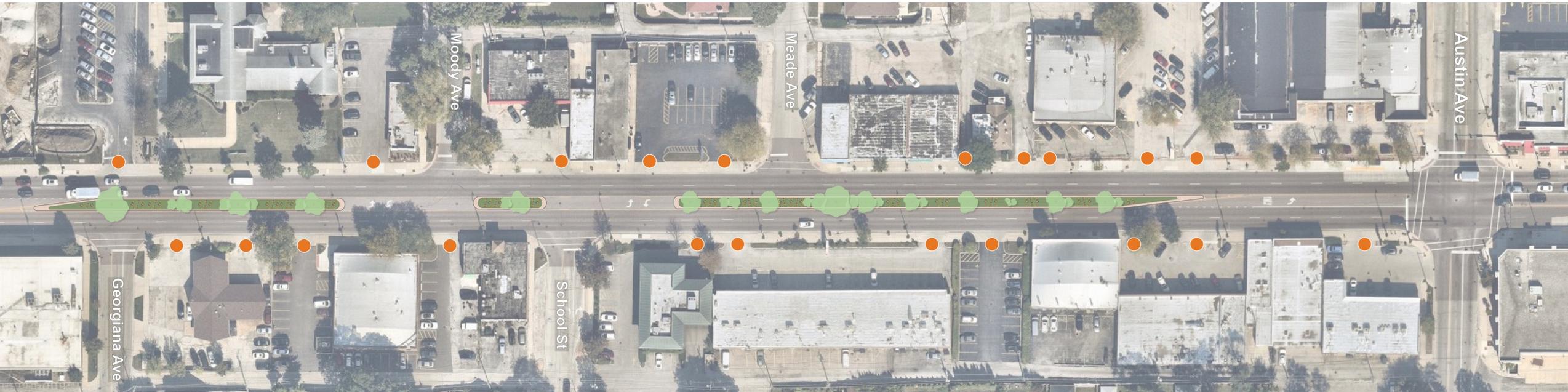


Medians & Left Turn Restrictions

Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersection streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Medians Heavy – Austin Ave to Georgiana Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option A: Medians Light: Option A maintains all existing left-turn movements to and from Dempster Street and intersecting streets. Some driveway left turns are restricted.

Medians Light – Georgiana Ave to Lincoln Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option B: Medians Medium: Option B further restricts left-turn movements to and from Dempster Street and five intersecting streets on the north side of the roadway.

Medians Medium – Georgiana Ave to Lincoln Ave

● = Existing Driveway



Medians & Left Turn Restrictions

Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersection streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Medians Heavy – Georgiana Ave to Lincoln Ave

● = Existing Driveway



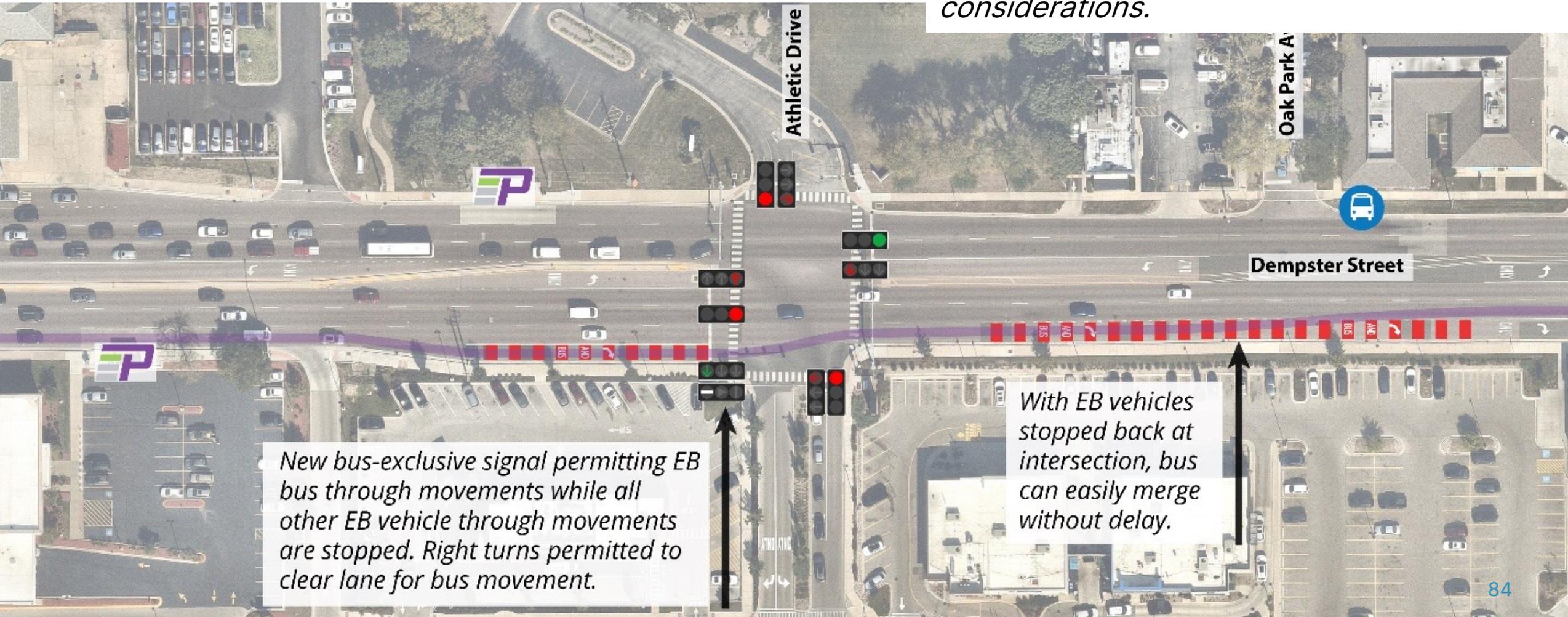
Lincoln Avenue Railroad Crossing Closure

The Village and Metra have had previous conversations about closing the Lincoln Avenue vehicle railroad crossing closest to Dempster Street. This closure would eliminate a vehicle conflict point with Metra trains. Traffic volumes are not immediately available for this segment of Lincoln Avenue. However, given the relatively short total length of the segment and low number of destinations it serves, vehicle traffic should be expected to be low. Therefore, diversions of traffic onto adjacent streets would be expected to be minimal. *See further considerations in transportation recommendations memo.*



Transit Operations Improvements: Pace Queue Jump

Pace staff have indicated that due to lane reductions east of the Dempster & Athletic Drive intersection, bus operators have difficulty merging back into traffic, which can slow operations. See memo for more detail and considerations.



New bus-exclusive signal permitting EB bus through movements while all other EB vehicle through movements are stopped. Right turns permitted to clear lane for bus movement.

With EB vehicles stopped back at intersection, bus can easily merge without delay.