

# DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE

## Welcome to the Workshop!

We are so glad you're here, and look forward to your input across a variety of topics. In open house fashion, please feel free to visit any/all of the stations in whatever order you like!



### Transportation

Learn about the proposed goals and improvements for all modes of transportation along Dempster Street.



### Land Use

Explore the future land uses planned for properties within the Dempster Street study area.



### Economic Development

Discover the proposed policies to support a thriving and vibrant Dempster Street corridor.

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# Land Use Goals and Strategies

## LAND USE GOAL 1:

**New commercial, residential, and mixed-use developments along Dempster Street and near the Metra station will contribute to an active and vibrant corridor with residents who can walk, bike, or take transit.**

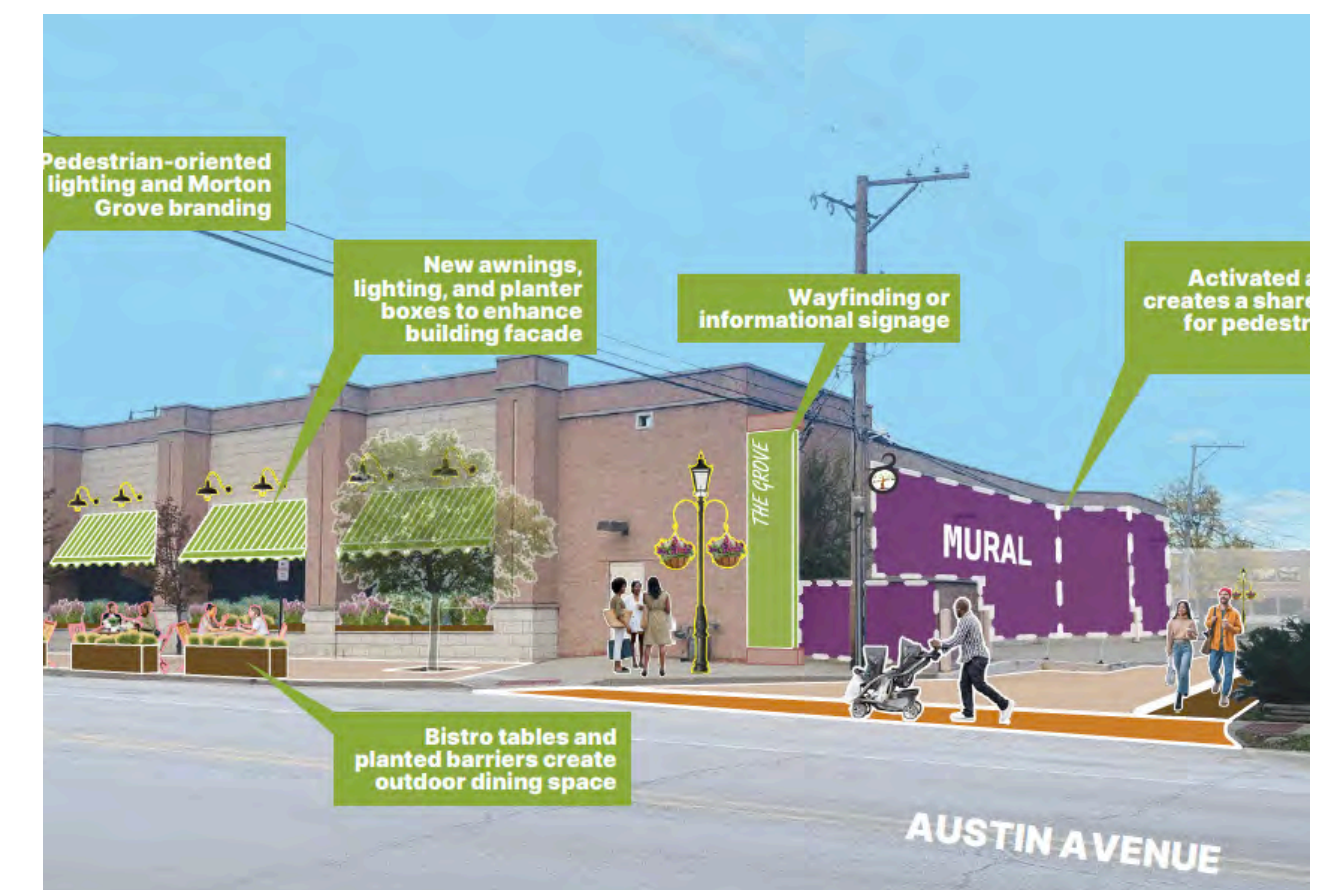
1. Work with property owners and developers to pursue well-designed, walkable redevelopment projects that provide tax-generating uses that draw customers and visitors to the study area
2. Foster development designs that address constraints such as shallow lot size, limited curb cuts and adjacency to single-family neighborhoods
3. Pursue appropriate rezoning and planned developments that meet the goals of the corridor and provide public benefits such as open space, plazas, wider sidewalks and enhanced landscaping
4. Support new development that provides modern spaces for uses such as grocery, coffee shops, convenience stores, and restaurants near the Metra station and Pace Pulse stations
5. Develop policies for the use of public incentives for land acquisition and development assistance for projects that meet the Village's objectives for the study area



## LAND USE GOAL 2:

**Existing retail spaces will be modernized and filled with attractive businesses and restaurants that draw residents and visitors to Dempster Street.**

1. Promote the leasing and purchase of vacant spaces with new or expanding businesses
2. Expand the existing façade improvement program
3. Evaluate new grants or incentives to support property owners with renovations to modernize their spaces to be "occupant ready" and attract new sales-tax generating users to fill vacancies
4. Encourage adaptive reuse to convert underutilized spaces into reimagined formats that attract new tenants seeking modernized spaces and amenities
5. Identify and allocate space for periodic food truck events and pop-ups



## LAND USE GOAL 3:

**Dempster Street will be the heart of Morton Grove as a central hub for community and civic uses, public spaces, and activity.**

1. Build upon the relocation of Village Hall and Police Department to the 6200 block of Dempster Street to further expand this area as a unified civic campus and recreation area along Dempster Street with the Civic Center, Historical Museum, Harrer Park, and Linne Woods Forest Preserve across the street
2. Dedicate space for plazas, patios, and green spaces in the Study Area, including the potential to repurpose certain parts of the public right-of-way
3. Provide support for restaurants and cafés to add outdoor seating areas and exterior pedestrian service windows
4. Seek opportunities for public art along the corridor, which could include murals, sculptures, bus stop activations, light pole decorations, etc.



## 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.**

1. Develop a strategic approach to provide short-term solutions for smaller vacant spaces, such as pop-up businesses, restaurants, and art installations, while fostering long-term occupancy by permanent businesses
2. Match local businesses to available retail rental spaces
3. Seek to locate co-working and shared office spaces on second stories, where available, or renovated properties via adaptive reuse
4. Consider supporting use of one of the corridor's vacant or underutilized sites to establish a business incubator with small shop spaces for rent for entrepreneurs, startups, and small businesses to get grounded in the community before branching out into larger spaces



## 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 Street businesses.**

1. Seek opportunities to add new multi-family and mixed-use developments that provide high quality housing and commercial space
2. Consider the needs of older adults as part of new housing development, such as options that provide elevator buildings, first-floor units, and independent and assisted living options
3. Attract missing middle housing types, such as townhomes and small-scale multi-family, to the areas near the Metra station
4. Establish programs to support home maintenance and housing rehabilitation support for seniors in existing homes
5. Consider establishing Village policies and regulations, including zoning code amendments, to allow accessory dwelling units (ADUs) in the residential neighborhoods around the corridor and near the Metra station



## LAND USE GOAL 6:

**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.**

1. Update the Village of Morton Grove Unified Development Code to incorporate best practices for bike facilities, road right-of-way, public areas, gateways and signage, and landscaping
2. Create a mixed-use overlay zoning district for the Main Street portion of Dempster Street between the railroad tracks and I-94 (See Main Street Sub-District section in Part 2)
3. For multi-story development, encourage active ground-floor uses with residential above, human-scale density facing the street with taller stories stepped back, parking to the rear or side of buildings, and points of entry and public spaces that connect directly to the sidewalk and bus stops/stations
4. Encourage storefronts and entrances oriented toward sidewalks, parking to the rear or side of buildings, pedestrian-scaled signage and lighting, and the integration of streetscape and public space amenities
5. Concentrate higher-density housing near Pace Pulse stations and the Metra station 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



**What do you  
think of the  
proposed  
land use goals  
and strategies?**

# Economic Development Goals & Strategies

## **ECONOMIC DEVELOPMENT GOAL 1:**

**A vibrant mix of businesses will populate the Dempster Corridor.**

1. Work with the Chamber of Commerce and other organizations to support existing small businesses through marketing, technical assistance, and networking
2. Create an incentive program for small business expansion and attraction
3. Market the international flavor of restaurants, groceries and other retail stores to draw in customers to the Dempster Corridor
4. Encourage creative industries like art galleries, bookstores, theaters and entertainment/recreational uses to occupy spaces along the Corridor to add interest and vibrancy



## **ECONOMIC DEVELOPMENT GOAL 2:**

**New commercial and mixed-use development will attract investment and new tenants in the study area.**

1. Create guidelines for providing financial incentives to support expansion and attraction based on criteria of return on investment, public-private ratio of project funding, job creation, and sales tax and other revenue generation
2. Provide a predictable zoning and approval process for new development
3. Create a mixed-use overlay zoning district for the Main Street portion of Dempster Street between the railroad tracks and I-94. The overlay district would allow mixed-uses including residential and commercial uses. It can also include design guidelines to ensure high-quality development, materials, and an attractive environment
4. Encourage new residential in the study area to attract additional households such as young professionals and empty-nesters who can 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.**

1. Identify businesses that can complement the Forest Preserve, North Branch Trail, and park facilities such as casual restaurants, cafes, and recreation-oriented businesses, including bike shops and athletic gear stores
2. Attract entertainment related uses that become destinations for visitors inside and outside of Morton Grove, taking advantage of the central location and easy access



## **ECONOMIC DEVELOPMENT GOAL 4:**

**Events and marketing efforts will attract visitors and customers to the Corridor.**

1. Plan for a continuous, year-long schedule of events that celebrate local businesses—such as a “Taste of Dempster” food festival—and recreation and cultural opportunities unique to Dempster Street—like a trail walk/run event in partnership with the Forest Preserve
2. Evaluate potential advantages and disadvantages of creating a Special Service Area or business district that can provide targeted programming and improvements for the study area
3. Target social media and marketing campaigns to the trade area including Skokie, Niles, Glenview and the Northwest Side of Chicago, as well as east-west traffic between O’Hare and Evanston



**What do you think  
of the proposed  
economic  
development goals  
& strategies?**

# Transportation Goals & Strategies

## TRANSPORTATION GOAL 1:

**The Corridor will be safe for all users and people of all ages will feel safe and comfortable crossing Dempster Street on foot.**

1. Improve safe access to, from, and across Dempster, especially near schools and parks located in the Study Area
2. Investigate opportunities for additional pedestrian crossings on Dempster west of Harlem Avenue and in the Main Street District, along with new crossings on Waukegan Road and Austin Avenue to create neighborhood biking and walking routes parallel to Dempster



## TRANSPORTATION GOAL 2:

**Dempster Street will be a pleasant place to stroll and linger, and people will regularly walk to and between businesses.**

1. Install streetscape upgrades that can be accommodated within the existing sidewalk right-of-way in the Main Street District
2. Implement a branded wayfinding system with directional signage and walking distance markers to key destinations
3. Resolve sidewalk accessibility deficiencies within the study area
4. Evaluate opportunities to utilize parking lot space to improve streetscaping behind sidewalks between Waukegan Road and Oketo Avenue
5. Study potential for closing portions of side streets such as Mason Avenue and Mango Avenue that connect with Dempster to create more functional public and pedestrian space along the corridor



## TRANSPORTATION GOAL 3:

**Residents and visitors alike will find it easy to understand where they can park near Dempster Street.**

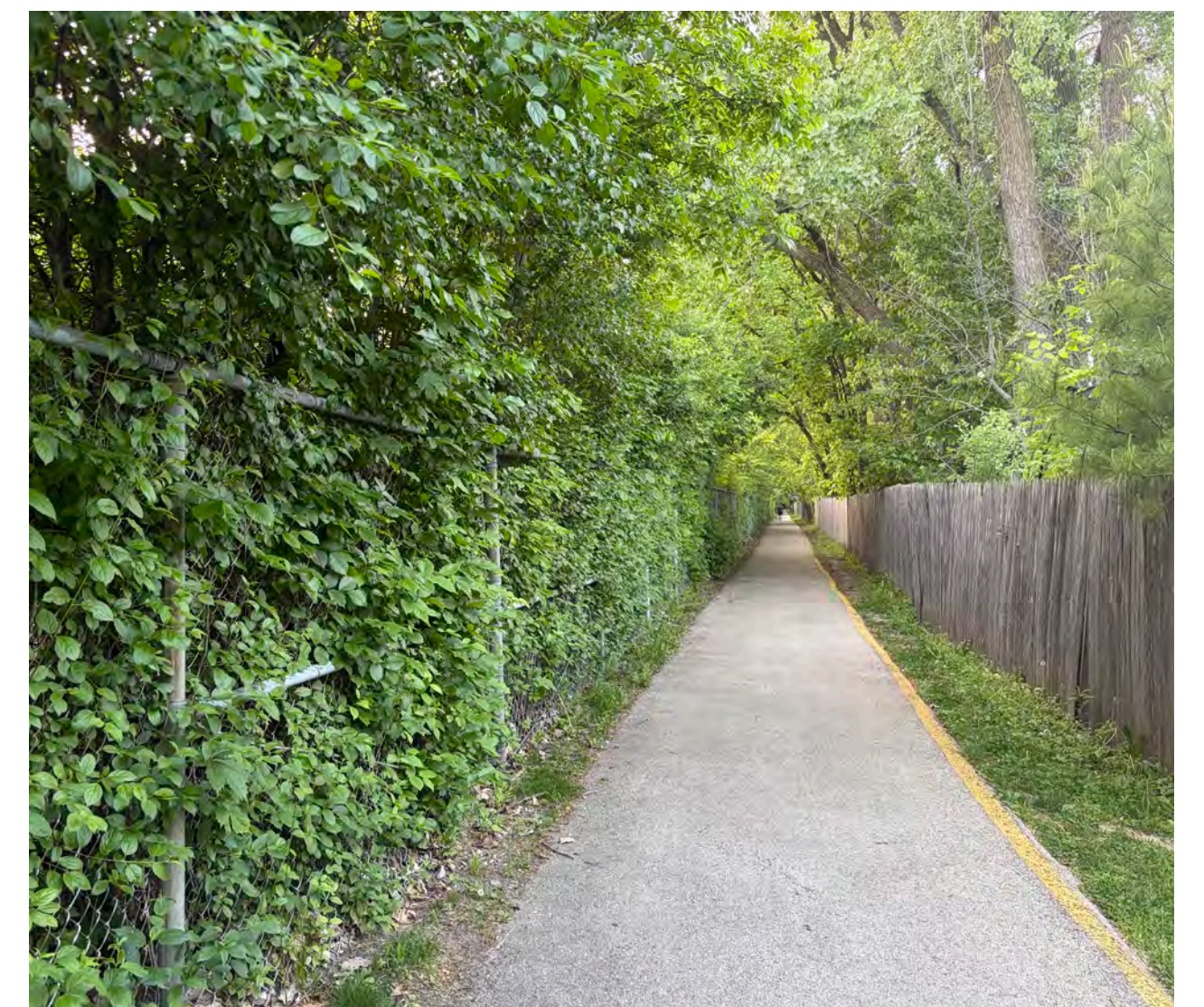
1. Install striping at on-street parking areas within the Main Street District on Austin Avenue, Lincoln Avenue, Fernald Avenue, School Street, Meade Avenue, Marmora Avenue, Mansfield Avenue, Menard Avenue, Major Avenue, and Parkside Avenue, to more efficiently mark vehicle spacing and maximize capacity
2. Upgrade existing parking signage in the Main Street District to improve legibility and bring greater awareness to parking opportunities
3. Consider opportunities to expand the availability of public parking close to the corridor



## TRANSPORTATION GOAL 4:

**Dempster will provide a range of spaces for entrepreneurs and small businesses to get established and branch out as they grow.**

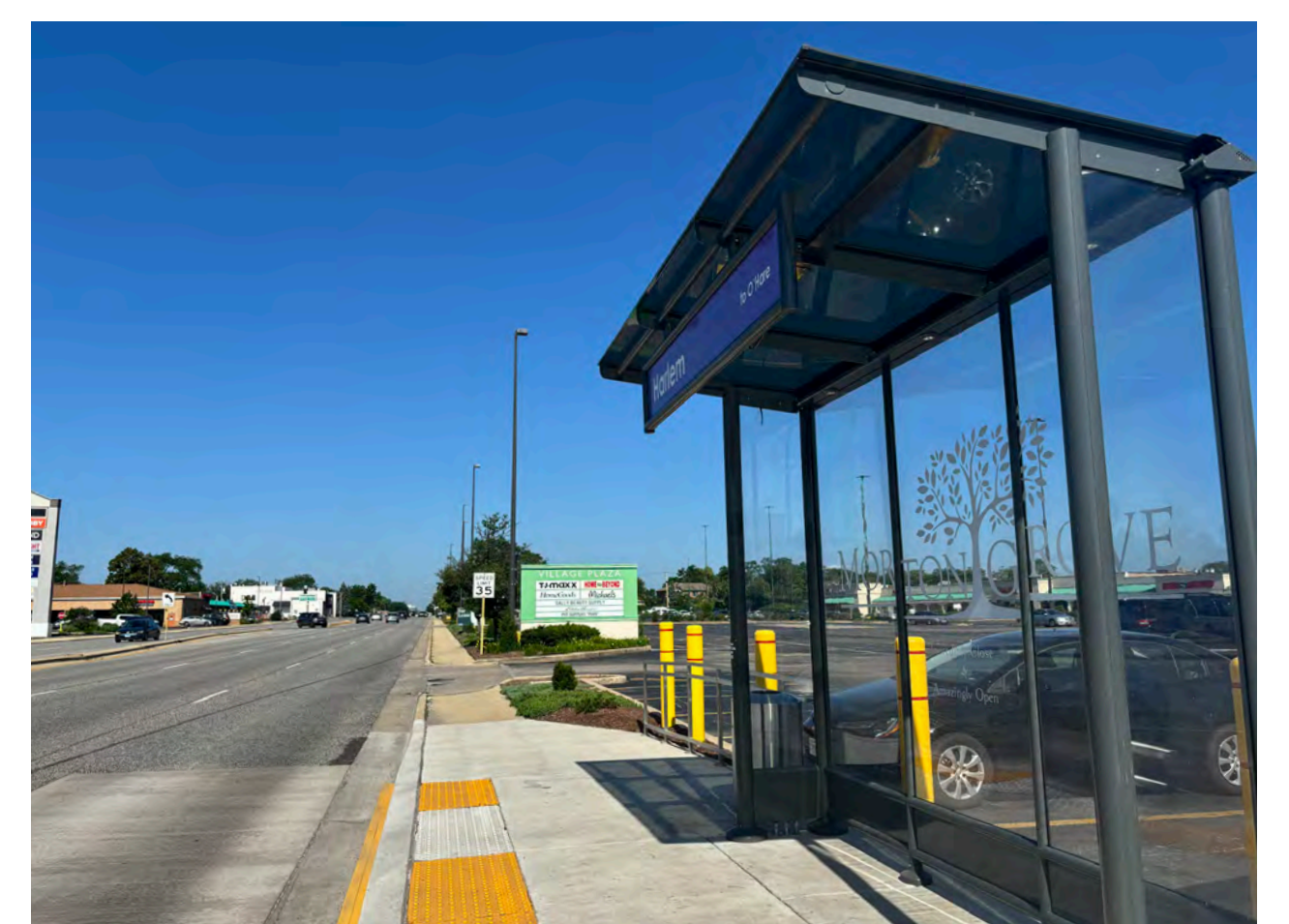
1. Evaluate a series of corridor-wide parallel street bike routes and associated crossing improvements as shown on Figure 1.6 Proposed Bikeway Network
2. Pursue funding for phase one engineering to study a potential reconstruction of Lehigh Avenue and provide upgrades to the connection to the North Branch Trail both north and south of Dempster Street
3. Evaluate opportunities for a shared-use path adjacent to Metra tracks, and along Lincoln Avenue between Dempster Street and the Metra Station
4. Recommend new bike parking equipment standards for the Village and evaluate future bike parking locations, focusing on signalized intersections and any future bike routes



## TRANSPORTATION GOAL 5:

**Using transit to get to and along the Dempster Street corridor will be fast, safe, and comfortable.**

1. Coordinate with IDOT and Pace to review and advance proposed bus queue-jump and signal timing improvements for eastbound Pace buses near Sawmill Station at Athletic Avenue
2. Work with Pace to review and implement transit operational improvements such as stop consolidations, pedestrian access and amenities, and signage as detailed in the Appendix
3. Pursue funding for pedestrian infrastructure and signage to improve connection between Metra Station and Dempster Street
4. Evaluate impacts and benefits of closing Lincoln Avenue at track crossing closest to Dempster Street 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.**

1. Evaluate traffic signal improvement opportunities at Lehigh Avenue and Dempster Street
2. Improve lighting in the Residential Sub-district
3. Identify opportunities to reduce vehicular speeds along Dempster Street and ensure enforcement of speed and traffic violations



**What do you think of the proposed transportation goals and strategies?**

# Draft Corridor Recommendations

## Residential Corridor District · Ozark Avenue → Oketo Avenue

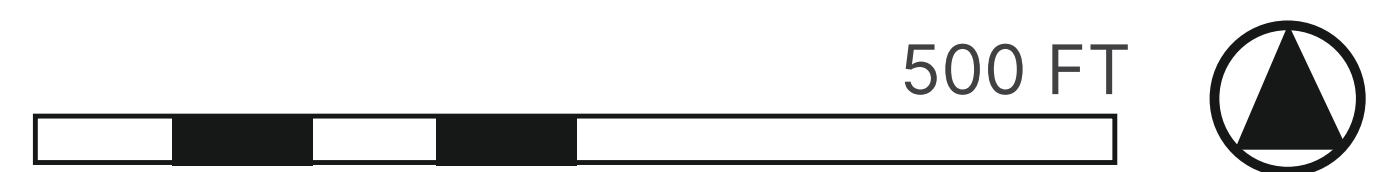
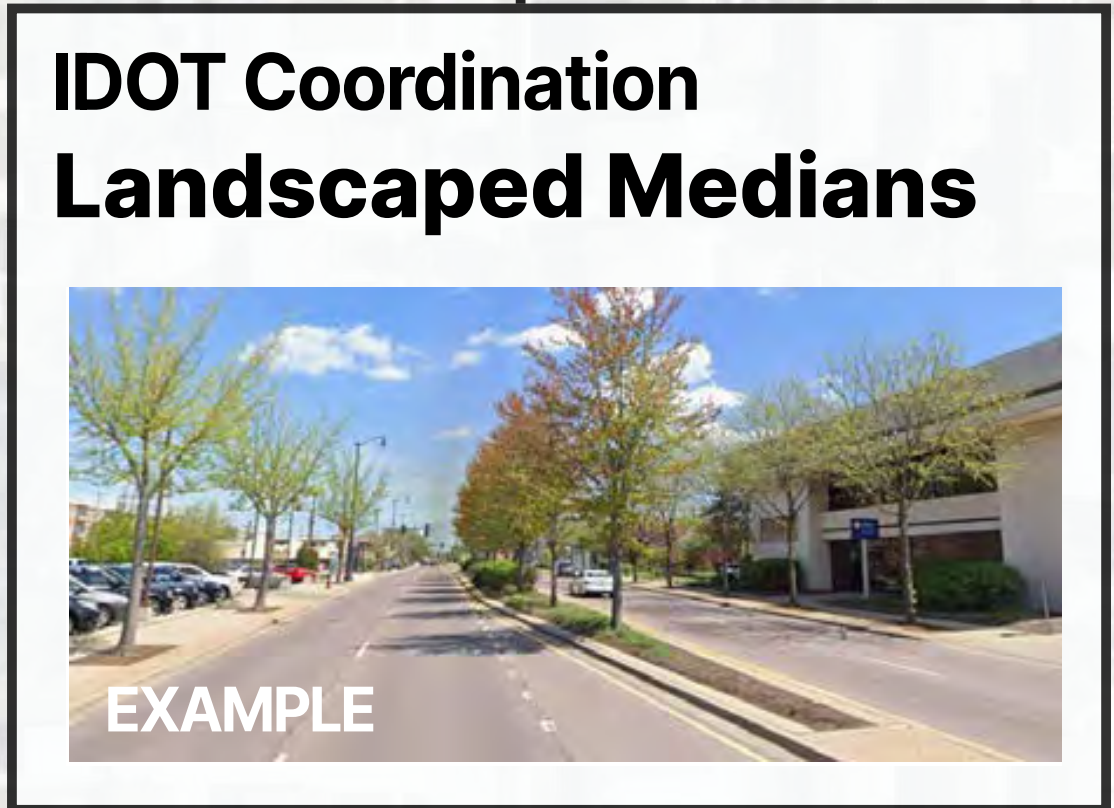
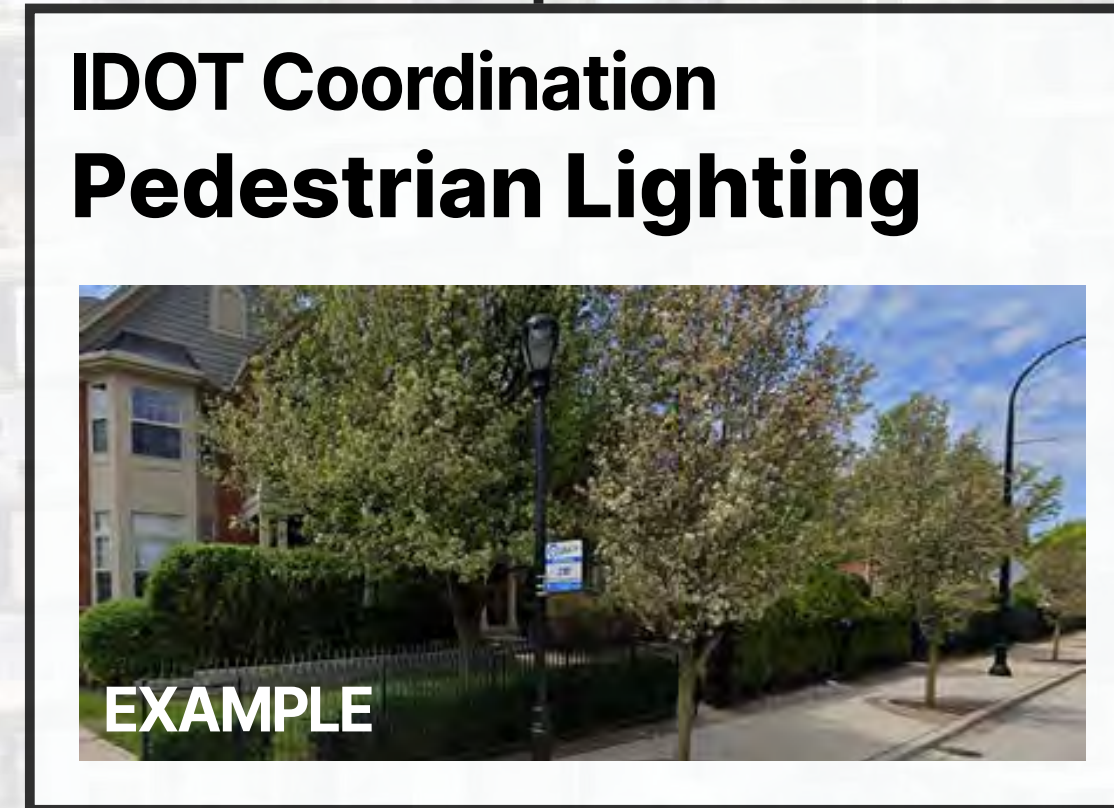
The western gateway into Morton Grove is primarily residential, with Notre Dame High School on the Niles side of Dempster. The focus here is about welcoming passersby into the community and enhancing pedestrian safety for the residents and students crossing Dempster each day.

*Grab a sticky note and add your comments on the map!*



**North-South Connectivity**  
Install Bike Boulevards on Oriole Ave, Oleander Ave, and Osceola Ave to enhance north-south connectivity

**East-West Connectivity**  
Install bike boulevard on Greenwood St to carry bicyclists east-west from Nelson School at Ozark St to Waukegan Rd



- PUBLIC SPACE**
- Gateway Signage
  - Pedestrian & Streetscape Enhancements

- TRANSPORTATION**
- New Pedestrian Crossing
  - Improved Pedestrian Crossing
  - New Bike Boulevards
  - Landscaped Median
  - Existing Pace Bus Stop

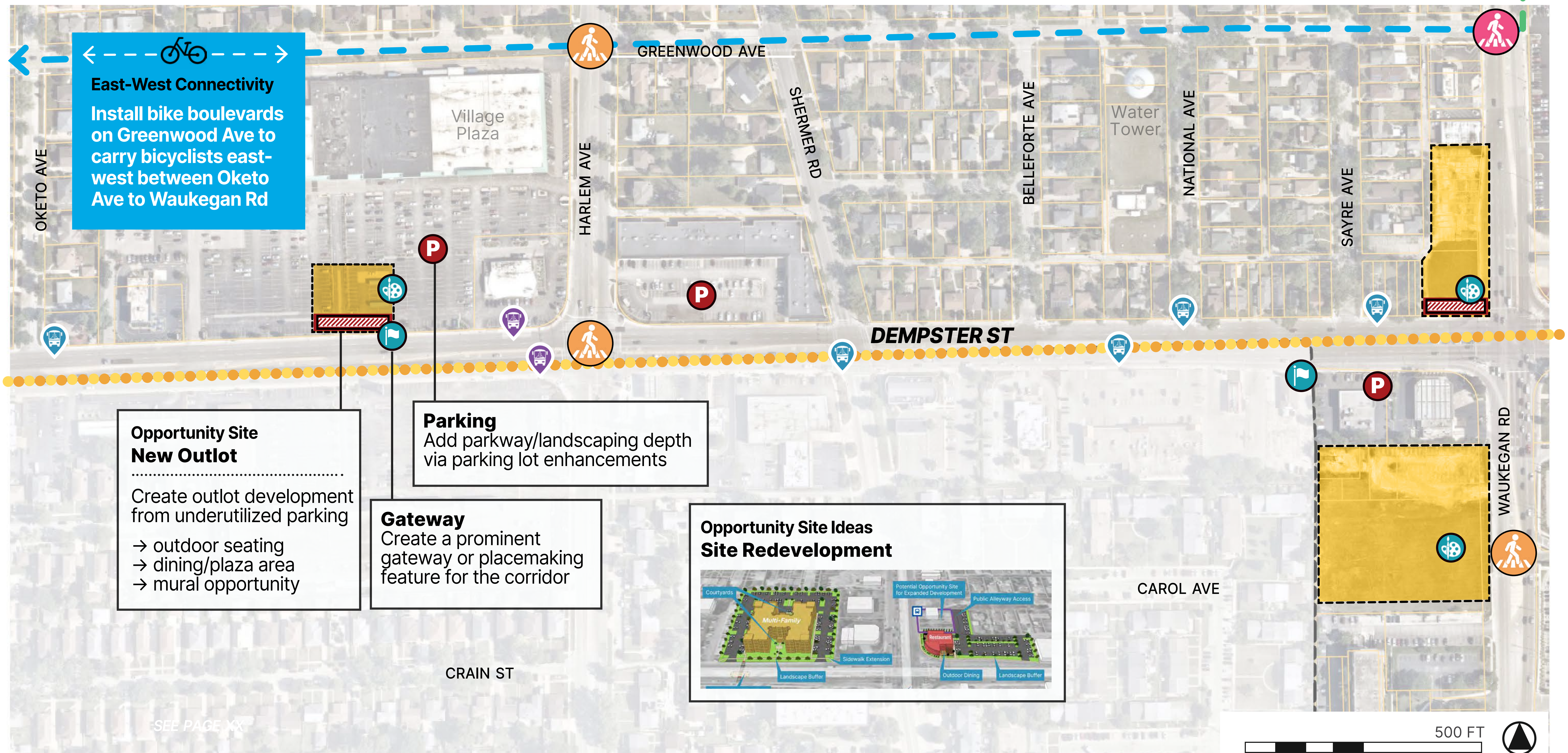
**DESIGN TOOLBOX**

# Draft Corridor Recommendations

## Commercial Corridor District · Odell Avenue → Waukegan Road

The focus for this segment is making an auto-centric corridor more hospitable for pedestrians, expanding the east-west parallel bike network, adding new development to attract visitors and vibrancy, and enhancing the look and feel of the corridor with areas for outdoor gathering/dining, landscaping, improved lighting, and public art.

**Grab a sticky note and add your comments on the map!**



### PUBLIC SPACE

- Gateway Signage
- Public Art
- Pedestrian & Streetscape Enhancements

### PRIVATE SPACE

- Opportunity Site
- Outdoor Seating/Dining/Plaza
- Private Parking Lot Enhancement

### TRANSPORTATION

- New Pedestrian Crossing
- Improved Pedestrian Crossing
- Existing Pace Bus Stop
- Existing Pace Pulse Station
- New Bike Boulevards
- New or Improved Trails

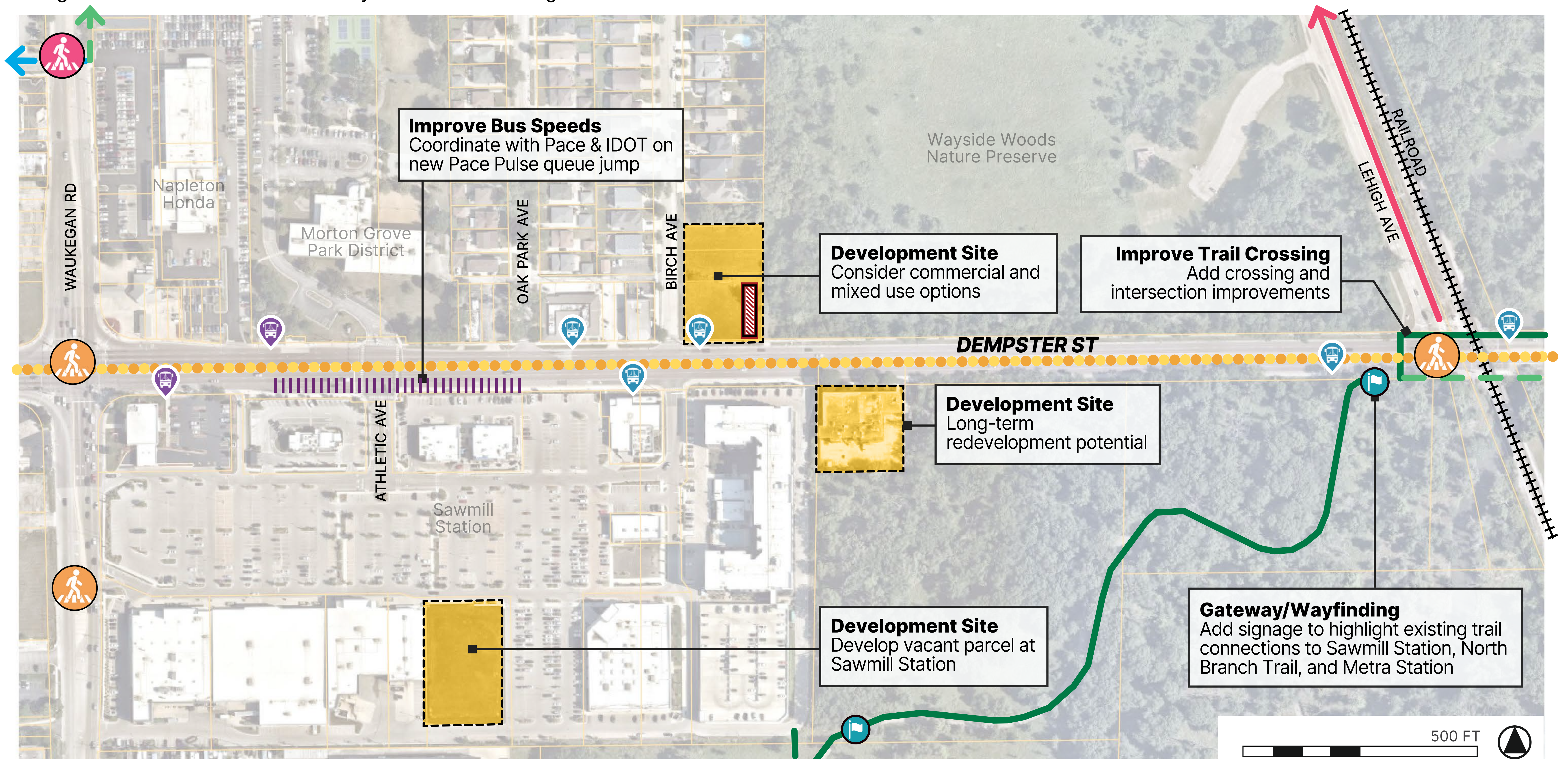
### DESIGN TOOLBOX

# Draft Corridor Recommendations

## Commercial Corridor District · Waukegan Road → 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 and Lehigh intersection to enhance safety at the trail crossing.

**Grab a sticky note and add your comments on the map!**



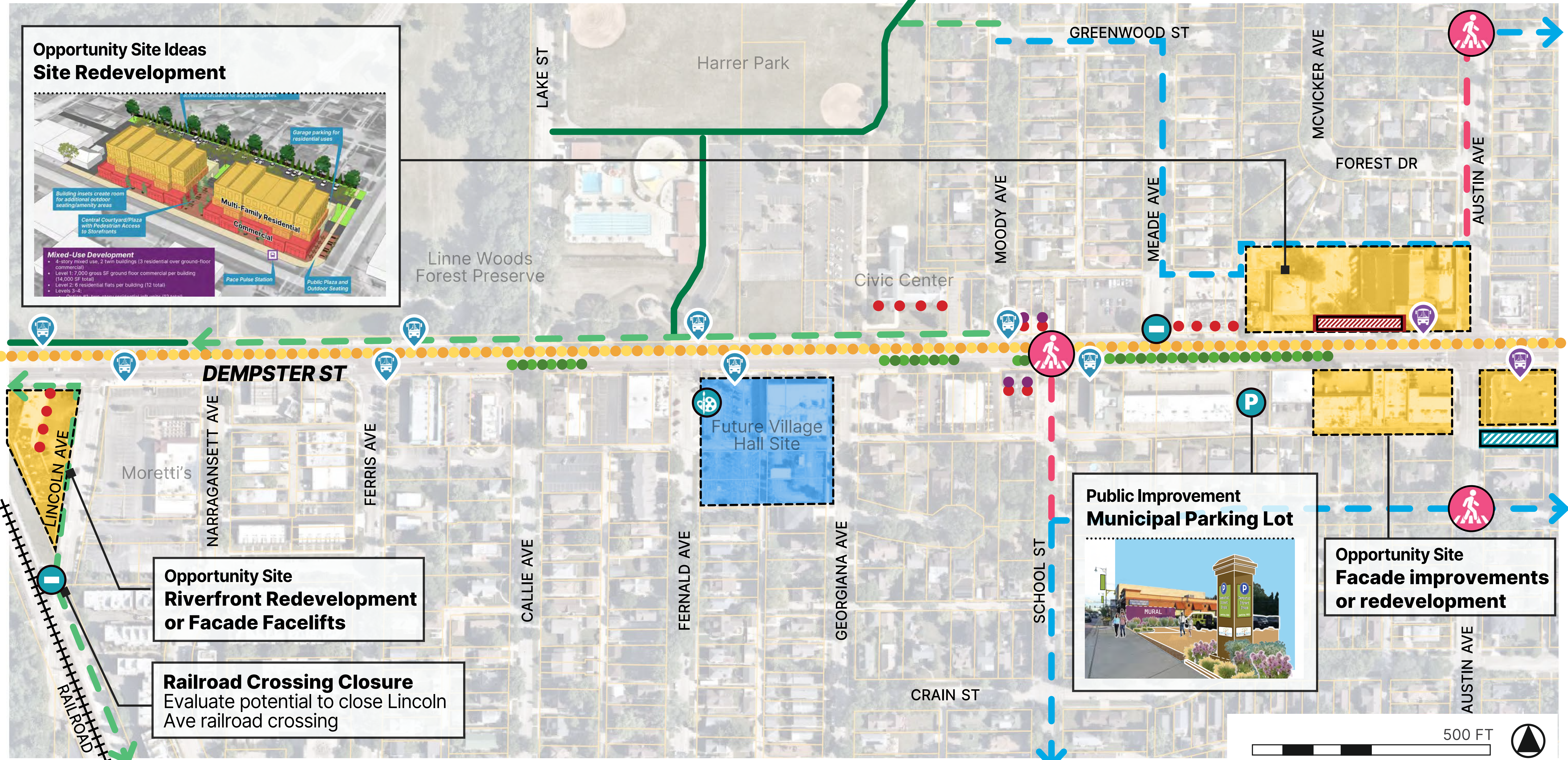
PUBLIC SPACE		PRIVATE SPACE		TRANSPORTATION		DESIGN TOOLBOX	
	Gateway Signage		Opportunity Site		Improved Pedestrian Crossing		New Bike Boulevards
	Pedestrian & Streetscape Enhancements		Outdoor Seating/Dining/Plaza		Existing Pace Bus Stop		New or Improved Trails
			Private Parking Lot Enhancement		Existing Pace Pulse Station		Existing Bike Lane
							Existing Bike Trail

# Draft Corridor Recommendations

## Corridor Activity Hub “Main Street” District · Railroad → 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.

**Grab a sticky note and add your comments on the map!**



### PUBLIC SPACE

- Municipal Parking Lot
- Potential Side-Street Closure
- Public Art
- Activate Alleyway
- Pedestrian & Streetscape Enhancements

### PRIVATE SPACE

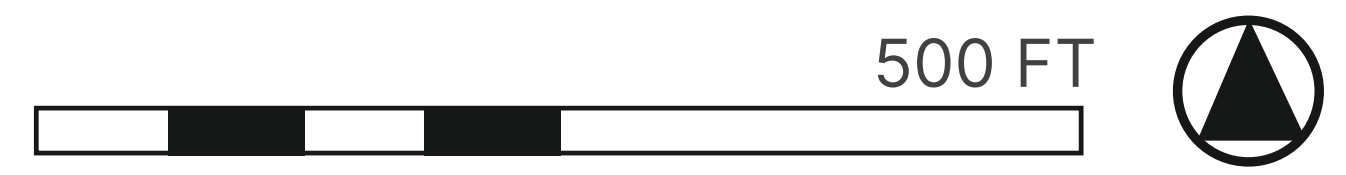
- Opportunity Site
- Outdoor Seating/Dining/Plaza
- Private Parking Lot Enhancement
- Facade Enhancements
- Potential Mural

### TRANSPORTATION

- New Pedestrian Crossing
- Improved Pedestrian Crossing
- Existing Pace Bus Stop
- Existing Pace Pulse Station
- Landscaped Median

- New Bike Lanes
- New Bike Boulevards
- New or Improved Trails
- Existing Bike Trail

### DESIGN TOOLBOX

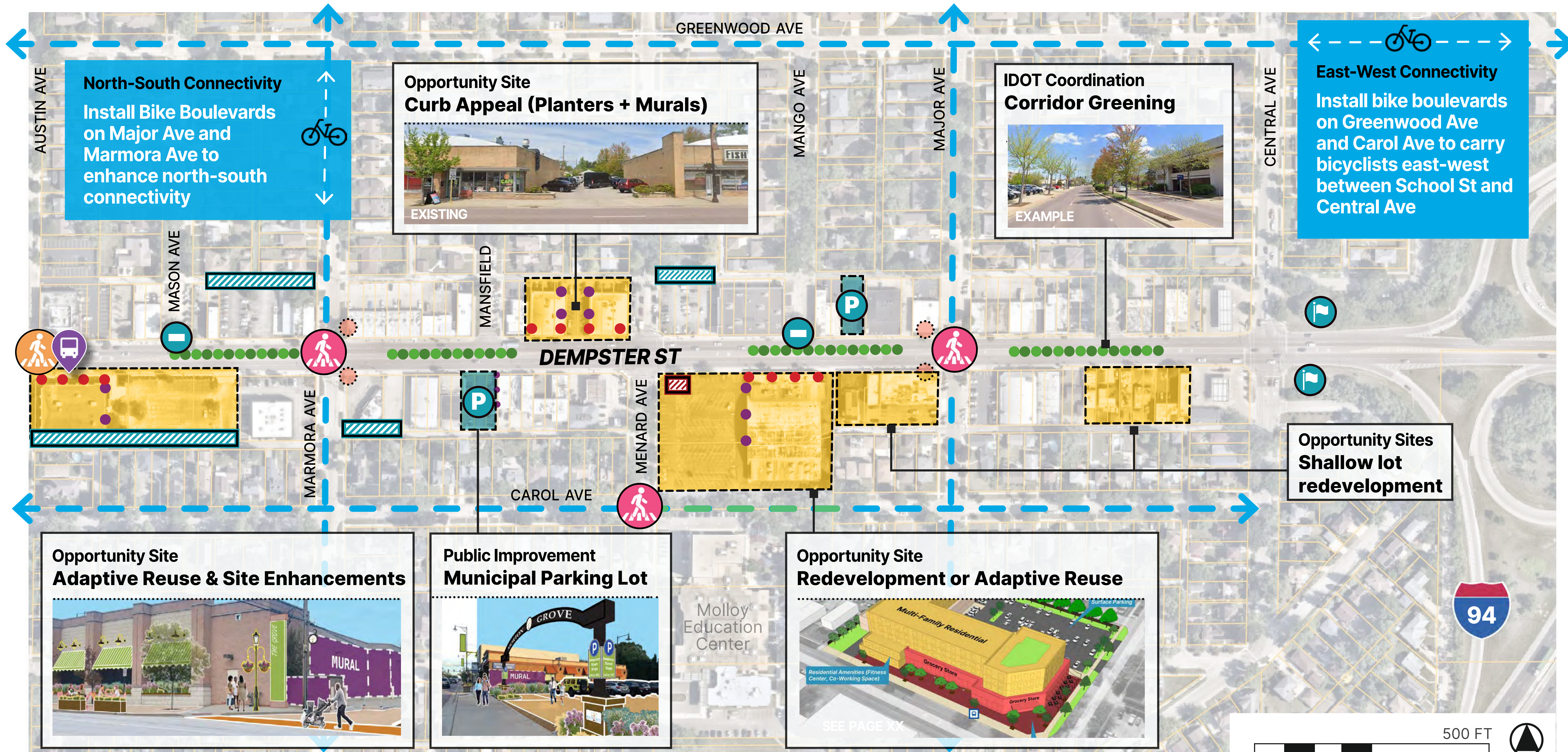


# Draft Corridor Recommendations

## East Gateway “Main Street” District · Austin Avenue → Interstate 94

The Eastern Gateway will serve as an energetic, welcoming front door to Morton Grove. Improvements to pedestrian crossings and public parking will make it easy to park once and explore multiple Dempster destinations on foot, creating a more connected, Main Street style experience.

**Grab a sticky note and add your comments on the map!**



### PUBLIC SPACE

- Municipal Parking Lot
- Gateway Signage
- Potential Side-Street Closure
- Activate Alleyway

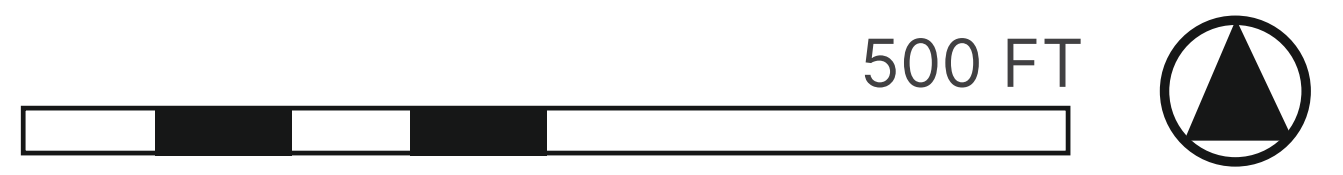
### PRIVATE SPACE

- Opportunity Site
- Outdoor Seating/Plaza
- Facade Enhancements
- Potential Mural

### TRANSPORTATION

- New Pedestrian Crossing
- Improved Pedestrian Crossing
- Curb Extensions/Bump Outs
- Existing Pace Bus Stop
- Existing Pace Pulse Station
- Landscaped Median
- New Bike Lanes
- New Bike Boulevards
- New or Improved Trails

### DESIGN TOOLBOX

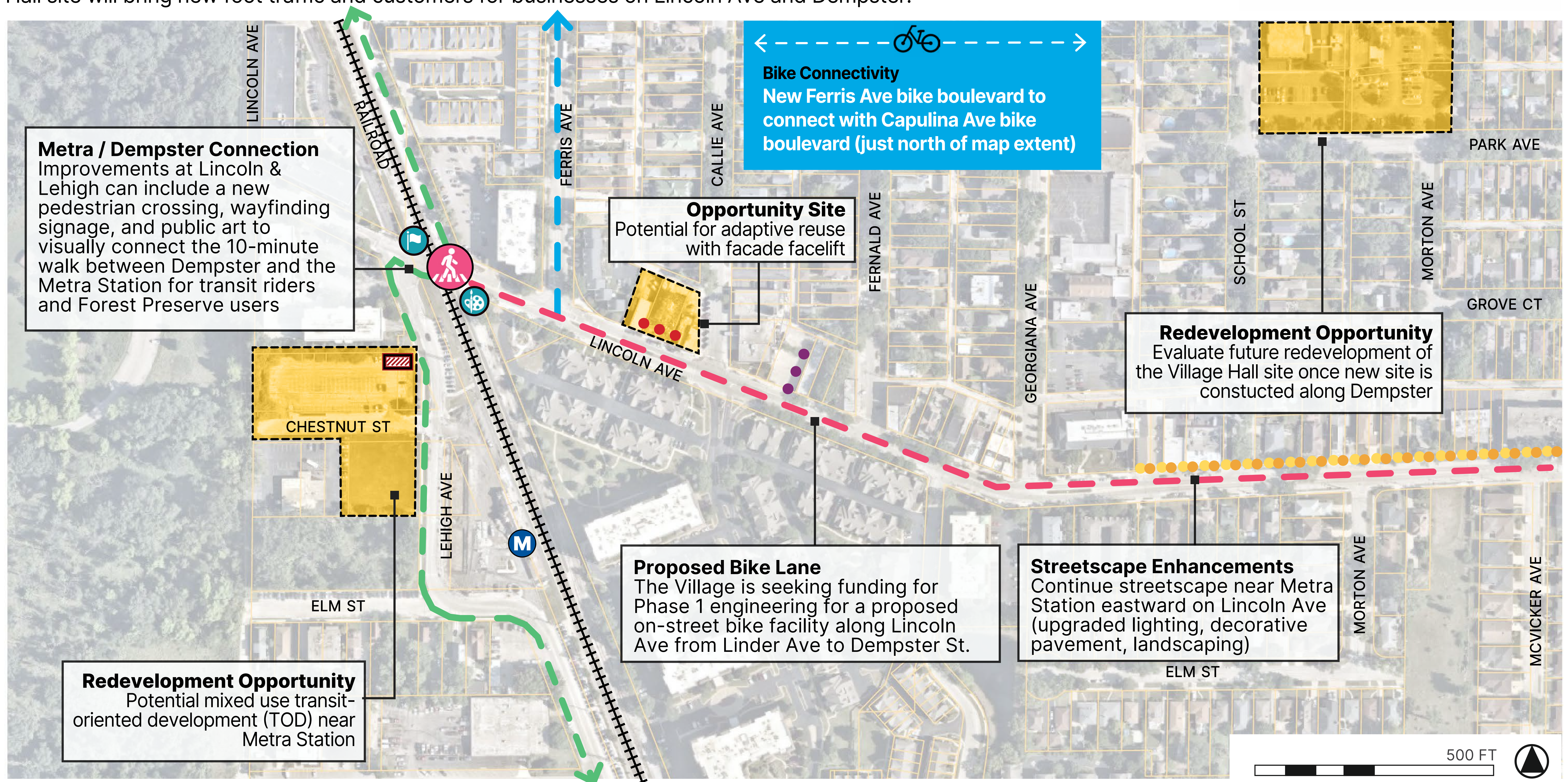


# Draft Corridor Recommendations

## Metra TOD District · Capulina Avenue → Main Street

As the historic core of Morton Grove, this area is ripe for improved pedestrian and bike connections for easier access between Metra and Dempster's Pace bus routes. Development opportunities near Metra and at the former Village Hall site will bring new foot traffic and customers for businesses on Lincoln Ave and Dempster.

**Grab a sticky note and add your comments on the map!**



**Metra / Dempster Connection**  
Improvements at Lincoln & Lehigh can include a new pedestrian crossing, wayfinding signage, and public art to visually connect the 10-minute walk between Dempster and the Metra Station for transit riders and Forest Preserve users

**Bike Connectivity**  
New Ferris Ave bike boulevard to connect with Capulina Ave bike boulevard (just north of map extent)

**Opportunity Site**  
Potential for adaptive reuse with facade facelift

**Redevelopment Opportunity**  
Evaluate future redevelopment of the Village Hall site once new site is constructed along Dempster

**Proposed Bike Lane**  
The Village is seeking funding for Phase 1 engineering for a proposed on-street bike facility along Lincoln Ave from Linder Ave to Dempster St.

**Streetscape Enhancements**  
Continue streetscape near Metra Station eastward on Lincoln Ave (upgraded lighting, decorative pavement, landscaping)

**Redevelopment Opportunity**  
Potential mixed use transit-oriented development (TOD) near Metra Station

### PUBLIC SPACE

- Gateway Signage
- Public Art
- Pedestrian & Streetscape Enhancements

### PRIVATE SPACE

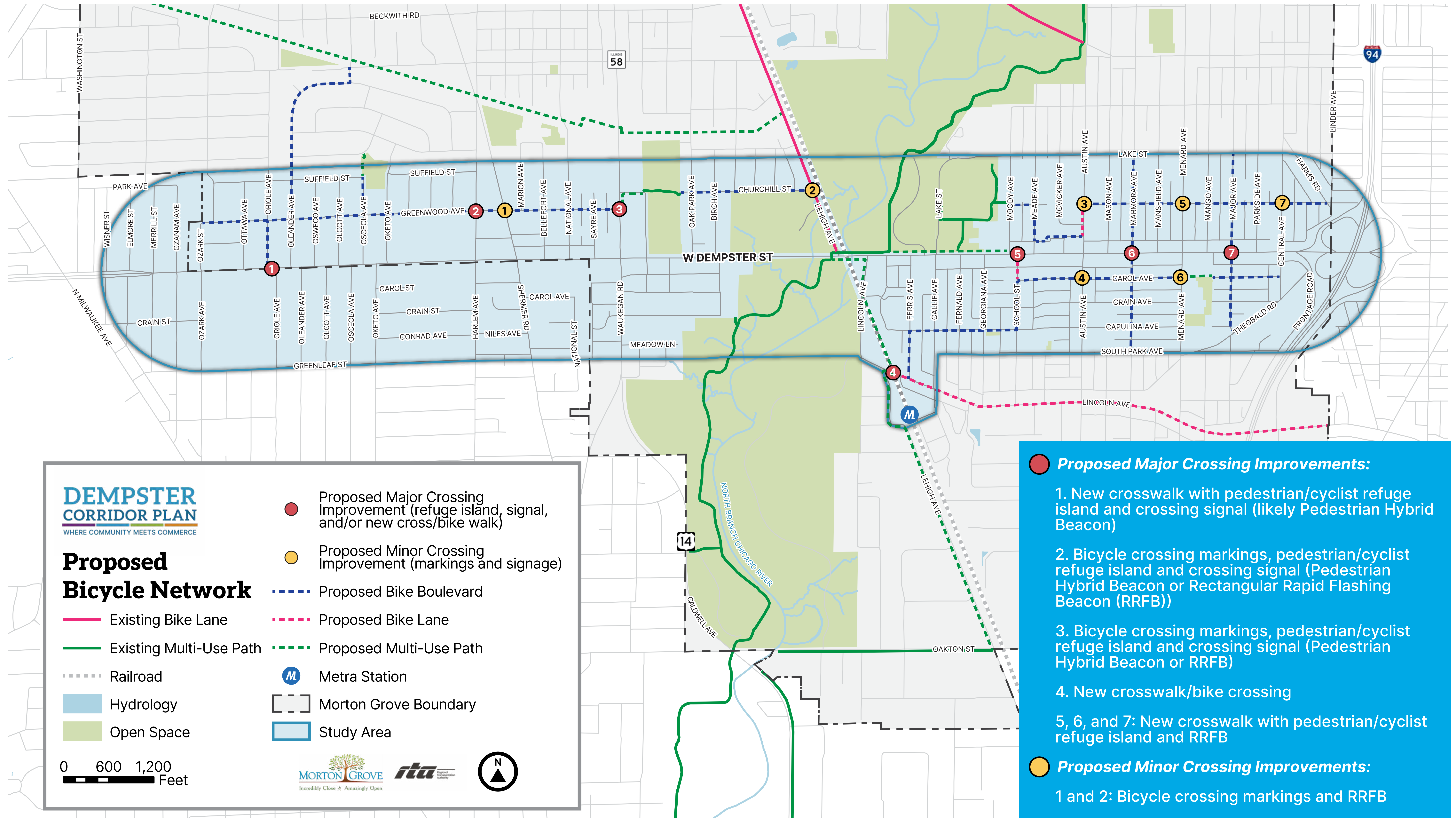
- Opportunity Site
- Outdoor Seating/Plaza
- Facade Enhancements
- Potential Mural

### TRANSPORTATION

- New Pedestrian Crossing
- New Bike Boulevards
- New or Improved Trails
- New Bike Lane
- Existing Metra Station

### DESIGN TOOLBOX

# Bicycle Network: Proposed Routes & Crossings



- **Proposed Major Crossing Improvements:**
  1. New crosswalk with pedestrian/cyclist refuge island and crossing signal (likely Pedestrian Hybrid Beacon)
  2. Bicycle crossing markings, pedestrian/cyclist refuge island and crossing signal (Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon (RRFB))
  3. Bicycle crossing markings, pedestrian/cyclist refuge island and crossing signal (Pedestrian Hybrid Beacon or RRFB)
  4. New crosswalk/bike crossing
  - 5, 6, and 7: New crosswalk with pedestrian/cyclist refuge island and RRFB
- **Proposed Minor Crossing Improvements:**
  - 1 and 2: Bicycle crossing markings and RRFB
  - 3 through 7: Bicycle crossing markings and signage (consider RRFB)

**What do you think of the proposed bike network?**

## Improved Business Signage

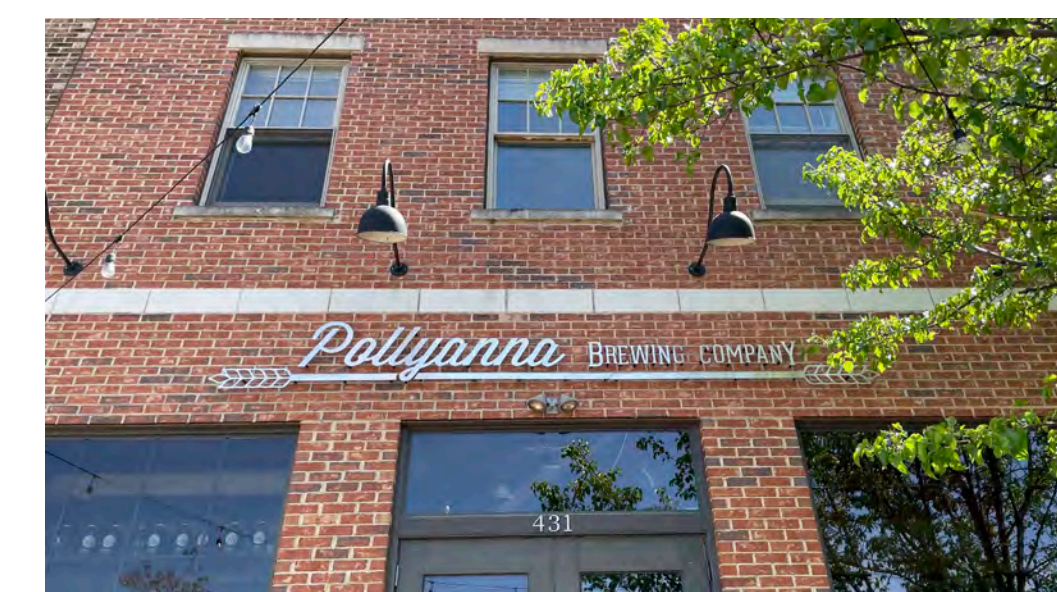
*Improved business signage can come in the form of a refurbished or new sign on a building's exterior, including wall or monument signs on the property. These can improve curb appeal and attract new customers. Signage should respect surrounding context and contribute to a welcoming corridor.*

### 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



## • • • Façade Enhancements

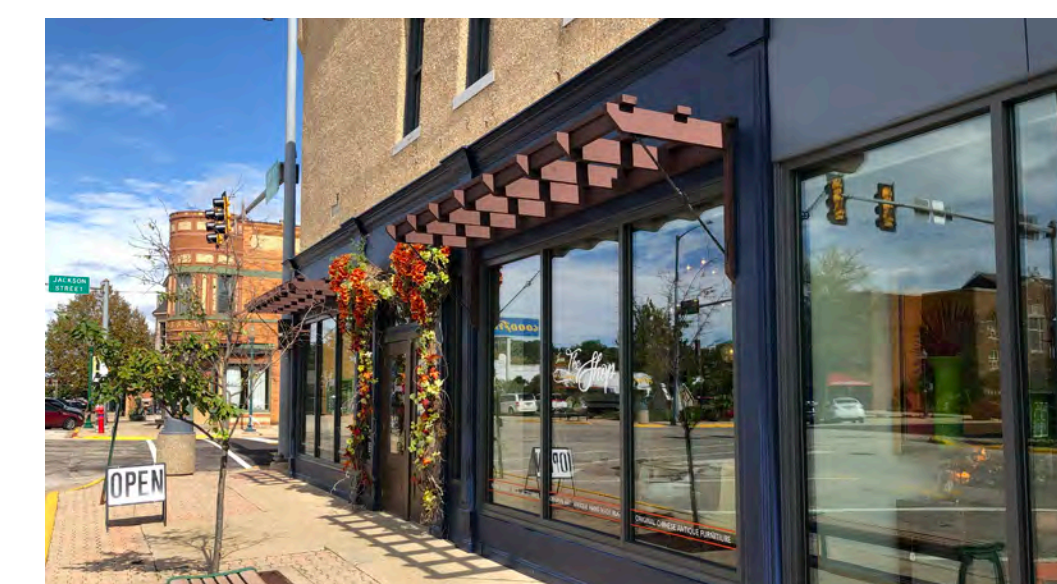
*Façade enhancements may include elements like landscaping, site lighting, and improved circulation and access for pedestrians and bicyclists. Such improvements involve the rehab of a building's street-facing wall(s) to improve their appeal along the streetscape.*

### 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



## 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



## P Private Parking Lot Enhancement

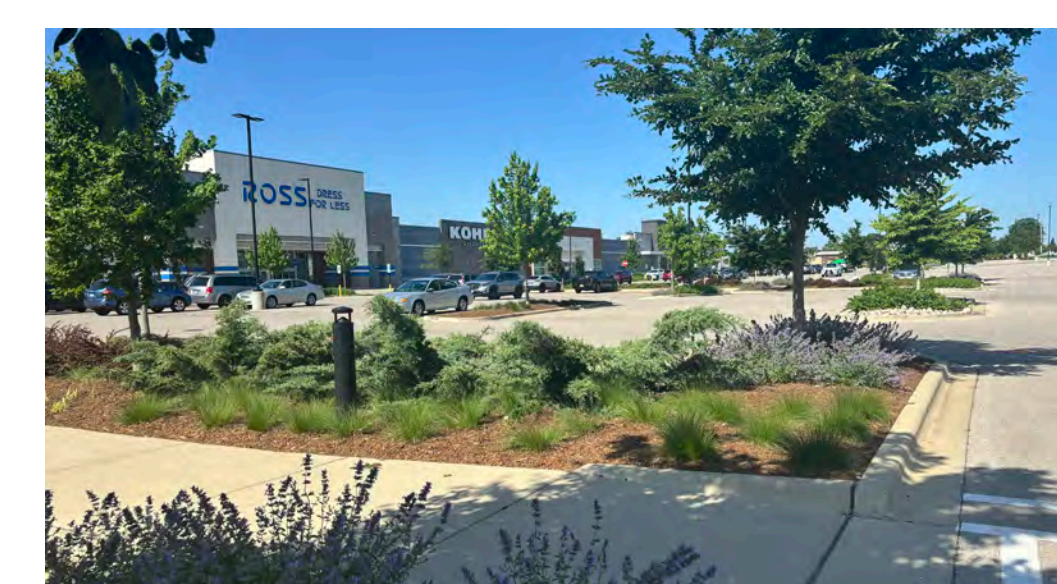
*Dempster has a collection of privately-owned parking lots serving businesses and other uses. Elements like landscaping, trees, lights, and interior sidewalks and crosswalks can improve the user experience and attractiveness from the corridor.*

### 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



## • • • Potential Mural

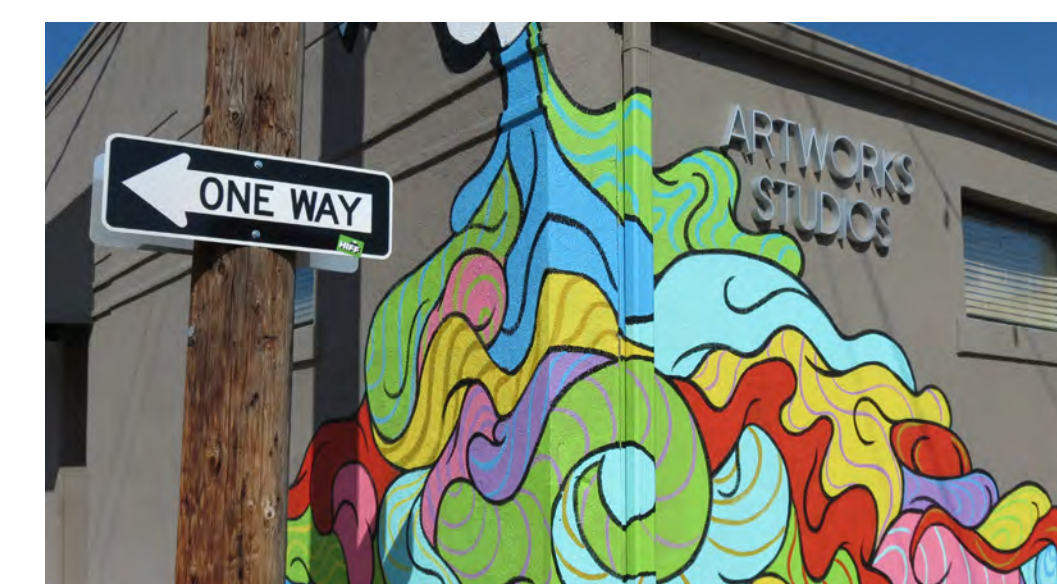
*Whether on an older building or new construction, blank walls offer opportunities to bring public art to the corridor with murals. Coordination is required between property owners and artists. Potential mural locations are identified on the sub-district maps.*

### 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



*What do you think  
of the proposed  
private space  
improvement  
tools?*

## Public Plaza or Parklet

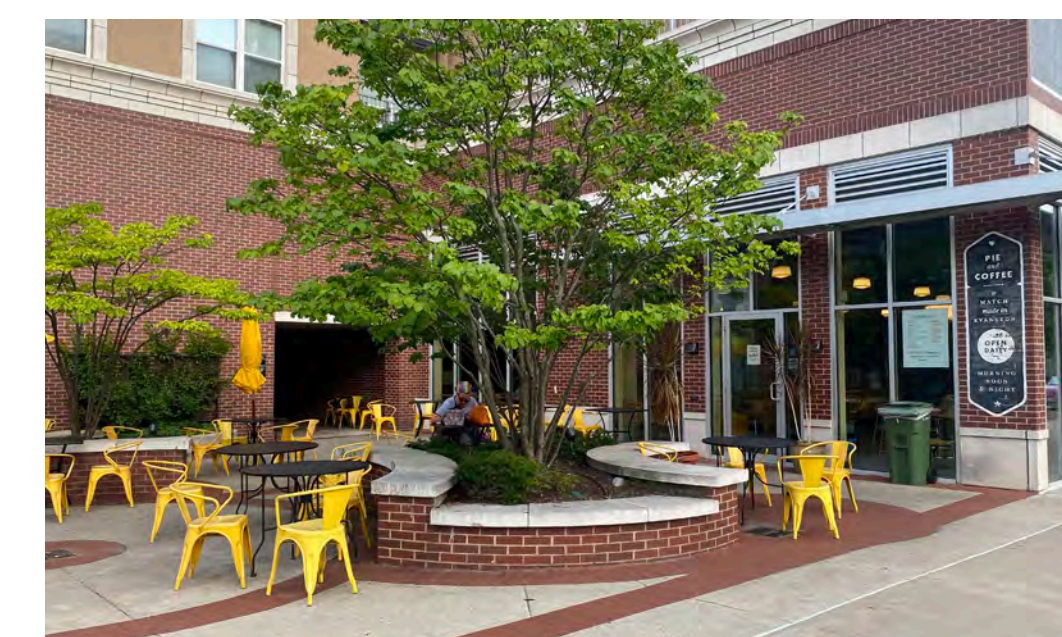
*Public plazas provide space for community events and social interaction. Along Dempster, these can create people-friendly spaces as relief from the vehicular traffic. The corridor maps and opportunity site concepts explore potential areas for public plazas.*

### 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



## 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



## 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



## Activated Alleyway

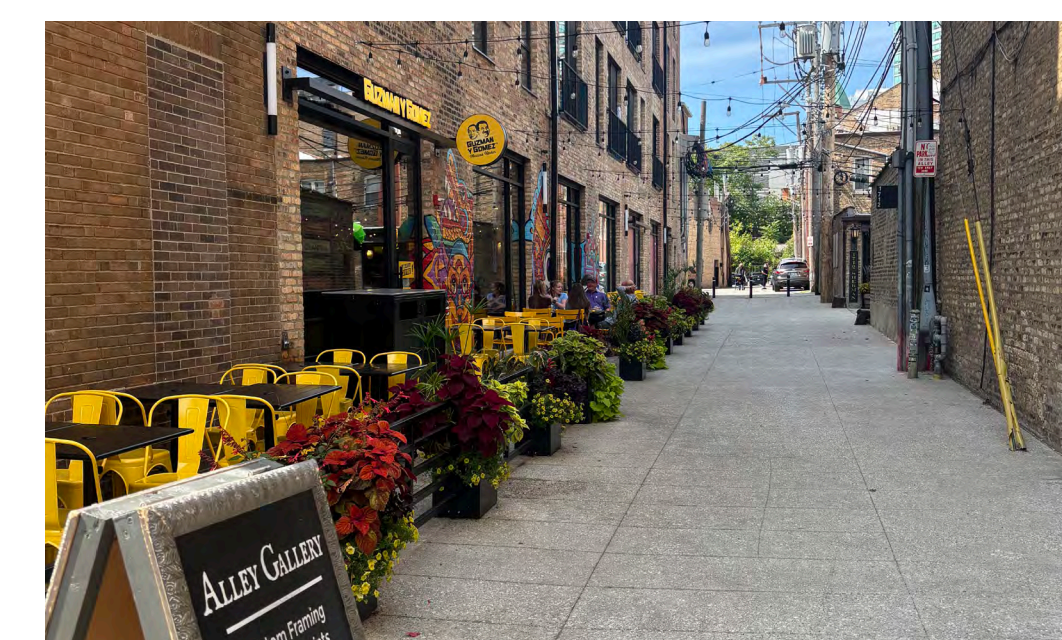
*Alleyways offer unique opportunities for safe pedestrian movement along the rear of blocks. Depending on size and access points, alleyways can create outdoor rooms for walk-up cafe windows, retail displays, plazas, and public art. Pilot projects could be tested in alleys between Meade and Marmora.*

### 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



**What do you think  
of the proposed  
public space  
improvement  
tools?**

# Design Toolbox – Public Spaces

## 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



## Pedestrian & Streetscape Enhancements

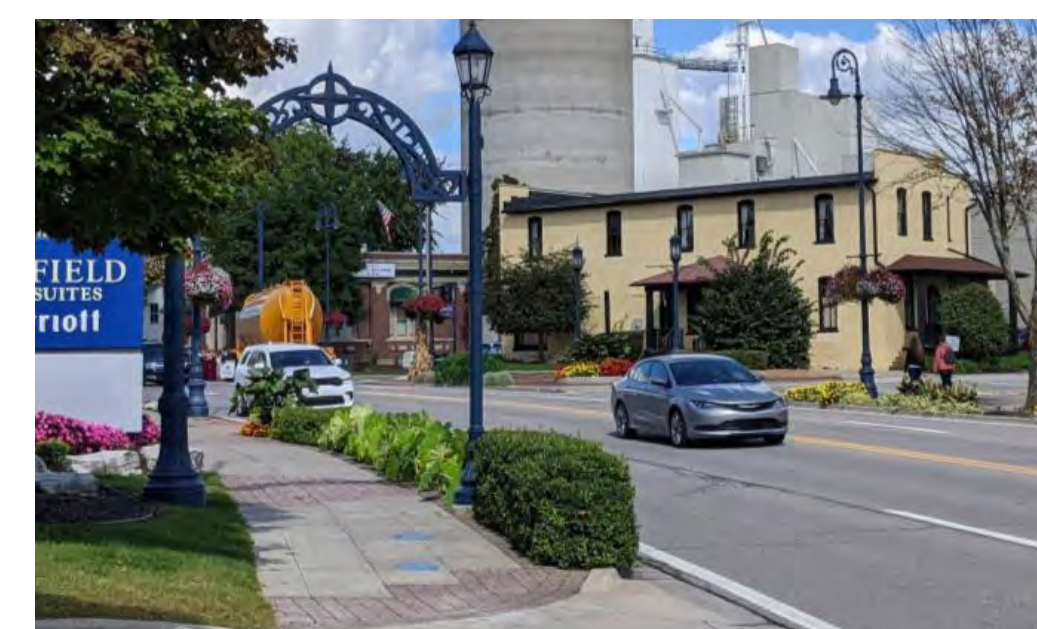
*Enhancements to the streetscape come in many forms: wayfinding signage, landscaping, lighting, banners, benches and other street furniture, pavers, and treatments at intersections. All elements are within the public right-of-way. Recommended streetscape enhancements are shown on the sub-district maps.*

### 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 Art

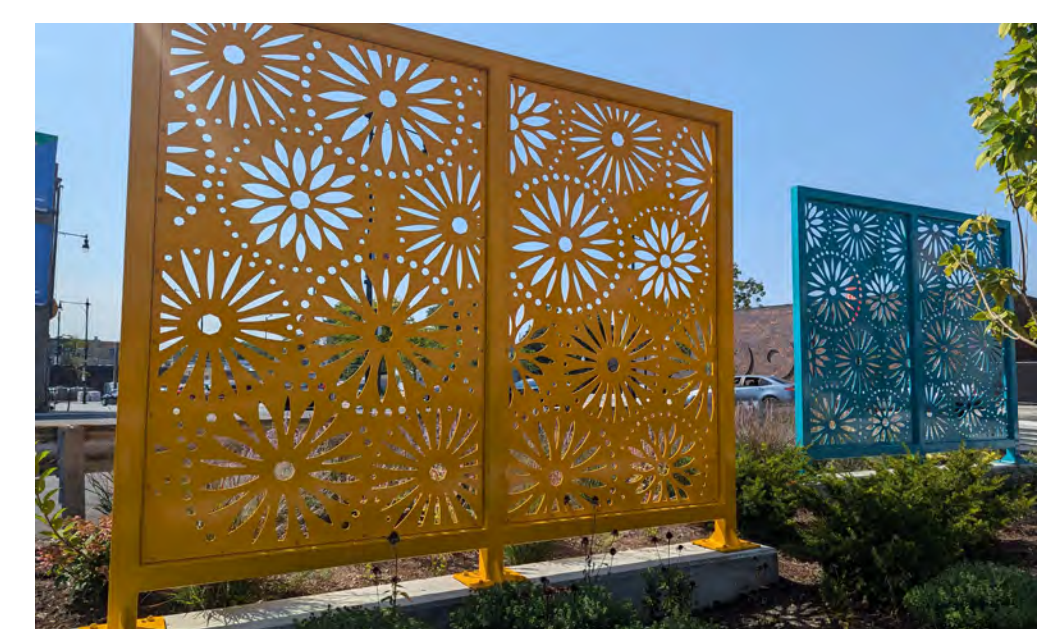
*Trails or multi-use paths are off-street bikeway facilities entirely separated from vehicular roadways that provide a paved space for both people cycling and walking. Trails or paths typically provide the highest levels of safety and comfort.*

### Policy Objectives:

- 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



*What do you think of the proposed public space improvement tools?*

## **New Pedestrian Crossing**

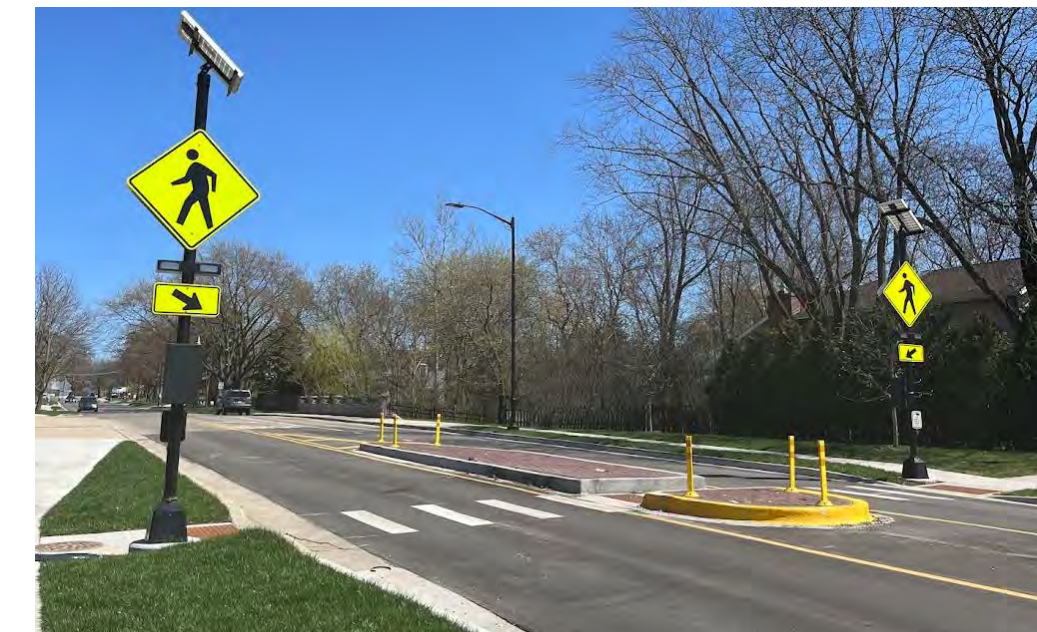
*Enhanced pedestrian safety is a central goal of this corridor plan. The addition of new pedestrian crossings is one way to achieve this, including the use of rectangular rapid flashing beacons (RRFBs), refuge islands, painted crosswalks, and similar interventions.*

### **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



## **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



## **Landscaped Median**

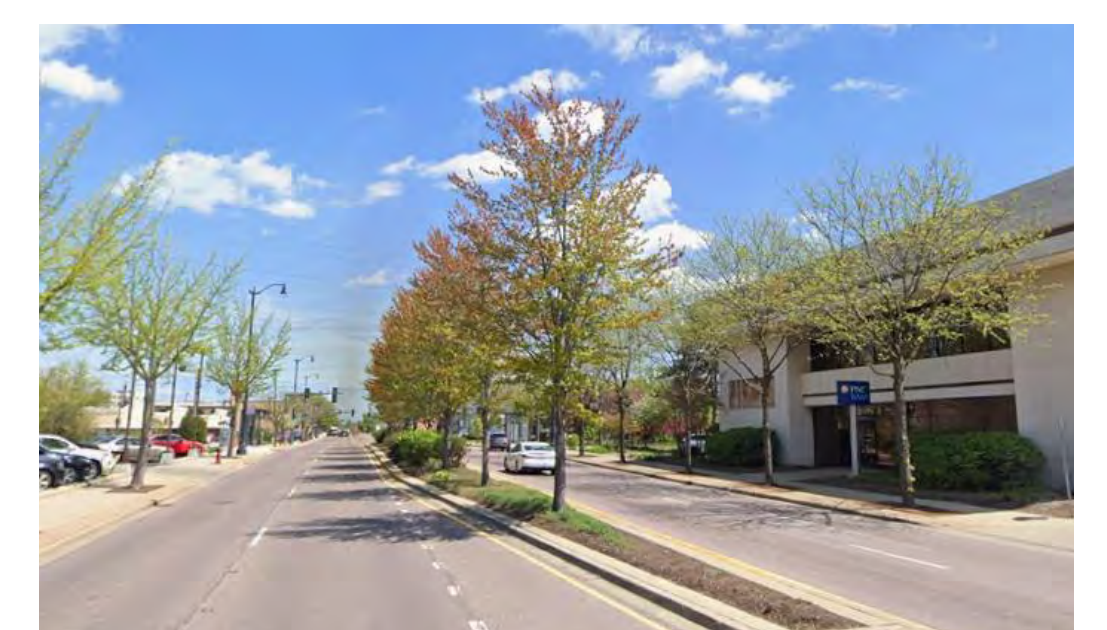
*A landscaped median breaks up a multi-lane roadway into two parts that are more manageable to cross for pedestrians. In addition, a median creates space for landscaping within the roadway to reduce impervious surfaces and add greenery and beautification. Note this may restrict left turns into properties.*

### **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 w/ pedestrian crossings



## **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



*What do you think  
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improvement  
tools?*

## ●●● 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



## ●●● Trails or Multi-Use Paths

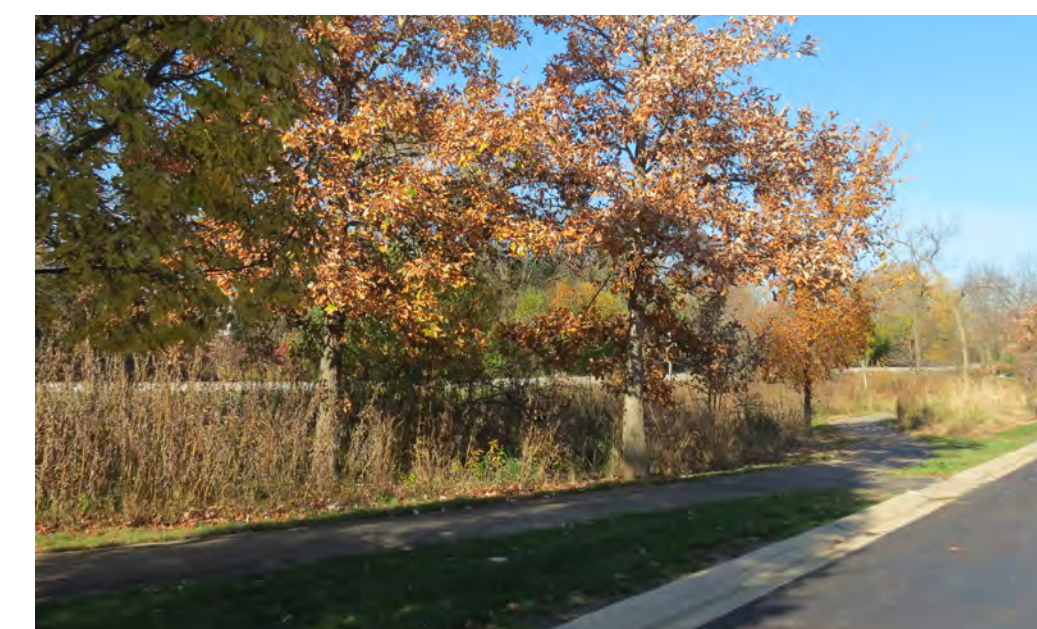
*Trails or multi-use paths are off-street bikeway facilities entirely separated from vehicular roadways that provide a paved space for both people cycling and walking. Trails or paths typically provide the highest levels of safety and comfort.*

### 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



*What do you think  
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# Opportunity Site Concept Plan 1

This concept plan is for illustrative, long-range planning and visioning purposes only and does not represent any current development proposals.

## Mixed-Use Development

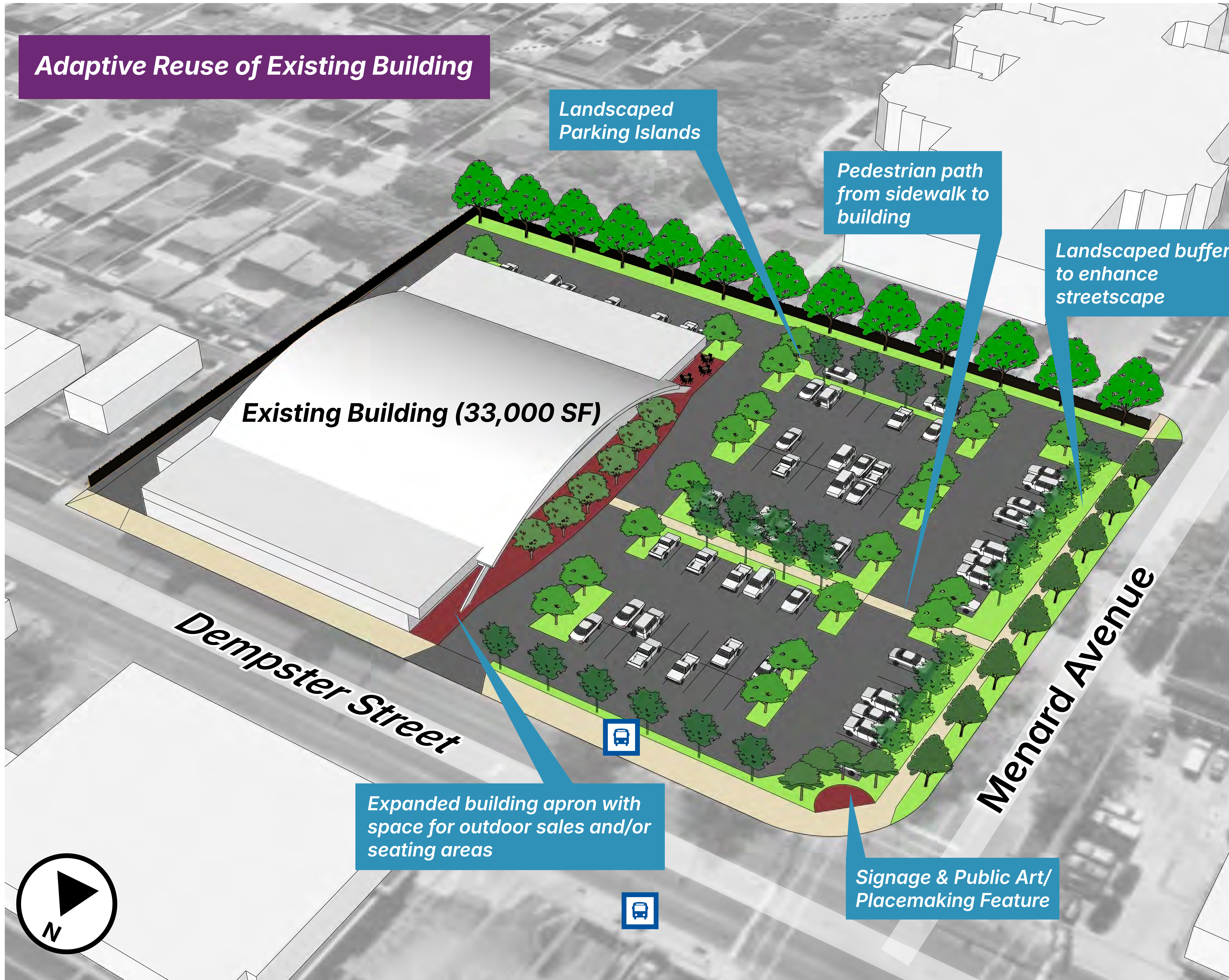
- 5-story mixed-use (3 residential over 2 levels of grocery store + parking)
- Levels 1-2: 20,000 gross SF grocery store and 5,000 gross SF residential amenities separate entrance; 2-story parking garage with internal shared loading
- Levels 3-5: 105 residential dwelling units, 35 units per level
- Grocery: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



Share your thoughts on this development concept below.

# Opportunity Site Concept Plan 1 - Alternative

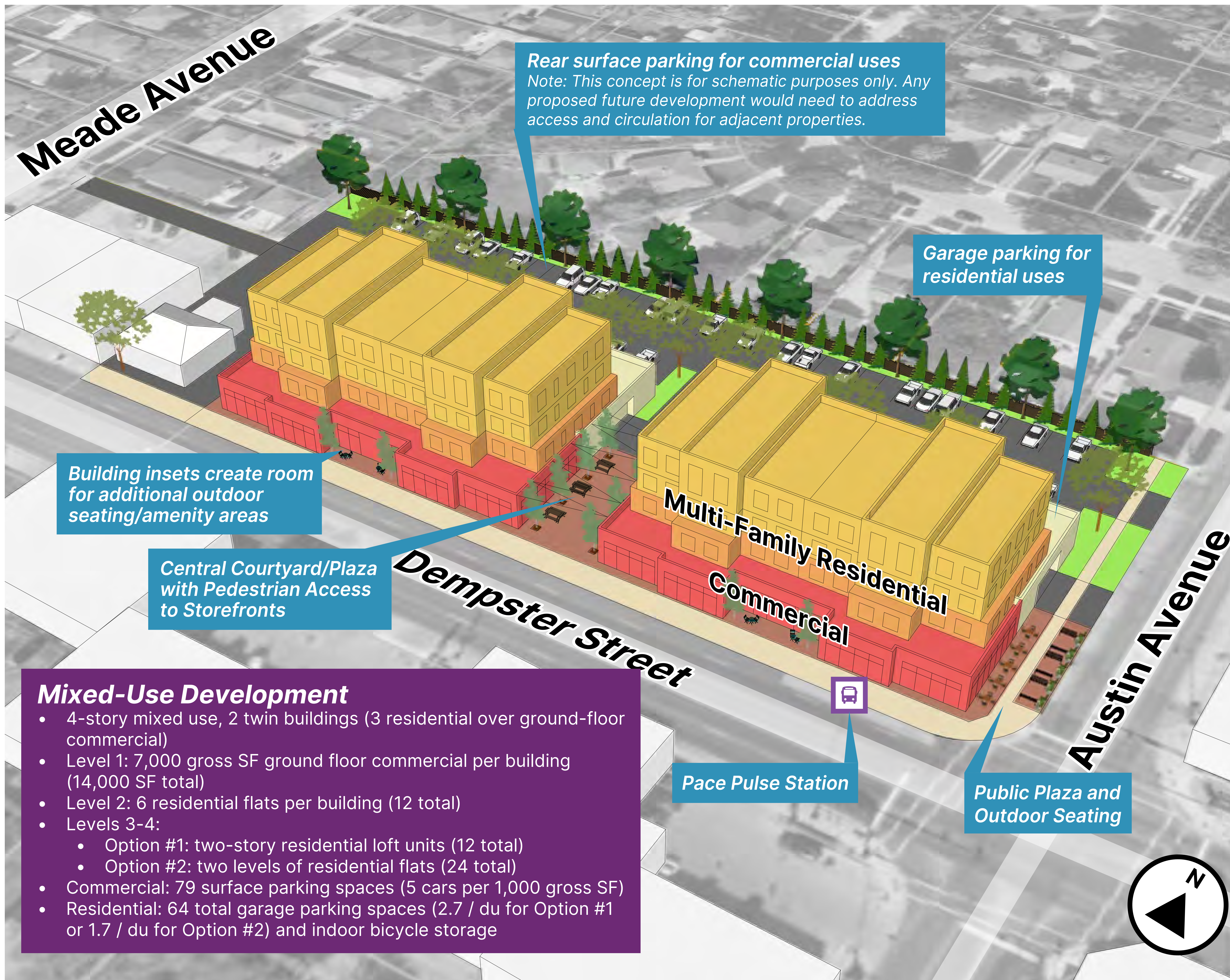
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Share your thoughts on this development concept below.

# Opportunity Site Concept Plan 2

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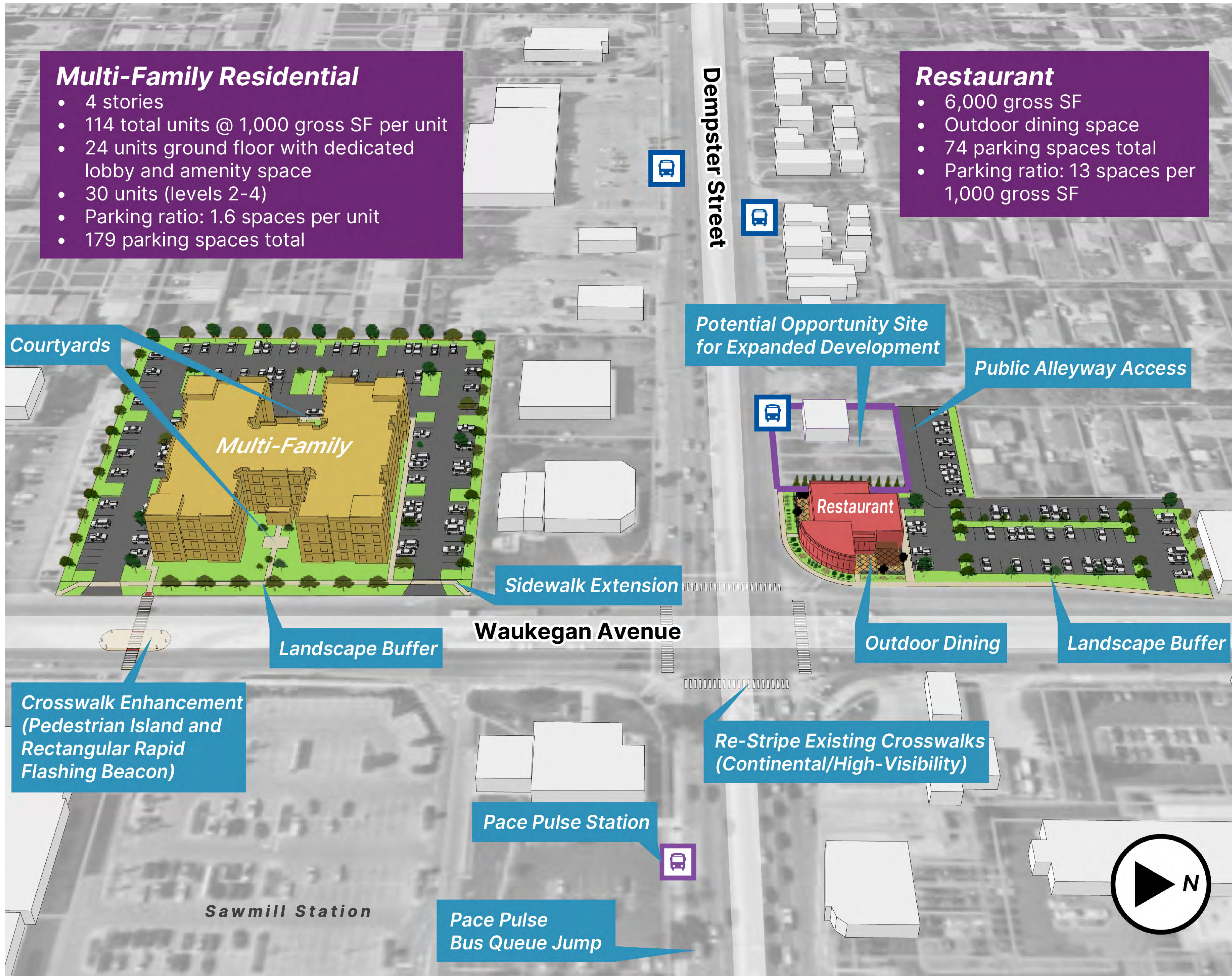
Share your thoughts on this development concept below.

## 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

# Opportunity Site Concept Plan 3

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Share your thoughts on this development concept below.